TRANSPORTATION COMMITTEE AGENDA

Friday, February 6, 2015
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND ACQUISITION GRANT PROGRAM APPRAISAL RESULTS AND RECOMMENDATION

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

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ITEM NO.  | RECOMMENDATION
---|---
+1. APPROVAL OF MEETING MINUTES  | APPROVE
The Transportation Committee is asked to review and approve the minutes from its January 16, 2015, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS  
Members of the public shall have the opportunity to address the Transportation 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. TransNet ENVIRONMENTAL MITIGATION PROGRAM ANNUAL STATUS REPORT (Keith Greer)  | INFORMATION
The Transportation Committee will be provided with the annual status update on the implementation of the TransNet Environmental Mitigation Program.

REPORTS

+4. TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: STATUS UPDATE AND PROPOSED AMENDMENTS (Suchi Mukherjee)  | APPROVE
This report provides an overview of progress made by TransNet Smart Growth Incentive Program and Active Transportation Grant Program recipients through September 30, 2014. The Transportation Committee is asked to consider approval of two no-cost, time-only schedule extensions for the Active Transportation Grant Program for the City of Chula Vista’s Main Street Streetscape Master Plan and the City of Solana Beach’s Comprehensive Active Transportation Strategy. In addition, staff will present an interactive map highlighting several completed projects.

+5. FY 2014-2015 CAP-AND-TRADE PROGRAM: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (Robyn Wapner)  | APPROVE
This report will provide a summary of the Affordable House and Sustainable Communities Program (AHSC), a greenhouse gas emissions reduction program created by the California Legislature under the Cap-and-Trade Investment Plan in the FY 2014-2015 State Budget. The Transportation Committee is asked to approve the submission of concept proposals for the South Bay Bus Rapid Transit and Inland Rail Trail projects under the AHSC Program and recommend that the Board of Directors approve the submission of full applications for these projects, pending invitation from the Department of Housing and Community Development.
The Transportation Committee is asked to recommend that the Board of Directors approve the award of TransNet Environmental Mitigation Program land acquisition grant funding. The Transportation Committee is asked to recommend that the Board of Directors: (1) approve the award of TransNet Environmental Mitigation Program land acquisition grant funding; and (2) authorize the Executive Director to take all necessary actions to implement the award of the identified grant projects.

7. CONTINUED PUBLIC COMMENTS
If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

8. UPCOMING MEETINGS
The next meeting of the Transportation Committee is scheduled for February 20, 2015, at 9 a.m.

9. ADJOURNMENT
+ next to an agenda item indicates an attachment
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

JANUARY 16, 2015

The meeting of the Transportation Committee was called to order by Chair Todd Gloria (City of San Diego) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Michael Woiwode (South County), and a second by Chairman Harry Mathis (Metropolitan Transit System [MTS]), the Transportation Committee approved the meeting minutes of December 12, 2014. Yes – Chair Gloria, Vice Chair Judy Ritter (North County Inland), Vice Mayor Kristine Alessio (East County), Councilmember Woiwode, MTS Chairman Mathis, and Mr. Tom Smisek (San Diego County Regional Airport Authority [SDCRAA]). No - None. Abstain – North County Coastal. Absent – North County Transit District (NCTD) and County of San Diego.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

John Wotzka, member of the public, submitted written comments and spoke about various transportation matters.

CONSENT

3. RECOMMENDATIONS REGARDING RURAL FEDERAL SECTION 5310 PROGRAM APPLICATIONS (APPROVE)

The Transportation Committee was asked to concur with the score for the one eligible project awarded by the Local Review Committee for the FY 2013 and FY 2014 federal Title 49 U.S.C. 5310 Program funding, and find that: (1) the application is in conformance with the SANDAG Coordinated Plan; and (2) the requirements of 49 U.S.C. 5310 have been met by the applicant recommended for funding.

4. SPECIALIZED TRANSPORTATION GRANT PROGRAMS STATUS UPDATE (INFORMATION)

This report provided an overview of the progress made to date by the grant recipients in each program.

Action: Upon a motion by Vice Chair Ritter, and a second by Councilmember Lisa Shaffer (North County Coastal), the Transportation Committee approved Consent Item Nos. 3 through 4. Yes – Chair Gloria, Vice Chair Ritter, Mayor Mary Sessom (East County), Councilmember Shaffer,
Councilmember Woiwode, Supervisor Ron Roberts (County of San Diego), MTS Chairman Mathis, and Mr. Smisek. No - None. Abstain – None. Absent – NCTD.

REPORTS

5. 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 1 (APPROVE)

Michelle Smith, Associate Financial Analyst, provided a report on Amendment No. 1, which is a regular quarterly formal amendment and reflects changes to projects as requested by member agencies.

Action: Upon a motion by Councilmember Woiwode, and a second by Vice Chair Ritter, the Transportation Committee adopted Resolution No. 2015-15 approving Amendment No. 1 to the 2014 RTIP. Yes – Chair Gloria, Vice Chair Ritter, Mayor Sessom, Councilmember Shaffer, Councilmember Woiwode, Supervisor Roberts, MTS Chairman Mathis, and Mr. Smisek. No - None. Abstain – None. Absent – NCTD.


Audrey Porcella, Regional Planner I, provided a report outlining the funding recommendations that are anticipated to be brought to the Transportation Committee and Board of Directors for approval in February.

Action: This item was presented for information only.

7. ACCELERATED ALTERNATIVE TRANSPORTATION NETWORK ANALYSIS (INFORMATION)

Coleen Clementson, Principal Regional Planner, presented information about the analysis on an accelerated alternative transportation network that would advance public transit and active transportation projects within the first ten years of the plan. The purpose of the analysis is to inform future planning efforts and funding strategies.

Monique Lopez, Environmental Health Coalition (EHC), spoke in opposition of the inclusion of freeway and highway expansion projects in the Accelerated Alternative Transportation Network.

Jana Clark, Cleveland National Forest Foundation (CNFF), asked to see a model that would align more closely with the current Transit Urban Area Transit Strategy Mode Share goals and asked to see a model without freeway and highway expansion projects.

Leonor Garcia, EHC, spoke in favor of public transportation and asked the Transportation Committee to consider that priority be given to improving the public transportation system.

Craig Scott, Automobile Club of Southern California, spoke in support of a balanced Network with multi-modal transportation.

Silvia Leon Palomino, member of the public, spoke in opposition to freeway and highway expansion.
Colin Parent, Circulate San Diego, submitted written comments and spoke in favor of a transit first scenario. Mr. Parent asked the Transportation Committee to consider including the Third Scenario in the Environmental Impact Review (EIR) of the Regional Transportation Plan (RTP).

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

8. **CONTINUED PUBLIC COMMENTS**

There were no additional public comments.

9. **UPCOMING MEETINGS**

The next meeting of the Transportation Committee is scheduled for Friday, February 6, 2015, at 9 a.m.

10. **ADJOURNMENT**

Chair Gloria adjourned the meeting at 10:35 a.m.
**CONFIRMED ATTENDANCE**
**SANDAG TRANSPORTATION COMMITTEE MEETING**
**JANUARY 16, 2015**

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<td>Lisa Shaffer</td>
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<td>Mary Sessom</td>
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<td>Kristine Alessio</td>
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<td>Michael Woiwode</td>
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<td>Todd Gloria (Chair)</td>
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<td>Metropolitan Transit System</td>
<td>Harry Mathis</td>
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<td>San Diego County Regional Airport Authority</td>
<td>Tom Smisek</td>
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<td>Lloyd Hubbs</td>
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**ADVISORY MEMBERS**

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<td>Caltrans</td>
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<td>SCTCA</td>
<td>Raymond Hunter Sr.</td>
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<td>Other Attendees</td>
<td>Dahvia Lynch</td>
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<td>Sharon Cooney</td>
<td>MTS</td>
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<td>Jack Dale</td>
<td>Chairman, SANDAG</td>
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TransNet ENVIRONMENTAL MITIGATION PROGRAM:  
ANNUAL STATUS REPORT

Introduction

The TransNet Extension Ordinance and Expenditure Plan includes an Environmental Mitigation Program (EMP), which is a funding allocation category to “create a reliable approach for funding required mitigation for future transportation improvements thereby reducing costs and accelerating project delivery (TransNet Extension Ordinance Section D).” The EMP established two funds: (1) the Biological Mitigation Fund for direct mitigation, management, and monitoring for transportation-related impacts; and (2) the Regional Habitat Conservation Fund for efforts related to regional land acquisition, management, and monitoring for implementation of the regional habitat conservation plans.

On February 22, 2008, the Board of Directors authorized a Memorandum of Agreement (MOA) with Caltrans, the California Department of Fish and Game, and the U.S. Fish and Wildlife Service to establish the process to implement the goals of the TransNet EMP over a ten-year period. The MOA, executed on March 19, 2008, memorialized a Plan of Finance strategy of $440 million over the ten years for the Biological Mitigation Fund and $40 million for the Regional Habitat Conservation Fund. The MOA is consistent with the TransNet EMP Implementation Guidelines adopted by the Board on September 24, 2004. The MOA was amended in August 2013 to incorporate the process and release of funding related to a provision of the TransNet Ordinance known as economic benefit.

This report provides an annual status update of the implementation of the EMP for FY 2014 and FY 2015 to date. In addition to this report, information has been made available to the public at KeepSanDiegoMoving.com, highlighting the current status of the program and some key accomplishments.

Discussion

To implement the TransNet EMP, two funds were created:

1. The Biological Mitigation Fund, which provides funds for the acquisition, restoration, and management of mitigation for regional transportation projects included in the Regional Transportation Plan (RTP) and for local streets and roads; and
2. The Regional Habitat Conservation Fund, which provides funding for regional habitat management and monitoring necessary to implement habitat conservation planning throughout the region. These funds help maintain the current condition of the regional habitat preserve system, thereby reducing the likelihood that this system will degrade, and reducing the need for listing of new species as endangered by the federal and state governments.

Attachments 1 and 2 provide a summary of key achievements of the program.

**Status of Biological Mitigation Fund**

**Current Status**

The initial years of the TransNet EMP focused on acquisition of uplands to take advantage of depressed land values due to the recession. Starting with the Early Action Program, acquisition opportunities were identified that met the mitigation requirements of regional transportation projects and local streets and roads.

To date, SANDAG has acquired 30 properties totaling more than 3,400 acres throughout the region as mitigation for regional and local transportation projects. These acquisitions are shown in Attachment 1 and on the EMP section of the KeepSanDiegoMoving.com website. Acquisitions have averaged $31,236 per acre compared to $60,000 per acre originally estimated when the TransNet Extension Ordinance was developed. This has resulted in significant cost-savings over the first seven years of the program.

In FY 2015, SANDAG entered into a Conservation Bank Agreement with the state and federal wildlife agencies memorializing credits obtained on properties acquired for mitigation in advance of project need. These conservation credits include 337.5 acres for the biological mitigation of local street and road projects.

**Future Focus**

The focus of the EMP has shifted over the last year from acquisition of uplands to the restoration of both coastal and freshwater wetlands.

In August 2014, the California Coastal Commission adopted the North Coast Corridor Public Works Plan, which contains a package of coastal enhancements that include the restoration of former tidal wetlands, preservation of coastal uplands, and the improvement of the ecological and hydrologic conditions of the lagoons. Additional capital improvements also are proposed within the Plan during the development of Interstate 5 and LOSSAN projects to facilitate better tidal circulation.

