TRANSPORTATION COMMITTEE AGENDA

Friday, June 3, 2016
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• SAN DIEGO FORWARD: THE REGIONAL PLAN: PROGRESS ON IMPLEMENTATION ACTIONS

• REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY – UPDATE ON KEY EARLY ACTIONS

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.

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(619) 699-1900 · Fax (619) 699-1905 · sandag.org
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<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>APPROVAL OF MEETING MINUTES</th>
<th>RECOMMENDATION</th>
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<tbody>
<tr>
<td>+1.</td>
<td>The Transportation Committee is asked to review and approve the minutes from its May 20, 2016, meeting.</td>
<td>APPROVE</td>
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<thead>
<tr>
<th>2.</th>
<th>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</th>
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<tr>
<td></td>
<td>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.</td>
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**CONSENT**

<table>
<thead>
<tr>
<th>+3.</th>
<th>TransNet ACTIVE TRANSPORTATION GRANT PROGRAM: TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT (Carolina Ilic)</th>
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<tbody>
<tr>
<td></td>
<td>The Transportation Committee is asked to adopt Resolution No. 2016-29, approving an amendment to Transportation Development Act Article 3.0 claim for the City of Carlsbad in order to provide an additional $77,900 in funding for the Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project.</td>
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<tr>
<th>+4.</th>
<th>2016 SMART GROWTH CONCEPT MAP TECHNICAL UPDATE (Carolina Ilic)</th>
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<td></td>
<td>The Smart Growth Concept Map has been updated to incorporate the transit network from San Diego Forward: The Regional Plan.</td>
</tr>
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<tr>
<th>+5.</th>
<th>STATUS UPDATE ON SANDAG APPLICATIONS TO THE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (Carolina Ilic)</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>The Strategic Growth Council has invited SANDAG to submit full applications for the two concept applications on regional bike projects proposed in March.</td>
</tr>
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<tr>
<th>+6.</th>
<th>TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM QUARTERLY STATUS UPDATE (Sarah Pierce)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The Board of Directors has awarded grants for seven cycles of the TransNet Environmental Mitigation Program Land Management Grant Program. This report provides the quarterly status of active projects.</td>
</tr>
</tbody>
</table>

**REPORTS**

<table>
<thead>
<tr>
<th>+7.</th>
<th>REPURPOSING FEDERAL EARMARKED FUNDS (Dawn Vettese)</th>
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<tr>
<td></td>
<td>The Consolidated Appropriations Act of 2016 allows states to repurpose any federal earmark that was designated on or before September 30, 2005, subject to specific rules. Staff will provide information regarding this repurposing opportunity, including eligibility criteria, the list of eligible projects, and role of SANDAG in the process.</td>
</tr>
</tbody>
</table>
+8. SAN DIEGO FORWARD: THE REGIONAL PLAN: PROGRESS ON IMPLEMENTATION ACTIONS (Elisa Arias)

In October 2015, the SANDAG Board of Directors approved San Diego Forward: The Regional Plan. Staff will summarize progress to date on implementation of the near-term and continuing actions included in the Regional Plan.

+9. REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY – UPDATE ON KEY EARLY ACTIONS (Susan Baldwin)

Staff will provide an update on the status of the work to date on the early actions for the Regional Transit Oriented Development Strategy, which is included as part of San Diego Forward: The Regional Plan.

10. 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.

11. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, June 17, 2016, at 9 a.m.

12. ADJOURNMENT

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

MAY 20, 2016

The meeting of the Transportation Committee was called to order by Chair Todd Gloria (City of San Diego) at 9:04 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Deputy Mayor Lisa Shaffer (North County Coastal) and a second by Vice Chair Rebecca Jones (North County Transit System [NCTD]), the Transportation Committee approved the meeting minutes of April 15, 2016. Yes – Chair Gloria, Mayor Mary Salas (South County), Supervisor Bill Horn (County of San Diego), Councilmember Jerry Jones (East County), Chair Harry Mathis (Metropolitan Transit System [MTS]), Deputy Mayor Shaffer, NCTD Vice Chair Jones, and Mr. Jim Janney (San Diego County Regional Airport Authority [SDCRAA]). No - None. Abstain – None. Absent – North County Inland.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

Nicole Burgess, member of the public, spoke about Active Transportation in San Diego region.

Paula Gandolfo, member of the public, spoke about Active Transportation in San Diego region.

Deputy Mayor Shaffer presented a Bike to Work Proclamation from the City of Encinitas to SANDAG.

CONSENT

3. STATE ROUTE 125 STATUS UPDATE (INFORMATION)

The report provided an update on the State Route 125 toll traffic and fiscal performance through the third quarter of FY 2016.

