MEETING NOTICE AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)
The CTAC may take action on any item appearing on this agenda.

Thursday, March 7, 2013
9:30 to 11:00 a.m.

SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101-4231

Chair: Zoubir Ouadah, City of Poway
Vice Chair: Mario Sanchez, City of El Cajon

Staff Contact: Alex Estrella
(619) 699-1928
Alex.Estrella@sandag.org

AGENDA HIGHLIGHTS

• ACTIVE TRANSPORTATION WORKING GROUP
• SAN DIEGO FORWARD: STATUS UPDATE AND APPROACH FOR REFINING, DEVELOPING, AND INCORPORATING THE POLICY AREAS FROM THE REGIONAL COMPREHENSIVE PLAN

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In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
ITEM #                  RECOMMENDATION
1. WELCOME AND INTRODUCTIONS

2. PUBLIC COMMENTS

Members of the public shall have the opportunity to address the CTAC on any issue within the jurisdiction of SANDAG 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 CTAC coordinator prior to speaking. Public speakers should notify the CTAC coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. CTAC members also may provide information and announcements under this agenda item.

+3. MEETING SUMMARY OF THE FEBRUARY 7, 2013, CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE

APPROVE

CTAC will review and approve the February 7, 2013, meeting summary.

CONSENT ITEMS (4)

+4. TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: STATUS UPDATE (Suchi Mukherjee)

INFORMATION

SANDAG approved the first round of Smart Growth Incentive Program projects under TransNet in May 2009, and the first round of Active Transportation Program grants in June 2009. This report provides an overview of the progress made to date by the grant recipients.

REPORT ITEMS (5 through 10)

5. JOINT TECHNICAL WORKING GROUP AND CITIES AND COUNTY TRANSPORTATION ADVISORY COMMITTEE INFORMATIONAL MEETING: PLEASE SAVE THE DATE, MARCH 14, 2013 (Carolina Gregor)

INFORMATION

SANDAG will hold a joint informational meeting between the Technical Working Group and CTAC on Thursday, March 14, from 12 noon to 2 p.m., in the SANDAG Board Room to begin work on Alternative Land Use and Transportation Scenarios that could result in greenhouse gas emission reductions. The joint informational meeting will provide an opportunity for working group members to hear about the project, learn about similar regional scenario planning efforts, and provide input to SANDAG staff.

+6. ACTIVE TRANSPORTATION WORKING GROUP (Chris Kluth)

DISCUSSION

The Bicycle-Pedestrian Working Group was established to inform SANDAG planning efforts for non-motorized travel and provide guidance regarding the Active Transportation Grant Program. Formation of the Active Transportation Working Group (ATWG) is intended to reflect a new emphasis on
Active Transportation in the region. Staff will discuss the transition to a new Active Transportation Working Group and present the staff report and charter that was presented for approval to the Transportation Committee on February 15, 2013. CTAC will be asked to provide input on potential revisions to the ATWG membership roster as a result of comments from the Transportation Committee.

+7. TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT AND ANNUAL SUBMITTAL OF FUNDING PROGRAMS BY LOCAL JURISDICTIONS (Marney Cox and Ariana zur Nieden)  

In accordance with the TransNet Extension Ordinance, each local agency must submit its Regional Transportation Congestion Improvement Program (RTCIP) funding program to the Independent Taxpayer Oversight Committee (ITOC) by April 1 of each year in order to remain eligible for TransNet local street and roads funding. In addition, the TransNet Ordinance requires SANDAG to adjust the RTCIP fee amount on July 1 of each year based upon the construction cost index. At the February 22, 2013, meeting, the Board of Directors approved a 2 percent RTCIP fee adjustment beginning July 1, 2013. Staff will provide an update on the SANDAG Board action and other program requirements.

+8. SAN DIEGO FORWARD: STATUS UPDATE AND APPROACH FOR REFINING, DEVELOPING, AND INCORPORATING THE POLICY AREAS FROM THE REGIONAL COMPREHENSIVE PLAN (Phil Trom)  

In January, the SANDAG Board of Directors received reports on what we have been hearing from the public and our local jurisdictions on the regional plan. The attached report summarizes this information and describes an approach for how the various regional policy areas that were addressed in the Regional Comprehensive Plan and some new emerging policy areas will be incorporated into San Diego Forward: The Regional Plan. This is an information item for the CTAC. White papers will begin to come to the CTAC for discussion in the next month or two.

9. DRAFT FY 2012 TransNet TRIENNIAL PERFORMANCE AUDIT REPORT RECOMMENDATIONS (Alex Estrella)  

In January 2013, ITOC was presented with the CTAC Ad Hoc Working Group findings developed through CTAC and SANDAG staff. CTAC members will be provided with an update and summary of proposed next steps.

10. CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES  

Caltrans will provide an update on various local programs, funding program deadlines, and announcements regarding upcoming conferences.

11. ADJOURNMENT AND NEXT MEETING  

The next CTAC meeting is planned for Thursday, April 4, 2013.

+ next to an agenda item indicates an attachment
SUMMARY OF THE FEBRUARY 7, 2013, MEETING

Agenda Item 1: Welcome and Introductions

Chair Zoubir Ouadah (City of Poway) called the Cities/County Transportation Advisory Committee (CTAC) meeting to order. Self-introductions were conducted.

Agenda Item 2: Public Comments/Communications/Member Comments

Members of the public had the opportunity to address the CTAC on any issue. There were no public comments.

Agenda Item 3: Meeting Summary (Approve)

The CTAC members were asked to review and approve the CTAC meeting summary of January 3, 2013.

Action: The meeting summary notes were approved.

Agenda Item 4: Regional Plan Draft Public Involvement Plan (Consent)

This item was provided on Consent. SANDAG announced that SANDAG had recently issued the draft Public Involvement Plan (PIP) for the Regional Plan for a 30 day public review and comment period. Comments to the plan should be e-mailed to David Hicks at David.Hicks@sandag.org.

Agenda Item 5: Title VI Demographics Item (Information)

CTAC members were presented with a brief survey to collect CTAC membership related information. Staff indicated that as recipient of Federal Transit Administration funding, SANDAG is required to collect information regarding SANDAG committee membership.

Agenda Item 6: Annual Submittals of Form 700 Statement of Economic Interest (Information)

CTAC members were reminded of the upcoming Form 700 Statement of Economic Interest submittal due date of March 22, 2013. Members were requested to complete and submit an original signed copy to SANDAG. CTAC members were reminded that the Form 700 can be obtained at: http://www.fppc.ca.gov/forms/700-12-13/Form700-12-13.pdf.
**Agenda Item 7: Regional Transportation Congestion Improvement Program: Proposed Fee Adjustment and Survey Results (Information)**

Ariana zur Nieden (SANDAG) provided an update on the survey information gathered to date about each agency's overall transportation impact fee (TIF). Specifically, CTAC members were requested to review the information gathered and to provide any changes to staff by Friday, February 8, 2013. The summary of the information gathered was provided as Attachment 1 of the staff report and reflected the following key survey findings:

- Fee types and fee amounts vary significantly by jurisdiction. Overall TIF amounts range from $2,165 to $34,030. Accordingly, the RTCIP fee ($2,165 for FY 2013) constitutes anywhere from 6 to 100 percent of overall TIF amounts collected by each jurisdiction.
- Overall, of the 19 jurisdictions only six collected the RTCIP as their transportation fee; and 13 collected the RTCIP as well as a transportation impact or traffic signal fee.
- Of the 13 jurisdictions that collect TIFs in addition to the RTCIP, five (the Cities of Carlsbad, Chula Vista, San Diego, Santee; and the County of San Diego) reported an overall average annual increase between 2 and 5 percent during 2008 – 2012, and six did not raise their non-RTCIP fee rates during this same four-year period.

In terms of next steps, SANDAG staff encouraged CTAC members to review and provide comments by Friday, February 8, 2013. Staff indicated that the proposed survey findings would be presented as the basis for requesting a fee adjustment to the Regional Transportation Congestion Improvement Program at its SANDAG Board of Directors meeting on February 22, 2013. For questions on the RTCIP fee adjustment, members were encouraged to contact Ariana zur Nieden at Ariana.zurNieden@sandag.org.

**Agenda Item 8: Active Transportation Implementation Strategy Framework (Information)**

Christine Eary (SANDAG) provided an update on SANDAG’s effort for establishing an Active Transportation Program and Strategy. CTAC members were presented with a proposed framework and was asked to provide input and feedback on information ranging from Strategy goals and priority areas. Staff indicated the implementation of the Active Transportation Implementation Strategy is due to SANDAG’s commitment by the SANDAG Board to establish such planning effort a fundamental focus area under the 2050 Regional Transportation Plan/Sustainable Communities Strategy.

In summary, the following key points were presented to CTAC members on the proposed Active Transportation Strategy Framework:

- The Active Transportation Implementation Strategy will further define SANDAG active transportation planning and implementation work in the region, building on three efforts in particular: Riding to 2050: The San Diego Regional Bicycle Plan, the San Diego Regional Safe Routes to School Strategic Plan, and the Safe Routes to Transit Regional Plan currently in development.
- The overarching goal is to develop a comprehensive Regional Active Transportation Program that addresses walking, bicycling, Safe Routes to Transit, and Safe Routes to School.
Define and identify active transportation priority areas in the region.
Identify projects and programs within the active transportation priority areas for consideration in the next Regional Plan.
Prioritize projects and identify a funding strategy, in conjunction with the Regional Plan.
Identify active transportation performance measures for ongoing monitoring and program evaluation.
The Implementation Strategy will also identify opportunities for integrating active transportation into SANDAG transit corridor projects, and freeway corridor projects where appropriate.
CTAC members expressed that consideration of local agency needs and policies be given during the establishment of any new Strategy or Programs.
CTAC members also requested that consideration be given to change in local agency conditions, meaning that the Strategy be supportive of changing environment when establishing priority areas.

In terms of next steps, staff indicated initial input will be requested from the Transportation Committee and will focus on the proposed framework and other related elements of the course of the following months. As information is development and progress is made throughout this year, staff agreed to return to CTAC to request input and feedback as appropriate. CTAC members were encouraged to contact Christine Eary at Christine.Eary@sandag.org for more detailed information or questions.

