Regional Planning Committee

AGENDA

Friday, May 2, 2014
12 noon to 2 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- DISTRIBUTION OF FUNDS FROM THE CALIFORNIA COASTAL COMMISSION PUBLIC RECREATIONAL BEACH IMPACT MITIGATION FUND

- SAN DIEGO FORWARD: THE REGIONAL PLAN: CONSIDERATIONS FOR THE DEVELOPMENT OF THE INITIAL REVENUE CONSTRAINED TRANSPORTATION SCENARIOS

- REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

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MISSION STATEMENT

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

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# REGIONAL PLANNING COMMITTEE
Friday, May 2, 2014

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<th>ITEM #</th>
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**APPROVAL OF MEETING MINUTES**

The Regional Planning Committee is asked to review and approve the minutes from its March 7, 2014, meeting.

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**PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

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

**CONSENT (3)**

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**SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT WHITE PAPERS**

Based on input provided on the white paper outlines and feedback from the public workshops, draft white papers on the topics of Economic Prosperity, Climate Change Mitigation and Adaptation, and Emerging Technologies are now available for a 45-day public review period from April 4 to May 19, 2014, at [www.sdforward.com](http://www.sdforward.com). The white papers will support and provide background information for the development of the Regional Plan. Following the public review period, the white papers will be updated and re-posted to the website.

**CHAIR’S REPORT (4)**

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**SAN DIEGO FORWARD: THE REGIONAL PLAN: LAUNCH OF NEW WEBSITE**

A new website and newsletter for San Diego Forward: The Regional Plan have been launched ([The Regional Plan eNewsletter](http://example.com)). Staff will provide an overview of the website ([www.sdforward.com](http://www.sdforward.com)), which includes several interactive features.
+5. **TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: STATUS UPDATE AND PROPOSED AMENDMENT** (Suchi Mukherjee)  
This report provides an overview of the progress made through December 31, 2013, for projects awarded through the TransNet Smart Growth Incentive Program and Active Transportation Grant Program. The Regional Planning Committee is asked to approve a no-cost, time-only schedule amendment for the City of National City’s Eighth Street Corridor Smart Growth Revitalization Project.

+6. **DISTRIBUTION OF FUNDS FROM THE CALIFORNIA COASTAL COMMISSION PUBLIC RECREATIONAL BEACH IMPACT MITIGATION FUND** (Katie Levy)  
The City of Solana Beach is requesting allocation of funds from the California Coastal Commission (Commission) Public Recreational Beach Impact Mitigation Fund (PRBIM Fund) to provide funding of $275,000 for the construction of a public access stairway. The Commission requires that SANDAG approve the release of PRBIM Funds before the Commission will consider the city’s request. The Regional Planning Committee is asked to recommend that the Board of Directors approve the allocation of funds from the PRBIM Fund for the City of Solana Beach.

+7. **SAN DIEGO FORWARD: THE REGIONAL PLAN: CONSIDERATIONS FOR THE DEVELOPMENT OF THE INITIAL REVENUECONSTRAINED TRANSPORTATION SCENARIOS** (Phil Trom)  
This report describes the estimated cost of the draft Unconstrained Network, initial revenue projections, and draft project rankings. In addition, it presents initial emerging technology and innovative mobility concepts, as well as components of the Active Transportation program that could enhance the performance of the Revenue Constrained networks.  
*This item was not ready at time of posting.*

+8. **OPTIONS FOR THE FUTURE OF THE REGIONAL HOUSING WORKING GROUP** (Susan Baldwin)  
Earlier this year, the Regional Planning Committee asked that a report regarding the Regional Housing Working Group (RHWG) charter and membership be brought to the Committee for further discussion. The RHWG has been inactive during the past couple of years and has a number of vacancies, including its two co-chairs. The Regional Planning Committee is asked to discuss and provide direction regarding the future of the RHWG. Any recommendations regarding proposed revisions in function or membership would be forwarded to the Executive Committee as part of its annual review of committees and working groups.
+9. REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY INFORMATION
(Susan Baldwin)

When the SANDAG Board of Directors adopted the 2050 Regional Transportation Plan and its Sustainable Communities Strategy, it made a commitment to prepare a Regional Transit Oriented Development Strategy. Staff will provide an overview of the work program and schedule.

10. UPCOMING MEETINGS INFORMATION

The next Regional Planning Committee meeting is scheduled on Friday, June 6, 2014.

+ next to an agenda item indicates an attachment
REGIONAL PLANNING COMMITTEE
MAY 2, 2014

REGIONAL PLANNING COMMITTEE DISCUSSION AND ACTIONS
MARCH 7, 2014

The meeting of the Regional Planning Committee was called to order by Chair Lesa Heebner (North County Coastal), at 12:00 p.m. See the attached sheet for Regional Planning Committee (RPC) member attendance.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Supervisor Dave Roberts (County of San Diego), and a second by Councilmember Jerry Jones (East County), the RPC approved the minutes from its February 7, 2014, meeting. Yes – Chair Heebner, Vice Chair Mike Woiwode (South County), Councilmember Jones, Mayor Sam Abed (North County Inland), Councilmember Lorie Zapf (City of San Diego), and Supervisor Roberts (County of San Diego). No – None. Abstain – None. Absent – None.

2. PUBLIC COMMENTS/ COMMUNICATIONS/ MEMBER COMMENTS

Elyse Lowe, Move San Diego, announced that Move San Diego and Walk San Diego have merged into a new organization called “Circulate San Diego,” and invited Committee members to participate in an event to launch the new group scheduled on Friday, March 28, 2014.

CONSENT (3)

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

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

Action: Upon a motion by Supervisor Roberts and a second by Councilmember Jones, the RPC approved Consent Item No. 3. Yes – Chair Heebner, Vice Chair Woiwode, Councilmember Jones, Mayor Abed, Councilmember Zapf, and Supervisor Roberts. No – None. Abstain – None. Absent – None.
4. SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT PERFORMANCE MEASURES (RECOMMEND)

Performance measures are used to compare the multimodal network scenarios, and will aid the Board of Directors in the selection of a preferred network of transportation projects for the Regional Plan. The Regional Planning Committee was asked to recommend that the Board of Directors approve the draft performance measures for use in the development of San Diego Forward: The Regional Plan.

Elyse Lowe, Move San Diego, spoke in support of the draft performance measures and summarized a letter from Move San Diego and Dr. James Sallis, UCSD Professor of Family and Preventive Medicine.

Oscar Medina, SDSU Student, spoke in support of the draft performance measures, particularly the health-related measures.

Rachel Kennedy, Senior Planner, presented this item.

**Action**: Upon a motion by Supervisor Roberts, and second by Councilmember Jones, the RPC recommended that the Board of Directors approve the draft performance measures for use in the development of San Diego Forward: The Regional Plan. Yes – Chair Heebner, Vice Chair Woiwode, Supervisor Roberts, Councilmember Zapf, and Councilmember Jones. No – Mayor Abed. Abstain – None. Absent – None.

5. SAN DIEGO FORWARD: THE REGIONAL PLAN: EMERGING TECHNOLOGIES WHITE PAPER OUTLINE (DISCUSSION)

Staff is preparing a white paper on emerging technologies for use in the development of San Diego Forward: The Regional Plan. This item presented the white paper outline for feedback and discussion, and reported on discussion of emerging technologies at the SANDAG Board Retreat and working group meetings.

James Dreisbach-Towle, Principle Technology Program Manager, presented the item.

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

6. REGIONAL ENERGY EFFICIENCY PROGRAMS (INFORMATION)

The California Public Utilities Commission offers two funding mechanisms for local government energy efficiency programs: Local Government Partnerships and Regional Energy Networks. Staff provided an overview of these two funding mechanisms as possible options for local government energy programs in the coming year.

Anna Lowe, Energy Planner, presented this item.

**Action**: This item was presented for information only.
7. **TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND ACQUISITION GRANT PROGRAM INITIAL EVALUATION RESULTS (INFORMATION)**

SANDAG received 17 project proposals for the FY 2014 Call for Projects for the TransNet Environmental Mitigation Program Land Acquisition Grant Program. This report provided the list of prioritized project proposals, including the top-ranked project proposals that will be appraised.

Katie Levy, Environmental Planner, presented the item.

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

8. **REGIONAL WATER SUPPLY ISSUES RELATING TO THE STATE BAY DELTA CONSERVATION PLAN PROPOSAL (INFORMATION)**

The Draft Bay Delta Conservation Plan and associated Draft Environmental Impact Report/Environmental Impact Statement were released for public review in December 2013. The plan is a 50-year habitat conservation plan with the twin goals of restoring the Sacramento-San Joaquin Delta ecosystem and securing California water supplies for 25 million Californians, including San Diego. The public review and comment period ends on April 14, 2014. A presentation was made for the Committee's information.

Andrew Poat, Consultant, California Resources Agency, presented the item.

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

9. **WATER REUSE AND THE POINT LOMA WASTEWATER TREATMENT PLANT (INFORMATION)**

The Metro Wastewater Joint Powers Authority would like to advance a water reuse plan that diversifies and increases locally controlled water supplies while reducing flows at the Point Loma Wastewater Treatment Plant. This will support permanent acceptance of Point Loma as a smaller advanced primary treatment plant. A presentation on this subject was made for the Committee's information.

Jim Janney, Mayor, City of Imperial Beach, spoke in support of this item in general, but stated that he would like to see more modeling related to the South Bay Ocean Outfall.

Greg Humora, Metro Wastewater Joint Powers Authority, and Halla Razak, City of San Diego, Director of Public Utilities, presented the item.

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

10. **UPCOMING MEETINGS (INFORMATION)**

The next RPC meeting is scheduled for Friday, April 4, 2014.

11. **ADJOURNMENT**

Vice Chair Heebner adjourned the meeting at 1:59 p.m.
CONFIRMED ATTENDANCE
REGIONAL PLANNING COMMITTEE MEETING
MARCH 7, 2014

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<td>Sam Abed</td>
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<td>Elsa Saxod</td>
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## CONFIRMED ATTENDANCE
### REGIONAL PLANNING COMMITTEE MEETING
#### MARCH 7, 2014

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<td>Steve Chung</td>
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SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT WHITE PAPERS

Introduction

In an effort to bring greater focus to the new and emerging topic areas of San Diego Forward: The Regional Plan, staff is preparing a series of white papers that will help inform the development of the plan. The white papers are focused on economic, climate change, and technology issues. These topics are consistent with the vision and goals approved by the SANDAG Board of Directors for the plan, centered around Vibrant Economy, Healthy Environment and Communities, and Innovative Mobility and Planning.

Building upon feedback from the public workshops held earlier in the planning process, as well as upon comments provided on the white paper outlines presented to the Policy Advisory Committees and the various working groups earlier this year, staff has prepared draft white papers, which are now available on the San Diego Forward website for public review and comment.

Discussion

Draft white papers on Economic Prosperity, Climate Change Mitigation and Adaptation, and Emerging Technologies will be available for a 45-day public review period from April 4 to May 19, 2014, at sdforward.com. The white papers will support and provide background information for the development of the Regional Plan, and will serve as technical appendices following the plan’s adoption.

During the review period, staff will solicit comments from various working groups on white papers specific to their areas of interest, will hold a workshop for the network of community-based organizations, and will send an e-blast to interested stakeholders to seek feedback on all three white papers. An on-line form is available for members of the public to provide comments. Following the public review period, the white papers will be updated and finalized. The final papers will be re-posted to the website this summer. The Public Health White Paper was finalized late last year, and is available on the San Diego Forward website.

Staff will report any significant comments and/or changes to the Committee, and will use the papers as a foundation for drafting components of the Regional Plan.

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

Key Staff Contact: Carolina Gregor, (619) 699-1989, carolina.gregor@sandag.org
Introduction

This report provides an update through December 31, 2013, on projects funded by two grant programs included in the TransNet Extension Ordinance and Expenditure Plan: (1) the Smart Growth Incentive Program (SGIP), and (2) the Active Transportation Grant Program (ATGP). This report also provides information regarding ongoing oversight efforts and two proposed no-cost, time-only schedule amendments, one for the SGIP and one for the ATGP.

The Regional Planning Committee, given its role in regional planning policy issues, considers amendments to SGIP projects. The Transportation Committee, given its role in transportation policy issues, reviews the progress of and considers amendments to ATGP projects. Since both programs encourage biking, walking, and connections to transit, progress on the ATGP also is shared for the Regional Planning Committee’s information.

On April 9, 2014, the TransNet Independent Taxpayer Oversight Committee (ITOOC) reviewed the status report and proposed amendments for both programs. On April 18, 2014, the Transportation Committee reviewed the status report and one proposed ATGP amendment.

Discussion

This report summarizes the progress of both grant programs through December 31, 2013, (Attachments 1 – 4), including amendment requests.

Smart Growth Incentive Program

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

Recommendation

The Regional Planning Committee is asked to approve a no-cost, time-only schedule amendment for the City of National City’s Eighth Street Corridor Smart Growth Revitalization Project as detailed in the report.
In May 2009, SANDAG awarded $9.4 million in funding to 14 projects (6 planning grants and 8 capital grants) for the first two-year cycle of the SGIP. Of the 13 projects that went forward (1 project was withdrawn by its sponsor jurisdiction), 8 have been completed, 2 have been transferred to SANDAG for consolidated implementation with the Regional Bicycle Plan Early Action Program, and the remaining 3 projects are scheduled to be completed by the end of FY 2015 (June 2015). Of these three remaining SGIP projects, one is requesting a no-cost, time-only schedule amendment as described below.

In June 2013, SANDAG awarded $9.6 million in funding to 13 projects (7 planning grants and 6 capital grants) for the second cycle of the SGIP. Grant agreements for all projects have been executed. Progress on these projects will continue to be included in future reports. Currently, the 13 projects are scheduled to be completed by the end of FY 2017 (June 2017).

**Proposed Smart Growth Incentive Program Amendment**

The City of National City is requesting a no-cost, time-only schedule amendment of six months for the Eighth Street Smart Growth Revitalization Project (Attachment 5). Approval of this request would extend the grantee’s agreement from June 30, 2014, to December 31, 2014. The project is currently under construction. The grantee, however, encountered delays with the utility portion of the project. In addition, construction phasing and traffic control plans were revised in order to better maintain pedestrian access along the corridor, causing further delays. The time extension will allow the grantee to complete the remaining construction. This is the third amendment request. Prior requests are summarized below:

- The first project extension was approved by staff to amend the agreement expiration date from February 28, 2012, to February 28, 2013 (12 months).
- The second project extension was approved by the Regional Planning Committee to amend the agreement expiration date from February 28, 2013, to June 30, 2014 (16 months).