Action: This item was presented for information.

Michelle Smith, Senior Project Control Analyst, presented the item.

**Action:** Upon a motion by Mayor Salas and a second by Deputy Mayor Shaffer, the Transportation Committee approved Amendment No. 12 - Administrative Modification to the 2014 Regional Transportation Improvement Program. Yes – Chair Gloria, Mayor Judy Ritter (North County Inland), Mayor Salas, Supervisor Horn, Councilmember Jones, MTS Chair Mathis, Deputy Mayor Shaffer, NCTD Vice Chair Jones, and Mr. Janney. No - None. Abstain – None. Absent – None.

5. **PROPOSED PROJECT SUBMITTALS: FEDERAL FISCAL YEAR 2016 RIDES TO WELLNESS DEMONSTRATION PROGRAM (APPROVE)**

Danielle Kochman, Associate Regional Planner, presented the item.

**Action:** Upon a motion by Councilmember Jones and a second by Mayor Salas, the Transportation Committee approved the list of proposed regional project submittals for the Federal Fiscal Year 2016 Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grant Program. Yes – Chair Gloria, Mayor Ritter, Mayor Salas, Supervisor Horn, Councilmember Jones, MTS Chair Mathis, Deputy Mayor Shaffer, NCTD Vice Chair Jones, and Mr. Janney. No – None. Abstain – None. Absent – None.

6. **COASTAL RAIL TRAIL-CHESTERFIELD TO G STREET PROJECT 11 (APPROVE)**

Chris Carterette, Associate Regional Planner, presented the item.

Ms. Burgess spoke about her desire for the project to be completed with the grant funds available.

**Action:** Upon a motion by Mr. Janney and a second by Councilmember Jones, the Transportation Committee directed staff to put on hold further design and environmental work for the project, pending an agreement with the City of Encinitas for development of a new alignment along the western side of Coast Highway 101, which will be reported back to the Transportation Committee within 30 days. Yes – Chair Gloria, Mayor Ritter, Mayor Salas, Supervisor Horn, Councilmember Jones, MTS Chair Mathis, Deputy Mayor Shaffer, NCTD Vice Chair Jones, and Mr. Janney. No – None. Abstain – None. Absent – None.

7. **MID-COAST CORRIDOR TRANSIT PROJECT: SUPPLEMENT 4 TO CONSTRUCTION MANAGER/GENERAL CONTRACTOR CONSTRUCTION SERVICES AGREEMENT (RECOMMEND)**

John Haggerty, Division Director of Rail, presented the item.

**Action:** Upon a motion by MTS Chair Mathis and a second by Mayor Salas, the Transportation Committee recommended that the Board of Directors: (1) approve the Guaranteed Maximum Price negotiated between Mid-Coast Transit Constructors and SANDAG for Supplement 4 of the Construction Manager/General Contractor Construction Services Agreement (Supplement 4) for the Mid-Coast Corridor Transit (Mid-Coast) Project in the amount of $927.5 million; and (2) authorize
the Executive Director to execute Supplement 4 for the Mid-Coast Project after receiving an executed Full Funding Grant Agreement from the Federal Transit Administration. Yes – Chair Gloria, Mayor Ritter, Mayor Salas, Supervisor Horn, Councilmember Jones, MTS Chair Mathis, Deputy Mayor Shaffer, NCTD Vice Chair Jones, and Mr. Janney. No – None. Abstain – None. Absent – None.

8. REGIONAL ACTIVE TRANSPORTATION PROGRAM PROJECT SCORING CRITERIA (RECOMMEND)

Jenny Russo, Senior Contracts and Procurement Analyst, presented the item.

Action: Upon a motion by Deputy Mayor Shaffer and a second by Councilmember Jones, the Transportation Committee recommended that the Board of Directors adopt Resolution No. 2016-27, certifying the submission of the proposed Regional Active Transportation Program Project Scoring Criteria to the California Transportation Commission for use in the Cycle 3 Regional Active Transportation Program competition. Yes – Chair Gloria, Mayor Ritter, Mayor Salas, Supervisor Horn, Councilmember Jones, MTS Chair Mathis, Deputy Mayor Shaffer, NCTD Vice Chair Jones, and Mr. Janney. No – None. Abstain – None. Absent – None.

9. FY 2017 TRANSPORTATION DEVELOPMENT ACT PRODUCTIVITY IMPROVEMENT PROGRAM (RECOMMEND)

Lisa Madsen, Associate Transit Planner, presented the item.