Agenda Item 9: Draft Fiscal Year 2012 TransNet Triennial Performance Audit Report Recommendations Update (Information)

Alex Estrella (SANDAG staff) introduced this item and included a progress update on work efforts from the CTAC Ad Hoc Working Group. Specifically, staff indicated that the Independent Tax Payers Oversight Committee (ITOC) was presented with the CTAC Ad Hoc Working Group findings developed with input from CTAC and staff during their January 2013 meeting.

Staff indicated that the overall input and feedback from ITOC was positive in nature. As a next steps, ITOC requested that CTAC member agencies develop a proposed annual reporting approach for documenting payment conditions. An extensive discussion on the various levels of information available followed by CTAC members. As a result of such discussion, it was agreed that the CTAC Ad Hoc Working Group members re-convene to come up with proposed options for establishing an annual reporting approach and present such findings during the March CTAC meeting.

Agenda Item 10: California Department of Transportation Updates (information)

CTAC members were provided with a Caltrans handout that included the following announcements:

1. 2013 Local Assistance Tentative Call for Projects Schedules:
   a. Highway Safety Improvement Program (HSIP) - Cycle 6 Applications will be due in June/July 2013
   b. High Risk Rural Roads (HR3) - Applications will be due in June/July 2013
   c. Federal Safe Routes to School - Applications will be due in June/July 2013
   d. Highway Bridge Program (HBP) or Seismic Safety Retrofit - Applications are accepted year round.
2. Local Assistance Training - The Resident Engineers Academy – Various locations statewide through June 2013.

3. Planned Federal Aid Series Training

For additional information on all Caltrans items, CTAC members were encouraged to contact Wei Xia, Local Programs Engineer, at (619) 278-3734, or at Wei_Xia@dot.ca.gov.

Prior to adjournment, James Dreisbach-Towle (SANDAG) reminded CTAC members and announced that SANDAG was conducting three workshops in February to attain input on the development of a project listing for the Intelligent Transportation Systems (ITS) Strategic Plan. The workshops are planned for February 20, 21, and 26, 2013 and to be held in the North, Central, and East regions of the County.

**Agenda Item 11: Adjournment and Next Meeting**

The next CTAC meeting will be held on Thursday, March 7, 2013, from 9:30 to 11 a.m.
TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: STATUS UPDATE

Introduction

This report provides an update through December 31, 2012, on projects funded by two grant programs included in the TransNet Extension Ordinance and Expenditure Plan: (1) the Smart Growth Incentive Program, and (2) the Active Transportation Grant Program, formerly known as the Bicycle, Pedestrian and Neighborhood Safety/Traffic Calming Program. It also provides information regarding ongoing oversight efforts and one proposed Active Transportation Grant Program grant amendment scheduled for consideration by the Independent Taxpayer Oversight Committee (March 13, 2013) and the Transportation Committee (April 5, 2013).

Discussion

The TransNet Extension Ordinance provides 2 percent of annual TransNet revenues each for the Smart Growth Incentive Program and Active Transportation Grant Program. In addition, the Active Transportation Grant Program also receives 2 percent of annual Transportation Development Act (TDA) revenues.

Smart Growth Incentive Program

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 TransNet Smart Growth Incentive Program. The program 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, such as enhancements to streets and public places, funding of infrastructure needed to support development in smart growth opportunity areas consistent with the Regional Comprehensive Plan, and community planning efforts related to smart growth and improved land use/transportation coordination.” Attachment 1 includes an update on progress for the grant-funded projects through December 31, 2012. Of the 13 projects that went forward, one has been completed and the remaining projects are scheduled to be completed between now and the end of Fiscal Year (FY) 2014 (June 2014).
**Active Transportation Grant Program**

In June 2009, SANDAG awarded $7.8 million in TDA and TransNet funding to 30 projects (12 planning, parking, and program grants, and 18 capital grants) under the Active Transportation Grant Program. Although this was the first annual cycle of this program under the TransNet Extension, SANDAG has been funding bicycle and pedestrian projects with TDA funds since 1972, and bicycle projects under the original TransNet Ordinance since FY 1989. The TransNet Extension Ordinance specifies that the 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.” Attachment 2 includes an update on progress for the grant-funded projects through December 31, 2012. Of the 30 projects, 23 have been completed, and one project was discontinued at the request of the local jurisdiction. The remaining projects are scheduled to be completed between now and the end of FY 2013 (June 2013) with the exception of the City of Vista’s Inland Rail Trail Phase IIIB Right-of-Way Engineering project, which is requesting an extension to May 2015.

**Grant Oversight**

SANDAG staff provides ongoing oversight of Smart Growth Incentive Program and Active Transportation grantees through review of quarterly reports and regular status reports to the Transportation and Regional Planning Committees. Staff also provides an annual update on grant programs to the TransNet Independent Taxpayer Oversight Committee (ITOC).

Staff reviews quarterly reports to ensure that grantees are making timely progress with respect to the Use-It-or-Lose-It provisions of their grant agreements (described below), and to ensure that project deliverables match deliverables in the grant agreement scopes of work. The “Watch List” columns in Attachments 1 and 2 are used to identify projects that may need a grant amendment in the near future, and helps ensure the timely processing of such amendments.

**Policy Governing Timely Use of Grant Funds (‘’Use-It-or-Lose-It’’ Policy)**

The applicable Use-It-or-Lose-It Policy (Attachment 3), which was in place for these projects prior to the adoption of Board Policy No. 035, states that all projects must be completed according to the project schedule provided in the grantee’s respective grant agreements, and that at the latest, capital improvement projects must award a construction contract within two years of an executed grant agreement with SANDAG. The Policy also states that capital projects must be completed within 18 months of an executed construction contract (a maximum of 3.5 years from contract execution). Planning projects must award a consultant contract within one year of an executed grant agreement with SANDAG, and complete the project within two years of an executed consultant contract (a maximum of 3 years from contract execution).

While schedule adjustments of up to 12 months may be approved by SANDAG staff, per Section 3.1.1 of the attached Use-It-or-Lose-It Policy, Smart Growth Incentive Program and Active Transportation Grant Program project schedule amendment requests are presented to the ITOC for a recommendation and to the Regional Planning and Transportation Committees (respectively) for approval when the requests meet either one of the following conditions:

- The time extension requested exceeds 12 months; and/or
• The time extension requested causes the project to miss a Use-It-or-Lose-It milestone deadline (consultant or construction contract award or project completion).

Active Transportation Grant Program Proposed Amendment

1. The City of Vista is requesting a no-cost, time-only schedule amendment of two years (from May 8, 2013 to May 28, 2015) for Inland Rail Trail Phase IIIB Right-of-Way Engineering project (Attachment 4). The time extension is needed to address complications in the overall project development process. This project is being developed in a very constrained alignment because of the terrain and habitat and because of the proximity to the SPRINTER rail operations. These constraints required careful and detailed design work and related environmental analysis that is not complete. Vista will not be able to complete the right of way phase of the project until that work is done, so this schedule revision is necessary to allow time for SANDAG staff to complete its work. This is the third amendment request. The first amendment was granted by SANDAG staff for a 12 month extension from February 28, 2011, to February 28, 2012. The second amendment was approved by the Regional Planning Committee for a 15.5 month extension from February 28, 2012, to May 31, 2013.

Next Steps

The report on the Smart Growth Incentive Program and Active Transportation Grant Program will be presented to the TransNet Independent Taxpayer Oversight Committee on March 13, 2013, the Regional Planning Committee on April 5, 2013, and Transportation Committee on April 5, 2013. The ITOC and TC will be asked to consider approving the proposed two-year amendment for the City of Vista’s Inland Rail Trail Phase IIIB Right-of-Way Engineering project. The next status update is anticipated in early Summer of 2013.

2. Status of TransNet/TDA Active Transportation Program FY 2010 Grants
3. TransNet Smart Growth Incentive Program Use-It-or-Lose It Requirements
4. City of Vista Inland Rail Trail Phase IIIB Right-of-Way Engineering Amendment Request

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

Reporting period through September 30, 2012

<table>
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<tr>
<th>#</th>
<th>AGENCY</th>
<th>PROJECT</th>
<th>GRANT TYPE</th>
<th>GRANT AMOUNT</th>
<th>STATUS</th>
<th>NEXT MILESTONE</th>
<th>MILESTONE DATE</th>
<th>CONTRACT EXPIRATION</th>
<th>WATCH LIST</th>
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<tbody>
<tr>
<td>1</td>
<td>Chula Vista</td>
<td>Industrial Boulevard Bike Lane &amp; Pedestrian Improvements</td>
<td>Capital</td>
<td>$283,900</td>
<td>PROJECT COMPLETE - JULY 2012</td>
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<tr>
<td>2</td>
<td>Chula Vista</td>
<td>Palomar Gateway District Specific Plan &amp; EIR</td>
<td>Planning</td>
<td>$400,000</td>
<td>Second screencheck of Draft EIR complete. Third and final screencheck in progress.</td>
<td>Project Completion</td>
<td>Jun-13</td>
<td>Jun-13</td>
<td>X</td>
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<td>3</td>
<td>Chula Vista</td>
<td>Third Avenue Streetscape Implementation Project</td>
<td>Capital</td>
<td>$2,000,000</td>
<td>Construction in progress.</td>
<td>Project Completion</td>
<td>Mar-13</td>
<td>Mar-13</td>
<td>X</td>
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<td>4</td>
<td>Lemon Grove</td>
<td>Lemon Grove Trolley Plaza</td>
<td>Capital</td>
<td>$1,895,000</td>
<td>Construction in progress.</td>
<td>Project Completion</td>
<td>Nov-13</td>
<td>Nov-13</td>
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<td>5</td>
<td>National City</td>
<td>8th Street Corridor Smart Growth Revitalization</td>
<td>Capital</td>
<td>$2,000,000</td>
<td>90% construction plans and specifications (Phase II) complete. Phase I construction in progress.</td>
<td>Project Completion</td>
<td>Jun-14</td>
<td>Jun-14</td>
<td></td>
</tr>
</tbody>
</table>