In addition to the coastal wetlands, SANDAG has secured five properties in five separate watersheds that are proposed to be developed into wetland mitigation banks. A wetland mitigation bank is recognized by the federal and state permitting agencies to have “credits” that can be used for the future mitigation of transportation projects. A formal banking enabling agreement is required that lays out the construction and crediting system to be used by SANDAG. Once established, these banks will streamline the mitigation for freshwater wetlands and potentially reduce the required mitigation by proactively creating new wetlands prior to impacts. A consulting team is being selected, and credits are expected to be developed in early 2016. Information on the progress of this
effort will be brought to the Transportation and Regional Planning Committees for consideration in
the future.

**Status of Habitat Conservation Fund**

**Current Status**

The Habitat Conservation Fund has allocated $35 million for management and monitoring activities
since 2008, which has enabled SANDAG to help fill in the funding gaps for land managers
throughout the region. Of that total funding, SANDAG has held six cycles of land management
grants, resulting in 70 grants totaling $11.3 million. This funding is being matched with $7 million
by the grantees. These land management grants allow land managers to restore, enhance and
protect endangered species and their habitat on their lands. The SANDAG Board of Directors
approved a seventh cycle of land management grants for which a call for projects was issued on
October 1, 2014. Twenty-seven applications have been received by SANDAG and are currently being
evaluated.

SANDAG also is working with the federal and state wildlife agencies, the United States Geological
Survey, and universities to monitor the existing conditions of the preserve, the pending threats to
biological conservation, and actions to promote regional conservation of sensitive species and their
habitats. Activities are following prioritized actions identified in the 2013 *Management Strategic
Plan for Conserved Lands in Western San Diego County* (MSP). As recommended by the Independent
Taxpayer Oversight Committee’s 2012 *TransNet* Triennial Performance audit, the MSP prioritizes
management activities for species and vegetation communities as a way to inform management
decisions in the region, and to link available funding from the *TransNet* Regional Habitat
Conservation Fund to other federal, state, and local funding. Simply put, the MSP identifies what
tasks need to be accomplished, why these tasks are important, and how they should be prioritized
for regional funding. In September 2014, the Board of Directors approved the Regional
Management and Monitoring FY 2015 and 2016 Work Plan that links funding to the
implementation of four strategic goals and establishes key milestones.

On September 27, 2013, the SANDAG Board of Directors released a call for projects for a
competitive land acquisition grant program using economic benefit funding pursuant to the
provisions of an executed MOA with state and federal agencies. Staff received 17 projects that were
evaluated and ranked. On March 7, 2014, the initial results were presented to the Regional Planning
and Transportation Committees. The top nine ranked projects have completed appraisals to
establish their property value. Staff will be providing a recommendation on the award of grant
funding to the Committees (Item No. 4 for the Regional Planning Committee and Item No. 3 for the
Transportation Committee meetings on February 6, 2015) and to the Board of Directors on
February 27, 2015.

**Future Focus**

Over the next year, SANDAG will focus on achieving the milestones established in the Regional
Management and Monitoring FY 2015 and 2016 Work Plan. Specific key achievements include:
identification of the location and management of needs of 13 rare plants, management actions
necessary for the recovery of rare birds (golden eagle, cactus wren, and burrowing owls),
assessment of the health of vegetation communities across the region, analysis of the movement
patterns and hindrances for large mammals by transportation infrastructure, and regional collaboration to initiate the first Southern California-wide standardized monitoring effort for the California gnatcatcher.

Staff will continue to implement regional management and monitoring through grants and consultant contracts. In FY 2015, the seventh cycle of land management grants and the first cycle of land acquisition grant efforts also are scheduled for completion.

**Next Steps**

This report is intended to be a status update of the EMP as of February 2015. Staff will return with subsequent annual reports, quarterly updates on existing Land Management Grants, annual funding for management and monitoring, results of the land acquisition grant program, and progress on the development of wetland mitigation banks at future meetings.

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

Attachments:  
1. Biological Mitigation Fund (CIP 1200200)  
2. Regional Habitat Conservation Fund (CIP 1200300)

Key Staff Contact: Keith Greer, (619) 699-7390, keith.greer@sandag.org
Environmental Mitigation Program (EMP), Biological Mitigation Fund. To secure mitigation for projects in the Regional Transportation Plan and local streets and roads pursuant to the TransNet Extension Ordinance and the subsequent TransNet Implementation Memorandum of Agreement (approved February 2008, amended August 2013).

**TransNet EMP Acquisitions (acres) by Calendar Year**

As of January 2015, 3,405 acres of land have been acquired for mitigation under the TransNet EMP. The focus has been on properties for the TransNet Early Action Program, including the State Route 76 expansion (mitigation completed), coastal rail double tracking, and the Interstate 5 corridor. A total of 157 acres of land are undergoing habitat restoration as required to meet their federal and state permits. A package of coastal habitat improvements has been approved by the California Coastal Commission as part of the North Coast Corridor Public Works Plan. Average price per acre paid was $31,235, roughly half of what was estimated in 2002. A conservation bank totaling 434 acres also has been established.

**Status:**

As of January 2015, 3,405 acres of land have been acquired for mitigation under the TransNet EMP. The focus has been on properties for the TransNet Early Action Program, including the State Route 76 expansion (mitigation completed), coastal rail double tracking, and the Interstate 5 corridor. A total of 157 acres of land are undergoing habitat restoration as required to meet their federal and state permits. A package of coastal habitat improvements has been approved by the California Coastal Commission as part of the North Coast Corridor Public Works Plan. Average price per acre paid was $31,235, roughly half of what was estimated in 2002. A conservation bank totaling 434 acres also has been established.

* Plans 340 acres for local streets and roads and 1,452 acres of Net Benefit for State Route 76 and 94.
Regional Habitat Conservation Fund (CIP 1200300)

Purpose: In March 2008, the SANDAG Board of Directors authorized funding pursuant to the TransNet Extension Ordinance to maintain and enhance the habitat values of the regional conservation preserve system. The Board of Directors has allocated funds to achieve four strategic goals to achieve milestones identified in a Work Plan for Fiscal Years 2015-2016.

Conservation Fund Allocations by Strategic Goal as of January 2015

- Promote key sensitive species: $211,300,000
- Promote native vegetation communities: $68,250,000
- Improve wildlife movement: $56,000,000
- Promote regional coordination: $14,450,000

Through six cycles of competitive grants, SANDAG has awarded 70 grants totaling $113 million for land management activities throughout the region. Matching funds from the grants will total over $7 million. A seventh cycle of land management grants, and the first land acquisition grants are under way.

SANDAG has completed a Management Strategic Plan to guide future regional management and monitoring decisions. Regional monitoring continues to shed new information on wildlife movement, fire management, and distribution of sensitive species.

Status: Key findings are being shared through short video clips on the Keep San Diego Moving website. http://keepsandiegomoving.com/EMP/EMP-intro.aspx
TRANSPORTATION COMMITTEE
FEBRUARY 6, 2015

AGENDA ITEM NO. 15-02-4
ACTION REQUESTED – APPROVE

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

File Numbers 3300100, 3300300

Introduction

This report provides an update through September 30, 2014, on projects funded by two grant programs included in the TransNet Extension Ordinance and Expenditure Plan: (1) the Active Transportation Grant Program (ATGP) and (2) the Smart Growth Incentive Program (SGIP). This report also provides information regarding ongoing oversight efforts and two proposed no-cost, time-only ATGP schedule amendments and one proposed no-cost, time-only SGIP schedule amendment.

The Transportation Committee, given its role in transportation policy issues, reviews the progress of, and considers amendments to, ATGP projects. The Regional Planning Committee, given its role in regional planning policy issues, reviews the progress and considers amendments to SGIP projects. Because both programs encourage biking, walking, and transit usage and are funded by TransNet, progress on the SGIP also is shared with the Transportation Committee.

On January 14, 2015, the TransNet Independent Taxpayer Oversight Committee (ITOC) reviewed the status report and the amendments proposed by the three grantees.

Recommendation

The Transportation Committee is asked to approve two no-cost, time-only Active Transportation Grant Program schedule extensions for the City of Chula Vista’s Main Street Streetscape Master Plan and City of Solana Beach’s Comprehensive Active Transportation Strategy, as detailed in the report.

Discussion

This report includes an update on the progress of both grant programs through September 30, 2014, (Attachments 1 – 4), including three amendment requests.
**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, one has been transferred to SANDAG for consolidated implementation with the Regional Bicycle Plan Early Action Program, and one was withdrawn at the grantee’s request. The one remaining project from this cycle is scheduled for completion by the end of FY 2015 (June 2015).

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, six have been completed. The remaining 19 projects are scheduled to be completed by the end of FY 2017 (June 2017). At this time, two projects are requesting no-cost, time-only schedule amendments as described below.

In November 2014, the SANDAG Board of Directors approved the exchange of $11.3 million in TransNet funds for several projects awarded state and federal Active Transportation Program grant funds to maximize the effective use of revenues. In December 2014, the California Transportation Commission unanimously approved the funding exchange. The seven projects receiving TransNet funds as a result of the funding swap will be administered by SANDAG through the agency’s TransNet ATGP. Pending grant agreement execution with the TransNet fund recipients, anticipated in March 2015, quarterly status updates for these projects will be included in this report.

**Proposed Active Transportation Grant Program Amendments**

The City of Chula Vista is requesting a no-cost, time-only schedule amendment of six months for the Main Street Streetscape Master Plan (Attachment 5). This is the second amendment request for this project. Approval of this request would extend the grantee’s agreement expiration date from March 31, 2015, to September 30, 2015. The time extension will allow for additional community input that may be needed based on the outcome of the transportation study for the corridor.

The City of Solana Beach also is requesting a no-cost, time-only schedule amendment of six months for the Solana Beach Comprehensive Active Transportation Strategy (Attachment 6). This is the second amendment request for this project. Approval of this request would extend the grantee’s agreement expiration date from December 31, 2014, to June 30, 2015. The time extension will allow the grantee to complete the environmental review process, carry out public hearings for the project, and adopt the final plan.

Per Section 3 of SANDAG Board Policy No. 035: Competitive Grant Program Procedures (Attachment 7), the appropriate Policy Advisory Committee, in this case the Transportation Committee, reviews ATGP extension requests and grant amendments for extenuating circumstances that the grantee could not have reasonably foreseen.

On January 14, 2015, the ITOC reviewed the two ATGP amendment requests and recommended that the Transportation Committee grant approval. Please note that for the City of Chula Vista’s Main
Street Streetscape Master Plan, the grantee had originally requested a no-cost, time-only schedule extension of three months from March 31, 2015, to June 30, 2015. The ITOC, however, recommended that the grantee request a total of six additional months for the Transportation Committee’s approval. The City of Chula Vista has submitted a revised schedule that reflects the ITOC’s recommendation.

**Smart Growth Incentive Program**

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

In May 2009, SANDAG awarded $9.4 million in funding to 14 projects (six planning grants and eight capital grants) for the first cycle of the SGIP. Of the 13 projects that went forward (one project was withdrawn at the grantee’s request), eight have been completed and two have been transferred to SANDAG for consolidated implementation with the Regional Bicycle Plan Early Action Program. Of the three remaining projects, two are scheduled to be completed by the end of FY 2015 (June 2015) and one is requesting a time extension as noted below.

In June 2013, SANDAG awarded $9.6 million in funding to 13 projects (seven planning grants and six capital grants) for the second cycle of the SGIP. Work on all 13 projects is under way. Currently, all are scheduled to be completed by the end of FY 2017 (June 2017).