Action: Upon a motion by MTS Chairman Mathis and a second by NCTD Vice Chair Jones, the Transportation Committee recommended that the Board of Directors find that the Metropolitan Transit System and North County Transit District made a reasonable effort to implement productivity improvements during FY 2016, and approve continuing this program in FY 2017, which fulfills the requirements outlined in Section 99244 of the Transportation Development Act. Yes – Chair Gloria, Mayor Ritter, Mayor Salas, Supervisor Horn, Councilmember Jones, MTS Chair Mathis, Deputy Mayor Shaffer, NCTD Vice Chair Jones, and Mr. Janney. No – None. Abstain – None. Absent – None.

10. REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION: STATUS REPORT (INFORMATION)

Carolina Ilic, Senior Regional Planner, provided a progress update on the Regional Complete Streets Policy, which will be used as a guide for SANDAG to implement regional transportation projects.

Ms. Burgess spoke about safe bikeways and walkways to and from the Mid-Coast Trolley stations.

Kathleen Ferrier, Circulate San Diego, spoke in support of the Regional Complete Streets Policy Implementation.

Ms. Gandalfo spoke about sustainability.

Action: This item was presented for information.

11. CONTINUED PUBLIC COMMENTS

There were no additional public comments.
12. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, June 3, 2016.

13. ADJOURNMENT

Chair Gloria adjourned the meeting at 10:34 a.m.
## CONFIRMED ATTENDANCE
### SANDAG TRANSPORTATION COMMITTEE MEETING
### MAY 20, 2016

<table>
<thead>
<tr>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
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</thead>
<tbody>
<tr>
<td>North County Coastal</td>
<td>Lisa Shaffer</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>Lesa Heebner</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>North County Inland</td>
<td>Jim Desmond (Vice Chair)</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Judy Ritter</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>East County</td>
<td>Jerry Jones</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Bill Baber</td>
<td>Alternate</td>
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<tr>
<td>South County</td>
<td>Mary Salas</td>
<td>Member</td>
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<td></td>
<td>Michael Woiwode</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>City of San Diego</td>
<td>Todd Gloria (Chair)</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Mark Kersey</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>County of San Diego</td>
<td>Ron Roberts</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Bill Horn</td>
<td>Alternate</td>
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<td></td>
<td>Greg Cox</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Metropolitan Transit System</td>
<td>Harry Mathis</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Lorie Bragg</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>North County Transit District</td>
<td>Rebecca Jones</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Bill Horn</td>
<td>Alternate</td>
<td>Yes</td>
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<td></td>
<td>John Aguilera</td>
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<td>No</td>
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<tr>
<td>San Diego County Regional Airport Authority</td>
<td>Jim Janney</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>April Boling</td>
<td>Alternate</td>
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### ADVISORY MEMBERS

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<tr>
<td>Caltrans</td>
<td>Laurie Berman</td>
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<td>Bill Figge</td>
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<td>SCTCA</td>
<td>Erica Pinto</td>
<td>Member</td>
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<td></td>
<td>Allen Lawson</td>
<td>Member</td>
<td>No</td>
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<tr>
<td>Other Attendees</td>
<td>Dahvia Lynch</td>
<td>NCTD</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Paul Jablonski</td>
<td>MTS</td>
<td>Yes</td>
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<td></td>
<td>Ron Roberts</td>
<td>Chairman, SANDAG</td>
<td>No</td>
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Introduction

In July 2015, the Board of Directors approved project awards for the third cycle of grant funding available through the TransNet Active Transportation Grant Program (ATGP).

In Cycle 3, $1.42 million was available for Large-Category active transportation capital projects. Based on criteria adopted by the Board of Directors, funding was awarded to the two top-ranked projects, including a National City project that received $1 million. National City subsequently received a statewide Active Transportation Program grant for the same project. As a result, the TransNet Program funds were returned, and at its February 26, 2016, meeting, the Board of Directors approved the reallocation of funds toward other “large category” projects and directed staff to allocate the remaining funds to the next highest-ranked “small category” active transportation projects.

As directed by the Board, staff proceeded to offer funds, in order of ranking, to the next highest ranked small category projects. The City of Carlsbad originally requested $270,000 for the Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project. This project was awarded partial funding of $192,100, which was $77,900 less than requested. Action by the Transportation Committee today would augment the original request by $77,900, fully funding the project. Staff contacted the remaining jurisdictions in ranking order, and none of the remaining jurisdictions accepted the remaining grant funds as the amount was not enough to fully fund any of the projects. As a result, $217,100 remains unallocated.

The Transportation Committee is asked to adopt Resolution No. 2016-29, approving an amendment to Transportation Development Act Article 3.0 claim for the City of Carlsbad in order to provide an additional $77,900 in funding for the Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project, in substantially the same form as shown in Attachment 1.