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and, therefore, require additional monitoring. Projects that were not awarded have been removed from this list and funds have reverted back to the SGIP.
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### Status of TransNet Smart Growth Incentive Program FY 2009 - FY 2010 Grants

Reporting period through September 30, 2012

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<th>AGENCY</th>
<th>PROJECT</th>
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<td>9</td>
<td>San Diego</td>
<td>Imperial Avenue &amp; Commercial Street Corridor Plan</td>
<td>Planning</td>
<td>$400,000</td>
<td>Completion of Draft Master Plan in progress. Refinements to mobility section and technical report underway. Preparing for review and feedback by community stakeholders.</td>
<td>Project Completion</td>
<td>Mar-13</td>
<td>Mar-13</td>
<td>X</td>
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<td>10</td>
<td>San Diego</td>
<td>Park Boulevard/Essex Street Pedestrian Crossing &amp; Traffic Calming</td>
<td>Capital</td>
<td>$224,000</td>
<td>100% design complete. Advertised and awarded construction contract.</td>
<td>Project Completion</td>
<td>Sep-13</td>
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<td>11</td>
<td>San Diego</td>
<td>Park Boulevard/City College/San Diego High Pedestrian &amp; Transit Access Improvements</td>
<td>Capital</td>
<td>$300,000</td>
<td>90% design complete. Award Construction Contract</td>
<td>Sep-13</td>
<td>Feb-14</td>
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### Status of TransNet Smart Growth Incentive Program FY 2009 - FY 2010 Grants

**Reporting period through September 30, 2012**

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<td>12</td>
<td>San Diego</td>
<td>Fourth &amp; Fifth Avenue/Nutmeg Pedestrian Crossing &amp; Traffic Calming</td>
<td>Capital</td>
<td>$619,000</td>
<td>100% design complete.</td>
<td>Award Construction Contract</td>
<td>Mar-13</td>
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<td>13</td>
<td>San Diego</td>
<td>Fourth Avenue/Quince Pedestrian Crossing &amp; Traffic Calming</td>
<td>Capital</td>
<td>$233,000</td>
<td>100% design complete.</td>
<td>Award Construction Contract</td>
<td>Mar-13</td>
<td>Sep-13</td>
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## Status of TransNet/TDA Active Transportation Program FY 2010 Grants

Reporting period through September 30, 2012

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<th>CONTRACT EXPIRATION</th>
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<td>1</td>
<td>Carlsbad</td>
<td>Installation of Audible Pedestrian Signals &amp; Countdown Pedestrian Signals</td>
<td>Capital</td>
<td>$150,660</td>
<td>PROJECT COMPLETE - FEBRUARY 2012</td>
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<td>2</td>
<td>Chula Vista</td>
<td>Chula Vista Bikeway Master Plan Update</td>
<td>Plan</td>
<td>$150,000</td>
<td>PROJECT COMPLETE - FEBRUARY 2011</td>
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<td>3</td>
<td>Chula Vista</td>
<td>Sidewalk Safety Program - I Street Sidewalk Improvements</td>
<td>Capital</td>
<td>$116,220</td>
<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
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<td>4</td>
<td>Coronado</td>
<td>Coronado Bicycle Master Plan</td>
<td>Plan</td>
<td>$75,000</td>
<td>PROJECT COMPLETE - MARCH 2011</td>
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<td>5</td>
<td>Escondido</td>
<td>Downtown Escondido Bike Racks</td>
<td>Parking</td>
<td>$14,378</td>
<td>PROJECT COMPLETE - OCTOBER 2011</td>
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<td>6</td>
<td>Escondido</td>
<td>Ash Street Undercrossing</td>
<td>Capital</td>
<td>$457,357</td>
<td>PROJECT COMPLETE - MARCH 2012</td>
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<tr>
<td>7</td>
<td>Escondido</td>
<td>Escondido Creek Bike Path</td>
<td>Capital</td>
<td>$524,100</td>
<td>The grant agreement for this project was terminated in July 2012 at the request of the City of Escondido. The grant funds will remain in the Active Transportation Grant Program.</td>
<td></td>
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</tbody>
</table>

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### Status of TransNet/TDA Active Transportation Program FY 2010 Grants
**Reporting period through September 30, 2012**

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<table>
<thead>
<tr>
<th>#</th>
<th>AGENCY</th>
<th>PROJECT</th>
<th>GRANT TYPE</th>
<th>GRANT AMOUNT</th>
<th>STATUS</th>
<th>NEXT MILESTONE</th>
<th>MILESTONE DATE</th>
<th>CONTRACT EXPIRATION</th>
<th>WATCH LIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>National City</td>
<td>Sweetwater River Bike Path Gap Closure Design – Plaza Bonita Road</td>
<td>Capital</td>
<td>$130,000</td>
<td>PROJECT COMPLETE – DECEMBER 2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>San Diego</td>
<td>EIR &amp; Feasibility Study for Bike Master Plan Update</td>
<td>Plan</td>
<td>$150,000</td>
<td>Second screencheck of Draft PEIR complete.</td>
<td>Project Completion</td>
<td>Jun-13</td>
<td>Jun-13</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>San Diego</td>
<td>Pedestrian &amp; Bicycle Safety Education Program</td>
<td>Support</td>
<td>$290,000</td>
<td>Program outreach is under way and was extended to 287 elementary schools, 102 middle schools, and 31 parent workshops.</td>
<td>Project Completion</td>
<td>Jun-13</td>
<td>Jun-13</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>San Diego</td>
<td>San Diego Pedestrian Master Plan Phase 4</td>
<td>Plan</td>
<td>$150,000</td>
<td>Finalized pedestrian focus areas and existing conditions mapping. Inventory of curb ramps and sidewalk complete.</td>
<td>Project Completion</td>
<td>Apr-13</td>
<td>Apr-13</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>San Diego</td>
<td>UCSD Bicycle/Pedestrian Master Plan</td>
<td>Plan</td>
<td>$75,000</td>
<td>PROJECT COMPLETE – APRIL 2012</td>
<td></td>
<td></td>
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<tr>
<td>19</td>
<td>San Diego</td>
<td>Bicycle Detection at Signalized Intersections</td>
<td>Capital</td>
<td>$73,500</td>
<td>PROJECT COMPLETE – MAY 2012</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>#</td>
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</tr>
<tr>
<td>20</td>
<td>San Diego</td>
<td>Kelton Road Midblock Pedestrian Improvements</td>
<td>Capital</td>
<td>$248,400</td>
<td>100% Design complete. Construction contract award delayed because original winning contractor was deemed ineligible due to contracting violations on an unassociated project. Five-month staff-level extension in progress to July, 31, 2013.</td>
<td>Award Construction Contract.</td>
<td>Feb-13</td>
<td>Feb-13</td>
<td>X</td>
</tr>
<tr>
<td>21</td>
<td>San Diego/ Caltrans</td>
<td>SR 15 Bike Path Final Design &amp; Environmental Document</td>
<td>Capital</td>
<td>$350,000</td>
<td>PROJECT COMPLETE - OCTOBER 2012</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>San Marcos</td>
<td>Barham Drive Urban Trail Improvement Project</td>
<td>Capital</td>
<td>$700,000</td>
<td>PROJECT COMPLETE - JANUARY 2012</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>SANDAG</td>
<td>Bicycle Locker Wireless Communication</td>
<td>Support</td>
<td>$50,000</td>
<td>PROJECT COMPLETE - JANUARY 2012</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>SANDAG</td>
<td>Bicycle Locker Retrofits &amp; Upgrades</td>
<td>Support</td>
<td>$50,000</td>
<td>PROJECT COMPLETE - JANUARY 2012</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>SANDAG</td>
<td>Bicycle Map Printing &amp; Distribution</td>
<td>Plan</td>
<td>$25,000</td>
<td>PROJECT COMPLETE -</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
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**Status of TransNet/TDA Active Transportation Program FY 2010 Grants**  
Reporting period through September 30, 2012

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<table>
<thead>
<tr>
<th>No.</th>
<th>County</th>
<th>Project Description</th>
<th>Funding</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>SANDAG</td>
<td>Bayshore Bikeway Segments 7 &amp; 8</td>
<td>Capital $1,078,000</td>
<td>PROJECT COMPLETE – MARCH 2012</td>
</tr>
<tr>
<td>27</td>
<td>Santee</td>
<td>Carlton Oaks Drive Class II Bike Lanes</td>
<td>Capital $30,200</td>
<td>PROJECT COMPLETE – MARCH 2010</td>
</tr>
</tbody>
</table>
## Status of TransNet/TDA Active Transportation Program FY 2010 Grants

Reporting period through September 30, 2012

<table>
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<tr>
<th>#</th>
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<tbody>
<tr>
<td>28</td>
<td>Vista</td>
<td>Inland Rail Trail Phase III B – Right-of-Way Engineering</td>
<td>Capital</td>
<td>$500,000</td>
<td>Experiencing issues with easement acquisition &amp; design. Behind schedule in obtaining preliminary title reports. City cannot proceed beyond SDG&amp;E and NCTD parcels until environmental documentation is revalidated, preliminary engineering is updated and right-of-way acquisition parcels are identified. Two-year extension to May 28, 2015 requested from TC.</td>
<td>Project Completion</td>
<td>May-13</td>
<td>May-15</td>
<td>X</td>
</tr>
<tr>
<td>29</td>
<td>Vista</td>
<td>Safe Pedestrian Crossing at Longhorn Drive</td>
<td>Capital</td>
<td>$50,649</td>
<td>PROJECT COMPLETE - JUNE 2011</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Vista</td>
<td>Boys &amp; Girls Club Sidewalk Improvements</td>
<td>Capital</td>
<td>$146,844</td>
<td>PROJECT COMPLETE - JUNE 2011</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
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TransNet Smart Growth Incentive Program and Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program Use-It-or-Lose-It Requirements

1. Project Milestone and Completion Deadlines

1.1. This policy applies to all Smart Growth Incentive Program grant funds, whether from TransNet or another source. By signing a grant agreement for the Smart Growth Incentive Program, grant recipients agree to the following project delivery objectives.