Per Section 3: Project Delays and Extensions in Excess of Six Months of SANDAG Board Policy No. 035 (Attachment 6), the Regional Planning Committee reviews SGIP extension requests and grants amendments for extenuating circumstances that the grantee could not have reasonably foreseen. On April 9, 2014, the ITOC reviewed and recommended that the Regional Planning Committee approve this SGIP amendment request.

**Active Transportation Grant Program**

The TransNet Extension Ordinance specifies that ATGP funds be used “for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects.”

In June 2009, SANDAG awarded $7.8 million in Transportation Development Act (TDA) and TransNet funding to 31 projects (12 planning, parking, and education program grants; and 19 capital grants) for the first cycle of this program. Of the 31 projects, 28 have been completed, 1 has been transferred to SANDAG for consolidated implementation with the Regional Bicycle Plan Early Action Program, and 1 was withdrawn at the grantee’s request. The one remaining project is requesting a no-cost, time-only schedule amendment as described below.
In September 2012, SANDAG awarded $8.8 million in TDA and TransNet funding to 25 projects (14 planning, parking, and education program grants; and 11 capital grants) for the second cycle of this program. Of the 25 projects, 2 have been completed. The remaining 23 projects are scheduled to be completed by the end of FY 2016 (June 2016).

Proposed Active Transportation Grant Program Amendment

The City of San Diego is requesting a no-cost, time-only schedule amendment of 12 months for the Commercial Street Streetscape Project (Attachment 7). This is the first amendment request for this project. Approval of this request would extend the grantee’s agreement from June 1, 2014, to June 1, 2015. The housing development portion of the project is currently under construction. The grantee, however, encountered delays due to initial budget challenges and difficulties with the utility portion of the project. The time extension will allow the grantee to complete the development and construct the grant-funded streetscape work.

Per Section 3: Project Delays and Extensions in Excess of Six Months of SANDAG Board Policy No. 035, the Transportation Committee reviews ATGP extension requests and grants amendments for extenuating circumstances that the grantee could not have reasonably foreseen. On April 9, 2014, ITOC reviewed and recommended that the Transportation Committee approve this ATGP amendment request. On April 18, 2014, the Transportation Committee approved the proposed amendment.

Grant Monitoring and Oversight

Staff reviews quarterly reports to ensure that grantees are making timely progress with respect to the key milestones identified in Board Policy No. 035 governing the timely use of grant funds, and their respective grant agreements. The “Watch List” column in Attachments 1 – 4 is used to identify those grantees in danger of missing their scheduled milestone dates and that have not yet worked with SANDAG staff to take corrective action. Delays in tasks leading up to either the award of a contract or project completion also may result in placement of grantees on the watch list. Four staff-level amendments for the ATGP are being processed per Board Policy No. 035 and are noted in the table in Attachment 4.

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

At the November 1, 2013, Regional Planning Committee meeting, members proposed that staff update Board Policy No. 035 and future evaluation criteria to better ensure that projects are delivered in a timely manner. Changes will be considered as part of the future Board Policy amendment process and next call for projects anticipated to take place in fall 2014.
**Next Steps**

Pending approval by the Regional Planning Committee, staff will execute the proposed SGIP amendment for the City of National City’s Eighth Street Corridor Smart Growth Revitalization Project. The next status update on the SGIP and ATGP will be provided in the July/August 2014 timeframe.

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

Attachments:  
2. Status of FY 2011–FY 2012 (Cycle 2) TransNet SGIP Projects  
5. City of National City Amendment Request for Eighth Street Corridor Smart Growth Revitalization  
6. Board Policy No. 035: Competitive Grant Program Procedures  
7. City of San Diego Amendment Request for Commercial Street Streetscape

Key Staff Contact: Suchi Mukherjee, (619) 699-7315, suchitra.mukherjee@sandag.org
### Status of FY 2009 - FY 2010 (Cycle 1) TransNet Smart Growth Incentive Program Projects

**Reporting period through December 31, 2013**

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<th>Grantee</th>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>National City</td>
<td>8th Street Corridor Smart Growth Revitalization</td>
<td>CAPITAL: Improves bicycle and pedestrian access from the 8th Street Trolley to the National City Town Center and enhances streetscape for public markets and other civic events along the corridor.</td>
<td>$2,000,000.00</td>
<td>01/26/10</td>
<td>06/30/14</td>
<td>No</td>
</tr>
<tr>
<td>2</td>
<td>San Diego</td>
<td>Chollas Triangle Master Plan</td>
<td>PLANNING: Provides a master plan with specific land use and mobility recommendations to encourage a mixed-use, transit-oriented village supported by park, open space, and creek enhancements.</td>
<td>$275,000.00</td>
<td>02/04/10</td>
<td>12/31/14</td>
<td>No</td>
</tr>
<tr>
<td>3</td>
<td>San Diego</td>
<td>Park Boulevard/City College/San Diego High Pedestrian &amp; Transit Access Improvements</td>
<td>CAPITAL: Improves safety and walkability for pedestrians and improves transit access near the entrances for two urban schools: City College and San Diego High.</td>
<td>$300,000.00</td>
<td>05/23/11</td>
<td>02/28/15</td>
<td>No</td>
</tr>
<tr>
<td><strong>FY 2009 - FY 2010 Smart Growth Incentive Program Projects (Completed)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Chula Vista</td>
<td>Industrial Boulevard Bike Lane &amp; Pedestrian Improvements</td>
<td>CAPITAL: Provides sidewalk and bicycle improvements near Harborside School and the Palomar Blue Line Trolley Station.</td>
<td>$283,900.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JULY 2012</td>
</tr>
<tr>
<td>6</td>
<td>Chula Vista</td>
<td>Third Avenue Streetscape Implementation Project</td>
<td>CAPITAL: Implements streetscape enhancements, traffic calming, and improved pedestrian crossings in Chula Vista’s Third Avenue Village.</td>
<td>$2,000,000.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2013</td>
</tr>
<tr>
<td>7</td>
<td>Chula Vista</td>
<td>Palomar Gateway District Specific Plan &amp; EIR</td>
<td>PLANNING: Plans for smart growth development and the EIR necessary to allow the implementation of transit-oriented development around the Palomar Street Trolley Station.</td>
<td>$399,632.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2013</td>
</tr>
<tr>
<td>8</td>
<td>Lemon Grove</td>
<td>Lemon Grove Trolley Plaza</td>
<td>CAPITAL: Improves pedestrian access from buses to the Trolley and integrates planned mixed-use development around the station area.</td>
<td>$1,895,000.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2014</td>
</tr>
<tr>
<td>9</td>
<td>San Diego</td>
<td>Mid-City SR 15 BRT Station Area Planning Study</td>
<td>PLANNING: Analyzes the development potential, proposes urban design guidelines, and creates a nonmotorized access plan for the SR 15 BRT station areas in Mid-City.</td>
<td>$225,000.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2013</td>
</tr>
<tr>
<td>10</td>
<td>San Diego</td>
<td>Euclid &amp; Market Village Master Plan</td>
<td>PLANNING: Provides a focused mobility and land use master plan for the Orange Line Trolley station area at Market Street.</td>
<td>$400,000.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2013</td>
</tr>
<tr>
<td>11</td>
<td>San Diego</td>
<td>Imperial Avenue &amp; Commercial Street Corridor Plan</td>
<td>PLANNING: Produces a new land use and mobility strategy for the corridor with urban design guidelines for streetscape and development projects.</td>
<td>$400,000.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2013</td>
</tr>
<tr>
<td>12</td>
<td>San Diego</td>
<td>4th &amp; 5th Avenue/Nutmeg Pedestrian Crossing &amp; Traffic Calming</td>
<td>CAPITAL: Enhances pedestrian crossing with curb extensions and in-pavement flashing crosswalks.</td>
<td>$577,000.00</td>
<td></td>
<td></td>
<td>Project transferred July 2013 to SANDAG for consolidated implementation through the Regional Bicycle Plan Early Action Program.</td>
</tr>
</tbody>
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### Status of FY 2009 - FY 2010 (Cycle 1) TransNet Smart Growth Incentive Program Projects

**Reporting period through December 31, 2013**

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<th>Capital</th>
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<tbody>
<tr>
<td>13</td>
<td>San Diego</td>
<td>4th Avenue/Quince Pedestrian Crossing &amp; Traffic Calming</td>
<td>CAPITAL: Enhances pedestrian crossing with curb extensions and in-pavement flashing crosswalks. $231,000.00</td>
<td>Project transferred July 2013 to SANDAG for consolidated implementation through the Regional Bicycle Plan Early Action Program.</td>
</tr>
<tr>
<td>14</td>
<td>San Diego</td>
<td>Park Boulevard/Essex Street Pedestrian Crossing &amp; Traffic Calming</td>
<td>CAPITAL: Improves safety, walkability, and transit access for the intersection of Park Boulevard and Essex Street by providing pop-outs and an in-pavement lighted crosswalk. $224,000.00</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date*

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.**
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<tr>
<td>Chula Vista</td>
<td>Healthy Communities Program</td>
<td>PLANNING: Develops a city-wide Healthy Communities Program to inform amendments to the General Plan and other key implementation documents. Also includes the preparation of design concepts for a Healthy Corridors Pilot Project.</td>
<td>$ 100,000.00</td>
<td>01/15/14</td>
<td>01/15/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Third Avenue Streetscape Implementation Project Phase 2</td>
<td>CAPITAL: Implements streetscape enhancements, traffic calming, and improved pedestrian crossings in Chula Vista's Third Avenue Village.</td>
<td>$ 1,344,671.00</td>
<td>01/24/14</td>
<td>09/24/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>Palm Avenue Mixed-Use &amp; Commercial Corridor Master Plan</td>
<td>PLANNING: Proposes the transformation of the Palm Ave SR-75 corridor into a “Main Street” through public right-of-way improvements, traffic calming, and pedestrian, bicycle, and transit enhancements. Involves the preparation of preliminary designs and environmental documentation.</td>
<td>$ 400,000.00</td>
<td>01/24/14</td>
<td>07/24/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>La Mesa</td>
<td>Downtown Village Streetscape Improvement Project</td>
<td>CAPITAL: Enhances the La Mesa Downtown Village area by constructing a variety of streetscape improvements and a new public plaza.</td>
<td>$ 2,000,000.00</td>
<td>02/11/14</td>
<td>12/11/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>Main Street Promenade Extension Planning Project</td>
<td>PLANNING: Proposes multi-modal enhancements to the Main Street Promenade Extension corridor and creates opportunities for recreation and social gathering. Includes the preparation of preliminary designs and environmental documentation.</td>
<td>$ 400,000.00</td>
<td>01/08/14</td>
<td>01/08/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>National City</td>
<td>Downtown-Westside Community Connections</td>
<td>CAPITAL: Enhances National City’s right-of-way by providing streetscape improvements and incorporating placemaking features such as public art.</td>
<td>$ 2,000,000.00</td>
<td>08/15/13</td>
<td>08/15/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>East Village Green/14th Street Promenade Master Plan</td>
<td>PLANNING: Develops a master plan for East Village Green, Downtown San Diego’s largest proposed open space, and the 14th Street Promenade, a proposed linear park, to provide a safe pedestrian and bicycle connection between City College and Barrio Logan.</td>
<td>$ 300,000.00</td>
<td>02/11/14</td>
<td>01/11/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Island Avenue Green Street Mobility Improvements</td>
<td>CAPITAL: Constructs a series of widened sidewalks and corner bulb-outs along Island Avenue.</td>
<td>$ 1,000,000.00</td>
<td>02/11/14</td>
<td>12/11/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Morena Boulevard Station Area Study Phase 2</td>
<td>PLANNING: Supports mixed-use, transit-oriented development in the Mid-Coast Trolley Line station areas by preparing amendments to Linda Vista and Clairmont Mesa planning documents, processing rezones, and developing a programmatic environmental document.</td>
<td>$ 400,000.00</td>
<td>01/21/2014</td>
<td>01/21/2016</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>The Complete Boulevard Planning Study</td>
<td>PLANNING: Studies two primary areas along the Boulevard Rapid Bus line and proposes improvements that can contribute to the sustainability, economic vitality, and well-being of the surrounding communities.</td>
<td>$ 171,617.00</td>
<td>01/21/2014</td>
<td>01/21/2017</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Wayfinding Signage</td>
<td>CAPITAL: Installs approximately 300 new wayfinding signs throughout Downtown San Diego to direct residents, visitors and workers to popular destinations.</td>
<td>$ 335,329.00</td>
<td>02/11/14</td>
<td>03/11/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
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### Status of FY 2011 - FY 2012 (Cycle 2) TransNet Smart Growth Incentive Program Projects

**Reporting period through December 31, 2013**

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<th>Project Title</th>
<th>Description</th>
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<th>Start Date</th>
<th>End Date</th>
<th>Completion Status</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>San Marcos Armorlite Complete Street Corridor</td>
<td>CAPITAL: Constructs multi-modal improvements along Armorlite Drive, a Class I bike path on the North side of the street, and the extension of Class II or III bike facilities to the Mission Sports Park.</td>
<td>$1,000,000.00</td>
<td>12/30/13</td>
<td>08/30/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>13</td>
<td>Vista Vista Downtown Specific Plan Update</td>
<td>PLANNING: Updates the Vista Downtown Specific Plan to support smart growth and multi-modal connections.</td>
<td>$148,383.00</td>
<td>01/24/14</td>
<td>04/24/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
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**Contract Expiration Date = Project Completion Date**