Recommendation

The Transportation Committee is asked to adopt Resolution No. 2016-29, approving an amendment to Transportation Development Act Article 3.0 claim for the City of Carlsbad in order to provide an additional $77,900 in funding for the Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project, in substantially the same form as shown in Attachment 1.
RESOLUTION NO. 2016-29

APPROVING THE ALLOCATION OF REVISION TO FY 2016 TRANSPORTATION DEVELOPMENT ACT FUNDS ARTICLE 3 BICYCLE AND PEDESTRIAN FACILITIES AND PROGRAMS

WHEREAS, the Transportation Development Act (TDA) claims to the FY 2016 TDA funds pursuant to Chapter 4, Article 3, Section 99234 of the California Public Utilities Code (PUC) listed below require a revision; and

WHEREAS, the SANDAG Board of Directors has delegated the authority to approve TDA amendments to the Transportation Committee; and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), SANDAG has analyzed this claim and determined that it conforms substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, SANDAG finds the claim to be consistent with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Transportation Committee as follows:

1. That the Transportation Committee, pursuant to CGC 29532 and PUC 99234, does hereby approve the revision to the claims as shown below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Previous Allocation</th>
<th>Adjustment (+/-)</th>
<th>Revised Allocation</th>
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<tbody>
<tr>
<td>16011008</td>
<td>City of Carlsbad</td>
<td>$192,100</td>
<td>$77,900</td>
<td>$270,000</td>
</tr>
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2. That the Transportation Committee does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 3rd day of June 2016.

ATTEST:

CHAIR

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
2016 SMART GROWTH CONCEPT MAP TECHNICAL UPDATE

Introduction

The Smart Growth Concept Map illustrates the location of existing, planned, and potential Smart Growth Opportunity Areas and is used to prioritize public transit investments and for determining eligibility to compete for funding from the TransNet Smart Growth Incentive Program (SGIP). Revisions to the map are periodically necessary to account for local land use plan updates and changes to the regional transportation network. Prior to the current update, the map was last revised in October 2014 to incorporate the Series 13 Regional Growth Forecast and for use in the December 2014 SGIP call for projects. This year’s update focuses on incorporating the regional transit network from San Diego Forward: The Regional Plan.

The Smart Growth Concept Map consists of two components:

1. A Regional Map and detailed Subregional Maps for North County, North City and North County, Mid-City and East County, Downtown-Central, and South County
2. Site descriptions for each area identified on the Smart Growth Concept Map

The maps and site descriptions are available on the SANDAG website at sandag.org/SmartGrowth.

Discussion

The 2016 update incorporates the transportation network included in San Diego Forward: The Regional Plan. Because the Series 13 Regional Growth Forecast is the most recent land use forecast, no changes to land use were made as part of this update. The map contains 211 Smart Growth Opportunity Areas, including 135 Existing/Planned and 76 Potential. Below is a list of the “Place Type” classification changes resulting from modifications to the regional transit network:

- La Mesa: LM-9: Changed from Potential to Existing/Planned
- San Diego: Mira Mesa: SD-MM-7: Changed from Existing/Planned to Potential
- San Diego: Mira Mesa: SD-MM-8: Changed from Existing/Planned to Potential
- San Diego: Pacific Highlands Ranch: SD-PHR-1: Changed from Potential to Existing/Planned

The planning and community development directors from each jurisdiction, through the Regional Planning Technical Working Group (TWG), reviewed the updated map and associated site descriptions. In May, the TWG and Cities/County Transportation Advisory Committee received a copy
of the 2016 Smart Growth Concept Map, site descriptions, and Smart Growth Concept Map Fact Sheet (Attachment 1).

Next Steps

The Smart Growth Concept Map will be updated again with the land use inputs from the Series 14 Regional Growth Forecast once that information is available, and before the next SGIP call for projects. The next SGIP call for projects is anticipated in late 2017 or early 2018.

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

Attachment: 1. Smart Growth Concept Map Fact Sheet

Key Staff Contact: Carolina Ilic, (619) 699-1989, carolina.ilic@sandag.org
Planning

What is Smart Growth?
Smart growth is a compact, efficient, livable, and environmentally sensitive urban development pattern. It focuses future growth and infill development close to jobs, services, and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources.

Smart growth is characterized by more compact, higher-density development in urbanized areas throughout the region that is walkable, bike-friendly, near public transit, and promotes good community design. It results in more housing and transportation choices for those who live and work in these areas. This planning approach is illustrated by the SANDAG Smart Growth Concept Map (Concept Map).