1.1.1. Capital Grants. The project must be completed according to the schedule provided in the grant agreement, but at the latest, a 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.

1.1.2. Planning Grants. The project must be completed according to the schedule provided in the grant agreement, but at the latest, a 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.

Failure to meet the above deadlines may result in revocation of all grant funds not already expended.

1.2. Grant funds made available as a result of this process may be awarded to the next project on the recommended project priority list from the most recent project selection process, or they may be added to the funds available for the next project funding cycle, at SANDAG’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 projects.

2. Project Milestone and Completion Deadlines

2.1. Grant recipients may receive extensions on their project schedules of up to one year for good cause. Extensions of up to twelve months aggregate that would not cause the project to miss a deadline in Sections 1.1.1 or 1.1.2 may be approved by the SANDAG Program Manager for the Smart Growth Incentive Program. Extensions beyond twelve months aggregate or that would cause the project to miss a deadline in Sections 1.1.1 or 1.1.2 must be approved by the Regional Planning Committee. 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 grant recipient 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.

2.1.2. For extension requests that will cause one or more project milestones to be delayed more than six months, but less than twelve months aggregate, the grant recipient must request an extension in writing to the SANDAG Program Manager at least six weeks prior to the earliest project schedule milestone deadline for which an extension is being requested.

2.1.3. The project sponsor seeking the extension must document previous efforts undertaken to maintain the project schedule, the reasons for the delay, and why they were unavoidable, and demonstrate an ability to succeed in the extended time frame.

2.1.4. If the Program Manager denies an extension request under this Section 2, the project sponsor may appeal within ten business days of receiving the Program Manager’s response to the Regional Planning Committee.

2.1.5. Extension requests that are rejected by the Regional Planning Committee will result in termination of the grant agreement and obligation by the project sponsor to return to SANDAG any unexpended funds. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Regional Planning Committee.

3. Project Delays and Extensions of up to One Year

3.1. Requests for extensions beyond one year or that will cause a project to miss a deadline in Sections 1.1.1 or 1.1.2 (including those projects that were already granted extensions by the SANDAG Program Manager and are again falling behind schedule) will be considered by the Regional Planning Committee. The Regional Planning Committee will only grant an extension under this Section 3 for extenuating conditions beyond the control of the project sponsor, defined as follows:
3.1.1. Capital Grants

3.1.1.1. Environmental. An extension may be granted when, during the environmental review process, the project sponsor discovers heretofore unknown sites (e.g., archeological, endangered species) that require additional investigation and mitigation efforts. The project sponsor must demonstrate that the discovery is new and unforeseen.

3.1.1.2. Right-of-Way. Extensions for delays necessary to complete right-of-way acquisition may be granted only when right-of-way needs are identified that could not have been foreseen at the time the grant agreement was signed.

3.1.1.3. Permitting. Delays associated with obtaining permits from external agencies may justify an extension when the project sponsor can demonstrate that every effort has been made to obtain the necessary permits and that the delay is wholly due to the permitting agency.

3.1.1.4. Construction Schedule. Extensions may be granted when unavoidable construction delays create a conflict with restrictions on construction during certain times of the year (for instance, to avoid nesting season for endangered species).

3.1.1.5. Litigation. Extensions may be granted when a lawsuit has been filed concerning the project being funded.

3.1.1.6. Other. Extensions may be granted due to changes in federal/state policies or laws that can be shown to directly affect the project schedule.

3.1.2. Planning Grants

3.1.2.1. Changed Circumstances. An extension may be granted for a planning project when circumstances not within the control of the grant recipient, such as an action by an outside agency, require a change in the scope of work for the project.

3.2. The grant recipient shall make its request directly to the Regional Planning Committee, providing a detailed justification for the requested extension, including a revised project schedule and work plan, at least six weeks prior to the earliest project schedule milestone deadline, or deadline in Sections 1.1.1 or 1.1.2, for which an extension is being requested.

3.3. Extension requests that are rejected by the Regional Planning Committee will result in termination of the grant agreement and obligation by the project sponsor to return to SANDAG any unexpended funds. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request.
Description of Activity for Invoice Period

**Task 1: Agency Project Management**

1. Work Accomplished this Invoice Period
   - Sent information to NCTD staff regarding discussions that took place between the City and NCTD regarding use of the NCTD parcel at the southwest corner of Santa Fe Avenue and Main Street.
   - Obtained input and comments on draft easement document for Inland Rail Trail from SDG&E.
   - Coordinate with SanDAG and their Consultant, Dokken Engineering, to discuss project status, easement acquisition, and utility coordination issues.
   - Met with SDG&E and SanDAG team to discuss easement acquisition issues.
   - Prepared final SDG&E easement document.

2. Work Anticipated for Next Invoice Period
   - Obtain input and comments on final easement document for Inland Rail Trail from SDG&E.
   - Coordinate with SanDAG and their Consultant, Dokken Engineering, to discuss project status, easement acquisition, and utility coordination issues.
   - Meet with SDG&E and SanDAG team to discuss easement acquisition issues.
   - Finalize SDG&E easement document for approval and signatures.
   - Prepare draft easement document to submit to NCTD for Main Street parcel.

3. Challenges or Problems Experienced and Actions Toward Resolution
   - Vista is still working with NCTD regarding the use of the parcel at the southwest corner of Main Street and S. Santa Fe Avenue, because current NCTD staff had no knowledge of previous discussion with Vista regarding use of the NCTD parcel for the Inland Rail Trail. Additional education and discussion with NCTD staff will be needed to obtain their support.
   - SDG&E’s process for granting an easement for the trail across their property will take up to 12 more months because they anticipate that review by the California Public Utilities Commission will be required. Because the value of the easement is less than $5 million, the
PUC should only require an “advice letter” not a formal application to the Commission. We will continue to meet with SDG&E to understand their process and make sure we take appropriate steps to address all of their concerns.

Task 2: Preliminary Title Reports
1. Work Accomplished this Invoice Period
   - None.
2. Work Anticipated for Next Invoice Period
   - Unknown.
3. Challenges or Problems Experienced and Actions Toward Resolution
   - Cannot proceed with work on any other parcels other than SDG&E and NCTD until Environmental Documentation is revalidated, Preliminary Engineering is updated, and portions of parcels required for Right-of-Way acquisition are specifically identified. After that, Preliminary Title Reports can be ordered.

Task 3: Plats and Legal Descriptions
1. Work Accomplished this Invoice Period
   - None.
2. Work Anticipated for Next Invoice Period
   - Preparation of draft plat and legal for SDG&E Easement.
3. Challenges or Problems Experienced and Actions Toward Resolution
   - Cannot proceed with work on any other parcels other than SDG&E and NCTD until Environmental Documentation is revalidated, Preliminary Engineering is updated, portions of parcels required for Right-of-Way acquisition are specifically identified, and Preliminary Title Reports are obtained. After that, other plats and legal descriptions for the required Right-of-Way can be prepared.

Task 4: Appraisal Reports
1. Work Accomplished this Invoice Period
   - None.
2. Work Anticipated for Next Invoice Period
   - Unknown.
3. Challenges or Problems Experienced and Actions Toward Resolution
   - Cannot proceed with work on any other parcels other than SDG&E and NCTD until Environmental Documentation is revalidated, Preliminary Engineering is updated, portions of parcels required for Right-of-Way acquisition are specifically identified, Preliminary Title Reports are obtained, and plats and legal descriptions are prepared. After that, sales comparisons can be gathered and valuations can be calculated, so Appraisal Reports can be prepared.

Task 5: Acquisition Consultant Services
1. Work Accomplished this Invoice Period
   - None.
2. Work Anticipated for Next Invoice Period
   - Unknown.
3. Challenges or Problems Experienced and Actions Toward Resolution
   - Cannot proceed with work on any other parcels other than SDG&E and NCTD until Environmental Documentation is revalidated, Preliminary Engineering is updated, portions of parcels required for Right-of-Way acquisition are specifically identified, Preliminary Title Reports are obtained, plats and legal descriptions are prepared, and appraisal reports are prepared. After that, offers can be made to property owners and acquisition negotiations can proceed.
### Summary of Progress

<table>
<thead>
<tr>
<th>Task</th>
<th>Scheduled Start Date</th>
<th>Scheduled Completion Date</th>
<th>Completed This Invoice Period? (mark x)</th>
<th>Start Next Invoice Period? (mark x)</th>
<th>Complete Next Invoice Period? (mark x)</th>
<th>Anticipated Completion Date (if not as scheduled)*</th>
</tr>
</thead>
<tbody>
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<td>Task 3.0</td>
<td>7/3/2010</td>
<td>11/30/2010</td>
<td></td>
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<td></td>
<td>1/30/2015</td>
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<td>Task 4.0</td>
<td>8/2/2010</td>
<td>12/30/2010</td>
<td></td>
<td></td>
<td></td>
<td>1/30/2015</td>
</tr>
</tbody>
</table>

### Action/s requested to SANDAG (check appropriate box/es):

- ☐ No action requested
- ☑ Amendment to:
  - ☐ Scope of Work
    - Describe:
  - ☐ Project Budget
    - Describe:
  - ☑ Project Schedule

After receiving a 15-month extension to the grant, which was approved by the SANDAG Transportation Committee, the City proceeded with preliminary work on easement acquisition on the NCTD railroad right-of-way and on a parcel adjacent to the Vista Village Transit station which is owned in-fee by SDG&E. However, that work could not be completed because the environmental documentation has not yet been re-validated. SANDAG is ready to release the environmental documentation in the next few months. The City is available to assist SANDAG with right-of-way engineering work when the environmental documentation is approved. If an extension is granted, the City will continue the right-of-way engineering work as outlined in the Scope of Work in Agreement No. 5001210. The remaining right-of-way engineering work will extend the term of the grant by a maximum of two years. SANDAG and the City will continue to work cooperatively on this project. The City expects to take over operation and maintenance of the trail when the construction is completed.