**Proposed Smart Growth Incentive Program Amendment**

Civic San Diego, on behalf of the City of San Diego, is requesting a no-cost, time-only schedule amendment of 12 months for the Park Boulevard, City College, and San Diego High Pedestrian and Transit Access Improvements project (Attachment 8). Approval of this request would extend the grantee’s agreement from February 28, 2015, to February 28, 2016. This is the fifth amendment request for this project; prior amendment requests are summarized below:

- The first project extension was approved by staff to amend the agreement expiration date from February 23, 2012, to December 31, 2012 (10 months);
- The second project extension was approved by staff to amend the agreement expiration date from December 31, 2012, to February 28, 2013 (2 months);
- The third project extension was approved by the Regional Planning Committee to amend the agreement expiration date from February 28, 2013, to February 28, 2014 (12 months); and
- The fourth project extension was approved by the Regional Planning Committee to amend the agreement expiration date from February 28, 2014, to February 28, 2015 (12 months).

Per Section 3 of SANDAG Board Policy No. 035, the appropriate Policy Advisory Committee, in this case the Regional Planning Committee, reviews SGIP extension requests and grant amendments for extenuating circumstances that the grantee could not have reasonably foreseen.

The grantee has cited a number of factors that have delayed the project, including the dissolution of redevelopment pursuant to Assembly Bills 26/1484. This past year new management staff has
made significant progress on the project. The grantee did, however, experience delays associated with completing the final plan check process and setting up the bid evaluation and contracting process, and the physical construction of the project still remains. The grantee is requesting an additional year to undertake and complete the construction of the project (the final phase).

The Regional Planning Committee is asked to consider whether this fifth amendment request should be considered an extenuating circumstance that could not have been reasonably foreseen, and, therefore, granted approval. If the Regional Planning Committee decides to approve the amendment, SANDAG staff proposes that the City of San Diego draw down on all remaining match funds prior to drawing down on the remaining TransNet grant funds of approximately $195,000 to ensure its commitment to the timely completion of the project and benefit to the public. SANDAG staff met with Civic San Diego on December 23, 2014, and the grantee agreed with this approach.

On January 14, 2015, the ITOC reviewed this SGIP amendment request and recommended that the Regional Planning Committee grant approval. The ITOC did express concern regarding the number of amendment requests for this project, but concurred that the approach for the grantee to draw down on all match funds before further drawing down on the TransNet grant funds would be appropriate to ensure that this is the last amendment for the project.

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 and two for the SGIP are being processed per Board Policy No. 035, as noted in Attachments 1 – 4.

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

During the past several grants status reports, Regional Planning Committee, Transportation Committee, and ITOC members directed staff to consider process improvements to better ensure that projects are delivered in a timely manner. In response to Recommendation No. 15 included in the FY 2012 TransNet Triennial Performance Audit conducted by the ITOC, staff has established a formalized process for site visits with grantees to improve performance over the course of grant implementation. In addition, staff has developed an interactive map on www.KeepSanDiegoMoving.com/grants to track the status of SGIP and ATGP grant-funded projects. This map is available to the public and will be updated on a quarterly basis.
**Next Steps**

Pending approval by the Transportation Committee, staff will execute the two proposed ATPG amendments. The next status update on the ATGP and SGIP will be provided in the April 2015 timeframe.

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

Attachments:  
2. Status of FY 2011–FY 2012 (Cycle 2) TransNet/TDA ATGP Projects  
5. City of Chula Vista Amendment Request for Main Street Streetscape Master Plan  
6. City of Solana Beach Amendment Request for Solana Beach Comprehensive Active Transportation Strategy  
7. Board Policy No. 035: Competitive Grant Program Procedures  
8. Civic San Diego/City of San Diego Amendment Request and Letters of Support for Park Boulevard, City College, and San Diego High School Pedestrian and Transit Access Improvements

Key Staff Contact: Suchi Mukherjee, (619) 699-7315, suchi.mukherjee@sandag.org
# Status of FY 2009 - FY 2010 (Cycle 1) TransNet/TDA Active Transportation Grant Program Projects

Reporting period through September 30, 2014

## Cycle 1 Active Transportation Grant Program Projects (In Progress)

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
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</tr>
</thead>
<tbody>
<tr>
<td>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>06/01/15</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>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>PROJECT COMPLETE - FEBRUARY 2012</td>
<td></td>
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</tr>
<tr>
<td>Chula Vista</td>
<td>Chula Vista Bikeway Master Plan Update</td>
<td>PLANNING: Updates the City of Chula Vista's existing bikeway network.</td>
<td>$150,000.00</td>
<td>PROJECT COMPLETE - FEBRUARY 2011</td>
<td></td>
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</tr>
<tr>
<td>Chula Vista</td>
<td>Sidewalk Safety Program - I Street Sidewalk Improvements</td>
<td>CAPITAL: Installs ADA sidewalks and pedestrian ramps.</td>
<td>$115,220.00</td>
<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
<td></td>
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</tr>
<tr>
<td>Coronado</td>
<td>Coronado Bicycle Master Plan</td>
<td>PLANNING: Plans for existing and future bicycle facilities within the City of Coronado.</td>
<td>$75,000.00</td>
<td>PROJECT COMPLETE - MARCH 2011</td>
<td></td>
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</tr>
<tr>
<td>Escondido</td>
<td>Downtown Escondido Bike Racks</td>
<td>BIKE PARKING: Installs bike lockers and decorative bike racks at Escondido City Hall and various locations throughout the downtown business and retail core.</td>
<td>$14,378.00</td>
<td>PROJECT COMPLETE - OCTOBER 2011</td>
<td></td>
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</tr>
<tr>
<td>Escondido</td>
<td>Ash Street Undercrossing</td>
<td>CAPITAL: Constructs an undercrossing at Ash Street/SR 78 for the Escondido Creek Channel Bike Path.</td>
<td>$457,357.00</td>
<td>PROJECT COMPLETE - MARCH 2012</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Escondido</td>
<td>Escondido Creek Bike Path</td>
<td>CAPITAL: Installs a Class I bike path from Escondido Transit Center to Centre City Parkway.</td>
<td>$524,100.00</td>
<td>PROJECT COMPLETE - MARCH 2011</td>
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</tr>
<tr>
<td>Escondido</td>
<td>Escondido Creek Bike Path Lighting and Restriping</td>
<td>CAPITAL: Installs lighting and restriping for the existing Class I bike path along Escondido Creek Channel from Broadway to Ash Street.</td>
<td>$157,500.00</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
<td></td>
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<tr>
<td>Escondido</td>
<td>West Bernardo Bike Path &amp; Cantilever</td>
<td>CAPITAL: Installs a Class I bike path and trail connection as the second phase of the Lake Hodges Bikeway Access Project.</td>
<td>$1,425,000.00</td>
<td>PROJECT COMPLETE - MARCH 2011</td>
<td></td>
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</tr>
<tr>
<td>La Mesa</td>
<td>La Mesa Bicycle Facilities Master Plan</td>
<td>PLANNING: Plans for existing and future bicycle facilities within the City of La Mesa.</td>
<td>$75,000.00</td>
<td>PROJECT COMPLETE - FEBRUARY 2012</td>
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<tr>
<td>La Mesa</td>
<td>Spring Street Trolley Station Pedestrian Access Improvements</td>
<td>CAPITAL: Provides pedestrian improvements to reduce conflicts between pedestrians entering and exiting the Spring Street Trolley Station and motor vehicles.</td>
<td>$88,000.00</td>
<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
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<tr>
<td>La Mesa</td>
<td>La Mesa/El Cajon Boulevards Intersection Improvements &amp; Pedestrian Infrastructure</td>
<td>CAPITAL: Reconfigures the intersection between La Mesa Boulevard and El Cajon Boulevard to reduce pedestrian crossing distances and incorporates additional streetscape enhancements.</td>
<td>$361,000.00</td>
<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
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<tr>
<td>National City</td>
<td>National City Bicycle Master Plan</td>
<td>PLANNING: Plans for existing and future bicycle facilities within the City of National City.</td>
<td>$50,000.00</td>
<td>PROJECT COMPLETE - FEBRUARY 2011</td>
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<tr>
<td>National City</td>
<td>Sweetwater River Bike Path Gap Closure Design - Plaza Bonita Road</td>
<td>CAPITAL: Prepares the Environmental Document and Final Design Plans for a Class I bike path on Plaza Bonita Road.</td>
<td>$130,000.00</td>
<td>PROJECT COMPLETE - DECEMBER 2010</td>
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## Status of FY 2009 - FY 2010 (Cycle 1) TransNet/TDA Active Transportation Grant Program Projects
### Reporting period through September 30, 2014