Preparing the Smart Growth Concept Map
San Diego Forward: The Regional Plan calls for better coordination between land use and transportation. The Concept Map is a key tool used to implement the Plan, as it identifies locations within the region that can support smart growth and transportation investments. This innovative and collaborative map is used to refine the regional transit network and to identify other transportation needs. It also serves to determine eligibility to participate in the Smart Growth Incentive Program funded through TransNet.

The Concept Map contains over 200 existing, planned, or potential smart growth locations. Planning professionals from the region’s jurisdictions — each of the 18 cities and the County of San Diego — identified the specific Smart Growth Opportunity Areas shown on the map. In addition to input from the cities and County, feedback from the public also was important in creating the Concept Map. The most recent technical update was completed in 2016 to incorporate the updated transit network included in the Regional Plan.

Recognizing the Importance of Flexibility
SANDAG understands that smart growth is not a “one size fits all” approach. What makes sense in one community may not be appropriate in another.

For example, smart growth in a large metropolitan center like Downtown San Diego or an urban center like University City looks and feels different from a town center in Encinitas or a community center in Imperial Beach. Characteristics of the seven smart growth place types featured on this map can be found on page 2 of this fact sheet. In addition, each place type has residential, employment, and transit service targets. Descriptions of all of the Smart Growth Opportunity Areas and targets can be found in the Site Descriptions document, available at sandag.org/smartgrowth.

Because land use authority rests with the cities and County, each jurisdiction is responsible for making recommendations for future updates to the map as their general and community plans are amended or updated. For more information on the Smart Growth Concept Map, smart growth incentives, visual simulations, and other implementation tools, go to sandag.org/regionalgrowth.

(Continued on reverse)
Metropolitan Center

» The region’s primary business, civic, commercial, and cultural center
» Mid- and high-rise residential, office, and commercial buildings
» Very high levels of employment
» Draws people from throughout the region and from beyond the region’s borders
» Served by numerous transportation services and transit options
» Example: Downtown San Diego

Urban Center

» Subregional business, civic, commercial, and cultural centers
» Mid- and high-rise residential, office, and commercial buildings
» Medium to high levels of employment
» Draws people from throughout the region, with many from the immediate area
» Served by transit lines and local bus services
» Examples: University City, Uptown/Hillcrest, Chula Vista Urban Core

Town Center

» Suburban downtowns within the region
» Low- and mid-rise residential, office, and commercial buildings
» Some employment
» Draws people from the immediate area
» Served by corridor/regional transit lines and local services or shuttle services
» Examples: Downtowns of La Mesa, Oceanside, Encinitas, and others

Community Center

» Areas with housing within walking/biking distance of transit stations
» Low- to mid-rise residential, office, and commercial buildings
» Draws people from nearby communities and neighborhoods
» Served by local high-frequency transit
» Examples: Clairemont Town Square, Vista Village Transit Center

Rural Village

» Distinct communities within the unincorporated areas of San Diego County
» Low-rise employment and residential buildings
» Draws people from nearby rural areas
» Concentrated local road network within the village, with possible local transit service
» Examples: Alpine, Fallbrook

Mixed-Use Transit Corridor

» Areas with concentrated residential and mixed-use development along a linear transit corridor
» Variety of low-, mid- and high-rise buildings, with employment, commercial and retail businesses
» Draws people from nearby communities
» Examples: University Avenue and El Cajon Boulevard in San Diego, Mission Road in Escondido, North Santa Fe Avenue in Vista

Special Use Center

» Employment areas consisting primarily of medical or educational facilities
» Variety of low-, mid- and high-rise buildings
» Dominated by one non-residential land use (e.g., medical or educational)
» Draws people from throughout the region or immediate subregion
» Examples: San Diego State University, Cal State San Marcos, UC San Diego, University of San Diego
STATUS UPDATE ON SANDAG APPLICATIONS TO THE
AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Introduction

The Affordable Housing and Sustainable Communities (AHSC) Program was created as part of the state's Cap-and-Trade Investment Plan. This program, which is administered by the Strategic Growth Council, provides grants to projects that are expected to achieve greenhouse gas 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 through shortened vehicle trip length or mode shift.

Earlier this year, the Transportation and Regional Planning Committees directed staff to explore potential co-applications with affordable housing developers for submission to the AHSC Program for sites that showed competitiveness based on criteria included in the Strategic Growth Council's AHSC Program Guidelines. At its February 26, 2016, meeting, the Board of Directors authorized submittal of concept applications to the FY 2015-2016 AHSC Program for two SANDAG projects: a joint application with Chelsea Investment Corporation for the North Park | Mid-City: Georgia-Meade Bikeway, and an individual application for a segment of the Inland Rail Trail in the City of Vista.