The unforeseen environmental and right-of-way delays are acceptable extenuating conditions to grant an extension under the Use-It-or-Lose-It Policy Sections 3.1.1.1 and 3.1.1.2. Therefore the City requests a two-year project schedule extension to accommodate completion of the work.

Note: Failure to check a box in this section assumes there is no action requested. It is the Grantee’s responsibility to ensure compliance with Use-It-or-Lose-It policy milestones and grant agreement terms and conditions. Amendment requests are subject to SANDAG’s approval.

*Note that any changes from scheduled start and completion dates are subject to approval by SANDAG. Please refer to the Use-it-or-Lose-it Policy in your grant agreement regarding milestones that fall behind schedule, and the actions required for schedule adjustments.*
ACTIVE TRANSPORTATION WORKING GROUP

Introduction

Planning and funding of bicycle infrastructure has long been a part of SANDAG’s role in building a regional transportation network. The original form of the Bicycle-Pedestrian Working Group (BPWG) goes back to the late 1970s (see the existing working group charter - Attachment 1). Over the years SANDAG’s role in bicycle transportation has grown from administering a modest grant program into a comprehensive work element that includes implementation of the Regional Bicycle Plan, planning for pedestrians, safe routes to school, safe routes to transit, and complete streets. Together, these efforts comprise what is now referred to as the Active Transportation Program. This report outlines a proposal to transition the BPWG into the Active Transportation Working Group (ATWG) that will reflect the agency’s growing emphasis on Active Transportation in the region. The proposed charter and membership are shown in Attachments 2 and 3.

Discussion

The original TransNet approved by voters in 1988 provided $1 million annually for bicycle projects. The TransNet extension approved by voters in 2004 includes a two percent set aside for Bicycle, Pedestrian, and Neighborhood Safety/Traffic Calming projects and programs. These TransNet funds have been combined with Transportation Development Act-Article 3 (TDA) funds to support an annual competitive grant program for bicycle and pedestrian projects.

Historically, a primary role of the BPWG has been to provide input to the Transportation Committee on project evaluation criteria for the grant program. As the commitment to Active Transportation in the region has grown, the grant program is now one of many responsibilities of the Active Transportation Program. In May 2010 the Board of Directors adopted the region’s first bicycle plan, Riding to 2050: San Diego Regional Bicycle Plan (Plan). Initial implementation of the Plan began in April 2011 with the Board of Directors allocating approximately $8 million in key projects and programs from the Plan. With the adoption of the 2050 Regional Transportation Plan/Sustainable Communities Strategy in October 2011, the Board further strengthened its commitment to Active Transportation calling for development of an early action program to implement the Plan and planning for the broader Active Transportation program, including safe routes to school and safe routes to transit.

Recommendation

The Transportation Committee is asked to approve the charter and membership for the Active Transportation Working Group as shown in Attachments 2 and 3 respectively.
To reflect the region’s commitment to broader and more comprehensive active transportation policy, planning, and implementation activities, it is proposed that the BPWG transition to become the Active Transportation Working Group, whose responsibilities are outlined in the proposed charter (Attachment 2). Proposed Membership as shown in Attachment 3 is intended to provide local jurisdictions and stakeholders an opportunity to reassess their roles and assign representatives accordingly.

**Next Steps**

Should the Transportation Committee approve the proposed ATWG charter and membership, staff will present the charter to the Regional Planning Technical Working Group and Cities/County Transportation Advisory Committee to seek representation from local jurisdictions. Staff will then contact remaining stakeholders to request they select representatives.

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

Attachments:  
1. Existing Bicycle/Pedestrian Working Group Charter  
2. Proposed Active Transportation Working Group Charter  
3. Proposed Active Transportation Working Group Membership

Key Staff Contact: Chris Kluth, (619) 699-1952, Chris.Kluth@sandag.org
COMMITTEE/WORKING GROUP CHARTER
BICYCLE AND PEDESTRIAN WORKING GROUP
(Adopted May 2005)

PURPOSE
The Bicycle and Pedestrian Working Group makes recommendations, fosters cooperation among the jurisdictions, agencies, and stakeholders within the San Diego region to plan for and support the development of local and regional improvements for non-motorized transportation modes of bicycling and walking, including facility development, operation and maintenance, and facility user education and enforcement.

LINE OF REPORTING
The Bicycle and Pedestrian Working Group reports to the Transportation Committee.

RESPONSIBILITIES
The Working Group serves as a forum for information exchange and a setting for public input on SANDAG policy, practice, and design issues related to non-motorized travel. The Working Group will make recommendations on the adoption of design guidelines related to non-motorized travel. The Working Group is responsible for recommending the final list of bicycle and pedestrian projects from the annual Transportation Development Act (TDA)/TransNet call for projects to the Transportation Committee. As needed, the Working Group makes recommendations to the Transportation Committee throughout the year concerning changes in funding and the status of funded bicycle and pedestrian projects.

MEMBERSHIP
The membership consists of one representative from each member agency at SANDAG, one each from the transit operators, and up to six citizens. Citizen membership is comprised of three people representing the interests of bicyclists and three people representing the interests of pedestrians. Membership is subject to an annual review. All members are eligible to vote on motions and recommendations.

MEETING TIME AND LOCATION
The Working Group meets the second Wednesday of each month from 9:30 a.m. to 11:30 a.m. Meetings are held in SANDAG offices.

SELECTION OF THE CHAIR
The Chair of the Working Group is selected by the members of the group on an annual basis in January of each year.

DURATION OF EXISTENCE
This is a standing SANDAG working group.
COMMITTEE/WORKING GROUP CHARTER
ACTIVE TRANSPORTATION WORKING GROUP

PURPOSE
The Active Transportation Working Group (ATWG) provides input on regional active transportation policy, planning and implementation activities. The ATWG makes recommendations and fosters cooperation among the jurisdictions, agencies, and stakeholders within the San Diego region to plan for and support the development of local and regional improvements for active transportation modes (bicycling and walking), including Safe Routes to Transit, Safe Routes to School, facility development, operation and maintenance, education, encouragement, and evaluation.

LINE OF REPORTING
The Active Transportation Working Group acts in an advisory capacity to the Transportation Committee on active transportation policy, planning and implementation activities.

RESPONSIBILITIES
The ATWG provides input on active transportation policy, planning, and implementation activities. These activities include the development, update and implementation of the following:

- Active Transportation elements of the Regional Plan
- Regional Bicycle Plan
- Planning and Designing for Pedestrians
- Active Transportation Implementation Strategy
- Regional Safe Routes to Transit plans, programs and projects
- Safe Routes to School Strategic Plan
- Regional Active Transportation projects and programs

The ATWG also serves as a forum for information exchange regarding active transportation policy, practice, and design considerations.

MEMBERSHIP
The membership consists of one representative appointed by each member agency at SANDAG as well as representatives from active transportation advocacy groups and other related stakeholders initially comprising a total of 32 members. Members are appointed in writing by the bodies they represent. Members are allowed to have alternates which, like members, are selected by the bodies they represent. Should participation by a member cause the working group to have difficulty reaching a quorum the group will have the discretion to modify membership to optimize participation. The number of representatives from SANDAG member agencies shall constitute a majority of members. All members are eligible to vote on motions and recommendations. A detailed list of representatives is provided separately.

MEETING TIME AND LOCATION
The Working Group generally meets quarterly on the third Wednesday of the month from 10 a.m. to 12 noon at the SANDAG offices, as well as other times as may be set by the Chair. Meetings shall be noticed according to and shall otherwise fully comply with the Ralph M. Brown Act.

SELECTION OF THE CHAIR
The Chair and Vice Chair of the ATWG are chosen by the members of the group on an annual basis.

DURATION OF EXISTENCE
This is a standing SANDAG Working Group.
## Active Transportation Working Group Membership
### February 2013

<table>
<thead>
<tr>
<th>REPRESENTATION</th>
<th>JURISDICTION/ORGANIZATION</th>
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<tr>
<td>Local Governments</td>
<td>One member from each city in the region and the County of San Diego (or City and County Planning and Engineering Departments)</td>
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<td>Other Regional and State Agencies</td>
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<td>North County Transit District (NCTD)</td>
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<td>Pedestrian Advocacy</td>
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<td>Safe Routes to School Advocacy</td>
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March 7, 2013

AGENDA ITEM NO.: 7

Action Requested: INFORMATION

TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT AND ANNUAL SUBMITTAL OF FUNDING PROGRAMS BY LOCAL JURISDICTIONS

File Number 1500100

Introduction

The Regional Transportation Congestion Improvement Program (RTCIP), an element of the TransNet Extension Ordinance, requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction. The TransNet Extension Ordinance further requires the submittal of the RTCIP funding programs to the Independent Taxpayer Oversight Committee (ITOC) on an annual basis by April 1.

Discussion

The TransNet Extension Ordinance requires SANDAG to annually adjust the minimum RTCIP fee amount on July 1 of each year, based on an analysis of construction cost indices, but never less than 2 percent. The purpose of this annual adjustment is to ensure the RTCIP retains its purchasing power to improve the regional arterial system. Staff has evaluated construction cost trends and relevant indices, and based on this analysis; a 2 percent fee adjustment was approved by the SANDAG Board of Directors at its February 22, 2013, meeting, raising the minimum RTCIP exaction from $2,165 to $2,209 beginning July 1, 2013 (Attachment 1).

In accordance with RTCIP provisions, local jurisdictions within the San Diego region are required to submit their RTCIP funding programs by April 1 each year. The purpose of each jurisdiction’s funding program is to provide additional revenue to fund improvements to the regional arterial system necessitated by development of newly constructed residences. Failure by a local jurisdiction to submit its funding program results in a loss of eligibility to receive its TransNet local streets and roads funding for the upcoming fiscal year. All 18 cities and the County of San Diego are required to submit certification that their RTCIP funding programs are still in place and include the necessary components to fulfill the TransNet Extension Ordinance requirements. Certification must be received by April 1, 2013. This will be verified as part of the annual fiscal and compliance audit process for FY 2013.

Staff will provide an update concerning these RTCIP requirements at the March 7, 2013, CTAC meeting.