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<tr>
<td>San Diego</td>
<td>UCSD Bicycle/Pedestrian Master Plan</td>
<td>PLANNING: Creates a comprehensive bicycle and pedestrian plan to link campus commuters to the City of San Diego's bicycle and pedestrian paths, local transit stops, and regional transit stations.</td>
<td>$75,000.00</td>
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<td>PROJECT COMPLETE - APRIL 2012</td>
</tr>
<tr>
<td>San Diego</td>
<td>Bicycle Detection at Signalized Intersections</td>
<td>CAPITAL: Installs bicycle detection systems and pavement markings at 20 signalized locations in the City of San Diego.</td>
<td>$73,500.00</td>
<td></td>
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<td>PROJECT COMPLETE - MAY 2012</td>
</tr>
<tr>
<td>San Diego</td>
<td>Pedestrian &amp; Bicycle Safety Education Program</td>
<td>SUPPORT: Provides pedestrian and bicycle safety classes at elementary and middle schools citywide.</td>
<td>$290,000.00</td>
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<td>PROJECT COMPLETE - JUNE 2013</td>
</tr>
<tr>
<td>San Diego</td>
<td>San Diego Pedestrian Master Plan Phase 4</td>
<td>PLANNING: Develops a pedestrian master plan for several communities in the City of San Diego, including San Ysidro, Midway, Old Town, Ocean Beach, College, Pacific Beach, and Kensington.</td>
<td>$150,000.00</td>
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<td>PROJECT COMPLETE - APRIL 2013</td>
</tr>
<tr>
<td>San Diego</td>
<td>EIR &amp; Feasibility Study for Bike Master Plan Update</td>
<td>PLANNING: Provides the EIR for the City of San Diego's Bicycle Master Plan Update.</td>
<td>$150,000.00</td>
<td></td>
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<td>PROJECT COMPLETE - DECEMBER 2013</td>
</tr>
<tr>
<td>San Diego</td>
<td>Kelton Road Midblock Pedestrian Improvements Project</td>
<td>CAPITAL: Installs bulbouts and in-pavement lighted crosswalk on Kelton Road between Zircon Street and Luber Street, at the entrance of Johnson Elementary School</td>
<td>$248,400.00</td>
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<td>PROJECT COMPLETE - NOVEMBER 2013</td>
</tr>
<tr>
<td>San Diego</td>
<td>SR 15 Bike Path Final Design &amp; Environmental Document</td>
<td>CAPITAL: Provides the final design and environmental documentation for a Class I bikeway along the east side of SR 15 between Camino Del Rio South and Adams Avenue.</td>
<td>$350,000.00</td>
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<td>PROJECT COMPLETE - OCTOBER 2012</td>
</tr>
<tr>
<td>San Marcos</td>
<td>Barham Drive Urban Trail Improvement Project</td>
<td>CAPITAL: Designs and constructs an urban trail on the south side of Barham Drive from Twin Oaks Valley Road to the CSUSM SPRINTER Station and provides pedestrian enhancements.</td>
<td>$700,000.00</td>
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<td>PROJECT COMPLETE - JANUARY 2012</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bicycle Locker Wireless Communication</td>
<td>SUPPORT: Establishes a wireless connection at transit centers that have electronic bicycle lockers.</td>
<td>$50,000.00</td>
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<td>PROJECT COMPLETE - JANUARY 2012</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bicycle Locker Retrofits &amp; Upgrades</td>
<td>SUPPORT: Installs electronic lockers at various station locations along the Blue Line Trolley.</td>
<td>$50,000.00</td>
<td></td>
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<td>PROJECT COMPLETE - JANUARY 2012</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bicycle Map Printing &amp; Distribution</td>
<td>PLANNING: Funds the printing and distribution of the San Diego Regional Bike Map.</td>
<td>$25,000.00</td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE - JULY 2010</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bayshore Bikeway Segments 7 &amp; 8</td>
<td>CAPITAL: Constructs 1.78 miles of a Class I regional bike facility.</td>
<td>$1,078,000.00</td>
<td></td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE - MARCH 2012</td>
</tr>
<tr>
<td>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>
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<td></td>
<td>PROJECT COMPLETE - MARCH 2010</td>
</tr>
<tr>
<td>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>
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<td></td>
<td>Project transferred April 2013 to SANDAG for implementation through the Regional Bicycle Plan Early Action Program.</td>
</tr>
<tr>
<td>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>
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<td>PROJECT COMPLETE - JUNE 2011</td>
</tr>
<tr>
<td>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>
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<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.
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<tr>
<td>Carlsbad</td>
<td>Active Village Campaign</td>
<td>SUPPORT: Develops a multi-media campaign to promote the benefits of walking and biking in Carlsbad and Carlsbad Village, and aims to increase bicycling and walking for everyday trips, improve connectivity and create a pilot program that is scalable for other cities in the region.</td>
<td>$271,211.00</td>
<td>02/14/13</td>
<td>04/30/14</td>
<td>04/30/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>Carlsbad CATS</td>
<td>PLANNING: Develops a comprehensive active transportation implementation strategy (CATS) 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>12/31/14</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions up to six months. Staff is processing a five month extension for this project to 05/31/15 to allow additional time for the grantee to complete the city-wide implementation strategy for the plan.</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>01/31/15</td>
<td>No</td>
<td>Project IS making timely progress toward its revised 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>03/31/15</td>
<td>No</td>
<td>Grantee is requesting a no-cost, time-only schedule extension of three months to 06/30/15 for approval by the Transportation Committee.</td>
</tr>
<tr>
<td>National City</td>
<td>4th Street Community Corridor</td>
<td>CAPITAL: Provides roughly 2.0 miles of Class II bicycle facilities, including bicycle detector loops and bicycle boxes. The project includes installation of high-visibility crosswalks, and traffic calming elements.</td>
<td>$450,000.00</td>
<td>03/05/13</td>
<td>07/31/16</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>07/31/16</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>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>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>07/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<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>11/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
</tbody>
</table>
## Status of FY 2011 - FY 2012 (Cycle 2) TransNet / TDA Active Transportation Grant Program Projects

**Reporting period through September 30, 2014**

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<tr>
<td>10 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>10/31/16</td>
<td>No Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>11 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>12/31/14</td>
<td>No 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 06/30/15 to allow additional time for the grantee to complete the technical studies for the environmental document.</td>
</tr>
<tr>
<td>12 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>03/31/16</td>
<td>No Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>13 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>12/31/14</td>
<td>No 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 06/30/15 due to sensitive habitat issues associated with construction.</td>
</tr>
<tr>
<td>14 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>05/31/15</td>
<td>No Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>15 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>12/31/14</td>
<td>No 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 06/30/15 to allow more time for completing the final plan and its adoption.</td>
</tr>
<tr>
<td>16 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>02/28/15</td>
<td>No Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>17 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>05/31/15</td>
<td>No Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>18 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>12/31/14</td>
<td>No Grantee is requesting a no-cost, time-only schedule extension of six months to 06/30/15 for approval by the Transportation Committee.</td>
</tr>
<tr>
<td>19 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>$150,000.00</td>
<td>03/28/13</td>
<td>07/31/14</td>
<td>01/31/15</td>
<td>No Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>Grantee</td>
<td>Project Description of Project Activities</td>
<td>Grant Amount</td>
<td>Contract Execution Date</td>
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<tr>
<td>Carlsbad</td>
<td>Bike the Village: 100 Racks</td>
<td>BIKE PARKING: Builds upon the Carlsbad Village's Bike Rack Pilot Program and other related capital improvement projects in the vicinity and installs 80 additional custom racks and 6 bike corrals.</td>
<td>$ 33,000.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JULY 2013</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></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2014</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>Eco-Bikeway 7th &amp; Seacoast</td>
<td>CAPITAL: Provides construction of Class II and Class III bikeways, and expands the local pedestrian network along Palm Avenue. Provides an important connection from the Bayshore Bikeway to Seacoast Drive.</td>
<td>$ 1,500,000.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - NOVEMBER 2013</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></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2014</td>
</tr>
<tr>
<td>San Diego</td>
<td>Microwave Bicycle Detection (The Intersector)</td>
<td>CAPITAL: Installs microwave-based bicycle detection devices at various intersections that distinguish between bicycles and vehicles and adjusts signal timing to better accommodate cyclists.</td>
<td>$ 200,000.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - OCTOBER 2014</td>
</tr>
<tr>
<td>Santee</td>
<td>Town Center Parkway/Olive Lane Prospect Avenue Bike Project</td>
<td>CAPITAL: Improves safety for bicyclists by installing Class II bike lanes, narrowing vehicle lanes, adding bike lanes at intersections and adjusting video detection to detect bicycles.</td>
<td>$ 134,000.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2014</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List**: A contract or project completion may place grantees on the watch list.
### Status of FY 2009 - FY 2010 (Cycle 1) TransNet Smart Growth Incentive Program Projects

**Reporting period through September 30, 2014**

#### Cycle 1 Smart Growth Incentive Program Projects (In Progress)

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
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<tbody>
<tr>
<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>01/24/10</td>
<td>02/28/12</td>
<td>06/30/15</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<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>09/20/12</td>
<td>12/01/14</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<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>02/28/12</td>
<td>02/28/15</td>
<td>No</td>
<td>Grantee is requesting a no-cost, time-only schedule extension of twelve months to 02/28/16 for approval by the Regional Planning Committee.</td>
</tr>
</tbody>
</table>

#### Cycle 1 Smart Growth Incentive Program Projects (Completed)

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
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<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chula Vista</td>
<td>Industrial Boulevard Bike Lane &amp; Pedestrian Improvements</td>
<td>CAPITAL: Provides sidewalk and bicycle improvements near Hartside School and the Palomar Blue Line Trolley Station.</td>
<td>$282,900.00</td>
<td>PROJECT COMPLETE</td>
<td>JULY 2013</td>
<td>PROJECT COMPLETE</td>
<td>PROJECT COMPLETE FEBRUARY 2014</td>
<td>PROJECT COMPLETE - JULY 2013</td>
</tr>
<tr>
<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>PROJECT COMPLETE</td>
<td>MARCH 2013</td>
<td>PROJECT COMPLETE</td>
<td>PROJECT COMPLETE FEBRUARY 2013</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
</tr>
<tr>
<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>$398,632.00</td>
<td>PROJECT COMPLETE</td>
<td>JUNE 2013</td>
<td>PROJECT COMPLETE</td>
<td>PROJECT COMPLETE FEBRUARY 2013</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
</tr>
<tr>
<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>PROJECT COMPLETE</td>
<td>FEBRUARY 2014</td>
<td>PROJECT COMPLETE</td>
<td>PROJECT COMPLETE FEBRUARY 2013</td>
<td>PROJECT COMPLETE - FEBRUARY 2014</td>
</tr>
<tr>
<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 area in Mid-City.</td>
<td>$225,000.00</td>
<td>PROJECT COMPLETE</td>
<td>FEBRUARY 2013</td>
<td>PROJECT COMPLETE</td>
<td>PROJECT COMPLETE FEBRUARY 2013</td>
<td>PROJECT COMPLETE - FEBRUARY 2013</td>
</tr>
<tr>
<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>PROJECT COMPLETE</td>
<td>MARCH 2013</td>
<td>PROJECT COMPLETE</td>
<td>PROJECT COMPLETE FEBRUARY 2013</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
</tr>
<tr>
<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>PROJECT COMPLETE</td>
<td>MARCH 2013</td>
<td>PROJECT COMPLETE</td>
<td>PROJECT COMPLETE FEBRUARY 2013</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
</tr>
<tr>
<td>San Diego</td>
<td>4th &amp; 5th Avenue/Walnut 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>PROJECT COMPLETE</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE FEBRUARY 2013</td>
<td>Project transferred July 2013 to SANDAG for consolidated implementation through the Regional Bicycle Plan-Early Action Program.</td>
</tr>
<tr>
<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.</td>
<td>$231,000.00</td>
<td>PROJECT COMPLETE</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE FEBRUARY 2013</td>
<td>Project transferred July 2013 to SANDAG for consolidated implementation through the Regional Bicycle Plan-Early Action Program.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Park Boulevard/Boxus Street Pedestrian Crossing &amp; Traffic Calming</td>
<td>CAPITAL: Improves safety, walkability, and transit access for the intersection of Park Boulevard and Boxus Street by providing pop-outs and an in-pavement lighted crosswalk.</td>
<td>$224,000.00</td>
<td>PROJECT COMPLETE</td>
<td></td>
<td></td>
<td>PROJECT COMPLETE FEBRUARY 2013</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. 25 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.**

11
<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Chula Vista 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>01/15/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>2</td>
<td>Chula Vista 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>09/24/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>3</td>
<td>Imperial Beach 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>07/24/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>4</td>
<td>La Mesa 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>12/11/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>5</td>
<td>Lemon Grove 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>01/08/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>6</td>
<td>National City 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>08/15/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>7</td>
<td>San Diego 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>01/11/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>8</td>
<td>San Diego 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>12/11/14</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 6/11/2015 for to allow the grantee additional time to obtain the necessary permit and proceed with construction.</td>
</tr>
<tr>
<td>9</td>
<td>San Diego 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>01/21/2016</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
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</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>01/21/14</td>
<td>01/21/17</td>
<td>01/21/17</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>03/11/15</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 09/11/15 to allow the grantee additional time to bid the project according to amended Construction Contracting Policies between the City of San Diego and Civic San Diego.</td>
</tr>
<tr>
<td>San Marcos</td>
<td>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>08/30/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Vista</td>
<td>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>04/24/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
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January 21, 2015

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

Re: Request for Amendment to TransNet Active Transportation Grant Agreement No. 5001747 for the City of Chula Vista Main Street Streetscape Master Plan.

Dear Susan,

This is to respectfully request a project schedule extension to September 30, 2015. The Project Design Team has been diligently working towards the refinement of the Conceptual Plan by conducting a Transportation Engineering study to determine which set of alternatives and geometrics combine the best facets of complete streets while providing adequate levels of service. The project is approximately 70% complete.

However, due to the holidays, conflict schedules, and additional community input, we will not be able to complete the Master Plan in March 2015 as previously planned. In addition, depending on the outcome of the Transportation Study, we may be required to present the Project to the Safety Commission. This meeting was not contemplated in the original schedule and would delay the project completion date. See attached revision to the project summary table.

The Independent Taxpayer Oversight Committee considered this request on January 14, 2015, and the revised schedule is pursuant to the ITOC’s recommendation.