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.**
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 San Diego</td>
<td>Commercial Street Streetscape Project</td>
<td>CAPITAL: Provides new sidewalks, curbs, trees, light, furniture, traffic calming devices, a gateway element, and public plazas around the perimeter of a proposed mixed use/mixed income development in Logan Heights.</td>
<td>$893,000.00</td>
<td>12/12/12</td>
<td>06/01/14</td>
<td>No</td>
<td>Grantee is requesting a 12 month extension to 06/01/15 for consideration by the Transportation Committee.</td>
</tr>
<tr>
<td>2 Carlsbad</td>
<td>Installation of Audible Pedestrian Signals &amp; Countdown Pedestrian Signals</td>
<td>CAPITAL: Installs audible pedestrian signals &amp; count-down pedestrian signals at twenty-one signalized intersections in the City of Carlsbad.</td>
<td>$150,660.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2012</td>
</tr>
<tr>
<td>3 Chula Vista</td>
<td>Chula Vista Bikeway Master Plan Update</td>
<td>PLANNING: Updates the City of Chula Vista's existing bikeway network.</td>
<td>$150,000.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2011</td>
</tr>
<tr>
<td>4 Chula Vista</td>
<td>Sidewalk Safety Program - I Street Sidewalk Improvements</td>
<td>CAPITAL: Installs ADA sidewalks and pedestrian ramps.</td>
<td>$115,220.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
</tr>
<tr>
<td>5 Coronado</td>
<td>Coronado Bicycle Master Plan</td>
<td>PLANNING: Plans for existing and future bicycle facilities within the City of Coronado.</td>
<td>$75,000.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2011</td>
</tr>
<tr>
<td>6 Escondido</td>
<td>Downtown Escondido Bike Racks</td>
<td>BIKE PARKING: Installs bike lockers and decorative bike racks at Escondido City Hall and various locations throughout the downtown business and retail core.</td>
<td>$14,378.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - OCTOBER 2011</td>
</tr>
<tr>
<td>7 Escondido</td>
<td>Ash Street Undercrossing</td>
<td>CAPITAL: Constructs an undercrossing at Ash Street/SR 78 for the Escondido Creek Channel Bike Path.</td>
<td>$457,357.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2012</td>
</tr>
<tr>
<td>8 Escondido</td>
<td>Escondido Creek Bike Path</td>
<td>CAPITAL: Installs a Class I bike path from Escondido Transit Center to Centre City Parkway.</td>
<td>$524,100.00</td>
<td></td>
<td></td>
<td></td>
<td>Project terminated July 2012 based on the request of the City of Escondido.</td>
</tr>
<tr>
<td>1 Escondido</td>
<td>Escondido Creek Bike Path Lighting and Restriping</td>
<td>CAPITAL: Installs lighting and restriping for the existing Class I bike path along Escondido Creek Channel from Broadway to Ash Street.</td>
<td>$157,500.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2013</td>
</tr>
<tr>
<td>9 Escondido</td>
<td>West Bernardo Bike Path &amp; Cantilever</td>
<td>CAPITAL: Installs a Class I bike path and trail connection as the second phase of the Lake Hodges Bikeway Access Project.</td>
<td>$1,425,000.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2011</td>
</tr>
<tr>
<td>10 La Mesa</td>
<td>La Mesa Bicycle Facilities Master Plan</td>
<td>PLANNING: Plans for existing and future bicycle facilities within the City of La Mesa.</td>
<td>$75,000.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2012</td>
</tr>
<tr>
<td>11 La Mesa</td>
<td>Spring Street Trolley Station Pedestrian Access Improvements</td>
<td>CAPITAL: Provides pedestrian improvements to reduce conflicts between pedestrians entering and exiting the Spring Street Trolley Station and motor vehicles.</td>
<td>$88,000.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
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### Status of FY 2009 - FY 2010 (Cycle 1) TransNet / TDA Active Transportation Grant Program Projects

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<td>12 La Mesa</td>
<td>La Mesa/El Cajon Boulevards Intersection Improvements &amp; Pedestrian Infrastructure</td>
<td>$361,000.00</td>
<td>September 2011</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
</tr>
<tr>
<td>13 National City</td>
<td>National City Bicycle Master Plan</td>
<td>$50,000.00</td>
<td>February 2011</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2011</td>
</tr>
<tr>
<td>14 National City</td>
<td>Sweetwater River Bike Path Gap Closure Design - Plaza Bonita Road</td>
<td>$130,000.00</td>
<td>December 2010</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - DECEMBER 2010</td>
</tr>
<tr>
<td>15 San Diego</td>
<td>UCSD Bicycle/Pedestrian Master Plan</td>
<td>$75,000.00</td>
<td>April 2012</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - APRIL 2012</td>
</tr>
<tr>
<td>16 San Diego</td>
<td>Bicycle Detection at Signalized Intersections</td>
<td>$73,500.00</td>
<td>May 2012</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MAY 2012</td>
</tr>
<tr>
<td>17 San Diego</td>
<td>Pedestrian &amp; Bicycle Safety Education Program</td>
<td>$290,000.00</td>
<td>June 2013</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2013</td>
</tr>
<tr>
<td>18 San Diego</td>
<td>San Diego Pedestrian Master Plan Phase 4</td>
<td>$150,000.00</td>
<td>April 2013</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - APRIL 2013</td>
</tr>
<tr>
<td>19 San Diego</td>
<td>EIR &amp; Feasibility Study for Bike Master Plan Update</td>
<td>$150,000.00</td>
<td>December 2013</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - DECEMBER 2013</td>
</tr>
<tr>
<td>20 San Diego</td>
<td>Kelton Road Midblock Pedestrian Improvements Project</td>
<td>$248,400.00</td>
<td>November 2013</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - NOVEMBER 2013</td>
</tr>
<tr>
<td>21 San Diego/ Caltrans</td>
<td>SR 15 Bike Path Final Design &amp; Environmental Document</td>
<td>$350,000.00</td>
<td>October 2012</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - OCTOBER 2012</td>
</tr>
<tr>
<td>22 San Marcos</td>
<td>Barham Drive Urban Trail Improvement Project</td>
<td>$700,000.00</td>
<td>January 2012</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JANUARY 2012</td>
</tr>
<tr>
<td>23 SANDAG</td>
<td>Bicycle Locker Wireless Communication</td>
<td>$50,000.00</td>
<td>January 2012</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JANUARY 2012</td>
</tr>
<tr>
<td>Grantee</td>
<td>Project</td>
<td>Description of Project Activities</td>
<td>Grant Amount</td>
<td>Contract Execution Date</td>
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</tr>
<tr>
<td>24 SANDAG</td>
<td>Bicycle Locker Retrofits &amp; Upgrades</td>
<td>SUPPORT: Installs electronic lockers at various station locations along the Blue Line Trolley.</td>
<td>$50,000.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JANUARY 2012</td>
</tr>
<tr>
<td>25 SANDAG</td>
<td>Bicycle Map Printing &amp; Distribution</td>
<td>PLANNING: Funds the printing and distribution of the San Diego Regional Bike Map.</td>
<td>$25,000.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JULY 2010</td>
</tr>
<tr>
<td>26 SANDAG</td>
<td>Bayshore Bikeway Segments 7 &amp; 8</td>
<td>CAPITAL: Constructs 1.78 miles of a Class I regional bike facility.</td>
<td>$1,078,000.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2012</td>
</tr>
<tr>
<td>27 Santee</td>
<td>Carlton Oaks Drive Class II Bike Lanes</td>
<td>CAPITAL: Modifies the existing striping on Carlton Oaks Drive to install new Class II bike lanes.</td>
<td>$30,200.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2010</td>
</tr>
<tr>
<td>28 Vista</td>
<td>Inland Rail Trail Phase IIIB - Right-of-Way Engineering</td>
<td>CAPITAL: Provides the right-of-way engineering for a multi-use facility along the SPRINTER line.</td>
<td>$500,000.00</td>
<td></td>
<td></td>
<td>Project transferred April 2013 to SANDAG for implementation through the Regional Bicycle Plan Early Action Program.</td>
</tr>
<tr>
<td>29 Vista</td>
<td>Safe Pedestrian Crossing at Longhorn Drive</td>
<td>CAPITAL: Builds an enhanced pedestrian crossing in front of Rancho Buena Vista High School.</td>
<td>$50,649.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2011</td>
</tr>
<tr>
<td>30 Vista</td>
<td>Boys &amp; Girls Club Sidewalk Improvements</td>
<td>CAPITAL: Builds new sidewalk and a pedestrian crossing to the Vista Boys and Girls Club and Vista Academy of the Performing Arts.</td>
<td>$146,844.00</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2011</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.
**Status of FY 2011 - FY 2012 (Cycle 2) TransNet / TDA Active Transportation Grant Program Projects**

Reporting period through December 31, 2013

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
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<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>Active Village Campaign</td>
<td>SUPPORT: Develops a multi-media campaign to promote the benefits of walking and biking in Carlsbad and Carlsbad Village, and aims to increase bicycling and walking for everyday trips, improve connectivity and create a pilot program that is scalable for other cities in the region.</td>
<td>$ 271,211.00</td>
<td>02/14/13</td>
<td>04/30/14</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six month extension for this project to 10/31/14 to allow additional time for the grantee to implement this bike awareness campaign.</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>Carlsbad CATS</td>
<td>PLANNING: Develops an implementation strategy for livable streets. The plan will be tested by implementing up to five pilot projects.</td>
<td>$ 150,000.00</td>
<td>02/22/13</td>
<td>12/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>Coastal Rail Trail - Reach 1</td>
<td>CAPITAL: Enhances safety and improves circulation and access for all modes of transportation between Carlsbad and Oceanside across a natural barrier and completes the northern sections of the Coastal Rail Trail into Oceanside.</td>
<td>$ 800,000.00</td>
<td>02/14/13</td>
<td>07/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Main Street Streetscape Master Plan</td>
<td>PLANNING: Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features.</td>
<td>$ 299,981.00</td>
<td>03/28/13</td>
<td>09/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Del Mar</td>
<td>Bike Parking Facilities</td>
<td>BIKE PARKING: Planning and implementation of bike parking facilities, including bike racks and lockers, throughout the city.</td>
<td>$ 25,000.00</td>
<td>02/07/13</td>
<td>06/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>National City</td>
<td>4th Street Community Corridor</td>
<td>CAPITAL: Provides roughly 2.0 miles of Class II bicycle facilities, including bicycle detector loops and bicycle boxes. The project also includes installation of high-visibility crosswalks, and traffic calming elements.</td>
<td>$ 450,000.00</td>
<td>03/05/13</td>
<td>07/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>National City</td>
<td>Bicycle Parking Enhancements</td>
<td>BIKE PARKING: Installs bicycle racks throughout National City’s bicycle network, providing cyclists with secure and convenient parking for end-of-trip storage.</td>
<td>$ 50,000.00</td>
<td>03/05/13</td>
<td>09/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>National City</td>
<td>D Avenue Corridor</td>
<td>CAPITAL: Provides approximately 2.5 miles of Class II and III bicycle facilities, including bicycle detector loops and bicycle boxes at all signalized intersections. The project also includes installation of high-visibility crosswalks and traffic calming elements.</td>
<td>$ 600,000.00</td>
<td>03/05/13</td>
<td>07/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Oceanside</td>
<td>2 Year Education, Encouragement, and Awareness Project</td>
<td>SUPPORT: Provides adult and student education for active transportation skills and concepts, bilingual Public Service Announcements, and bike route maps of Oceanside bike facilities.</td>
<td>$ 180,808.00</td>
<td>03/13/13</td>
<td>07/31/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
</tbody>
</table>
## Status of FY 2011 - FY 2012 (Cycle 2) TransNet / TDA Active Transportation Grant Program Projects

### Reporting period through December 31, 2013

<table>
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<tr>
<th>Grantee</th>
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<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oceanside</td>
<td>Mission Avenue Improvements</td>
<td>CAPITAL: Provides a mix of bicycle, pedestrian, and roadway improvements including: increased sidewalk width with curb bulb-outs, streetscape improvements, and Class III bicycle improvements.</td>
<td>$1,500,000.00</td>
<td>03/22/13</td>
<td>05/31/14</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a two month extension for this project to 07/31/14 to allow additional time for the grantee to complete construction.</td>
</tr>
<tr>
<td>Oceanside</td>
<td>North Coast Transit Station Bike Station</td>
<td>BIKE PARKING: Provides a 200 sq. ft. bike station for 30 bicycles to provide secure, indoor bike parking, which bicyclists can access 24 hours a day, 7 days a week.</td>
<td>$100,000.00</td>
<td>03/13/13</td>
<td>10/31/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Oceanside</td>
<td>Oceanside Boulevard Transit Access &amp; Beautification</td>
<td>CAPITAL: Improves the sidewalk and landscaping along Oceanside Boulevard, facilitating pedestrian access to transit stations and destinations.</td>
<td>$400,000.00</td>
<td>03/11/13</td>
<td>09/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Chollas Creek to Bayshore Bikeway - Multi-Use Path Design</td>
<td>CAPITAL: Provides environmental review and design for an envisioned Class I Multi-Use Path to connect between Southeastern San Diego, Barrio Logan, the San Diego Bay and Downtown San Diego for everyday non-motorized travel.</td>
<td>$441,250.00</td>
<td>02/21/13</td>
<td>12/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Linda Vista CATS</td>
<td>PLANNING: Develops a Comprehensive Active Transportation Strategy (CATS) for the Linda Vista Community Planning Area, providing direct and convenient connections to various destinations, while increasing bicyclist and pedestrian safety.</td>
<td>$300,000.00</td>
<td>02/21/13</td>
<td>03/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Microwave Bicycle Detection (The Intersector)</td>
<td>CAPITAL: Installs microwave-based bicycle detection devices at 17 intersections that distinguish between bicycles and vehicles and adjusts signal timing to better accommodate cyclists.</td>
<td>$200,000.00</td>
<td>06/11/13</td>
<td>04/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>San Diego River Bike Path &amp; Mission Center Boulevard Improvement: Pedestrian Hybrid Beacon</td>
<td>CAPITAL: Improves pedestrian safety with the installation of the Pedestrian Hybrid Beacon using the 'Hawk Signal' at the project intersection.</td>
<td>$293,000.00</td>
<td>06/11/13</td>
<td>12/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Downtown Complete Streets Mobility Plan</td>
<td>PLANNING: Establishes a comprehensive Complete Streets approach for downtown San Diego.</td>
<td>$300,000.00</td>
<td>04/11/13</td>
<td>11/30/14</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six month extension for this project to 5/31/15 to allow additional time for planning process.</td>
</tr>
<tr>
<td>San Marcos</td>
<td>Bicycle and Pedestrian Master Plan</td>
<td>PLANNING: Identifies needed improvements to the existing network and new routes to provide bicycle and pedestrian connectivity.</td>
<td>$80,000.00</td>
<td>02/21/13</td>
<td>12/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Grantee</td>
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</tr>
<tr>
<td>19 San Marcos</td>
<td>San Marcos Boulevard Complete Street Multi-Way Boulevard</td>
<td>PLANNING: Project creates a multi-modal transportation corridor and prepares a set of Complete Street concepts for the future re-development of San Marcos Boulevard.</td>
<td>$124,000.00</td>
<td>03/01/13</td>
<td>02/28/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>20 Santee</td>
<td>San Diego River Trail - South Side of the San Diego River</td>
<td>CAPITAL: Improves trail by installing a Class I bike path with decomposed granite shoulders for pedestrians.</td>
<td>$281,750.00</td>
<td>02/14/13</td>
<td>11/30/14</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a four month extension for this project to 03/31/15 due to sensitive habitat issues associated with construction.</td>
</tr>
<tr>
<td>21 Santee</td>
<td>Town Center Parkway/ Olive Lane/ Prospect Avenue Bike Project</td>
<td>CAPITAL: Improves safety for bicyclists by installing Class II bike lanes, narrowing vehicle lanes, adding bike lanes at intersections and adjusting video detection to detect bicycles.</td>
<td>$134,000.00</td>
<td>02/14/13</td>
<td>03/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>22 Solana Beach</td>
<td>Comprehensive Active Transportation Strategy (CATS)</td>
<td>PLANNING: Comprehensive update of the bicycle master plan, and consideration of pedestrian facilities and traffic calming needs, especially around schools, transit and commercial neighborhoods.</td>
<td>$136,000.00</td>
<td>02/20/13</td>
<td>06/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>23 Vista</td>
<td>Bicycle Master Plan</td>
<td>PLANNING: Updates the City of Vista’s 2002 Bicycle Master Plan. Provides connections to neighboring bikeways in adjacent communities of Oceanside, Carlsbad, San Marcos, and unincorporated parts of the County.</td>
<td>$150,000.00</td>
<td>03/28/13</td>
<td>07/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
</tbody>
</table>