Attachment: 1. February 22, 2013, Board of Directors Report – Regional Transportation Congestion Improvement Program: Fee Adjustment and Survey Results

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Ariana zur Nieden, (619) 699-6961, Ariana.zurNieden@sandag.org
REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM: FEE ADJUSTMENT AND SURVEY RESULTS

Introduction

The Regional Transportation Congestion Improvement Program (RTCIP), an element of the TransNet Extension Ordinance, requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction. The RTCIP has been implemented in the San Diego region since July 1, 2008. The TransNet Extension Ordinance requires SANDAG to adjust the RTCIP fee amount on July 1 each year. The purpose of this annual adjustment is to ensure the RTCIP retains its purchasing power to improve the regional arterial system.

The most recent annual adjustment to the RTCIP was approved by the Board of Directors on February 24, 2012, and became effective July 1, 2012. At the February 2012 meeting, Board members asked staff to reach out to local jurisdictions to collect information about each agency’s overall development impact fee schedule. This report presents a summary of the survey information gathered. In addition, staff has evaluated construction cost trends and relevant indices, and based on this analysis, a 2 percent fee adjustment is recommended. This would raise the minimum RTCIP exaction from $2,165 to $2,209 beginning July 1, 2013.

Discussion

Background

The purpose of the RTCIP is to help ensure future development contributes its proportional share of the funding needed to pay for the regional arterial system and related regional transportation facility improvements, as defined in the most recent Regional Transportation Plan adopted by SANDAG. The RTCIP funding programs fall under the responsibility of the 19 local jurisdictions, which have established these programs under the state’s Mitigation Fee Act. The jurisdictions must maintain their RTCIP funding programs and comply with specific administrative requirements in order to remain eligible for their TransNet local street and roads funding.

Section 9 of the TransNet Extension Ordinance requires the RTCIP exaction to be adjusted annually in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record (ENR), or a similar cost of construction index. However, the Ordinance also states that in no event shall the increase be less than 2 percent per year.

Recommendation

The Board of Directors is asked to approve a 2 percent adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from $2,165 to $2,209 beginning July 1, 2013.
Analysis of Construction Cost Indices

The Ordinance allows for flexibility in choosing an appropriate index. SANDAG staff evaluated changes recorded in the Engineering Construction Cost Index published by ENR and the Caltrans Construction Cost Index (CCI). Each index collects a different set of cost factors to determine construction cost trends. The ENR CCI represents an average from 20 cities across the nation and is based on monthly price changes in four areas: lumber, cement, structural steel, and labor. Over the past year, the ENR CCI for Los Angeles (no index for San Diego is available) between February 2012 and February 2013 (latest available) has increased 1.91 percent. The Caltrans CCI is based on quarterly price changes gathered from transportation project bids from throughout the state for earthwork, aggregate, concrete, asphalt, and steel. The Caltrans CCI fell -5.71 percent over the past year.

Based on staff’s evaluation, the ENR CCI for Los Angeles has more closely tracked the trends SANDAG has been experiencing in its project bid prices over the past year than the Caltrans CCI. Although over the past year the ENR CCI Los Angeles has recorded a 1.91 percent increase in price levels, the minimum adjustment allowed by the TransNet Extension Ordinance RTCIP provisions is 2 percent.

Staff’s analysis of the Caltrans CCI revealed that the earthwork (excavation) element of the index was primarily responsible for the overall decline in the index, and over this past year earthwork was not a major part of the projects that were released for bid for the San Diego region. From a broader perspective, construction activity is showing signs of revival for the first time since the start of the Great Recession at the end of 2007; locally the number of housing units sold has been rising, reducing the inventory of for sale units and pushing up the median home price. This increase in activity has led to a rise in residential permits issued and a slight increase in construction employment. A similar trend has occurred over this past year in regions throughout the nation. However, these increases in construction activity have not yet led to sustained rises in the cost of construction.

Survey of Transportation Impact Fees

On February 24, 2012, Board members asked staff to reach out to local jurisdictions to collect information about each agency’s overall development impact fee schedule. To determine the current level of transportation impact fees (TIFs) around the region, staff contacted each jurisdiction’s city manager, finance director, and Cities/County Transportation Advisory Committee (CTAC) representative to collect fee schedule information. Every jurisdiction responded with detailed information, and all jurisdictions confirmed collection of the RTCIP fee.

For those jurisdictions collecting fees in addition to the RTCIP, the basis for fee collection varies widely by jurisdiction. Some jurisdictions calculate fees per unit (or “equivalent dwelling unit”), and some fees are calculated on the basis of average daily trips generated by a particular type of development. Other jurisdictions calculate fees by community planning area or on a per project basis. In addition, within a single jurisdiction fee types and fee amounts can vary greatly. Therefore, to ensure comparability across jurisdictions, the attached survey (Attachment 1) summarizes fee information gathered as a range per single family and multi-family residential dwelling unit. CTAC reviewed and verified the attached survey information at its February 7, 2013, meeting.
Fee types and fee amounts vary significantly by jurisdiction. Overall TIF amounts range from $2,165 to $34,030. Accordingly, the RTCIP fee ($2,165 for FY 2013) constitutes anywhere from 6 to 100 percent of overall TIF amounts collected by each jurisdiction. Overall, of the 19 jurisdictions:

- six only collect the RTCIP as their transportation fee; and
- thirteen collect the RTCIP as well as other transportation impact or traffic signal fees.

For the City of San Diego, in some community areas only the RTCIP is collected, while in other areas both the RTCIP and other TIFs are collected. For the City of Chula Vista, in some community areas only other TIFs are collected, while in other areas both the RTCIP and other TIFs are collected.

The survey also showed that an increase to the RTCIP does not automatically trigger an increase to a jurisdiction’s overall TIF. Of the 13 jurisdictions that collect TIFs in addition to the RTCIP, five (the Cities of Carlsbad, Chula Vista, San Diego, Santee, and the County of San Diego) reported an overall average annual increase between 2 and 5 percent during 2008 – 2012. Six did not raise their non-RTCIP fee rates during this same four-year period. The two remaining jurisdictions, the Cities of Solana Beach and Vista, reported an average increase of just 1 percent, and a decrease of 6.3 percent during the same four-year period, respectively. By comparison, the RTCIP experienced an overall average annual increase of 2 percent since 2008.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Survey of Transportation Impact Fees by Local Jurisdiction

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               Ariana zur Nieden, (619) 699-6961, Ariana.zurNieden@sandag.org
## Survey of Transportation Impact Fees by Local Jurisdiction

**Attachment 1**

**No.** | **Local Jurisdiction** | **Overall TIF/unit (with RTCIP fee)** | **Percentage of RTCIP to TIF** | **Non-RTCIP TIF amounts** | **Most Recent Change Since 2008** | **Four-Year (2008-2012) Average Change (non-RTCIP)**
---|---|---|---|---|---|---
1 | City of Carlsbad | $2,810 | 77% | Traffic Impact Fee - $645/ unit | +2% (2012) | +2% |
2 | City of Chula Vista | $3,476 | 62% | Traffic Signal Impact Fee - $33.45/trip | +2.4% (2012) | +3.1% * |
3 | City of Coronado | $2,165 | 100% | Public Facilities Fee $0.50/SF (developments >500 SF; $0.15 designated for Transportation Facilities) | – | No Change |
4 | City of Del Mar | $2,165 | 100% | – | – | – |
5 | City of El Cajon | $2,165 | 100% | – | – | – |
6 | City of Encinitas | $2,225 | 97.3% | Traffic Mitigation Fee - $60/ unit | – | No Change |
7 | City of Escondido | $2,420 - $3,015 | 72% - 89% | Local Traffic Fee - $255 - $850/ unit | – | No Change |
8 | City of Imperial Beach | $2,165 | 100% | – | – | – |
9 | City of La Mesa | $2,165 | 100% | – | – | – |
10 | City of Lemon Grove | $2,165 | 100% | – | – | – |
11 | National City | $2,165 | 100% | – | – | – |
12 | City of Oceanside | $2,165 - $2,550 | 85% - 100% | Traffic Signal Fee $15.71/trip | – | No Change |
13 | City of Poway | $2,209 - $2,260 | 96% - 98% | Transportation Impact Fee - $44 - $95/ unit for local streets | – | No Change |
14 | City of San Diego | $3,893 - $34,030 | 6% - 56% | Development Impact Fees, Facilities Benefit Assessments, Developer Agreements | +2.9% (2012) | +2.9% |
15 | City of San Marcos | $4,048 - $6,747 | 32% - 53% | Circulation Street Fee $1,883 - $4,582/unit SR 78 improvements $1,923 - $3,204/unit | – | No Change |
16 | City of Santee | $4,389 - $5,723 | 38% - 49% | Traffic Fee $2,015 - $3,224/unit Traffic Signal Fee $209 - $334/unit | +2.7% (2012) | +2.4% |
17 | City of Solana Beach | $2,899 - $3,623 | 60% - 75% | Transportation Impact Fee $734 - $1,458/unit | +2.1% (2009) | +1% |
18 | City of Vista | $2,380 - $2,856 | 76% - 91% | Streets and Signal Impact Fee $1,428 - $2,856/unit | -25% (2010) ** | -6.3% |
19 | County of San Diego | $2,527 - $4,751 | 46% - 86% | Regional Transportation Impact Fee $362 - $2,586/unit | -46% (2012) *** | +3.9% |

**Note:**
- The City of Chula Vista decreased its non-RTCIP TIF fees in 2010 to correspond to market conditions and subsequently increased fees to account for a two-year change in accordance with respective indices.
- The City of Vista reduced its non-RTCIP fees in 2010 based on updates to the Circulation Element of its General Plan update, which would reduce the extent of improvements requiring funding under Arterial Street Improvements and Traffic Signal Development Impact Fees.
- The County of San Diego decreased its non-RTCIP fees in 2012 primarily due to the Mobility Element included in its newly adopted General Plan update that reduced overall future road infrastructure costs.
SAN DIEGO FORWARD: STATUS UPDATE AND APPROACH
FOR REFINING, DEVELOPING, AND INCORPORATING
THE POLICY AREAS FROM THE REGIONAL COMPREHENSIVE PLAN

INTRODUCTION

Over the past year, SANDAG has been working on developing a framework for the preparation of a new regional plan for the San Diego region that extends to the year 2050. In January, the SANDAG Board of Directors received a report on what we have been hearing from the public and our local jurisdictions on the regional plan. Attachment 1 provides this information to the Cities/County Transportation Advisory Committee (CTAC). An important part of the planning process will be to incorporate the various regional policy areas that were addressed in the Regional Comprehensive Plan (RCP) into the new regional plan, and address some new emerging policy areas. This report proposes an approach for doing so. The approach was presented to the Regional Planning Committee on February 1, 2013, the Regional Planning Technical Working Group on February 14, 2013, the Transportation Committee on February 15, 2013, and the Borders Committee on February 22, 2013.