We appreciate your consideration and look forward to providing a formal presentation of our request to the SANDAG Transportation Committee on February 6, 2015.

Sincerely,

Patricia Fermán
Project Manager/Landscape Architect

Attachment: Revised Summary Table

Cc: Suchitra Mukherjee, SANDAG Regional Planner
    Kelly Broughton, Director of Development Services
ATTACHMENT A TO
AMENDMENT NO. 2 TO
SANDAG AGREEMENT NO. 5001747

TDA/TransNet ACTIVE TRANSPORTATION GRANT PROGRAM  SCOPE OF WORK, BUDGET, & SCHEDULE

**Project Title:** Main Street Streetscape Master Plan  
**Project Type:** Planning  
**Project Location/Limits:**
This project is located in the southwest area of the City of Chula Vista and extends along an approximately three-mile corridor of Main Street between Interstate 805 and Industrial Boulevard and connects north and south along neighboring through streets including Broadway, Fourth Avenue, Third Avenue, and Albany Avenue

**Project Description:**
The Project would develop a Streetscape Master Plan for a "Complete Street": A balanced, connected, safe, and convenient transportation network designed to serve all users regardless of their age or ability, or whether they are driving, walking, bicycling, or taking transit, and would also improve access to nearby recreational activities and facilities, such as the Otay Valley Regional Park and Otay Recreation Center. The Project would promote energy efficiency and water conservation by incorporating green street design elements.

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<tr>
<th>Task No.</th>
<th>Task Description</th>
<th>Deliverable/s</th>
<th>Start Date</th>
<th>Completion Date</th>
<th>SANDAG Funds</th>
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**PROJECT REVENUES**

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December 15, 2014

Suchitra Mukherjee  
Regional Planner  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

RE:  Solana Beach Comprehensive Active Transportation Strategies (CATS) Study  
Request for Time Extension

The City of Solana Beach has been actively working on our CATS study for approximately 16 months. While we are approaching the end of the study, the project will not be entirely completed by the end of the December 2014 as indicated in SANDAG Agreement No. 5001743. At this time, the city respectfully requests a project extension to June 30, 2015.

Currently, the project is in the environmental review phase and preparation of the draft CATS document. A revised project schedule is attached to this letter. The City of Solana Beach appreciates your consideration and looks forward to providing a brief, formal presentation of our request to the Independent Taxpayer Oversight Committee on January 14, 2015 and to the Transportation Committee on January 16, 2015.

Sincerely,

[Signature]  
Dan Goldberg  
Principal Civil Engineer

Enclosure  
c. Director of Public Works/City Engineer
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<th>Task No.</th>
<th>Task Description</th>
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$136,000.00   $ -   $136,000.00

Required Match % = 0%
COMPETITIVE GRANT PROGRAM PROCEDURES

Applicability and Purpose of Policy

This Policy applies to all grant programs administered through SANDAG, whether from TransNet or another source, including but not limited to the Smart Growth Incentive Program, Environmental Mitigation Program, Bike and Pedestrian Program, Senior Mini Grant Program, Federal Transit Administration grant programs, and Active Transportation Grant 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
Amended: November 2014
January 20, 2015

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

Subject: Park Boulevard/City College/San Diego High Pedestrian & Transit Access Improvements Grant, Assignment and Assumption Agreement Number 5001354 – Project Schedule Extension Request and Grant funding

Dear Ms. Baldwin:

Per the terms of the Park Boulevard/City College/San Diego High Pedestrian & Transit Access Improvements Grant, Assignment and Assumption Agreement Number 5001354 ("Grant"), Civic San Diego ("CivicSD"), on behalf of the City of San Diego Redevelopment Agency Successor Agency ("Agency"), and City of San Diego ("City"), is requesting a one-year extension of the project schedule and the Grant funding.

The project is a multi-agency project representing the City, Agency, and adjacent property owners City College and the San Diego Unified School District (San Diego High School). CivicSD is the lead project manager. All the parties involved have been working diligently in a team effort to move this important project forward. The project reached the significant design milestone of 90 percent completion, but implementation was delayed due to the dissolution of redevelopment pursuant to AB26/1484.

The State of California, in response to the State budget deficit, passed laws AB 26/1484, involving the dissolution of redevelopment agencies. The Centre City Development Corporation (CCDC) was reconfigured by the City as Civic San Diego Working with the State Department of Finance, the Agency has developed a list of existing enforceable obligations and the Recognized Obligations Payment Schedules (ROPS) to fund those projects, including the Park Boulevard/City College/San Diego High Pedestrian & Transit Access Improvements.

After working through the delays caused by the dissolution of redevelopment and the associated reconfiguration of Agency, the City and the CivicSD Public Works group tasked with managing this project has completed design and engineering, finalized the required permits, advertised and
received bids, and was working on preparing the contract for the construction of the Project. The selected bid was within the established budget, but due to some unforeseen circumstances the City rejected all bids. Rebidding the project is in progress with advertisement scheduled for January 22nd, Pre-Bid Meeting January 29th and bid opening February 19th.

The following is a summary of the project construction cost and the funding sources:

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<td>Soft Costs:</td>
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<td>Construction Management*</td>
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<td>Nasland (Design, Construction Support Services)*</td>
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*These contracts for construction administration and construction support and project closeout have been previously approved by the CivicSD Board, the Successor Agency, the Oversight Board and the Department of Finance.

The Grant agreement enables the Successor Agency to fulfill an underlying enforceable obligation and thereby fulfill its statutory responsibilities, notwithstanding certain statutory
prohibitions that generally prevent the execution of new agreements as of June 28, 2011. Without the extension of the Grant funding the DOF might not approve the ROPS 15-16A funding. CivicSD plans to use all ROPS funds prior to drawing down on the remaining TransNet grant funds, which may result in funds being returned to the grant program.

CivicSD and the City have moved this project forward in difficult circumstances and are committed to completing the construction of the project in 2015.

The City and CivicSD are looking forward to receiving an extension on this important project to improve pedestrian safety and transit access in this important urban area. City College students, San Diego High School students, the surrounding community, and visitors to downtown and Balboa Park will benefit greatly from the safety improvements that are at the heart of this project.

Attached please find letters of support for the project from Councilmember Todd Gloria, San Diego High School Principal Dr. Carmen Garcia, and San Diego Community College District Regional Facilities Officer Derrall Chandler.

Please do not hesitate to contact me at (619) 533-7113 if you have any questions concerning this request.

Sincerely,

Gretchen Sorenson
Project Manager, Public Works

cc: Daniel Kay, CivicSD
    Richard Seges, CivicSD
December 15, 2014

Ms. Susan Baldwin
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Dear Ms. Baldwin,

As the San Diego City Councilmember representing District Three, I am pleased to offer my support to the City of San Diego’s extension request of SANDAG grant funding for the Park Boulevard/San Diego High School crossing project. Following the dissolution of redevelopment agencies in the State of California, this project was significantly delayed prompting the City to submit a request for extension.

This project is a key improvement to infrastructure in the Downtown neighborhood that will renovate an existing pedestrian crosswalk on Park Boulevard north of Russ Boulevard in front of San Diego High School and San Diego City College. Due to the number of students, residents, commuters, and visitors between Downtown and Balboa Park, this is considered a high traffic area. Therefore, these improvements are critical to ensuring safety of both drivers and pedestrians.

Currently, the project area houses a bus stop in the middle of Park Boulevard. If the City’s extension request is approved, the existing bus stop will be moved to the side of the street and a median will be installed in that area allowing for safer merges when buses re-enter traffic. The project will provide for new street lighting and drainage improvements that will be necessary due to the median modifications.

I firmly believe that the construction of these pedestrian improvements will greatly improve both traffic and pedestrian safety in the neighborhood. It is my hope that you will grant the City’s extension request.

Thank you for your consideration.

Sincerely,

TODD GLORIA
Councilmember, District Three
City of San Diego
December 10, 2014

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

Dear Ms. Baldwin,

On behalf of the San Diego High School of International Studies, I am writing to express our support of the Civic San Diego extension request for SANDAG Grant funding for the Park Boulevard at the San Diego High School Crossing.

Our culturally and ethnically diverse student population is approximately 2600 students attending grades 9 through 12. This downtown located school is within walking distance of the Logan Heights neighborhood, home of many of our students. Many of our students walk to school and use the City College Trolley Station located within ¼ mile or the major bus routes serving Park Boulevard.

This grant project will provide a safe crossing of Park Boulevard for our San Diego High School students and faculty as well as for students and faculty at the adjacent City Community College. It will improve an existing pedestrian crosswalk on Park Boulevard, north of Russ Boulevard in front of the San Diego High School campus on the east side of the street, and City College facilities on the west side of the street with a pedestrian traffic signal and associated improvements for greater pedestrian safety. An existing bus stop in the middle of Park Boulevard will be moved to the side of the street and a median will be installed in that area. The Project also includes drainage improvements necessary due to the median modifications.

The construction of these pedestrian improvements will help this community that has high pedestrian traffic by students of the high school and community college, as well as by the area residents and business community of downtown.

Sincerely,

Dr. Carmen García  
San Diego High School  
Principal  
619) 525- 7457 ext. 2803
December 18, 2014

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

Subject: Park Boulevard/City College/San Diego High Pedestrian – SANDAG Grant

Dear Ms. Baldwin:

On behalf of the City College of San Diego, I am writing to express our support of the Civic San Diego extension request for the SANDAG Grant funding for the Park Boulevard at San Diego High School Crossing.

This project will provide a safe crossing of Park Boulevard at San Diego High School and the adjacent City College Community College. It will improve an existing pedestrian crosswalk on Park Boulevard, north of Russ Boulevard in front of the San Diego High School campus on the east side of the street, and City College facilities on the west side of the street with a pedestrian traffic signal and associated improvements for greater pedestrian safety. An existing bus stop in the middle of Park Boulevard will be moved to the side of the street and a median will be installed in that area. The Project also includes new street lighting and drainage improvements necessary due to the median modifications.

The construction of these pedestrian improvements will help this community that has high pedestrian traffic by students of the high school and community college, as well as by the area residents and business community of downtown.

Sincerely,

Derrall Chandler
Regional Facilities Officer
San Diego Community College District

Introduction

In 2014, the California Legislature created the first investment plan for cap-and-trade auction revenues. A total of $872 million was authorized in the FY 2014-2015 state budget for various transit, sustainable communities, and low-carbon transportation programs to reduce greenhouse gas (GHG) emissions. The transit and transportation-related funding components of this authorization equal about $620 million and include the following programs.

- Affordable Housing and Sustainable Communities Program (AHSC) - $120 million
- Low Carbon Transit Operations Program - $25 million
- Transit and Intercity Rail Capital Program (TIRCP) - $25 million
- Low Carbon Transportation - $200 million
- High-Speed Rail - $250 million

Discussion

The AHSC Program is one of the first programs under cap-and-trade to release a notice of available funding. The initial deadline for submission of concept proposals is February 19, 2015. Other cap-and-trade programs in which SANDAG anticipates to participate, such as the Low Carbon Transportation and Transit and Intercity Rail Capital Programs, are expected to have application deadlines beginning in March or April 2015. Staff will return to the Transportation and Regional Planning Committees to provide updates on project submissions and SANDAG involvement as these programs develop over the next several months.

Similar to the Active Transportation Program, SANDAG is both an eligible applicant to the AHSC Program and has an advisory role in the review process. As a regional transportation planning agency, SANDAG is eligible to serve as an applicant, and, as a metropolitan planning organization
(MPO), SANDAG is responsible for determining consistency of projects with the regional Sustainable Communities Strategy (SCS) and reviewing full applications for SGC consideration.