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

<table>
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<tr>
<th>Grantee</th>
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</tr>
</thead>
<tbody>
<tr>
<td>24 Carlsbad</td>
<td>Bike the Village: 100 Racks</td>
<td>BIKE PARKING: Builds upon the Carlsbad Village’s Bike Rack Pilot Program and other related capital improvement projects in the vicinity and installs 80 additional custom racks and 6 bike corrals.</td>
<td>$33,000.00</td>
<td>PROJECT COMPLETE - JULY 2013</td>
</tr>
<tr>
<td>25 Imperial Beach</td>
<td>Eco-Bikeway 7th &amp; Seacoast</td>
<td>CAPITAL: Provides construction of Class II and Class III bikeways, and expands the local pedestrian network along Palm Avenue. Provides an important connection from the Bayshore Bikeway to Seacoast Drive.</td>
<td>$1,500,000.00</td>
<td>PROJECT COMPLETE - NOVEMBER 2014</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.
March 19, 2014

Susan Baldwin
Senior Regional Planner
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

RE: Request for Amendment to TransNet Smart Growth Incentive Program (SGIP) Grant Agreement No. 5001347 for the National City 8th Street Corridor Smart Growth Revitalization Project

The 8th Street Corridor Smart Growth Revitalization Project is divided into two distinct phases. Phase I involves utility undergrounding and sewer replacement / upsizing. Phase II involves design and construction of the Smart Growth streetscape enhancements. The following discussion summarizes our request for an amendment to the project schedule based on extenuating circumstances beyond our control.

1) Advertisement of the Phase II construction contract had to be delayed three months due to utility companies falling behind schedule with their portion of the work associated with Phase I construction. National City awarded a contract for Phase II construction in June 2013. Utility companies are still behind schedule, which have resulted in further delays to Phase II construction.

2) Necessary revisions to the contractor’s construction phasing and traffic control plans to ensure safe, ADA path of travel for pedestrians along the corridor, which includes access to local businesses, have resulted in additional delays. For example, due to heavy pedestrian traffic and number of business driveways and entryways along the corridor, the contractor is obligated to demo and construct improvements “block-by-block,” which will require additional time to complete construction.

Based on these impacts, Phase II construction, as of March 2014, is approximately 40% complete. Therefore, National City is requesting a project schedule extension to December 31, 2014. Construction is scheduled to be completed by October 2014, with two months for project close out. Staff will continue to coordinate with utility companies to resolve delays regarding the final stages of utility undergrounding and conversion.
Please let us know if you need additional information to support our request.

Sincerely,

[Signature]

Stephen Manganiello
Director of Public Works / City Engineer

Attachment:
Revised Summary Table
Presentation Slides

cc. Suchitra Mukherjee, SANDAG Regional Planner
Leslie Deese, City Manager
### REVISED PROJECT SCHEDULE - AMENDMENT #3 CHANGES SHOWN IN "BOLD"

<table>
<thead>
<tr>
<th>Task</th>
<th>Deliverables</th>
<th>Start Date</th>
<th>Completion Date</th>
<th>SANDAG Funds</th>
<th>Matching Funds</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Execute grant agreement</td>
<td>Grant agreement</td>
<td>July 2009</td>
<td>January 2010</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>2a.</td>
<td>Prepare construction plans for utility undergrounding (SDG&amp;E)</td>
<td>100% plans</td>
<td>January 2010</td>
<td>June 2010</td>
<td>$ -</td>
<td>$ 200,000</td>
</tr>
<tr>
<td>2b.</td>
<td>Prepare construction plans for sewer replacement / upsizing</td>
<td>100% plans</td>
<td>July 2011</td>
<td>February 2012</td>
<td>$ -</td>
<td>$ 65,000</td>
</tr>
<tr>
<td>3.</td>
<td>Prepare construction plans for remaining project improvements (50%)</td>
<td>50% plans</td>
<td>March 2010</td>
<td>July 2010</td>
<td>$ -</td>
<td>$ 120,000</td>
</tr>
<tr>
<td>4.</td>
<td>Conduct public workshop</td>
<td>Meeting notification &amp; summaries</td>
<td>October 2010</td>
<td>October 2010</td>
<td>$ -</td>
<td>$ 5,000</td>
</tr>
<tr>
<td>5a.</td>
<td>Award construct contract for Phase 1</td>
<td>City Council resolution</td>
<td>August 2011</td>
<td>September 2011</td>
<td>$ -</td>
<td>$ 5,000</td>
</tr>
<tr>
<td>5b.</td>
<td>Utility undergrounding construction</td>
<td>Notice of completion</td>
<td>July 2010</td>
<td>May 2011</td>
<td>$ -</td>
<td>$ 1,000,000</td>
</tr>
<tr>
<td>5c.</td>
<td>Sewer replacement / upsizing construction</td>
<td>Notice of completion</td>
<td>April 2012</td>
<td>June 2013</td>
<td>$ -</td>
<td>$ 1,500,000</td>
</tr>
<tr>
<td>6.</td>
<td>Public presentation (Phases 1 &amp; 2)</td>
<td>Meeting notification &amp; summaries</td>
<td>August 2010</td>
<td>September 2011</td>
<td>$ -</td>
<td>$ 5,000</td>
</tr>
<tr>
<td>7.</td>
<td>Prepare construction plans &amp; specs for remaining project improvements (90%)</td>
<td>90% plans &amp; specs</td>
<td>August 2010</td>
<td>December 2010</td>
<td>$ -</td>
<td>$ 120,000</td>
</tr>
<tr>
<td>8.</td>
<td>Prepare construction plans &amp; specs for remaining project improvements (100%)</td>
<td>100% plans &amp; specs</td>
<td>January 2011</td>
<td>October 2012</td>
<td>$ -</td>
<td>$ 30,000</td>
</tr>
<tr>
<td>9.</td>
<td>Award construction contract for Phase 2</td>
<td>City council resolution</td>
<td>November 2011</td>
<td>February 2013</td>
<td>$ -</td>
<td>$ 5,000</td>
</tr>
<tr>
<td>10.</td>
<td>Construction for remaining project improvements</td>
<td>Notice of completion</td>
<td>May 2011</td>
<td>December 2014</td>
<td>$ 2,000,000</td>
<td>$ 1,500,000</td>
</tr>
</tbody>
</table>

**Total (original)** $ 2,000,000

**Total (new)** $ 2,000,000
National City 8th Street Corridor
Smart Growth Revitalization Project

(TransNet SGIP Grant Agreement No. 5001347)

Request for Amendment
March 19, 2014
Project Overview

• Executed Grant Agreement No. 5001347 with SANDAG in January 2010

• Awarded Construction Contract for Phase I in March 2012
  ➢ Phase I – Utility Undergrounding & Sewer Replacement / Upsizing (90% Complete)

• Awarded Construction Contract for Phase II in June 2013
  ➢ Phase II – Smart Growth Streetscape Enhancements (40% Complete)

• Requesting Amendment to Project Schedule
  ➢ Delays with Utility Companies
  ➢ Issues with Contractor’s Construction Phasing & Traffic Control for Pedestrian / ADA access
  ➢ Extend Project Completion from June 2014 to December 2014
Project Benefits

- Strengthen the physical and visual link between the 8th Street Trolley Station and Downtown National City to encourage walking, bicycling and transit use
- Enhance pedestrian safety, access and mobility
- Reduce vehicle speeds through traffic calming
- Improve parking and access to local businesses
- Enhance the public realm through creation and activation of public open spaces
- Invigorate “Smart Growth” redevelopment and revitalize a critical transit and pedestrian corridor for the benefit of local businesses, residents, visitors and the region as a whole
Project Improvements
Project Improvements
Construction Photos
COMPETITIVE GRANT PROGRAM PROCEDURES

Applicability and Purpose of Policy

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

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

Procedures

1. Project Milestone and Completion Deadlines

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

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

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

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

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

2. Project Milestone and Completion Deadline Extensions

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

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

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

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

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

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

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

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

4. Resolution and Execution of the Grant Agreement

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

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

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

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

5. Increased Availability of Funding Under this Policy

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

Adopted: January 2010
March 13, 2014

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

Dear Ms Baldwin,

I am writing to you regarding the $893,000 SANDAG TDA/TransNet Active Transportation Grant that was awarded to the City of San Diego in 2012 for streetscape enhancements at the COMM22 project site.

Per Grant Agreement 5001677, the City as Grantee, has deemed COMM 22 LLC, as Subgrantee, to implement streetscape improvements in support of the COMM22 mixed-use affordable housing development in the Logan Heights community within the City of San Diego. We are pleased to report that construction of the housing development commenced in April of 2013 and the project is now well on its way to completion. However, due to several unanticipated delays at the start of the project, COMM22 LLC has notified both the City and SANDAG that the original construction schedule will not be met and are requesting that the grant agreement completion date be extended 12-months from June 1, 2014 to June 1, 2015. The City strongly supports the COMM22 project and, as such, is supportive of their request, as it is necessary to ensure the timely completion of this important affordable housing project.

COMM22 LLC experienced delays at the start of the affordable housing project that have impacted the construction schedule. In the time since the schedule dates were set in the grant agreement in Fall 2012, the housing project encountered significant budget challenges due to increasing subcontractor market pricing. Resolution of these issues took approximately three months, which in turn delayed the construction financing closing and the ability to start construction. Additionally, the start of construction was delayed even further, from March to April 2013 due to delays related to existing onsite utility removals from SDG&E and AT&T.

For the above-listed reasons, a 12-month extension is requested at this time. COMM22 LLC has assured us that they will work with their contractors to optimize the housing construction schedule to mitigate some of these delays and achieve completion of the streetscape work in the Spring of 2015, ahead of the requested completion date of June 1, 2015. We appreciate your consideration of this request. Should you have any questions, please contact Brian Schoenfisch, the Grantee Project Manager at (619) 533-6457.

Sincerely,

Bill Fulton
Director

CC: Jeff Williams, Project Manager, Bridge Housing
DISTRIBUTION OF FUNDS FROM THE CALIFORNIA COASTAL COMMISSION PUBLIC RECREATIONAL BEACH IMPACT MITIGATION FUND

File Number 3200200

Introduction

The City of Solana Beach is requesting funding from the California Coastal Commission (Commission) Public Recreational Beach Impact Mitigation Fund (PRBIM Fund) administered by SANDAG for the construction of a public access stairway. These funds are collected and held by SANDAG from Commission mitigation fees for adverse impacts on public recreational use of beaches. Cities may use these funds to provide recreational improvements designed to enhance public recreational use within the region. Allocation of funds from a coastal jurisdiction’s account requires that jurisdiction’s formal approval through resolution by the City Council. The resolution provided by the City of Solana Beach is included as Attachment 1.

Additionally, prior to allocation of any funds, the proposal must be reviewed and recommended by the Shoreline Preservation Working Group (Working Group) and Regional Planning Committee, approved by the Board of Directors, and submitted to the Executive Director of the Commission for review and approval. The Working Group is reviewing this proposal at its May 1, 2014, meeting, and any comments or actions by the Working Group will be reported verbally to the Regional Planning Committee at the May 2, 2014, Regional Planning Committee meeting.

Discussion

In 1996, SANDAG and the Commission entered into a Memorandum of Agreement (MOA), which outlines the administration of the Beach Sand Mitigation Fund. In October 2005, the Commission also approved the PRBIM Fund. The PRBIM Fund consists of fees collected by the Commission to mitigate for the adverse impacts on public recreational use of the beaches within the region resulting from construction of shoreline protective structures, or other forms of development that have adverse effects on the beach or shoreline. Mitigation fees are deposited in an interest-bearing account and held until a request for the funding is made by a coastal jurisdiction.

Recommendation

The Regional Planning Committee is asked to recommend that the Board of Directors approve the allocation of funds from the Public Recreational Beach Impact Mitigation Fund in accordance with the resolution contained in Attachment 1 for the City of Solana Beach.
Monies from the PRBIM Fund are to be used solely to implement projects that provide public recreational improvements that may include, but are not limited to, public beach accessways, blufftop access, viewing areas, public restrooms, public beach parking, and public trail amenities. In April 2007, the Board of Directors approved and authorized SANDAG staff to enter into a MOA (Attachment 2) with the Commission for the administration of the PRBIM Fund in addition to the Beach Sand Mitigation Fund.

**City of Solana Beach Del Mar Shores Access Stairway Replacement Project**

The City of Solana Beach is requesting to use $275,000 of the $276,279 PRBIM Funds available within its account to support their Del Mar Shores Public Beach Access Stairway Replacement Project (Proposed Project). Allocation of the requested $275,000 will enable the city to complete the Proposed Project on schedule. The total cost of the Proposed Project is $1.5 million.