BACKGROUND

The SANDAG Board adopted the RCP in 2004 to provide a blueprint for managing our region's growth while preserving natural resources and limiting urban sprawl. Since then, SANDAG has adopted several Regional Transportation Plans, as required by federal and state laws. The most recent Regional Transportation Plan (RTP) was adopted in 2011, and per a new state law, Senate Bill 375 (SB 375, 2008), it included for the first time a component called the Sustainable Communities Strategy (SCS). The SANDAG 2050 RTP/SCS was the first RTP prepared in California under the provisions of SB 375, and was structured to further integrate land use and transportation planning and to meet the greenhouse gas emission reduction targets established by the California Air Resources Board for the San Diego region.

Over the years, the RCP has served as a framework to coordinate local and regional planning efforts and promote smart growth and sustainable development in our region, and many of its policies have been incorporated into subsequent RTPs. Unlike the RTP, the RCP does not have a mandated schedule for updates. However, during the preparation of the 2050 RTP/SCS, the Board indicated interest in updating the RCP in order to bring the RCP up-to-date with the numerous planning issues and legislative requirements that have emerged over the past decade, including issues such as climate change mitigation and adaptation as well as public health.
After discussion on possible ways to update the RCP, in May 2012, the SANDAG Board approved merging the RCP update with the preparation of the next RTP/SCS, instead of conducting a stand-alone update. In September 2012, staff presented to the Board a draft work program and schedule for the combined plan, and outlined an approach for gathering ideas for public involvement. Since then, we’ve reached out to a variety of stakeholders to solicit feedback on the draft work program and on strategies for public engagement. As outlined in Attachment 1, four major efforts were undertaken to gather ideas on the regional plan and on public participation techniques, including outreach with the SANDAG policy advisory committees and working groups, focus groups, community-based organizations, and a kick-off public workshop. Based on much of this feedback, a Public Involvement Plan (PIP) was developed. Additionally, the final work program and schedule was presented to the Board on February 22, 2013. To complement these outreach approaches, a statistically significant poll will be conducted and its results are expected to be available this spring as the Board deliberates on the vision, goals, and objectives that will provide the policy foundation for the Regional Plan.

DISCUSSION

The RCP includes about a dozen policy areas that range from urban form and housing to healthy environment, social equity, economic prosperity, infrastructure, and border issues. The plan is based on principles of smart growth and sustainable development. From a geographic standpoint, the RCP covers all jurisdictions in the region, addresses binational issues, incorporates coordination with our tribal governments, and addresses planning issues with our surrounding regions (Imperial, Orange, and Riverside counties). Many of the policies included in the 2050 RTP/SCS build upon the smart growth framework established in the RCP. Attachment 2 provides a comparison of the topics in the RCP and in the SCS chapter of the 2050 RTP/SCS.

Combining the RCP and the 2050 RTP/SCS will result in a single, more easily accessible regional planning document. Based on the draft work program and the comments received to date, the plan will continue to focus on the critical link between land use and transportation, and will cover the following topics:

- Public Health
- Land Use, Regional Growth, Urban Form and Housing
- Healthy Environment (Habitat Conservation, Energy, Climate Change, Climate Adaptation, Shoreline Preservation, Water Quality, Air Quality)
- Infrastructure/Public Facilities (Water Supply, Wastewater, Storm Water, Solid Waste, Access to Educational Facilities, Parks and Open Space)
- Social Equity and Environmental Justice
- Economic Strategies
- Borders (Binational, Tribal, and Interregional)
- Military
- Transportation
In accordance with state and federal transportation planning guidelines, the regional plan needs to be adopted by mid-2015.

PROPOSED APPROACH FOR INCORPORATING THE POLICY AREAS FROM THE RCP: COMPREHENSIVE, INTEGRATED, AND ENGAGING

Not Starting from Scratch – Using “White Papers” to Frame the Issues

Because so much planning work has been done in our region over the years, it is proposed that we build upon previous work as we prepare the regional plan. The suggested approach would be to write a comprehensive series of “white papers” over the next year on the policy areas identified above. The white papers would describe current conditions associated with the policy area (including existing plans, programs, and policies; new requirements; and emerging issues); explore the interrelationships of the policy area among the “three E’s” of sustainability (including the economy, social equity, and the environment, as well as climate mitigation/adaptation); describe additional topics that should be further considered, such as public health and demographics; describe potential funding resources related to the policy area; and propose key policy questions related to the policy area for consideration and discussion.

This “white paper” approach would provide policymakers, stakeholders, and the public with the opportunity to more comprehensively understand the region’s previous work, validate and/or refine the existing policies, and explore new policies within the context of emerging issues.

Breaking Down the Silos

It is proposed, to the extent possible, that the white papers be grouped into related topics and be discussed with the policy committees and working groups in these groupings. This would provide the opportunity to proactively explore interrelationships among the various topics in an integrated manner and help break down the silos. In addition, it is proposed that the white papers be used to help define the issues to be included in the regional plan, but not to serve as the designations for the chapters. Once all of the white papers have been reviewed and discussed, it is proposed that information and policy questions from the white papers be drawn upon to establish and write the chapters of the regional plan, and that the white papers are incorporated as appendices of the plan.

Meaningful Engagement

Public participation is a critical part of the planning process. It is proposed that the working groups and policy committees serve as the discussion venues in the white paper process, and that outreach with community-based organizations, tribal nations, stakeholders, binational partners, and related public agencies be proactively sought and incorporated into the process through techniques included in the PIP. Some of these techniques include facilitated outreach sessions with interested stakeholder groups, multi-topic workshops, Internet-based outreach methods, posting the white papers and schedules on-line, social media, presentations to interested groups, and other techniques that might be suitable for each topic area. The SANDAG Board would receive updates and would provide input at key points in the planning process. The white papers would be developed over the next year (from March 2013 to March 2014), and the chapters would subsequently be drafted, drawing upon the input obtained from the white paper approach.
NEXT STEPS

Next month, the Board then will be asked to consider the vision, goals, and policy objectives for the regional plan after the poll results are completed. Meanwhile, staff will begin to engage the working groups and policy advisory committees on the various white papers and other plan components, and will seek public input drawing upon public participation methods contained in the final PIP. The CTAC will be asked to provide input and recommendations to SANDAG Policy Advisory Committees on key components of the plan.

Attachments: 1. January 11, 2013, Board of Directors Report - The Regional Plan: “What Are We Hearing?”
   2. Content Comparison of the Regional Comprehensive Plan and the Sustainable Communities Strategy Chapter of 2050 Regional Transportation Plan/Sustainable Communities Strategy

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THE REGIONAL PLAN: “WHAT ARE WE HEARING?”

Introduction

Last year, the Board of Directors approved merging the Regional Comprehensive Plan update with the next Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS). Since then, staff has been reaching out to a variety of stakeholders to solicit feedback on the work program and on strategies for public engagement. This report highlights the main messages that we have been hearing from the public and local jurisdictions.

2012 Outreach - What We Heard

During 2012, staff undertook several major efforts to gather ideas on the regional plan.

- **SANDAG Committees and Working Groups**: We started by reaching out to the SANDAG working groups, Policy Advisory Committees, and the Board of Directors to obtain feedback on the proposed work program and gather ideas on public participation.

- **Focus Groups**: Then we conducted two focus groups to gauge residents’ awareness and viewpoints regarding regional planning issues.

- **Community-Based Organizations**: Next, we reached out to the network of community-based organizations (CBOs) that participated in the development of the 2050 RTP/SCS to review ideas on how to continue to engage low income and minority populations in the regional planning process in a meaningful way.

- **Kick-Off Public Workshop**: Finally, building upon the initial feedback, we organized a public workshop to kick-off our outreach to stakeholders, residents, professionals, and others who are not part of the SANDAG institutional structure, but who are interested in the development of the plan.

To complement these outreach approaches, we are in the process of developing and conducting a statistically significant poll. The results of the poll will be available this spring as the Board deliberates on the vision, goals, and policy objectives to be included in the regional plan.

Feedback from SANDAG Working Groups, Policy Advisory Committees, and Board of Directors

Overall, we have received a very positive response to the idea of merging the two plans and covering them with a single environmental document. Commenters also urged staff to use an interactive and highly inclusive process in the plan’s development. Continual support has been received starting from early discussions with the Regional Planning and Transportation Committees, and the Board on the possibility of combining the plans all the way through to later discussions.
about key issues that should be included in the work program and ideas for public involvement techniques. Based on the Board’s direction to merge the two plans, last May we prepared a work program for the regional plan, and last fall presented the draft work program to the Policy Advisory Committees and 15 SANDAG working groups. The membership of the working groups represents a broad variety of stakeholders, including planning and public work directors, traffic engineers, and residents/professionals/stakeholders with expertise in active transportation, public health, housing, habitat, economy, energy, air quality, and social services as well as partners from tribal governments and our international border with Mexico. While many comments were received during that timeframe, collectively there was a general sense that the plan should:

- Appeal to the average person and be kept simple
- Address the region within the context of its international border and its surrounding counties, and include input from our tribal governments, neighbors, and partners
- Identify issues for a potential future infrastructure funding initiative
- Address public health issues, particularly as related to the role of transportation
- Clearly delineate between local and regional responsibilities, so as to avoid duplication
- Address economic prosperity issues
- Clearly define smart growth and sustainability
- Make information available in several languages to reach a wide range of residents
- Develop a series of workshops and videos to educate the public and build awareness about regional issues
- Engage the public and stakeholders in small-scale settings through academic and other institutions, workplace luncheons, community organizations, and local gathering places
- Supplement traditional outreach efforts with a wide range of electronic media including television, radio, social networking, web-based tools, and surveys
- Tailor outreach efforts to a variety of audiences such as seniors, students, homeowners, etc.