**Affordable Housing and Sustainable Communities Program**

The AHSC Program will provide grants to projects that are expected to achieve GHG reductions and benefit disadvantaged communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation, resulting in fewer vehicle miles traveled (VMT) through shortened or reduced vehicle trip length or mode shift to transit, bicycling, or walking.

The AHSC Program includes two eligible Project Area types: (1) Transit Oriented Development (TOD) Project Areas, and (2) Integrated Connectivity Project (ICP) Project Areas. A TOD Project Area must demonstrate VMT reduction, as described above, by integrating qualifying high quality transit systems and key destinations including residential/mixed-uses, with an emphasis on affordable housing development and disadvantaged community benefits within a neighborhood, district or corridor. An ICP Project Area must demonstrate VMT reduction within areas lacking qualifying high quality transit, with an emphasis on providing disadvantaged community benefits. Project Areas that include qualifying high quality transit are ineligible to apply as an ICP Project Area.

The AHSC Program is being administered by the Strategic Growth Council (SGC), which will allocate the funding through a competitive process. The Department of Housing and Community Development (HCD) will oversee the transportation, housing, and infrastructure component of the program.

**Notice of Funding Availability (NOFA) Process**

The SGC released a NOFA for the AHSC Program on January 30, 2015. Applicants will be notified whether or not they are invited to submit a full application for funding based on a ranking of the concept proposals, the cumulative amount of requested funds from all applicants, and its consideration in satisfying certain statutory and programmatic funding set-asides.

Concept proposals will be evaluated based on GHG emission reduction strategies attributable to the project, consistency with the applicable Sustainable Communities Strategy or other qualifying regional plan, and consistency with state planning priorities. Evidence of enforceable funding commitments, sources and uses of project funds, including identification of leveraging opportunities, and project readiness also will be considered.

**Available Funding**

Approximately $120 million statewide is available for the AHSC Program in FY 2014-2015. It is statutorily required that at least 50 percent of AHSC Program funds benefit disadvantaged communities and at least 50 percent be expended for affordable housing. The SGC also has established funding set-asides for the different project area categories in the program. No less than 40 percent of funds available will be allocated to TOD Project Area applications and no less than 30 percent of funds available will be allocated to ICP Project Area applications.
SANDAG is seeking funding under the ICP Project Area category of the AHSC Program. The minimum grant award amount available under this category is $500,000 and the maximum is $8 million.

**Metropolitan Planning Organization Role**

The AHSC Guidelines call for MPOs, such as SANDAG, to play an advisory role in the application review process. In the first phase of the process, MPOs are asked to review concept applications for consistency with the regional SCS. SANDAG plans to review concept applications for consistency with the 2050 Regional Transportation Plan and Sustainable Communities Strategy (2050 RTP/SCS) using the relevant local general plans and Series 13 Regional Growth Forecast. Any project from the region, whether a SANDAG proposed project or a project proposed by another eligible applicant, which is consistent with the local general plan or the assumption in the Series 13 Regional Growth Forecast would be considered consistent by SANDAG with the 2050 RTP/SCS.

For the second phase, which calls for the MPO to review the full applications, SANDAG will need to adopt an evaluation process. SANDAG staff will present a proposed approach to the Regional Planning Committee, Transportation Committee, and Board of Directors for recommendation and approval in March 2015, with the intent of creating a process that will provide a level playing field for SANDAG proposals being reviewed at the same time as other eligible applicants’ proposals.

**Eligible Applicants**

Eligible applicants include the following: a locality, public housing authority, redevelopment successor agency, transit agency or transit operator, regional transportation planning agency, local transportation commission, congestion management agency, joint powers authority, school district, facilities district, university or community college district, developer, or program operator.

**Scoring and Selection Criteria**

Attachment 1 outlines the AHSC Program scoring elements and criteria that will be used by the SGC to evaluate full applications. In general, 55 percent of a project’s total score will be based on GHG reduction, 30 percent on policy objectives, and 15 percent on feasibility and readiness.

The program requires that:

- other committed funds are not being supplanted by AHSC Program funds
- construction of the project has not commenced as of the application deadline
- all necessary environmental clearances including those required under the California Environmental Quality Act (CEQA) and if applicable, the National Environmental Policy Act (NEPA), have been completed and all applicable time periods for filing appeals or lawsuits have lapsed
- all necessary discretionary local land use approvals, excluding design review, have been granted
Proposed SANDAG Concept Submittals

SANDAG staff utilized the scoring and selection criteria described in this report to determine the eligibility and competitiveness of potential projects for submission to the AHSC Program. Based on the parameters of the program, with special attention given to the stringent threshold requirements and expedited application timeline, staff recommends submitting the following two projects for consideration (in no particular order):

- **South Bay Bus Rapid Transit (South Bay BRT):** The South Bay BRT is a TransNet Early Action Program (EAP) project that will provide Rapid service between the Otay Mesa Border Crossing and downtown San Diego via Eastern Chula Vista (Attachment 2). The Final Environmental Impact Report for the project was adopted by the SANDAG Board of Directors in July 2013. A subsequent addendum also was adopted by the Board of Directors in October 2014. Construction is expected to begin in June 2015. The estimated grant request is $7 million.

- **Inland Rail Trail:** The Inland Rail Trail is a TransNet EAP project that will construct 21 miles of Class I bicycle facility within the cities of Oceanside, Vista, San Marcos, and Escondido, as well as within a portion of the unincorporated County of San Diego (Attachment 3). The environmental documents for this project were completed by September 2013, and final design is scheduled for completion in June 2015. Construction is scheduled to begin in late 2015. The estimated grant request is $8 million and will support the construction of segments in the County of San Diego, City of Vista, and a small segment in the City of Oceanside.

Both of these projects are located within high-priority transportation corridors that currently do not have qualifying high-quality transit services. They also are located within or near state-designated disadvantaged communities and are anticipated to qualify as providing benefits to these communities. Finally, potential funding would support completion of these projects.

This report will be presented to the Regional Planning Committee as an information item at its February 6, 2015, meeting.

Next Steps

Based on approval by the Transportation Committee of SANDAG concept proposal submissions, staff will seek approval from the Board of Directors at its February 27, 2015, meeting to pursue funding via preparation and submission of a full application for the SANDAG projects that graduate to the second phase of the application process. Invitations to applicants to submit full applications are scheduled to be released on March 11, 2015. Full applications will then be due to the HCD on April 15, 2015.
Staff anticipates returning in March 2015, to the Transportation and Regional Planning Committees with a proposed process for SANDAG to review and prioritize full applications, including steps to avoid potential conflicts of interest and scoring criteria to ensure the uniform evaluation of projects. Recommendations from the Committees on the process SANDAG will use to review full applications will be brought to the Board of Directors at that time.

JOSÉ A. NUNCIO  
TransNet Department Director

Attachments:  
1. FY 2014-2015 AHSC Program Scoring Elements and Criteria  
2. Map of the South Bay BRT Route  
3. Inland Rail Trail  
4. Cap-and-Trade Program Descriptions

Key Staff Contact: Robyn Wapner, (619) 699-1994, robyn.wapner@sandag.org
AHSC Scoring Elements and Criteria

GHG Reduction - 55% of total score

• Estimated GHG emissions reductions per GGRF dollar. GHG emissions reductions must be estimated using the GHG Quantification Methodology in Appendix D (55 points)

Feasibility and Readiness - 15% of total score

• Capital Project Past Performance (2 points)
• Capital Project Readiness & Program Readiness, Capacity, Need and Leverage (8 points)
• Capital Project Funds Leveraged (4 points)
• Implementation of Planning Efforts (1 point)

Policy Objectives - 30% of total score

• Accessibility to Qualified Employment Areas (5.5 points)
• Extent to which the Project Area Incorporates Walkable Corridors (5.5 points)
• Extent to which the Project Area Incorporates Features which Encourage Bicycling (3 points)
• Extent to which the Housing Development Serves Lower- and Moderate-Income Households (6.5 points)
• Extent to which the Project Addresses Co-Benefits (6.5 points)
• Anti-Displacement Strategies (1 point)
• Community Engagement (2 points)
In-Line Transit Stations

Direct connectors are roadways that link Express Lanes on one freeway to another. The I-805 South Project will include one convenient direct connector to SR 15. This will help maintain consistent traffic speed within the Express Lanes. A direct connector at SR 94 is planned as part of a separate project.

Express Lanes will be constructed in the center of the freeway between East Palomar Street and the I-805/SR 15 interchange. The new lanes will offer users expanded transportation choices to bypass congestion, improving travel times for carpoolers, vanpoolers, motorcycles, solo drivers using FasTrak, and Bus Rapid Transit riders.

New transit stations will be constructed in the center of the freeway at H Street in Chula Vista and Plaza Boulevard in National City. These stops will provide convenient access to the high-frequency SANDAG South Bay Bus Rapid Transit system and reduce travel times by eliminating the need for buses to exit the freeway.

A new Direct Access Ramp (DAR) will be constructed on East Palomar Street in Chula Vista. DARs connect surface streets directly to Express Lanes in the center median, allowing carpoolers, vanpoolers, solo drivers using FasTrak, motorcycles, and buses to enter the Express Lanes without having to navigate through the freeway’s general purpose lanes. This will help improve travel times and reduce congestion.

The new Express Lanes, in-line transit stations, and Park & Ride locations would accommodate the proposed SANDAG South Bay Bus Rapid Transit Project. This rapid and reliable new transit service will connect the Otay Mesa Port of Entry to downtown San Diego via eastern Chula Vista. The system’s upscale, high-frequency buses will have signal priority and use dedicated lanes to ensure faster travel times and fewer stops.

Express Lanes will be constructed in the center of the freeway between East Palomar Street and the I-805/SR 15 interchange. The new lanes will offer users expanded transportation choices to bypass congestion, improving travel times for carpoolers, vanpoolers, motorcycles, solo drivers using FasTrak, and Bus Rapid Transit riders.

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INLAND RAIL TRAIL

- Completed Project
- Future Project
- Proposed Project = 7 Miles

Locations:
- Vista
- Oceanside
- Carlsbad
- Escondido
- San Marcos

Attachment 3
In 2014, the California Legislature created the first investment plan for cap-and-trade auction revenues. A total of $872 million was authorized in the FY 2014-2015 state budget for various transit, sustainable communities, and low-carbon transportation programs to reduce greenhouse gas (GHG) emissions. The transit and transportation-related funding components of this authorization equal about $620 million and include the following programs.

**Low Carbon Transit Operations Program ($25 million):** A formula funded program to provide operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, including new or expanded bus and rail services. This program includes a requirement that, for certain transit agencies, at least 50 percent of the total funding received be expended on projects or services that benefit disadvantaged communities.

**Transit and Intercity Rail Capital Program (TIRCP) ($25 million):** Created to fund capital improvements and operational investments that will modernize California’s transit systems and intercity, commuter, and urban rail systems to reduce GHG emissions by reducing vehicle miles traveled throughout California. This program includes a statewide requirement that at least 25 percent of TIRCP funds benefit disadvantaged communities.

**Affordable Housing and Sustainable Communities Program (AHSC) ($120 million):** The purpose of the AHSC Program is to reduce GHG emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development. This program includes a statewide programmatic requirement that 50 percent of program expenditures benefit disadvantaged communities.

**Low Carbon Transportation ($200 million):** An allocation for the California Air Resources Board to accelerate the transition to low carbon freight and passenger transportation. These expenditures also will provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California. The Air Resources Board is targeting 50 percent of this funding to projects that benefit disadvantaged communities, with a significant portion of these funds spent on projects based in those communities.