The state has invited SANDAG to submit full applications for both of these proposals. Full applications are due June 20, 2016.

At its May 27, 2016, meeting, the Board of Directors approved a Resolution that authorizes and directs the submission of these full applications and the execution of all necessary agreements to receive any awarded funds. Full applications will be prepared and submitted for both projects by the June deadline. Pending successful funding awards this fall, agreements will be prepared with the state and development partners to receive and expend any awarded funds.

CHARLES “MUGGS” STOLL

Director of Land Use and Transportation Planning

Attachment: 1. May 27, 2016, Board of Directors Report: FY 2015-2016 State Cap-and-Trade: Affordable Housing and Sustainable Communities Program Full Applications

Key Staff Contact: Carolina Illic, (619) 699-1989, carolina.illic@sandag.org
FY 2015-2016 STATE CAP-AND-TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM
FULL APPLICATIONS

Introduction

The Affordable Housing and Sustainable Communities (AHSC) Program was created as part of the state’s Cap-and-Trade Investment Plan. This program, which is administered by the Strategic Growth Council (SGC), provides grants to projects that are expected to achieve greenhouse gas (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 through shortened vehicle trip length or mode shift.

At its February 26, 2016, meeting, the Board of Directors authorized submittal of concept applications to the FY 2015-2016 AHSC Program for two SANDAG projects: a joint application with Chelsea Investment Corporation for the North Park | Mid-City: Georgia-Meade Bikeway, and an individual application for a segment of the Inland Rail Trail in the City of Vista.

The state has invited SANDAG to submit full applications for both of these proposals. Full applications are due June 20, 2016. The submittal of full applications requires a Resolution by the Board of Directors (Attachment 1) that authorizes and directs the submission of these full applications and the execution of all necessary agreements to receive any awarded funds.

Discussion

Applications from the San Diego Region

This is the second cycle of funding available through the AHSC Program.

Recommendation

The Board of Directors is asked to adopt Resolution No. 2016-28 in substantially the same form as Attachment 1, authorizing and directing the submission of two SANDAG full applications for the North Park | Mid-City: Georgia-Meade Bikeway and Inland Rail Trail projects to the state’s cap-and-trade FY 2015-2016 Affordable Housing and Sustainable Communities Program and authorizing the execution of all necessary agreements with the state and development partners to receive and expend any awarded funds.
In the first cycle (FY 2014-2015), the San Diego region received approximately $16 million of the $122 million available statewide. SANDAG submitted two individual applications (one for the South Bay Rapid and another for the Inland Rail Trail), and affordable housing developers submitted 12 applications. Of the 14 concept applications submitted from the San Diego region in the first cycle, the state invited four applicants to submit full applications. Two of the four full applications received funding for a total of $16.2 million for the San Diego region ($7 million for the SANDAG South Bay Rapid project and $9.2 million for the Westside Transit Oriented Development in National City).

During the second cycle (FY 2015-2016), approximately $320 million is available. In helping to prepare applicants for this cycle, the SGC worked with the state's Metropolitan Planning Organizations to encourage partnerships and joint applications between affordable housing developers and transportation agencies. The SGC has invited six concept applications from the San Diego region to be submitted as full applications. These include the two SANDAG applications (shown as 1 and 2 below):

1. Connecting Vista: Bike, Walk, SPRINT (Submitted by SANDAG; No co-applicant; City of Vista)
2. Go by Bike to The Lofts at Normal Heights (Submitted by Chelsea Investment Corporation; Co-applicant: SANDAG; North Park Community)

Across the state, the SGC invited 83 full applications out of 130 concept applications, requesting a total of almost $750 million. Additional information is available at [http://sgc.ca.gov/Grant-Programs/AHSC-NOFA-Application.html](http://sgc.ca.gov/Grant-Programs/AHSC-NOFA-Application.html).

SANDAG took a proactive role in promoting collaborative relationships that could result in more successful applications from the region and help implement San Diego Forward: The Regional Plan. As part of the collaborative process, staff co-hosted a workshop with the San Diego Housing Federation, bringing together affordable housing developers, local planning and public works staff, transit operators, SANDAG bike and transit planners, and SGC staff to learn about the program and discuss potential opportunities for collaboration. Staff also established a dedicated website ([sandag.org/ahsc](http://sandag.org/ahsc)) and created a contact list as a way to disseminate additional information as it became available. In addition, staff held two GHG reduction calculation training workshops for potential applicants, and hosted a regional workshop organized by the SGC for potential applicants from the San Diego region.