The Proposed Project involves the removal of the existing Del Mar Shores public beach access stairway and replacement of the public beach access stairway in the same location. The original stairs were built in the 1970s and were closed on November 13, 2012, to ensure the public’s safety, following a determination by the city’s structural engineer that the present condition of the stairs did not meet the minimum building code requirements for public use. The new stairway will be constructed out of wood timbers for the treads (stairs) and colored concrete for the columns and stair supports. The Proposed Project also will include a lifeguard observation station that would be constructed out of wood and would be located on the second landing up from the beach.

Local Commission staff confirmed that the Proposed Project is consistent with the eligibility criteria included in the MOA for the PRBIM Fund.

**Next Steps**

If the city’s proposal is approved by the Board of Directors, SANDAG staff will submit the proposal to the Executive Director of the Commission for review and approval.

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

Attachments: 1. Resolution No. 2014-030, Resolution of the City of Solana Beach  
2. Memorandum of Agreement between SANDAG and the California Coastal Commission Establishing a Process for the Administration of the Public Recreational Beach Impact Mitigation Fund (500078)

Key Staff Contact: Katie Levy, (619) 699-7312, katie.levy@sandag.org
RESOLUTION 2014-030

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOLANA BEACH, CALIFORNIA, REQUESTING AN ALLOCATION OF $275,000 IN FUNDS FROM THE SANDAG PUBLIC RECREATIONAL BEACH IMPACT MITIGATION FUND, HELD IN TRUST FOR THE CITY OF SOLANA BEACH, FOR THE DEL MAR SHORES PUBLIC BEACH ACCESS STAIRWAY REPLACEMENT PROJECT

WHEREAS, the Del Mar Shores Public Beach Access Stairway Replacement Project involves the removal of the existing Del Mar Shores public beach access stairway and replacement of the public beach access stairway in the same location. The original stairs were built in the 1970s and were closed on November 13, 2012, to ensure the public's safety, following a determination by the City's structural engineer that the present condition of the stairs did not meet the minimum building code requirements for public use; and

WHEREAS, the California Coastal Commission (CCC) Coastal Development Permit #06-10-037 was issued in February 2011 based on the Project qualifying for a Class 1 Categorical Exemption from CEQA. The CDP was extended by one year and construction was required to be initiated before January 13, 2014 in order to keep the permit from expiring; and

WHEREAS, construction of the Project was initiated on January 10, 2014. The total cost of the Project is $1.025 million. A funding plan was approved by City Council at the November 20, 2013 City Council meeting. Funds for the Project include a $200,000 grant from the State Coastal Conservancy, $200,000 in Public Recreation Fees held by the City, and approximately $500,000 from undesignated general fund reserves. Additional funds in the amount of $275,000 from the SANDAG Public Recreational Beach Impact Mitigation (PRBIM) fund were budgeted to support the timely completion of the Project; and

WHEREAS, the PRBIM Fund was supported through impact mitigation fees imposed by the CCC on various shoreline protection projects. In 2007, the San Diego Association of Governments (SANDAG) and the CCC entered into a Memorandum of Agreement (MOA) regarding the administration of the (PRBIM) Fund; and

WHEREAS, the fees imposed by SANDAG were deposited in an interest-bearing account created by SANDAG with all interest earned payable to the City. According to the MOA, the purpose of the account is to aid local governments in providing recreational improvements designed to enhance public recreational beach use. The funds are intended to be used solely to construct public beach recreational projects such as public beach accessways, bluff top access, viewing areas, public
restrooms, public beach parking and public trail amenities; and

WHEREAS, projects eligible for PRBIM funding must be consistent with criteria described in the SANDAG MOA which include the following:
1. The project must be recommended by the SANDAG Shoreline Preservation Working Group, SANDAG Regional Planning Council and the SANDAG Executive Director;
2. Projects must provide public beach recreational improvements;
3. Projects must be capital projects and funds cannot be used for operations, research or maintenance of planning studies;
4. Projects must obtain approval from the CCC prior to construction; and

WHEREAS, the Project meets Criteria 2-4 and Criteria 1 can now be completed with this action; and

WHEREAS, a formal Resolution is required to be submitted to the SANDAG Shoreline Preservation Working Group in order to initiate the process of PRBIM fund allocation; and

WHEREAS, there is currently $276,179 available in the SANDAG Public Recreation Impact Mitigation Fund account held for the City by SANDAG. Receipt of the requested $275,000 will enable the City to complete the public beach stairway replacement project on schedule. The total cost of the project is $1.025 million; and

WHEREAS, currently the City’s request for funding allocation is scheduled to be heard before the SANDAG Shoreline Preservation Working Group on May 1, 2014 and the SANDAG Regional Planning Committee on May 2, 2014. Following an affirmative action by both of these groups, the request would then be forwarded to the SANDAG Board of Directors for approval and then on to the CCC Executive Director for approval.

NOW THEREFORE, the City Council of the City of Solana Beach, California, does resolve as follows:

1. That the foregoing recitations are true and correct.
2. That this Resolution is required in order to formally authorize and initiate the process for funding in the amount of $275,000 from the PRBIM account, held in trust by SANDAG for the City, to support the completion of the City's Del Mar Shores Public Beach Access Stairway Replacement Project.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Solana Beach, California, held on the 9th day of April 2014, by the following vote:

AYES: Councilmembers – Campbell, Heebner, Zito, Nichols
NOES: Councilmembers – None
ABSENT: Councilmembers – None
ABSTAIN: Councilmembers – Zahn

THOMAS M. CAMPBELL, Mayor

APPROVED AS TO FORM:

JOHANNA N. CANLAS, City Attorney

ATTEST:

ANGELA IVEY, City Clerk
CERTIFICATION

STATE OF CALIFORNIA)  COUNTY OF SAN DIEGO)  SS.
CITY OF SOLANA BEACH)

I, ANGELA IVEY, City Clerk of the City of Solana Beach, California, DO HEREBY CERTIFY that the foregoing is a full, true and correct copy of Resolution 2014-030 requesting an allocation of $275,000 from the SANDAG Public Recreational Beach Impact Mitigation fund for the Del Mar Shores Public Beach Access Stairway Replacement Project as duly passed and adopted at a Regular Solana Beach City Council meeting held on the 9th day of April 2014 and the original is on file in the City Clerk's Office.

ANGELA IVEY, CITY CLERK

Date of this Certification: 4-17-2014
June 1, 2007

Ms. Diana Singleton
Contracts and Procurement Specialist
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Re: MOA for Public Recreational Beach Impact Mitigation Fund

Dear Ms. Singleton:

Enclosed is a copy of the original signed Memorandum of Agreement Between the San Diego Association of Governments and the California Coastal Commission establishing a process for the administration of the public recreational beach impact mitigation fund. Thank you for your and SANDAG’s assistance in implementation of this account. We look forward to its utilization for worthwhile public access and recreational improvements in San Diego County’s coastal zone.

Sincerely,

[Signature]

Sherilyn Sarb
Deputy Director

cc: Shelby Tucker

(G:\San Diego\Beach Sand Mitigation Fund\Public Access and Rec MOA transmittal letter 6.07.doc)
MEMORANDUM OF AGREEMENT BETWEEN
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
AND THE CALIFORNIA COASTAL COMMISSION
ESTABLISHING A PROCESS FOR THE ADMINISTRATION OF THE
PUBLIC RECREATIONAL BEACH IMPACT MITIGATION FUND

WHEREAS, the Public Recreational Beach Impact Mitigation Fund consists of fees collected by the California Coastal Commission ("Commission") through its coastal development permit process pursuant to special conditions of various permits, as mitigation for the adverse impacts on public recreational use of the beaches within San Diego County from development along the beach or shoreline including but not limited to, shoreline protective structures such as seawalls, revetments, and bluff retaining walls; and

WHEREAS, the mitigation fees are deposited in an interest-bearing account created at the San Diego Association of Governments ("SANDAG"), with all interest earned payable to the account for the purposes stated below; and

WHEREAS, the purpose of the account is to establish a Public Recreational Beach Impact Mitigation Fund ("Fund") to aid local governments, working cooperatively through SANDAG and the Commission, in providing recreational improvements designed to enhance public recreational beach use within San Diego County; and

WHEREAS, the funds shall be solely used to implement projects that provide public recreational improvements which may include but are not limited to, public beach accessways, blufftop access, viewing areas, public restrooms, public beach parking, and public trail amenities, and not to fund operation, research, maintenance, or planning studies; and

WHEREAS, the Fund shall be allocated as provided for in this Memorandum of Agreement (MOA) between SANDAG and the Commission, setting forth terms and conditions to ensure that the mitigation fees will be expended in the manner intended by the Commission.

NOW THEREFORE, in consideration of the foregoing recitals the parties hereby agree as follows:

1. Fund Administration

The Commission and SANDAG agree that the mitigation fees collected will be held by SANDAG in a trust fund maintained and operated by SANDAG, and known as the Fund. However, SANDAG agrees to establish a separate accounting for monies within the Fund for each coastal jurisdiction in the San Diego County region. Mitigation fees collected from approved shoreline projects within each coastal jurisdiction shall be accounted for by jurisdiction.

Money from a coastal jurisdiction's account cannot be spent without having that local jurisdiction's formal approval through resolution by city council or Board of Supervisors.

The money in the Fund shall be invested by SANDAG in accordance with applicable law. Income and/or interest shall be credited to each coastal jurisdiction's account on a prorated basis. A copy of the accounting review shall be submitted annually, upon completion, to the Executive Director of the Commission ("Executive Director").
Up to a maximum of 15 hours at a rate not greater than $105.00 per hour (loaded rate) per request will be used to reimburse SANDAG staff time. Reimbursement will occur when funds are allocated. Reimbursable activities include but are not limited to the preparation of agendas, reports, presentations at meetings, and other necessary activities in support of fund allocation. Reimbursement will be taken from funds reserved for the local jurisdiction(s) requesting fund allocation and should be included in a jurisdiction's formal funding approval.

2. Fund Allocation

The Commission and SANDAG agree that the Commission and the region's coastal jurisdictions, working together with the Shoreline Preservation Working Group, shall evaluate proposed public recreational improvement projects and will recommend how much, if any, money from the fund should be allocated to a project and how much of the total allocation should come from each jurisdiction's account. No funds shall be allocated from a local jurisdiction's account without the jurisdiction's formal approval through a resolution by the relevant city council or Board of Supervisors.

The Commission and SANDAG agree that, prior to allocation of any funds, the recommendation of the Shoreline Preservation Working Group, as well as recommendation for approval by the SANDAG Regional Planning Committee and approval by the SANDAG Board of Directors, must be submitted to the Commission's Executive Director for review and approval. The Commission's Executive Director must provide written concurrence with each allocation before any allocation occurs.

The Commission and SANDAG agree that each disbursement shall only be made to the recipient with conditions that guarantee that the disbursement is issued as intended by the Shoreline Preservation Working Group and approved by SANDAG and the Commission's Executive Director. Any portion of the disbursement that is not used shall be returned to the Fund and accounted for in the contributing coastal jurisdiction's account(s) on a pro-rated basis.

3. Eligible Projects

Only projects which meet all of the following criteria will be considered by the Commission, the Shoreline Preservation Working Group, and SANDAG for funding:

a. Projects that are recommended by the Shoreline Preservation Working Group and approved by SANDAG, the Commission's Executive Director, and formal action of the relevant local coastal jurisdiction(s), may be considered for funding.

b. Projects that involve public shoreline recreational improvements for beach and beach-related public access, which may include but are not limited to, public beach access stairways/ramps, blufftop access, viewing areas, public benches/bicycle racks, public restrooms, public beach parking, and public trail improvements, in San Diego County will be considered for funding. Because the fees that will go into the Fund are intended to mitigate for the loss of and/or impact to public recreational beach value resulting from construction of shoreline protective structures or other forms of development that have adverse effects on the beach or shoreline, only projects that provide public recreational improvements shall be supported by the Fund.
c. Projects must be capital projects to be considered for funding. Mitigation fees shall not be used for operations, research, maintenance, or planning studies. The Shoreline Preservation Working Group may recommend that funds be allocated to engineering or permitting (e.g., environmental documentation) costs directly related to the implementation of a capital project, under limited circumstances, and only if necessary to secure supplemental funds from another source.

d. Projects must obtain Coastal Act authorization from the local government having jurisdiction, and/or the Commission, prior to initiation of construction.

4. Use of Project Funds

The Commission and SANDAG agree that mitigation fees generated within a coastal jurisdiction shall be used only for projects affecting that same coastal jurisdiction but may include regional projects that span and affect multiple jurisdictions.

It is the intent of the parties to this MOA to ensure consistency in the administration and allocation of mitigation fees from the Public Beach Recreational Impact Mitigation Fund.

Projects may be carried out by the local jurisdictions themselves, by other agencies, including, but not limited to, the Army Corps of Engineers, the United States Navy, the California Coastal Conservancy, the California Department of Parks and Recreation or the California Department of Boating and Waterways, and/or non-profit organizations. Any third party selected to carry out a project using the Public Beach Recreational Impact Mitigation Fund shall agree to defend, indemnify and hold the Commission and SANDAG, their respective officers, directors, staff, agents, and member agencies harmless from any and all liability, claims, damages or injuries to any person or property arising from or connected with a project funded under this MOA.


This MOA may be altered, changed or amended by mutual consent of the parties hereto. Either party may terminate this MOA by providing written notification 30 days prior to termination.

In the event of termination of this MOA by either party, any and all remaining funds shall be transferred by SANDAG to the Commission or a Commission-approved alternate entity consistent with the principles set forth in this MOA.

For purposes of this MOA, the relationship of the parties is that of independent entities and not as agents of each other or as joint venturers or partners. The parties shall maintain sole and exclusive control over their personnel, agents, consultants, and operations.

Nothing in the provisions of this MOA is intended to create duties or obligations to or rights in third parties to this MOA or affect the legal liability of the parties to this MOA.

This MOA shall be interpreted in accordance with the laws of the State of California. If any action is brought to interpret or enforce any term of this MOA, the action shall be brought in a state or federal court situated in the County of San Diego, State of California.
SAN DIEGO ASSOCIATION
OF GOVERNMENTS

Diane C. Talant
Executive Director

4/30/07
Date

CALIFORNIA COASTAL
COMMISSION

Peter Douglas
Executive Director

5/15/07
Date

APPROVED AS TO FORM:

Office of General Counsel
OPTIONS FOR THE FUTURE OF THE REGIONAL HOUSING WORKING GROUP

Introduction

On February 7, 2014, the Regional Planning Committee (RPC) asked that a report regarding the Regional Housing Working Group (RHWG) charter and membership be brought to a future meeting for further discussion. The RHWG has served as a forum for the discussion of regional housing issues and the development of regional housing solutions, and has advised the RPC on housing-related issues that affect the region. Members of the RHWG have historically represented agencies, organizations, and groups with technical expertise and an interest in regional housing issues, and include housing staff representatives from the City of San Diego, County of San Diego, and the four SANDAG subregions, and staff representatives of a number of housing-related organizations. (See RHWG charter and membership roster in Attachments 1 and 2.)