**High-Speed Rail ($250 million):** Authorized for the California High-Speed Rail Authority to construct the initial construction segment in the Central Valley and further environmental and design work on the statewide system. This appropriation does not include a spending requirement for projects benefiting disadvantaged communities.
TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND ACQUISITION GRANT PROGRAM APPRAISAL RESULTS AND RECOMMENDATION

Introduction

The TransNet Extension Ordinance and Expenditure Plan, approved by the voters in November 2004, includes the Environmental Mitigation Program (EMP), which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. The EMP is a unique component of the TransNet Extension Ordinance in that it goes beyond traditional mitigation for transportation projects by including an economic benefit for habitat acquisition, management, and monitoring activities as a result of cost-saving derived from the implementation of the EMP.

On April 26, 2013, the Board of Directors amended a Memorandum of Agreement (MOA) with state and federal agencies on the implementation of the TransNet EMP to clarify the definition, use, and process for release of funding related to the economic benefit provision of the TransNet Extension Ordinance. On September 27, 2013, the SANDAG Board of Directors approved a $20 million competitive land acquisition grant program using the economic benefit funding. The purpose of this report is to present recommendations for the award of land acquisition grant funding for consideration by the SANDAG Board of Directors (Attachment 1).

Discussion

On October 4, 2013, a call for projects was issued pursuant to eligibility and evaluation criteria adopted by the Board of Directors on September 27, 2013. The call for projects closed on January 8, 2014. SANDAG received 17 grant project proposals, which requested approximately $61 million in grant funds and proposed approximately $30 million in matching funds, for a total value of $91 million. Pursuant to the amended MOA, an evaluation committee composed of representatives from Caltrans, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, U.S. Geological Survey, and SANDAG was formed to evaluate and rank the grant projects. SANDAG staff also conducted a visit to each of the proposed grant properties to verify consistency with the applications and identify any issues not addressed by the grantee. The results were

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors:

1. approve the award of TransNet Environmental Mitigation Program land acquisition grant funding, as outlined in Attachment 1, and
2. authorize the Executive Director to take all necessary actions to implement the award of the identified grant projects.
presented to the Regional Planning and Transportation Committees at their respective meetings on March 7, 2014 (report available at http://www.sandag.org/TC030714). Appraisals of the top nine grant projects with an estimated pre-appraisal value of $22 million were initiated to determine the market value of each property.

Applicants are aware that SANDAG will provide grant funding as consistent with the appraised fair-market-value of their proposed project properties and that a total of $20 million is available. With the possibility that property owners may not be willing sellers at the resulting appraised values, more projects were appraised than could be potentially funded from the $20 million available for this call for projects. This allows SANDAG to move forward with requesting Board of Directors award of funding without having to reinitiate the appraisal process in case one or more top ranked projects withdraw from consideration.

Caltrans District 11 Right-of-Way Division supervised the appraisals using the SANDAG list of independent on-call appraisers. All appraisals were conducted to the State of California general services standards using the current provisions of the Uniform Standards of Professional Appraisal Practice by a Member of the Appraisal Institute. Where matching funds consisted of federal funds, the appraisals included a separate report to cover the federal appraisal standards. The results of the appraisals are shown in Column I of Attachment 1. One project, Skyline 779, was subsequently further reviewed by Caltrans Headquarters Right-of-Way to determine the most credible value of the property due to disagreements between the current appraisal and a prior appraisal completed by the owner of the property. Upon completion of the final appraisal and its acceptance, Caltrans issued appraisal certifications for each project (Attachment 2).

**Recommendation**

SANDAG staff is recommending that grant funding be provided for the seven projects shown in Column L of Attachment 1 totaling just under the $20 million allocated by the Board of Directors. The recommended funds are based on the pro-rata share of the original estimated funding request for property acquisition compared to the appraised value and the requested funding for administration and management of the property. This recommended grant funding has been discussed with each grantee. The authorization to the Executive Director to “take all necessary actions to implement the award of the identified grant projects” would include authority for the Executive Director to make internal funding adjustments within each grant project, as necessary to close escrow, as long as such adjustments did not change the overall grant award for that project.

SANDAG staff is further recommending that a 180-day escrow be opened for each grant project with SANDAG funds being deposited when a signed Sale and Purchase Agreement between the grantee and the property owner has been placed into escrow and provided to SANDAG. Escrow would close once all matching funds have been deposited into escrow and a conservation easement or other restrictive use covenant in favor of SANDAG or another government entity is executed. Fee title would then transfer the property to the grantee and SANDAG would complete the grant by payment of the outstanding administration and management costs identified in the grant as shown in Attachment 1.

The proposed awards would provide grant funding for the purchase of open space lands for habitat. Grant funds will only be used to acquire property from willing sellers. Eminent domain will not be utilized. It is understood that some owners may choose not to sell at the appraised value.
If escrow cannot close within 180 days, SANDAG staff will return to the Board of Directors with a recommendation on use of the remaining funds that could include, but not be limited to, providing additional time to close escrow, redirecting funding to another project, and/or retaining the funding for a future call for grants.

Next Steps

The recommendations of the Regional Planning and Transportation Committees, along with any comments from the TransNet Independent Taxpayer Oversight Committee, will be provided to the Board of Directors on February 27, 2015. If the Board approves the funding recommendations, staff will work with Caltrans to establish escrow instructions and open individual escrow accounts.

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

Attachments: 1. Grant Funding Recommendations and Appraised Values
2. Caltrans Appraisal Certifications for Each Project

Key Staff Contact: Keith Greer, (619) 699-7390, keith.greer@sandag.org
### GRANT FUNDING RECOMMENDATIONS AND APPRAISED VALUES

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<th>Overall Rank</th>
<th>Project Title</th>
<th>Acreage</th>
<th>Grantee</th>
<th>Requested Acquisition</th>
<th>Proposed Acquisition Match Funds</th>
<th>% Grant Funds Requested for Acquisition = E/(E+F)</th>
<th>Appraiser</th>
<th>Appraised Value</th>
<th>Grant Funds Recommended for Acquisition = I*G</th>
<th>Grant Funds Recommended for Administration and Management</th>
<th>Total Grant Award</th>
<th>Closing Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Skyline 779</td>
<td>779</td>
<td>Endangered Habitats Conservancy</td>
<td>$3,988,000</td>
<td>$1,500,000</td>
<td>72.67%</td>
<td>Allan Wilson, MAI</td>
<td>$2,729,000$</td>
<td>$1,983,100</td>
<td>$925,000</td>
<td>$2,908,100</td>
<td>$140,000</td>
</tr>
<tr>
<td>2</td>
<td>San Diego Mountain Ranch</td>
<td>982</td>
<td>Trust for Public Land</td>
<td>$915,300</td>
<td>$1,544,700</td>
<td>37.21%</td>
<td>Deanne Recht, MAI</td>
<td>$2,455,000$</td>
<td>$913,440</td>
<td>$24,781</td>
<td>$938,221</td>
<td>$140,000</td>
</tr>
<tr>
<td>3</td>
<td>Lakeside Downs</td>
<td>409</td>
<td>Endangered Habitats Conservancy</td>
<td>$4,988,000</td>
<td>$2,650,000</td>
<td>65.31%</td>
<td>Rob Caringella, MAI</td>
<td>$8,000,000$</td>
<td>$5,224,404</td>
<td>$371,000</td>
<td>$5,595,404</td>
<td>$140,000</td>
</tr>
<tr>
<td>4</td>
<td>Luce Creek</td>
<td>391</td>
<td>California Department of Fish and Wildlife</td>
<td>$1,642,200</td>
<td>$492,000</td>
<td>76.95%</td>
<td>Allan Wilson, MAI</td>
<td>$1,564,000$</td>
<td>$1,203,449</td>
<td>$5,000</td>
<td>$1,208,449</td>
<td>$140,000</td>
</tr>
<tr>
<td>5</td>
<td>Clover Flat</td>
<td>763</td>
<td>Trust for Public Land</td>
<td>$1,717,500</td>
<td>$1,722,500</td>
<td>49.93%</td>
<td>Deanne Recht, MAI</td>
<td>$3,435,000$</td>
<td>$1,715,004</td>
<td>$5,200</td>
<td>$1,720,204</td>
<td>$140,000</td>
</tr>
<tr>
<td>6</td>
<td>Cielo Del Norte/White Phase B</td>
<td>241</td>
<td>Escondido Creek Conservancy</td>
<td>$5,500,000</td>
<td>$8,000,000</td>
<td>40.74%</td>
<td>Deanne Recht, MAI</td>
<td>$13,200,000$</td>
<td>$5,377,778</td>
<td>$832,634</td>
<td>$6,210,412</td>
<td>$140,000</td>
</tr>
<tr>
<td>7</td>
<td>Lucky 5 Ranch</td>
<td>1873</td>
<td>Anza-Borrego Foundation</td>
<td>$1,150,000</td>
<td>$2,000,000</td>
<td>36.51%</td>
<td>David Ottley, MAI</td>
<td>$3,275,000$</td>
<td>$1,195,635</td>
<td>$41,000</td>
<td>$1,236,635</td>
<td>$140,000</td>
</tr>
<tr>
<td>8</td>
<td>Proctor Valley Paxton/Fazio Trust</td>
<td>40</td>
<td>U.S. Fish and Wildlife Service - SDNWR</td>
<td>$1,444,500</td>
<td>$5,200</td>
<td>99.64%</td>
<td>James Garrett, MAI</td>
<td>$800,000$</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$140,000</td>
</tr>
<tr>
<td>9</td>
<td>Beaver Hollow</td>
<td>120</td>
<td>The Nature Conservancy</td>
<td>$750,000</td>
<td>$5,000</td>
<td>99.34%</td>
<td>Rob Caringella, MAI</td>
<td>$410,000$</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$140,000</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td></td>
<td></td>
<td></td>
<td>$22,095,500</td>
<td>$17,919,400</td>
<td>55.22%</td>
<td></td>
<td>$35,868,000$</td>
<td>$17,612,809</td>
<td>$2,204,615</td>
<td></td>
<td>$140,000</td>
</tr>
</tbody>
</table>

1 Numbers rounded to nearest dollar using full percentage of grant funds requested for acquisition (i.e., Column G not truncated to hundreds place in calculation).
2 Appraisal approved by Caltrans Headquarters as well as District 11 Right-of-Way Division.
3 Offer to acquire property at appraised value rejected by owner. Project dropped from grant program.
4 SANDAG would contribute up to $20,000 to cover closing costs for each escrow.

**Total Award:** $19,817,424

**Total Funding:** $19,957,424

4
1. I □ have □ have not personally viewed the subject parcel(s), the comparable sales and the listings contained in the report. I am satisfied with the relative comparability noted.

2. The highest and best use of the property(ies), as shown in the report is reasonable and proper.

3. Gross income multipliers
   □ are supported with factual data
   □ are not applicable

4. The cost approach
   □ is supported with data from recognized sources
   □ is not applicable

5. The income approach
   □ including the capitalization rate, is supported by data from the market
   □ is not applicable

6. Construction contract work
   □ is correct and supported in accordance with existing instructions
   □ is not applicable

7. The amount listed for each parcel in the certificate is the market value amount approved or recommended for approval to govern negotiation.

8. I understand that the approved value may be used in connection with the SANDAG Environmental Mitigation Land Grant Program.

9. I have no direct or indirect, present or contemplated future personal interest in such property or in any benefit from the acquisition of such property appraised.