Next Steps

Pending action by the Board of Directors, full applications will be prepared and submitted for both projects by the June deadline. Pending successful funding awards this fall, agreements will be prepared with the state and development partners to receive and expend any awarded funds.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Resolution No. 2016-28

Key Staff Contact: Carolina Ilic, (619) 699-1989, carolina.ilic@sandag.org
RESOLUTION NO. 2016-28

RESOLUTION OF THE SAN DIEGO ASSOCIATION OF GOVERNMENTS AUTHORIZING APPLICATIONS TO THE STATE FY 2015-2016 CAP-AND-TRADE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

WHEREAS, the State of California, the Strategic Growth Council (SGC), and the Department of Housing and Community Development (Department) has issued a Notice of Funding Availability (NOFA) dated January 29, 2016, under the Affordable Housing and Sustainable Communities (AHSC) Program established under Division 44, Part 1 of the Public Resources Code commencing with Section 75200.

WHEREAS, SANDAG desires to apply for AHSC Program funds and submit the Application Package released by the Department for the AHSC Program for two projects.

WHEREAS, the SGC is authorized to approve funding allocations for the AHSC Program, subject to the terms and conditions of the NOFA, Program Guidelines, Application Package, and Standard Agreement, and the Department is authorized to administer the approved funding allocations of the AHSC Program; NOW THEREFORE

BE IT RESOLVED that the Board of Directors:

1. Authorizes and directs staff to apply for and submit to the Department the AHSC Program Application as detailed in the NOFA dated January 29, 2016, for FY 2015-2016 a joint application with Chelsea Investment Corporation entitled “Go by Bike to The Lofts at Normal Heights,” for the 3.5-mile Georgia-Meade Bikeway segment of the 13-mile North Park Mid-City Bikeways. The total request shall not exceed $12,781,229, of which $8,781,229 is requested as a loan for an Affordable Housing Development ("AHSC Loan") and $4,000,000 is requested for a grant for the Sustainable Transportation Infrastructure (STI) portion of the joint AHSC application as defined in the AHSC Program Guidelines adopted by the SGC on December 17, 2015. If the application is approved, the Board of Directors authorizes and directs the Executive Director, or his designee, to enter into, execute, and deliver a State of California Standard Agreement (Standard Agreement) in a total amount not to exceed $12,781,229 ($8,781,229 for the AHSC Loan and $4,000,000 for the AHSC Grant), and any and all other documents required or deemed necessary or appropriate to secure the AHSC Program funds from the Department, including necessary agreements with the development partner, and all amendments thereto (collectively, the “AHSC Documents”).

2. Authorizes and directs staff to apply for and submit to the Department the AHSC Program Application as detailed in the NOFA dated January 29, 2016, for FY 2015-2016 in a total amount not to exceed $5,120,000 for a grant for STI activities ("AHSC Grant") as defined in the AHSC Program Guidelines adopted by SGC on December 17, 2015, for a segment of the Inland Rail Trail Project, entitled “Connecting Vista: Bike, Walk, SPRINT.” If the application is approved, the Board of Directors authorizes and directs the Executive Director, or his designee, to enter into, execute, and deliver a State of California Standard Agreement (Standard Agreement) in a total amount not to exceed $5,120,000 for the AHSC Grant, and any and all other documents
required or deemed necessary or appropriate to secure the AHSC Program funds from the Department, and all amendments thereto (collectively, the “AHSC Documents”).

3. Authorizes and directs the Executive Director, or his designee, to enter into the Standard Agreement, subject to its terms and conditions. Funds are to be used for allowable capital asset project expenditures to be identified in Exhibit A of the Standard Agreement. The application in full is incorporated as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the application are enforceable through the Standard Agreement. Applicant hereby agrees to use the funds for eligible capital asset(s) in the manner presented in the application as approved by the Department and in accordance with the NOFA and Program Guidelines and Application Package.

4. Authorizes the Executive Director, or his designee, to execute in the name of the Applicant the AHSC Program Application Package and the AHSC Program Documents as required by the Department for participation in the AHSC Program.

PASSED AND ADOPTED this 27th day of May, 2016, by the following vote:

Ayes: 17  Nays: 0  Abstain: 0  Absent: 4

The undersigned, Supervisor Ron Roberts, Chair of the SANDAG Board, of the Applicant here before named does hereby attest and certify that the foregoing is a true and full copy of a resolution of the SANDAG Board of Directors adopted at a duly convened meeting on the date above-mentioned, which has not been altered, amended, or repealed.

[Signatures]

CHAIR

ATTEST:

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
**Transportation Committee**

**June 3, 2016**

**Agenda Item No. 16-06-6**

**Action Requested – Information**

**TransNet Environmental Mitigation Program:**

**Land Management Grant Program Quarterly Status Update**

**File Number 1200300**

**Introduction**

The Board of Directors entered into a Memorandum of Agreement (MOA) with state and federal agencies on the implementation of the *TransNet* Environmental Mitigation Program (EMP). Originally signed on February 22, 2008, the MOA was most recently amended on April 26, 2013.