Discussion

The RHWG has been inactive for the past two years and the two co-chair positions are currently vacant. In the past, the group has been co-chaired by an elected official and a private sector representative. Also, despite the participation of a few key RHWG members in the development of the Regional Housing Needs Assessment during the past few housing element cycles, most RHWG members did not participate in joint meetings with the Regional Planning Technical Working Group (TWG) on this key housing program, which SANDAG is responsible for per state housing element law. Over the past few years, the San Diego Housing Federation, San Diego Regional Chamber of Commerce, and Building Industry Association have met independently and sometimes together to address regional and local housing-related issues. SANDAG has also co-sponsored housing-related workshops with the San Diego Housing Federation and other housing organizations, without the direct participation of the RHWG pertaining to housing element requirements and best practices.
Because of the inactive status of the RHWG and the fact that SANDAG’s work program does not contain a specific housing work element, staff is proposing to discontinue the formal working group and to implement a different, more targeted approach to obtaining guidance on regional housing-related planning efforts and projects in the future. The RHWG was notified of this proposal, and the TWG discussed the proposal at its April 10, 2014, meeting. The only comment received from the RHWG membership came from the San Diego Housing Federation whose Policy Committee took an action at its April 9, 2014, meeting recommending to its Board that the RHWG not be eliminated (see Attachment 3 for its motion). The TWG concurred with the staff proposal to sunset the RHWG and to seek input from housing advocacy organizations who have been members of the RHWG as well as local housing staff on specific planning efforts or projects that have a housing-related component such as San Diego Forward: The Regional Plan and the Regional Transit Oriented Development (TOD) Strategy.

The approach proposed by staff is similar to how SANDAG has addressed economic prosperity issues in the past – by bringing together key stakeholders to provide input and advice on specific SANDAG projects, such as the Regional Economic Prosperity Strategy.

Options for obtaining input on SANDAG’s regional housing-related planning efforts or projects include:

1. Convening meetings of local jurisdiction housing staff and housing advocacy organizations to address regional housing-related planning efforts and projects on an as-needed basis.
2. Inviting housing staff and housing organizations to meetings of the TWG (and amending the TWG charter to hold such meetings) that are focused on housing-related planning efforts or projects.
3. Convening an annual meeting planned by SANDAG staff with the assistance of housing staff and housing advocacy organizations to discuss current housing-related issues.

The involvement of the regional housing community in San Diego Forward: The Regional Plan, the Regional TOD Strategy, and other SANDAG housing-related planning efforts and projects is important to SANDAG and could include one or more of the options described above. The RPC is asked to discuss and provide direction regarding the future of the RHWG and how best to inform itself and the SANDAG Board of Directors regarding regionally significant housing issues. Any recommendations from the RPC regarding proposed revisions in function or membership would be forwarded to the Executive Committee as part of its annual review of committees and working groups which is planned for consideration in June 2014.

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

Attachments: 1. Regional Housing Working Group Charter  
2. Regional Housing Working Group Membership List  
3. San Diego Housing Federation Policy Committee Motion

Key Staff Contact: Susan Baldwin, (619) 699-1943, susan.baldwin@sandag.org
PURPOSE
The purpose of the Regional Housing Working Group (RHWG) (formerly the Regional Housing Task Force) is to serve as a forum for the discussion of regional housing issues and the development of regional housing solutions, and to advise the Regional Planning Committee on housing-related issues that affect the region. The RHWG also helps foster partnerships with other organizations and agencies on these subjects. Through its review and discussion of housing-related issues in which SANDAG is involved, the RHWG helps ensure the development of solutions to the region's housing crisis.

LINE OF REPORTING
The RHWG will act in an advisory capacity to the Regional Planning Committee on housing-related issues in which SANDAG is involved. The Regional Planning Committee in turn reports to the SANDAG Board of Directors. With respect to housing-related legislation, recommendations would be made to SANDAG’s Executive Committee.

RESPONSIBILITIES
The RHWG will review and/or make recommendations on the following tasks in the Overall Work Program: forums on housing issues of local and regional interest; implementation of a program to educate the public and elected officials about regional housing issues; the final report to the state legislature on the implementation of the pilot self-certification program; select state and federal housing-related legislation; and housing information on SANDAG’s Web site. The RHWG will develop an annual work program to be approved by the RPC. The RHWG is subject to the Brown Act.

MEMBERSHIP
Members of the RHWG represent agencies, organizations, and groups with technical expertise and an interest in regional housing issues as follows:

- Housing staff representatives from the City of San Diego, County of San Diego, and the four SANDAG subregions (North County Coastal, North County Inland, East County, and South County); and staff from the region’s two main housing authorities, the San Diego Housing Commission and the San Diego County Department of Housing and Community Development, also would be members (8).
Staff representatives of the following organizations, representing disciplines and interests involved in regional housing issues (17):

- Building Industry Association of San Diego County (BIA) (For-profit developers)
- San Diego Association of Realtors (SDAR) (Real estate)
- San Diego County Apartment Association (SDCAA) (Rental housing)
- San Diego Housing Federation (SDHF) (Nonprofit developers)
- San Diego Countywide Alliance of Tenants (SANCAT) (Tenants)
- San Diego Affordable Housing Advocates (Housing advocacy)
- Urban Land Institute (ULI) (Planning/development community)
- San Diego Regional Chamber of Commerce (SDRCC) (Business)
- San Diego North Economic Development Council (SDNEDC) (Business)
- San Diego Labor Council/Center on Policy Initiatives (Labor)
- Sierra Club or Endangered Habitats League (Environmental policy)
- Regional Task Force on the Homeless (RTFH) (Homelessness)
- San Diego County Aging and Independence Services (Seniors)
- San Diego Access Center (Disabled community)
- San Diego Organizing Project or Ecumenical Council of San Diego (Faith community)
- Bank of America Community Development Bank (Lending community)
- Fair Housing Council of San Diego (Fair housing)

Non-Voting Advisory Members (3):

- California Department of Housing and Community Development (HCD)
- U.S. Department of Housing and Urban Development (HUD)
- U.S. Department of Defense (DOD)

If a member or alternate of the designated organization is not attending meetings regularly or indicates that it no longer wishes to participate in the RHWG, the RHWG may designate an organization that represents a similar interest area as a replacement.

MEETING TIME AND LOCATION

The RHWG will meet quarterly (June, September, December, and March), or more often if needed, at SANDAG in the 7th Floor Conference Room from 9 – 11 a.m. on the fourth Thursday of the month.

SELECTION OF THE CHAIR

The RHWG is currently co-chaired by a prominent member of the business community and a local elected official. When necessary, replacements of the Co-Chairs should be selected by the Regional Planning Committee. The RHWG should select a Vice Chair in the event neither of the Co-Chairs can be present at a meeting.

DURATION OF EXISTENCE

The RHWG should continue to exist as a standing working group to ensure that housing-related issues are addressed on a regional basis. Each year the group should review its charter and provide input into a Regional Housing work program to be included in the SANDAG Overall Work Program.
REGIONAL HOUSING WORKING GROUP

MEMBERS

This standing working group provides advice to the Regional Planning Committee about housing issues, including housing production, affordable housing, implementation of the housing elements and housing chapter of the Regional Comprehensive Plan, the SANDAG regional share allocation (Regional Housing Needs Assessment), and San Diego Forward: The Regional Plan. The working group consists of local jurisdiction housing staffs and representatives from the construction, financing, and real estate industries; low income housing advocacy groups; and nonprofit housing developers.

The Regional Housing Working Group generally meets quarterly from 2 to 4 p.m., on the fourth Thursday of March, June, September, and December.

Staff contact: Susan Baldwin, (619) 699-1943; susan.baldwin@sandag.org

MEMBERS

Co-Chair: Vacant
Co-Chair: Vacant
Debbie Fountain
North County Coastal – Carlsbad
Kristina Owens
North County Inland – Escondido
David DeVries
East County – Lemon Grove
Leilani Hines
South County – Chula Vista
Brian Schoenfisch
City of San Diego Planning Department
Colin Parent
San Diego Housing Commission
Dixie Switzer
County Department of Planning and Land Use
Luisa Tumini
San Diego County Department of Housing and Community Development
Matthew Adams
Building Industry Association
Betsy Morris
Citizens Coordinate for Century 3 (C-3)
Vacant
Regional Task Force on the Homeless
Vacant
San Diego Countywide Alliance of Tenants
Vacant
Urban Land Institute / San Diego Council of Design Professionals
Mary Scott Knoll
Fair Housing Council of San Diego
Michelle Miller
San Diego County Apartment Association
Mike Nagy
San Diego Regional Chamber of Commerce
Doris Payne-Camp
San Diego County Aging and Independence Advisory Council
David Rehmann
San Diego Association of Realtors
Catherine Rodman
Affordable Housing Advocates
Susan Riggs
San Diego Housing Federation
Connie Soucy
Access to Independence of San Diego
Vacant
Center on Policy Initiatives (CPI)
NON-VOTING MEMBERS

Frank Riley
U.S. Department of Housing &
Urban Development

Paul McDougall
California Department of Housing and
Community Development

Vacant
U.S. Department of Defense
Hi Susan,

The San Diego Housing Federation offers the following comments and recommendations in regard to SANDAG’s Regional Housing Working Group:

The San Diego Housing Federation does not support the proposal to eliminate or sunset the Regional Housing Working Group. We recommend that SANDAG reconvene the group to discuss how to include housing in SANDAG’s scope of work and how the working group can be an important tool in that process. We also recommend that SANDAG add multiple members from housing agencies and housing advocates to the regional planning committee.

Thank you for reaching out to us on how to best move forward with this important working group.

Laura Nunn
Policy Director
San Diego Housing Federation
110 West C Street, Suite 1811
San Diego, CA 92101
www.housingsandiego.org
laura@housingsandiego.org | 619.239.6693

Connect with SDHF
REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY

Introduction

On October 28, 2011, the SANDAG Board of Directors approved the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) for the San Diego region, becoming the first large region in California to prepare an RTP under California climate change legislation [Senate Bill 375 (Steinberg, 2008)]. In accordance with Senate Bill 375, the 2050 RTP/SCS demonstrates how development patterns and the transportation network, policies, and programs will work together to achieve the greenhouse gas (GHG) emission reduction targets set by the California Air Resources Board for cars and light trucks, and provide a more sustainable future for the region.

The strategy set forth in the 2050 RTP/SCS is to: focus housing and job growth in the urbanized areas where there is existing and planned infrastructure; protect sensitive habitat and open space; invest in a network that gives residents and workers transportation options that reduce GHG emissions; promote equity for all; and implement the plan through incentives and collaboration.

The preparation of a Regional Transit Oriented Development (TOD) Strategy/Policy is a commitment per the 2050 RTP/SCS resolution:

“Implementing an action to develop a regional transit oriented development policy in the 2050 RTP Sustainable Communities Strategy to promote and incentivize sustainable development.”

Discussion

SANDAG is preparing a Regional TOD Strategy to promote and incentivize sustainable development. More specifically, the strategy will assist the region in creating TOD projects and neighborhoods that will reduce GHG emissions; increase transit ridership, walking, and biking; and provide a greater mix of housing and employment opportunities for all residents of the region. This project will include a review and potential update of the Smart Growth Concept Map and Smart Growth Incentive Program, and other strategies/policies to facilitate development associated with the region’s network of public transit.
SANDAG has hired a consultant to assist with this project and has developed a scope of work and schedule (Attachment 1). The scope of work for the project includes reviewing the work on TOD and smart growth that has been accomplished throughout the region to date, reviewing best practices from other regions, analyzing the economic context and factors associated with TOD, identifying the challenges to TOD and ways to address those challenges, and preparing a Regional TOD Strategy and Implementation Plan. This work is scheduled to be completed in the spring of 2015. The TOD Strategy will be an implementation element of San Diego Forward: The Regional Plan.

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

Attachment: 1. Scope of Work and Schedule for Regional Transit Oriented Development Strategy

Key Staff Contact: Susan Baldwin, (619) 699-1943, susan.baldwin@sandag.org
Scope of Work and Schedule
For Regional Transit Oriented Development Strategy

Task 1.0: Project Management and Administration

Task 2.0: Establishing Context: Related Efforts, Best Practices, and Preliminary Concepts

Task 2.A: Existing and Local Efforts. A significant amount of work has already been undertaken regarding Transit Oriented Development (TOD) planning and implementation in the region, particularly in the cities where existing transit service is provided and new transit facilities are planned in the San Diego Association of Governments (SANDAG) 2050 Regional Transportation Plan and its Sustainable Communities Strategy. SANDAG has already developed smart growth place types with land use and transit targets, which will be reviewed and may be subject to modification. The Regional Comprehensive Plan, San Diego Forward: The Regional Plan (San Diego Forward) concepts, and the General Plan and land use strategies of most of the region’s jurisdictions are focused on infill and transit-oriented development to accommodate future growth. The San Diego Housing Commission also has developed a Three Year TOD Strategic Plan. AECOM and its staff have worked on a number of these plans. In addition, the two transit agencies in the region (MTS and NCTD) have worked on TOD projects and plans. AECOM will assemble, summarize, and analyze this information, recommending how to build upon and incorporate these previous efforts into the current work program and TOD Strategy. In addition to supportive land use policies, we will also identify California Environmental Quality Act (CEQA) thresholds used for evaluating TOD development, relevant design regulations (such as FAR and height), parking regulations, and Housing Element references to TODs for the jurisdictions in the region.

Task 2.B: TOD Network Orientation Tour. An orientation tour will be held to see on the ground conditions of the existing TOD network and selected planned TODs that will result in the implementation of the Regional Transportation Plan and San Diego Forward. The tour will include SANDAG/MTS/NCTD and San Diego Housing Commission staff, with invited staff from the relevant local jurisdictions, to see a variety of TOD locations and understand the issues.