10. The report has been made in conformity with the appropriate Federal and State laws, regulations, and policies and procedures applicable to the Uniform Standards of Professional Appraisal Practice.

11. That my salary/compensation is not contingent upon developing or reporting predetermined results.

12. That I believe the information contained in the appraisal report is accurate, but I assume no responsibility for its accuracy.

13. That the amount approved or recommended for approval for each parcel is not a direct amount, but was arrived at fairly without coercion and is based on appraisals and other factual data of record.

14. That any typographical, grammatical, or minor mathematical errors remaining in the report were not considered to either materially affect the concluded value or to mislead the reader in understanding the report and the conclusions contained therein.
As the Caltrans District Review Appraiser, I hereby ☑ approve ☐ recommend for approval the following parcels for acquisition use:

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<thead>
<tr>
<th>PROJECT</th>
<th>APPRAISED VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SKYLINE 779</td>
<td>$2,729,000</td>
</tr>
</tbody>
</table>

Date 1/21/2015  Signature

DAVID A. OLMSTED
REVIEW APPRAISER
RIGHT OF WAY DIVISION
DISTRICT 11
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</thead>
<tbody>
<tr>
<td>SAN DIEGO MOUNTAIN RANCH</td>
<td>$2,455,000</td>
</tr>
</tbody>
</table>

Date       Signature
1/21/2015   DAVID A. OLMSTED
           REVIEW APPRAISER
           RIGHT OF WAY DIVISION
           DISTRICT 11
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</thead>
<tbody>
<tr>
<td>LAKESIDE DOWNS</td>
<td>$8,000,000</td>
</tr>
</tbody>
</table>

Date 1/21/2015  
Signature [Signature]

DAVID A. OLMSTED  
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RIGHT OF WAY DIVISION  
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>LUCE CREEK</td>
<td>$1,564,000</td>
</tr>
</tbody>
</table>

Date 1/21/2015
Signature David A. OLMSTED
REVIEW APPRAISER
RIGHT OF WAY DIVISION
DISTRICT II
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   - □ are not applicable

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<thead>
<tr>
<th>PROJECT</th>
<th>APPRAISED VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLOVER FLAT</td>
<td>$3,435,000</td>
</tr>
</tbody>
</table>

Date 1/21/2015  
Signature [Signature]

DAVID A. OLMSTED  
REVIEW APPRAISER  
RIGHT OF WAY DIVISION  
DISTRICT 11
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<th>PROJECT</th>
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</tr>
</thead>
<tbody>
<tr>
<td>CIELO DEL NORTE</td>
<td>$13,200,000</td>
</tr>
</tbody>
</table>

Date: 1/21/2015
Signature: [Signature]

DAVID A. OLMSTED
REVIEW APPRAISER
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<tbody>
<tr>
<td>LUCKY 5 RANCH</td>
<td>$3,275,000</td>
</tr>
</tbody>
</table>

Date 1/21/2015  Signature DAVID A. OLMSTED
REVIEW APPRAISER
RIGHT OF WAY DIVISION
DISTRICT 11
MAIN STREET MASTER PLAN
TransNet Active Transportation Grant Agreement No. 5001747
Executed March 28, 2013

Project completion extension request from March 2015 to September 2015 to allow time for Project close-out

Existing conditions:
- Four lane road with turn pockets at intersections and two-way left turn lanes in the center of the roadway
- Missing sidewalks with no curb or gutter
- Varying roadway ROW between 79’ – 104’ wide
- Unmarked crosswalks and bike lanes
- Sporadic street trees and planting
- Limited street furnishings
Conceptual Design Phase (Sept 2013 – April 2014)

Refine Conceptual Design by conducting a Transportation Engineering Study to determine which set of alternatives and geometrics combine the best facets of complete streets while providing adequate levels of service.

Preliminary Master Plan: Traffic Engineering Study  
(May 2014– January 2015)

Refine Conceptual Design by conducting a Transportation Engineering Study to determine which set of alternatives and geometrics combine the best facets of complete streets while providing adequate levels of service.

- What is the best way to protect cyclists and pedestrians in the corridor?
- What uncontrolled intersections can be changed to signals?
- Can mid-block pedestrian crossings be added?
- Will the traffic roundabouts handle the type and volume of traffic now and in the future?
- Will the elimination of one lane in each direction between traffic roundabouts cause too great of congestion levels?
Master Plan Approval and Project Close-out (March 2015– Sept. 2015)

The Master Plan is expected to be presented to City Council for approval in March 2015. Project close-out would begin after Council comments are incorporated into the final report.

**Project Benefits**

A multi-modal and complete street by balancing the needs of pedestrians, bicyclists, vehicles, and public transportation while increasing its aesthetic value and to plan for construction of roadway improvements.

**Safer for Pedestrians**

- New and/or improved sidewalks with planted parkways; ADA accessible
- Marked Crosswalks and High-intensity Actuated Crosswalks (HAWKS) at some locations
- Signalized Intersections to improve multi-modal operations

**Safer for Bicyclists**

- Upgrading bicycle facility from Class III (bike route) to Class II (bike lanes) to encourage bicyclists to ride with traffic
- Intersection treatment with green pavement to increase visibility of bicyclists at conflict points

**Planted Raised Medians, planted parkways, narrowed lanes, and Access Management**

- Planted medians to provide pedestrian crossing refuge, to provide a buffer between traffic lanes, and to slow down traffic.
- Access points of businesses to ensure accessibility
- Narrowed traffic lanes
City of Solana Beach
Comprehensive Active Transportation Strategies (CATS) Study
(SANDAG Agreement No. 5001743)

Request for Schedule Extension
Transportation Committee
February 6, 2015

Overview of CATS Study

- February 2013 - Executed Grant Agreement No. 5001743 with SANDAG
- June 2013 - Executed consultant contract with Chen Ryan and Associates
- June 2014 - Executed first amendment to Agreement No. 5001743
- January 2015 - Requesting second amendment to Agreement No. 5001743
Benefits of CATS Study

- Lays foundation for bicycle and pedestrian improvements in Solana Beach for next 15 years
- Focus on enhancing the safety and comfort of existing bicycle and pedestrian facilities
- Projects would increase connectivity to key attracting land uses such as schools, commercial/retail districts and recreational resources
- CATS study will take into account the recent, comprehensive update to General Plan and Circulation Element

Goals of CATS Study

- Create a comprehensive circulation network to move people and goods safely and efficiently for all modes of travel
- Alternatives to motorized transportation that meet needs of all city residents, reduce vehicle trips, save energy and improve air quality
- Comprehensive and integrated bike system that provides safe and efficient movement of cyclists
- Accessible and convenient system of sidewalks throughout the city that encourages walking and is harmonious with surrounding neighborhood
High Priority Projects

- Prioritization process ranked individual project segments from both the planned bicycle network and the pedestrian/traffic calming focus areas.
- Prioritization process helped develop “high priority projects”.
- Conceptual graphics were developed for “high priority projects”.

High Priority Projects – Graphics
Remaining Project Schedule

- Begin environmental review ……… December 2014
- Complete environ. review ……….. April 2015
- Public hearings/City Council ……. April 2015
- Final CATS plan …………………….. May 2015
January 29, 2015

SANDAG Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101

Re: “Accelerated Transit and Active Transportation Network Scenario”

Dear SANDAG Board Members:

As a champion of self-sufficiency for families living in poverty, MAAC has endeavored for 50 years to maximize the opportunities available to San Diego’s most vulnerable populations and minimize the challenges they face. It is with this lens that MAAC has entered the conversation about transportation justice in the San Diego region.

We thank the SANDAG Board for directing staff in September 2014 to review the cost of a “transit/active transportation first scenario” and evaluate its performance. In January 2015, SANDAG released a staff report in which they modeled a “transit/active transportation first scenario” (SANDAG is referring to this as an “Accelerated Transit and Active Transportation Network Scenario”). However, the “Accelerated Transit and Active Transportation Network Scenario” that SANDAG developed is seriously lacking and does not reflect what the Transportation Justice advocates and overburdened communities had asked SANDAG to do.

Even though the “Accelerated Transit and Active Network Scenario” showed modest improvement to transit travel times and an increase in active transportation and transit in comparison to the alternative SANDAG is currently moving forward in the Environmental Review Process (which SANDAG refers to as the “Preferred Scenario”), these projections are not enough to ensure transportation justice. For example, we have requested that the overall plan and individual projects lead to emissions reductions that will meet the GHG standard of 80% below 1990 levels by 2050 and to reduce Vehicle Miles Traveled by 35% per capita and 15% overall by 2035.1 This will ensure that communities hardest hit by air pollution and potentially climate change are better protected. Moreover, a transportation justice model will reflect in the performance evaluation an increase biking and walking mode share to 10% by 2020 and by 18% by 2035 region-wide and by and to 40% in the urban core by 2025, with the goal of completely eliminating the risk of collision and fatalities across the region.2 Adequate funding necessary for the improvement of pedestrian and bicyclist safety and prioritizing risk elimination by infrastructure improvements in neighborhoods where risk is much greater, is especially important.

---

1 See EHC Letter submitted to SANDAG Transportation Committee on October 17, 2014 outlining the specific goals and outcomes for a transportation justice network scenario.
http://www.sandiego.gov/tsw/pdf/pedestrian/safetystudy/pedcollisionanalysis.pdf (City of San Diego data shows that if you live in a low-income neighborhood you are 10x more likely to be hit by a car as a pedestrian than if you lived in a more affluent area in the City.)

Career Pathways  Education  Health & Wellness  Housing

Maximizing self-sufficiency with families and individuals through high-quality programs & advocacy in our communities.
The “Accelerated Transit and Active Transportation Network Scenario” that SANDAG developed does not lead to the reduction of air pollution, GHGs, and Vehicle Miles Traveled (VMT) at the levels necessary to develop an effective transportation system for the entire region while also addressing social and environmental justice issues. A truly well thought out transit first alternative could result in better outcomes for the underinvested communities, such as those that MAAC serves and supports.

Therefore, we request that SANDAG:

- Model a real “transit/active transportation first” network scenario that provides for a significant mode shift to transit and active transportation, leads to greater transportation access and equity, and reduces GHGs, VMT’s, and air pollution significantly, especially in the communities that are already overburdened from the impacts of freeways in their neighborhoods;
- Develops a plan for reconstituting revenue away from freeway expansion projects to fund transit and active transportation projects from local, state, and federal revenue sources (where such flexibility is allowed) and that there is a commitment to implement such a plan; and
- Includes the updated “Accelerated Transit and Active Transportation Network Scenario” plan (based upon the specifics we outlined above) as one of the alternatives SANDAG will be evaluating in the Environmental Impact Report for the Regional Transportation Plan.
- The analysis of the transit/active transportation first alternative should include the health benefits to communities that will be served by the increase in transit services and the reduction of negative health impacts from not expanding more roadways.

MAAC’s interest in regional transportation issues is centered on addressing the undue challenges faced by the communities we serve. We want people that live in underinvested communities to have access to affordable and efficient public transportation. We want those communities to have the needed infrastructure to walk and bike safely. And we don’t want them to be overburdened by the long-term health impacts of over-exposure to vehicular pollution. We also want to see the overall San Diego region – the place we call home – to continue to strengthen and prosper. Those things, we believe, are not competing interests. We hope that you will feel the same.

Thank you for your consideration.

Sincerely,

Arnulfo Manriquez
President & CEO MAAC

Maximizing self-sufficiency with families and individuals through high-quality programs & advocacy in our communities.