**Focus Groups**

Last September, we held two focus groups with balanced representation from throughout the region to hear directly from people who live and work in our communities. We heard the following key messages from the focus groups:

- The main issues that San Diego residents are concerned about are population growth, transportation, budgetary issues, education, and quality of life in local neighborhoods.
- The public intuitively acknowledges the existence of some sort of a planning process for meeting the regional needs of San Diego, but there is very little specific understanding of the regional planning process and/or local planning processes.
- There is uncertainty about the public agencies involved in the regional planning process, the specific planning priorities and objectives, and scope of responsibility.
- Once made aware of the role SANDAG plays in the community, focus group participants urged the organization to work harder to make the public aware of regional planning activities. They also stated they would get involved in the process if they knew it was going on, and suggested that SANDAG put more energy into marketing itself and its programs.
Community-Based Organizations

As a follow-up to the current 2050 RTP/SCS and in anticipation of the regional plan, last summer and fall we reached out to the network of CBOs that participated in the development of the 2050 RTP/SCS to reflect on best practices for public participation with vulnerable communities, such as low-income, minority, and/or limited-English proficiency populations. The following are the key messages that we received from meetings and dialogues with our partners as well as from surveys completed by people served by CBOs.

- **Local Networks as Key Forums:** Despite the popularity of electronic networking, local institutions that have developed networks of trust provide the strongest mechanism for both outreach and involvement of populations who traditionally have not participated in the regional planning process. Community collaboratives, in particular, provide a culturally relevant structure for crossing language barriers and structuring meetings.

- **Local Processes and the Community’s Voice:** Rigid, technical timelines often do not coincide with local cultural traditions for sharing information and formulating responses. The process of creating meaningful dialogue and involvement takes time and commitment.

- **Participation despite hardship:** The issues that community residents have to deal with on a daily basis, such as limited mobility options, lack of income, food, and other resources, all compete for stakeholders' time and energy. Despite these constraints, these communities have strong interest in participating in discussions.

- **Funding:** The budgets of CBOs are often spread thin. It is critical to provide the necessary resources to facilitate the involvement of vulnerable communities.

- **Other Techniques:** Other factors that result in meaningful participation include personalized meeting experiences; meeting at locations that are regularly used by residents; providing amenities such as food, childcare, and parking; and using their trusted networks, such as the CBOs, to publicize initiatives and events.

Kick-Off Public Workshop

In addition to our work with our SANDAG partners, the focus groups, and the CBOs, we held a public workshop in October to kick-off our outreach process with stakeholders, residents, professionals, and others who are not part of the SANDAG institutional structure, but who are interested in the development of the plan. More than 120 people participated in the workshop. The emphasis was on listening and gathering input on two main areas: topics to be included in the regional plan (reflected in the draft work program previously discussed with the Policy Advisory Committees and the working groups) and how participants would like to be involved in the development of the plan.

Because the emphasis was on listening, no formal SANDAG presentations were made. Rather, various examples of web-based public engagement platforms were showcased to highlight the potential role of newer technologies in the public participation process, and then the attendees participated in three sets of small-scale discussions, rotating between several tables with assigned topic areas (the topics included: Communities, Mobility Choices, Healthy Environment, Vibrant Economy, Reaching Out, and Partnerships). Staff members who had received facilitation training asked the groups a series of questions on the topics, promoting free-flow discussion between the participants. The discussions were transcribed and are available on the SANDAG website. The following major themes emerged from the workshop:
Communities:
• Focus on safe, complete streets, with a strong emphasis on pedestrians and bicyclists of all ages
• Create fast, frequent, clean, easy-to-use, and extensive transit systems that will make using the system a viable choice in the region
• Improve connections between housing, schools, jobs, and activity centers
• Foster vibrant communities that have a mix of commercial retail and services, employment opportunities, recreational activities, and community meeting places

Mobility Choices:
• Provide choices in addition to the freeway system, including carpool lanes and transit
• Bind transportation decisions with land-use decisions to create a more efficient transportation system
• Make transit more efficient, particularly the Trolley
• Aim for a more environmentally sustainable system
• Provide more extensive facilities for bikes and pedestrians
• Make better use of technology in our transportation systems

Healthy Environment:
• Maintain and increase access to parks and open space
• Protect water quality and sustainability
• Foster sustainable energy use choices and actions to combat climate change

Vibrant Economy:
• The region needs a more efficient transportation system in order to support a strong economy—this is true for the border, as well as for the transit and highway systems, along with local roads, bike lanes, and sidewalks
• Adding more flexibility in how and when employees do their work will improve the system
• Get better information to the users of the transportation system so they can travel more efficiently
• The high cost of housing remains an impediment to a healthy economy
• Promote and support partnerships in business, education, government, across borders, etc.

Reaching Out:
• After you receive feedback from the public, track that feedback and communicate how it affected the process and changed the ultimate work product
• Go out to meetings in the communities, rather than having them come to government
• Craft customized outreach approaches for different geographic and social areas of the region
• Take the time to brand and market the regional plan to make it more accessible
• Connect with the region’s youth—use a simple message delivered via social media
Partnerships:

- Tap into CBOs that have local relationships
- Use the school system to reach out to young people and connect with their parents
- Go through employers to reach employees and get them involved
- Create partnerships and forums to bring different organizations together, including community groups, planning groups, churches, schools, nonprofits, social organizations, etc.

The discussions from each of the tables, as well as comments submitted in writing, are available on the SANDAG Web site at www.sandag.org/regionalplan.

Draft Public Involvement Plan

We have taken the ideas we’ve heard regarding public participation and incorporated many of the major concepts into the draft Public Involvement Plan (PIP), which is scheduled to be released on January 7, 2013, for a 30-day public review period. The draft PIP includes a menu of outreach techniques that can be paired up with key activities and milestones in the planning process. Some of the more innovative public participation techniques include web-based public participation tools, visualizations, “lunch and learn” meetings at local employer offices, media partnerships, social media, digital video shorts, and virtual public workshops. The Board will receive the final PIP for information on February 22, 2013.

Next Steps

At the January 25, 2013, Board of Directors meeting, we will present an updated work program incorporating the feedback we’ve been hearing. At the Board Retreat in February, the official name and branding concept of the regional plan will be unveiled. The Board also will review the major accomplishments and achievements from our regional plans as a precursor for providing direction on the regional plan vision, goals, and policy objectives. Later that month, as mentioned above, we will present the final PIP reflecting input received from the comment period. In March and April, the Board will hear the results of the regional plan poll, and we will ask for direction on the plan’s goals and policies as the framework for the overall planning process.

GARY L. GALLEGOS
Executive Director

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### Content Comparison of the Regional Comprehensive Plan and the Sustainable Communities Strategy Chapter

This table compares the content of the Regional Comprehensive Plan (RCP) (adopted by SANDAG in 2004), and the Sustainable Communities Strategy (SCS) chapter of the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS) (adopted by SANDAG in 2011). The SCS was required per Senate Bill 375 (Steinberg, 2008) as an element of the RTP. The SCS chapter was based in large part on policies contained in the RCP.

<table>
<thead>
<tr>
<th>RCP</th>
<th>SCS Chapter</th>
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<tbody>
<tr>
<td><strong>Regional Vision and Core Values</strong></td>
<td><strong>Land Use/Transportation Connection</strong></td>
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<tr>
<td><strong>Current Conditions and Future Trends</strong></td>
<td><strong>Land Use Patterns</strong></td>
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<td><strong>Regional Planning and Policy Framework and Preferred Planning Concept</strong></td>
<td><strong>Resource Areas and Farmland</strong></td>
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<td><strong>Urban Form</strong></td>
<td><strong>Transportation Network that Provides Transportation Options</strong> and Reduces GHG Emissions</td>
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<td><strong>Transportation</strong></td>
<td><strong>TDM Measures</strong></td>
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<td><strong>Housing</strong></td>
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<td><strong>Healthy Environment</strong></td>
<td><strong>Pricing Measures</strong></td>
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<td>o Habitat</td>
<td><strong>Meeting GHG Targets</strong></td>
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<td>o Air Quality</td>
<td><strong>Social Equity</strong></td>
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<td>o Water Quality</td>
<td><strong>Energy Consumption and GHG</strong></td>
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<tr>
<td>o Beaches</td>
<td><strong>Air Quality (Federal Requirements)</strong></td>
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<tr>
<td><strong>Economic Prosperity</strong></td>
<td><strong>Climate Change Impacts and Adaptation</strong></td>
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<td><strong>Public Facilities</strong></td>
<td><strong>Public Health</strong></td>
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<td>o Water Supply</td>
<td><strong>Promoting Sustainability through Incentives and Collaboration (SANDAG Policies and Programs that support the SCS)</strong></td>
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<td><strong>LAFCO</strong></td>
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<td>o Waste Management</td>
<td><strong>CEQA Streamlining</strong></td>
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<td>o Parks, Libraries, Police, Fire, Hospitals</td>
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<td><strong>Borders</strong></td>
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<td>o Access to Jobs and Housing</td>
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<td>o Energy and Water Supply</td>
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<td>o Homeland Security*</td>
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<td><strong>Social Equity and Environmental Justice Assessment</strong></td>
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<td><strong>Integrated Regional Infrastructure Strategy (IRIS)</strong></td>
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<td>o Parks and Open Space</td>
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<td><strong>Performance Monitoring</strong></td>
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<td><strong>Implementation – Collaboration, Incentives, Strategic Initiatives</strong></td>
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**Areas highlighted in yellow** indicate common content in both the RCP and SCS chapter of the 2050 RTP/SCS. Areas followed by an asterisk (*) indicate topics discussed in other sections of the 2050 RTP/SCS beyond the SCS chapter.