Task 2.C: Economic Context. In addition, the market context for TOD development will be reviewed and understood. While this has been reviewed in the past, the Great Recession delayed implementation of several TOD plans. The near, mid, and long-term market will be reviewed in a post-Great Recession context to provide guidance for phasing and priorities. Key outcomes of this analysis is market strength by place-type and general TOD location as suggested by rents and sales prices for units at densities identified by Smart Growth Place Type, and general market orientation for TOD-supportive residential, employment space, and commercial retail space. Institutional uses related to existing or planned TODs will also be identified. We will obtain this information through SANDAG’s Technical Working Group, providing them with an electronic form to populate. As mentioned earlier, a key strategy is to evaluate the transit system and TODs as reinforcing locations that support each other along the transit line (i.e. transit corridors), and thereby enhance market demand for TOD development. The market context analysis will be designed to assist in the development of this strategy. This approach will build off of Strategic Economics’ two national studies of TOD development activity and feasibility including Rails to Real Estate (Downtowns to Greenfields and Places in Between: Promoting Development Near Transit).
For the basic TOD building types associated with the minimum residential and employment target densities associated with five of the seven smart growth place types we will estimate simple residual land value parameters given anticipated market-supported prices, densities, and construction types for a standard parcel configuration and alternative parking policy strategies. While construction costs will remain constant, sales prices and/or rents will vary by location. Impact fees will also vary by location. The variable impact fee system is an important component of several jurisdictions’ growth management programs and, in some cases, provides incentives for TOD or infill development relative to greenfield development. In order to incorporate these fees into the analysis, we will work through the Technical Working Group. Finally, we will review the Parking Management Tool Box project data to identify parking ratios in select TOD locations and place types, and any discounts local agencies provide for mixed-use or Transit Oriented Development. These very basic land residual analyses will be compared against local land values to indicate where projects might be feasible in today’s market, or with reasonable increases in value that would represent improving market values, and where projects representing the target density thresholds for existing place types may be infeasible without public investment and/or other policy interventions. This will assist in the evaluation of place-type readiness for TOD development.

While this residual value analysis will help evaluate the feasibility of market rate, affordable housing, we will also document the primary criterion for deed-restricted affordable housing, including the competitive tax credit allocation criterion. We will assess the potential for value capture approaches to obtain more affordable housing, or other amenities, by estimating the value enhancement potential range for the five smart growth place types at different entitlement enhancement assumptions through sensitivity analyses.

**Task 2.D: Focus Groups:** Finally, several factors are influential in the success of TOD implementation. In addition to the outreach tasks described in Task 3 below, we propose focus group interviews with selected representatives of particular stakeholder groups. This will augment the input that SANDAG has already received in its listening sessions, as well as input prepared to date by SANDAG and NGOs, such as Move San Diego, Walk San Diego, San Diego Bicycle Coalition, C-3, ULI, etc. The focus group discussions and input will be designed to answer specific questions related to TOD implementation. Our initial proposal is to hold focus groups with representatives of the following: 1) Real estate development, 2) Development finance, 3) Design and Architecture, 4) Community organizations, 5) Local government agencies, 6) Major employers, 7) Selected NGOs.

**Task 2.E: Best Practices Literature Review.** As part of the Context Analysis, AECOM will conduct a literature review of best practices for TOD systems to specific TOD development from academic, foundations, and professional resources, and our team’s own prior research. The focus of the literature review will be on implementation and performance topics, such as market, financial, sustainability, and place-making.

**Task 2.F: Draft Context Report:** AECOM will prepare a draft summary report of the Context analysis completed in Tasks 2A through 2F.
**Task 3.0: Concepts & Strategies**

Based on SANDAG's and member agencies’ prior experience, and the AECOM team's experience, there are several factors that influence the success of TOD development. AECOM will prepare Concepts & Strategies white papers on each of these factors, including the following (or a number of similar topics as agreed to with SANDAG):

- CEQA application and streamlining opportunities
- Travel forecasting methodology, TDM strategies, and parking policy assumptions used by other agencies
- Land use policy and zoning, including the Smart Growth Map and Toolbox;
- Affordable housing provision
- Infrastructure and public facilities capacity gaps and financing mechanisms
- Economic readiness, financial feasibility, funding, and incentives
- Last mile service, active transportation & master planning to facilitate successful “mobility hubs” and transit-oriented districts
- Local agency communications/marketing and public/decision maker support for TODs
- Implementation roles and responsibilities of SANDAG and other agencies

These papers will focus on the issues as they apply to the SANDAG region, and while examples from other places will be cited, they are meant to begin informing the San Diego region's TOD strategy rather than be papers solely about practices elsewhere, which are already addressed in Task 2.0.

Based on these papers and their analysis, the Core Strategy Team will prepare draft TOD Readiness criteria to review with SANDAG staff. Upon acceptance of the TOD Readiness criteria, AECOM will work with SANDAG GIS staff on the preparation of a TOD Readiness Map that compares the criteria with the existing SANDAG place types and overlays them to potential TOD locations (existing and proposed). A key criterion is accessibility to employment, both within a TOD or along each transit corridor.

**Task 4.0: TOD Implementation Forum**

The purpose of the TOD Implementation Forum (Forum) is to draw from the experience of other cities and regions in North America that have undertaken and implemented successful TOD programs - such as Denver, Puget Sound, Minneapolis, Boston, Portland, the San Francisco Bay Area, and Vancouver British Columbia. As part of the Consultant team, we have a combination of land use and planning policy, transit planning, and real estate and public finance expertise, from regional transit agencies, cities with local land use authority, and consultants who will participate in the interactive Forum. The people selected have experience not just in the planning or study of TODs, but in the implementation of TODs as well from both private and public sectors. They will be directed to not only describe their system’s experience, but also discuss their lessons learned, what worked and what didn’t, how TODs were financed, how public support was generated, what were the unique circumstances that led to their success, mistakes made, and potential lessons for the San Diego region.
Following these discussions, the Forum participants, including members of Consultant’s Core Strategy Team, will undertake a discussion as to how implementation lessons can be applied to the San Diego region and the different TOD contexts, looking at the TOD system as an integrated network of land uses and place types that reinforce each other, as well as how they integrate into the communities where they are located. The focused discussion may be organized along the Concepts and Strategies White Paper topics prepared in Task 3.0.

The Forum will be held in a public venue and presented as a webinar that allows the public to question participants either directly in person or by webinar participation. It also will be recorded so that it can be shown on the SANDAG website after the event with additional comments and questions collected for a set period of time.

**Task 5.0: TOD Strategy and Implementation Plan**

The Core Strategy Team will prepare the draft TOD Strategy and Implementation Plan. The strategy will build upon the research, analysis, and input from the previous tasks, building upon SANDAG and member jurisdictions’ work to date, best practices from comparable regions, and input from the Peer Review Committee and the public. The strategy will look at TODs and the various place types not only as stand-alone neighborhoods within their communities, but also as integral parts of the transit networks and lines where they are located. All will be mixed-use, but some may have a greater emphasis as residential TODs, some as employment TODs, some as commercial TODs, and some as special use TODs.

The strategy will be a written report that identifies the vision and goals for successful TOD implementation in the San Diego region. The Strategy will identify prioritized recommended implementation activities for both SANDAG and local agencies for each of the white paper issues related to CEQA positioning, travel forecasting methodologies, parking policies, land use policy, zoning, infrastructure and public facilities provision, economic readiness and financing (including affordable housing), last mile linkages, active transportation leveraging, strategies for public engagement, and others that may come up in the process. This information may be presented in table form with prioritized action items, responsible parties, suggested timeframes, and additional resources. The strategy will be supplemented by tools such as the final TOD Readiness Criterion and TOD Readiness Map. It is envisioned that the strategy and maps will be developed in concert with SANDAG in a manner that allows for interactive web-based links to the criterion and to the “prime” opportunity sites. As a sample implementation action, the Strategy may include changes to smart growth place types, the Smart Growth Concept Map, and the Smart Growth Tool Kit to reflect the vision and goals of the regional TOD strategy.

The draft TOD Strategy and Implementation Plan will be presented to SANDAG staff and the Peer Review Team, and posted on the SANDAG website for public comments. After receiving input, the draft Regional TOD Strategy and Implementation Plan shall be presented to stakeholders and SANDAG working groups and policy advisory committees prior to being accepted for distribution and comment by the SANDAG Board of Directors. Comments shall be reviewed, responses drafted, and revisions made prior to the preparation of the proposed final Regional TOD Strategy and Implementation Plan with early-, mid-, and long-term actions, which shall be presented to the same groups listed above prior to approval by the Board of Directors.
Task 6.0: Adoption

Based on the input received, AECOM will prepare the final Regional TOD Strategy and Implementation Plan and presentation materials for SANDAG committee review and Board action.

The final TOD Strategy will be presented to the SANDAG committees for review, questions, and comment. Based on their input, final edits will be made to present to the SANDAG Board for adoption.

Summary of Major Deliverables and Schedule

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<th>DELIVERABLE</th>
<th>SCHEDULE</th>
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<td>Kick-off Meeting</td>
<td>After Notice to Proceed (NTP) issued February 2014</td>
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<td>Project Management Plan</td>
<td>March 2014</td>
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<tr>
<td>TOD Orientation Tour</td>
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<tr>
<td>Draft Context Report</td>
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<tr>
<td>Draft Concepts and Strategies/TOD Readiness Map</td>
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<tr>
<td>Peer Review No. 1</td>
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<td>TOD Implementation Forum</td>
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<td>Draft TOD Strategy and Implementation Plan</td>
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<tr>
<td>Peer Review No. 2</td>
<td>January 2015</td>
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<tr>
<td>Final TOD Strategy and Implementation Plan</td>
<td>February 2015</td>
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<tr>
<td>Adoption</td>
<td>March 2015</td>
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National City 8th Street Corridor 
Smart Growth Revitalization Project

(*TransNet SGIP Grant Agreement No. 5001347*)

Request for Amendment 
RPC Meeting 
May 2, 2014

Project Overview

- Executed Grant Agreement No. 5001347 with SANDAG in January 2010
- Awarded Construction Contract for Phase I in March 2012
  - Phase I – Utility Undergrounding & Sewer Replacement / Upsizing (90% Complete)
- Awarded Construction Contract for Phase II in June 2013
  - Phase II – Smart Growth Streetscape Enhancements (40% Complete)
- Requesting Amendment to Project Schedule
  - Delays with Utility Companies
  - Issues with Contractor’s Construction Phasing & Traffic Control for Pedestrian / ADA access
  - Extend Project Completion from June 2014 to December 2014
Project Benefits

- Strengthen the physical and visual link between the 8th Street Trolley Station and Downtown National City to encourage walking, bicycling and transit use
- Enhance pedestrian safety, access and mobility
- Reduce vehicle speeds through traffic calming
- Improve parking and access to local businesses
- Enhance the public realm through creation and activation of public open spaces
- Invigorate “Smart Growth” redevelopment and revitalize a critical transit and pedestrian corridor for the benefit of local businesses, residents, visitors and the region as a whole

Project Improvements
Project Improvements

Construction Photos
Regional Transit Oriented Development Strategy
Regional Planning Committee – May 2, 2014

Background

• SANDAG Board of Directors committed to develop a Regional Transit Oriented Development (TOD) Strategy in October 2011

• Goal of strategy: Implementation of TOD projects and neighborhoods in the San Diego region
  – GHG reductions
  – Increases in transit ridership, biking, and walking
  – Greater mix of housing and employment opportunities
Scope of Work and Schedule

• Existing and local efforts
• Economic context – financial feasibility of near, mid, and long term market for TOD
• Interviews with stakeholders – NGOs, developers, community organizations, local jurisdictions, etc.
• Best practices from other locations
• TOD concepts and strategies – environmental review, parking, Smart Growth Concept Map, infrastructure and financing issues, marketing, and roles and responsibilities for SANDAG and other agencies
• TOD Network Orientation Tour – April 17 and 18
• TOD Implementation Forum
• Project completion expected in spring of 2015

2050 Transit Network
Smart Growth Concept Map

Related SANDAG Projects

• Regional Complete Streets Strategy
• Light Rail Advanced Planning Study
• Smart Growth Tool Box
• Parking Management Tool Box
• Safe Routes to Transit
TOD Network Tour – Day 1

- Barrio Logan
- National City
- Chula Vista
- San Ysidro
- Lemon Grove
- La Mesa
- Mission Valley
TOD Network Tour – Day 1

- Mid-Coast Stations
- Solana Beach
- Encinitas
- Carlsbad
- Oceanside
- Vista
- San Marcos
- Escondido
- I-15 Bus Rapid Transit (BRT)
- Mid-City Rapid - El Cajon and Park Boulevards
TOD Network Tour – Day 2

sandag.org/SanDiegoForward
REGIONAL TRANSIT ORIENTED DEVELOPMENT (TOD)
GUIDING PRINCIPLES
EXECUTIVE SUMMARY

In fall 2011, the SANDAG Board committed to “Implementing an action to develop a regional transit-oriented development policy in the 2050 RTP Sustainable Communities Strategy to promote and Incentivize sustainable development.”

SANDAG’s 2013 Growth Forecast for 2050 Projects:

- 973,446 new residents in our region, bringing our regional population to over 4 million
- 333,153 additional housing units, expanding the regional total to 1,491,189 housing units
- 489,464 new jobs to be created, totaling 1.9 million jobs in the region

The 2011 RTP estimated 80% of new units will be constructed within ½ mile of transit that comes every 15 min. (Transit Priority Areas). 89% (approx. 200,000+ units) will be attached multi-family units. We recommend the TOD policy foster this development to occur in “High-Quality Transit Areas.” HQTA are defined by SCAG as “generally a walkable transit village or corridor, consistent with the adopted RTP/SCS, minimum density of 20 dwelling units/acre, within a ½ mile of a well-serviced transit stop with 15-minute or less service frequency during peak commute hours.” HQTA, a term not currently used by SANDAG, are at the intersection of existing Smart Growth Opportunity Areas and currently identified Transit Priority Areas.

CHALLENGES FACING TOD IMPLEMENTATION

- Regulatory Environment
  - Traffic and Parking Significance Thresholds
  - Storm Water permitting requirements
  - Parking Requirements
- Infrastructure capacity issues in older communities
- Rise of land costs when transit is planned or built nearby
- Subsequent gentrification and displacement of low income residents and transit riders
- Lack of amenities near transit
- Lack of high frequency transit
- High Development Risk due to low certainty

SOLUTIONS

In order to implement and work toward creating TOD, SANDAG must first have a thorough understanding of the real estate market, future growth, major employment centers, and travel patterns. This can be done through creating land use scenarios, performing market feasibility analyses of potential sites, implementation timelines and using station area typologies to designate HQTA. Our recommendations include:

1. Near term transit investments must be spent in places with plans and zoning to allow for the immediate implementation of HQTA.
2. Incentivize HQTA with $2 million grants for the top 10 stations.
3. Identify where future multi-family units are most likely to support the regional transit system in HQTA.
4. Encourage jurisdictions to create station-area specific plans and programmatic EIRs to create more certainty and streamlined CEQA analysis in development approval process.
5. Generate meaningful community involvement through education.
6. Create affordable housing and mixed-income communities that relieve gentrification and displacement pressures.
7. Capture the value of transit and create stable sources of funding. Incentivize local TOD initiatives.
8. Public land identified for equitable TOD should not be held to market based standard.
9. Cooperate with local jurisdictions to proactively acquire land prior to land values going up.
10. Establish minimum land use objectives.
Circulate SD has prepared the following Guiding Principles for SANDAG policy makers to consider and use during the preparation of the Region’s first TOD Strategy.

To realize the benefits of TOD, we must all work together on a strategy that rewards urban planning and conservation. There is no single policy solution that will bring about more vibrant and high-performing transit oriented development across the San Diego region; rather, it will take many actions at all levels to create the regulatory and funding framework to allow more desirable transit oriented communities to emerge. It will take understanding and support of these issues by a broad array of interests, including real estate developers, neighbors, businesses, planning staff, elected officials, and the advocacy community.

Cooperation among regional partners and also within the many departments of local government can be a challenge to coordinate. However, a consistent policy presents a message of certainty to the private development community. Certainty is the most valuable tool that the public sector can use to promote private development. Reducing approval times and increasing certainty of approvals reduces the risk premium for investment in real estate development.

TOD planning should be supported through a regional vision and planned at the municipal level. For transit improvements and/or additions to occur, we recommend SANDAG urge all agencies to follow these guidelines closely. It is essential for San Diego County’s success that all jurisdictions recognize and use these guidelines so development around our regional transit system is more efficient, accessible, and sustainable.

The Regional TOD Strategy should provide ample opportunities to accommodate projected population and employment growth in a manner that will support walkability and transit use, encourage economic development and social equity, promote a healthful urban environment, support businesses and amenities within the station areas while not cannibalizing from existing business districts, and reduce the environmental impacts of growth.

The 2013 Growth Forecast for 2050 projects a total regional population increase of 973,446 people; a total regional increase of 333,153 housing units; and a total regional increase of 489,464 jobs. The last RTP (2011) estimated 80 percent of the new units will go in Transit Priority Areas (TPA), which SB375 defines as areas within ½ mile either of rail stations or bus service with 15-minute headways in peak period. Of the 80 percent, 89 percent (or 200,000 plus units) are designated as multi-family units that need to be built in “High-Quality Transit Areas.” High-Quality Transit Areas (HQTA) are defined by the Southern California Association of Governments (SCAG) as, “generally a walkable transit village or corridor, consistent with the adopted RTP/SCS, that has a minimum density of 20 dwelling units per acre and is within a ¼ mile of a well-serviced transit stop with 15-minute or less service frequency during peak commute hours.” HQTA, a term not currently used by SANDAG are at the intersection of Smart Growth Opportunity Areas and Transit Priority Areas.
CHALLENGES
The challenges facing TOD implementation include:

- Regulatory Environment
  - Traffic and Parking Significance Thresholds
  - Storm Water permitting requirements
  - Parking Requirements
- Infrastructure capacity issues in older communities
- Existing land uses not conducive to transit oriented development
- Tendency of land costs to rise when transit is planned or built nearby
- Subsequent gentrification and displacement of low income residents
- Lack of amenities near transit such as grocery stores, childcare, public restrooms, sidewalk cafes, etc.
- Lack of high frequency transit (many routes have limited service on weekends)
- High Development Risk due to low certainty

GOALS FOR THE REGIONAL PLAN AND TOD STRATEGY:
The overarching goal of “High-Performing Transit Oriented Development” is to provide housing and transportation choices that give residents access to homes, jobs, recreation opportunities, and stores and community services to meet their daily needs, without relying on a personal vehicle.

Integrated land uses should allow people to attempt to live, work, and play in close proximity. Residents living in well-designed TOD can walk, bike, car share, carpool, or take transit on a regular basis instead of driving solo.

Shorter, multi-modal trips can produce high quality of life for residents and a sustainable economic environment for local businesses; and can help address larger regional goals, including

- Reducing Vehicle Miles Traveled
- Reducing GHG emissions
- Easing vehicular traffic congestion
- Improving public health
  - reducing time commuting where people can instead work, read, listen to music, interact with other people, and be active
  - increasing physical activity
- Creating places that encourage social interaction
- Providing more affordable housing options within a quarter mile walking distance of high performing transit;
- Provide housing affordable to a broad range of incomes to accommodate and encourage diverse, mixed-income communities.

DELIVERING TOD - KEY ACTIONS
The most effective way to deliver TOD is to establish the necessary foundation for the physical, regulatory, financial and political environments to react to and absorb Transit Oriented Development opportunities when they occur. Today, many of the necessary ingredients exist; however, these ingredients have not been successfully integrated to produce an environment conducive to guide and motivate the private development industry to deliver TOD at a regional scale.
To foster advancements in TOD, we recommend SANDAG work with municipalities, following key actions:

- Actively support the Regional Vision for Smart Growth by strategically incentivizing and investing in SGOA’s that are prime for investment and smart growth implementation.
- Use transit project delivery to influence land use decisions by:
  - Establishing minimum land use objectives
  - Understanding regional transit’s ability to deliver catalytic opportunities
  - Developing and financially sponsoring an integrated transit and land use framework sub regional for corridor planning, CEQA streamlining, and preliminary engineering.
- Sponsor and adopt Station Area Plans
- Commit necessary capital improvement projects to position station areas to meet the needs of High Performing TOD.
- Develop internal consistency between regional transit and local municipalities on TOD policies, such as parking and TDM.

**RECOMMENDATIONS**

**Coordination, Economic Development, and Implementation**

1) New Transit project investments must be spent only in those jurisdictions that have plans and zoning to allow for the immediate implementation of HQTA.

2) Require jurisdictions create station-area specific plans that satisfy CEQA requirements and significantly streamline community processes in order to create certainty of approval for developers.

3) To ensure adequate ridership and financial success of transit systems, TOD investments must include areas with affordable housing developments and low income residents, primary users of public transportation.

4) Perform a market feasibility analysis of potential sites to accommodate for future growth, then identify and designate which sites fall into 5 year, 10 year and 20 year development phasing. Use the market feasibility analysis and land use scenarios to inform decisions about development phasing of HQTA.

5) New funding sources for HQTA should be created. HQTA locations should be incentivized with $2 million per location to help offset costs related to developing equitable TOD.

6) In TOD areas identify and implement financing mechanisms such as density bonuses for affordable housing, aggregating inclusionary and density bonus obligations into buildings of 60 – 120 units which are more cost-effective than building affordable housing requirements 5 – 10 units at a time, value capture, zoning some land near transit stops for only affordable housing, and land banking to preserves land for equitable TOD to secure land for affordable housing before land values rise when transit is built.

7) TOD also requires the region identify and ensure stable sources of operational funding to ensure sustainable levels of high-performing transit service.

8) Include a set of incentives and regulatory recommendations to encourage development that supports high transit usage.

9) Ensure that the land use impacts of transit routes and station locations are considered throughout all steps in the transit planning process. In order minimize gentrification and displacement; develop value capture tools to ensure sufficient property near TOD investments are dedicated to affordable housing and mixed-income housing.

10) Recognize that each TOD is different, and each development is located within its own unique context and serves a defined purpose in the context of the corridor and the regional system.
Therefore, TOD must be integrated into the existing neighborhood fabric to mitigate for adverse effects.

11) Coordinate with the community and elected officials about the benefits of Smart Growth and TOD. This empowers community members to provide input and see TOD proposals as solving local problems, creating a sense of ownership, thereby increasing the chances for the TOD plan’s implementation, success and long term relevance.

12) TOD traffic and parking impacts for infill TOD projects are mostly calculated in the same manner as suburban and green field developments, running counter to state and local policies to address climate change and air pollution through the reductions of GHG emissions caused by transportation and land use. No credit is given where trips can be made by walking and biking, and in areas where low income people have low vehicle ownership and high transit propensity. The outdated auto-centric vehicular Level of Service (LOS) metric need to be replaced with one that evaluates multiple modes to improve transportation performance standards.

Land Use Recommendations for SANDAG

1) Public land, such as land held by the transit agencies, should not be held to a market based standard for sales and leases where equitable TOD has been identified as a way to improve quality of life in underserved communities.

2) SANDAG should act as the agency to identify equitable TOD to provide for and be a catalyst for equitable access to food, affordable housing, employment, healthcare, education, childcare etc. by improving walkability and expanding transit oriented land uses.

3) Identify where density increases can be supported by high-performing transit and where the future multi-family units are most likely to support the regional transit system in HQTA areas. This also discourages leapfrog development.

4) Identify station area types that address transit technology, community character, density/intensity and mix of land uses, housing mix, and building heights.

5) Consider the different kinds of transit scales and how to integrate them at the neighborhood/community scale, the local jurisdictions, regional plans and the types of transit used in each.

6) In the Smart Growth Opportunity areas, discourage leapfrog development and promote coordinated corridor development. In underdeveloped areas consider using development transfer to focus new development in transit corridors.

Local Land Use Recommendations

7) Create compact development areas within a ½-mile walk of public transit and with sufficient density and/or intensity to support ridership.

8) Create easy to implement development zones with greater flexibility for mixing uses and higher density/intensity that are easier to implement than traditional requirements, and are able to respond to changing conditions.

9) Provide a variety of housing types for a wide range of ages and incomes.

10) Encourage local jurisdictions to commit to integrate land use, transportation, and housing policies in the context of balancing community needs and market conditions with the regional vision. Make recommendations for zoning appropriate for TOD where current zoning does not support it. Consider the use of floor-area-ratio versus density as a metric used around TOD.

11) Encourage the redevelopment of auto-oriented development located along principal public transit corridors to transit-oriented land uses. This may require incentives to landowners to remove existing income-producing uses. Discourage old uses which are non-conforming and yet continue to exist indefinitely. Station area zoning should be updated to incorporate transit supportive uses and standards.
12) Recommend to eliminate parking minimums to encourage development and increase housing affordability. Revise off-street parking requirements and policies that minimize surface parking especially in TOD areas.
13) Investigate Transferable Development Rights in order to preserve open space and historic buildings, or to make TOD density work.

**Mobility**
1) Prioritize future transit projects in High-Quality Transit Areas (HQTAs) based on ridership need, immediate development potential, and underserved areas where ridership would be high.
2) Transit Corridors should be planned at the regional level to increase efficiency and connectivity between modes, creating a cohesive system.
3) Evaluate how value capture can be a way to increase funding for multi modal transit options.
4) Focus on creation of a transit system not a commuter system.
5) Work with transit providers to provide long term transit passes in exchange for parking spaces.
6) Create continuous, direct, convenient access to transit stations for all modes including pedestrians and bicyclists for residents and employees outside of the TOD. Walk improvements should be assessed at a minimum of ½ miles consistent with SANDAG’s Active Transportation Scoring criteria.
7) Priorities funded through the Active Transportation Implementation Framework should complement TOD priority areas.

**Community Design**
1) Public policy should encourage the highest level of performance in social and environmental measures for all station area types.
2) Local jurisdictions should identify gaps in amenities, fund needed public facilities and improve infrastructure within TOD/High-Quality Transit Areas (HQTAs), especially in areas where low income communities are disproportionately impacted by poor walking conditions.
3) TOD areas must be served by Complete Streets, providing local safe routes to transit. Streets need to be designed with the pedestrian and cyclist in mind where safety and connectivity are priorities.
4) Encourage active transportation through way-faring signage.
5) Design TOD to integrate and blend into the existing urban and community fabric.

**Definitions**

**Transit Oriented Development (TOD)** is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. TOD creates better access to jobs, housing and opportunity for people of all ages and incomes.

**Transit Priority Areas (TPA)** are areas within ½ mile either of rail stations or bus service with 15-minute headways in peak period. (from [http://www.sacog.org/sustainable/faq/](http://www.sacog.org/sustainable/faq/))

**High-Quality Transit Areas (HQTA)** are generally a walkable transit villages or corridors, consistent with the adopted RTP/SCS, that have a minimum density of 20 dwelling units per acre and are within a ½ mile of a well-serviced transit stop with 15-minute or less service frequency during peak commute hours. (from [http://rtpscs.scag.ca.gov/Documents/2012/draft/2012dRTP_04_SCS.pdf](http://rtpscs.scag.ca.gov/Documents/2012/draft/2012dRTP_04_SCS.pdf))
Near term refers to investments spent within the next decade.

Equitable Transit Oriented Development (Equitable TOD) prioritizes social equity as a key component of TOD implementation. It aims to ensure that all people along a transit corridor, including those who are low income, have the opportunity to reap the benefits of easy access to employment opportunities offering living wages, health clinics, fresh food markets, human services, schools and childcare centers. By developing or preserving affordable housing and encouraging locating jobs near transit, equitable TOD can minimize the burden of housing and transportation costs for low income residents and generate healthier residents, vibrant neighborhoods and strong regional economies.


California Environment Quality Act (CEQA) is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

Complete Streets are uniquely designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. They allow buses to run on time and make it safe for people to walk. http://www.circulatesd.org/our-work/policy-and-advocacy/complete-streets-policy-recommendations/

Transportation Demand Management (TDM) refers to programs and strategies that manage and reduce traffic congestion by encouraging the use of transportation alternatives. http://www.lcommutesd.com/documents/tdmstudy_may2012_webversion_000.pdf

Leapfrog Development refers to the lack of relationship and connectivity between developed areas. These areas are sometimes separated by vacant land or green belts where developers find cheaper land to develop. These developments often do not include amenities found in other parts of the city, creating a need for the automobile. http://www.sandiego.gov/planning/community/profiles/ncfua/pdf/02implementation.pdf

Floor Area Ratio (FAR) is the total square feet of a building divided by the total square feet of the lot the building is located on. FAR is used by local governments in zoning codes. Higher FARs tend to indicate more urban (dense) construction. FAR of 1.0-2.0 is considered ideal for creating transportation choices.

Regional Transit Oriented Development Guiding Principles
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