A provision of the MOA allocates $4 million annually for ten years to implement regional habitat management and monitoring efforts to help maintain the region’s biological integrity, thus helping to avoid the future listing of endangered species. The Board of Directors allocates a portion of the $4 million annually for the *TransNet* EMP Land Management Grant Program to assist land managers in filling funding gaps to promote regional priorities. The purpose of this report is to provide information to the Transportation Committee on the quarterly status of active land management grant projects.

**Discussion**

The *TransNet* Extension Ordinance and Expenditure Plan, approved by voters in November 2004, includes the EMP, which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. A portion of this funding is distributed through a competitive Land Management Grant Program, which is administered consistent with the requirements identified in Board Policy No. 035: Competitive Grant Program Procedures.

Since the program’s inception, 81 land management grants totaling approximately $13 million in *TransNet* funding have been awarded to land management entities in the region through a competitive grant program. Eligible applicants include land managers from private and nonprofit organizations, local jurisdictions, and other government agencies. Between January 1, 2016, and March 31, 2016, three projects were completed bringing the total number of completed land management grant projects to 65. The grant projects completed this quarter include the North County Dunes Restoration Project by the San Elijo Lagoon Conservancy and the Rare Plants and Proctor Valley Vernal Pools Projects both completed by the Chaparral Lands Conservancy. Attachment 1 provides the status report of the 16 active land management grants covering the reporting period of January 1, 2016, to March 31, 2016.
Projects under the EMP Land Management Grant Program are placed on the “watch list” if a grantee is not making timely progress (defined in Board Policy No. 035) and the grantee has 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. As of the date of this quarterly report, no projects are currently on the watch list.

Grant Oversight

SANDAG staff provides ongoing oversight of projects under the TransNet-funded EMP Land Management Grant Program through review of quarterly reports and invoices. Annual and quarterly status updates are provided to the Independent Taxpayer Oversight Committee (ITOC) and the Regional Planning and Transportation Committees.

Staff reviews quarterly reports to ensure that grantees are making timely progress with respect to Board Policy No. 035 provisions and to ensure that the project submission of deliverables matches the scopes of work in their grant contract agreements.

Next Steps

The next quarterly status report of active land management grant projects (covering April 1, 2016, to June 30, 2016) is expected to be presented in September 2016 to the ITOC and Regional Planning and Transportation Committees.

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


Key Staff Contact: Sarah Pierce, (619) 699-7312, sarah.pierce@sandag.org
<table>
<thead>
<tr>
<th>FY</th>
<th>Date BOD Funding Approval</th>
<th>Contract #</th>
<th>IFAS Project #</th>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>Contract / Project Expiration Date</th>
<th>Watch List*</th>
<th>Status</th>
</tr>
</thead>
<tbody>
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<td></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>1</td>
<td>2010</td>
<td>09/25/09</td>
<td>5001589</td>
<td>1200351 County of San Diego</td>
<td>Lakeside Linkage</td>
<td>Plant coast prickly pear cactus on 5 acres adjacent to cactus wren populations, and control invasive plant species.</td>
<td>$200,824.00</td>
<td>04/12/11</td>
<td>01/31/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>2</td>
<td>2013</td>
<td>09/28/12</td>
<td>5001763</td>
<td>1200384 Conservation Biology Institute</td>
<td>Dehesa nolina and Dudleya</td>
<td>Enhance, restore, and protect Dehesa nolina and variegated dudleya on portions of the South Crest property. Develop a science-based Conservation Vision and Management Strategy for Dehesa nolina in Management Unit 3.</td>
<td>$114,810.00</td>
<td>09/01/13</td>
<td>09/01/16</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>3</td>
<td>2013</td>
<td>09/28/12</td>
<td>5001764</td>
<td>1200385 Back Country Land Trust</td>
<td>San Diego thornmint and Quino Checkerspot Butterfly</td>
<td>Enhance native grassland habitat, populations of San Diego thornmint, and plantago erecta (host plant for Quino checkerspot butterfly) at Wright's Field.</td>
<td>$108,540.00</td>
<td>09/27/13</td>
<td>09/27/16</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>4</td>
<td>2013</td>
<td>09/28/12</td>
<td>5001765</td>
<td>1200386 San Diego Audubon Society</td>
<td>California least tern</td>
<td>Observe and record predation events in order to provide recommendations for improving efficacy of predator management actions and in turn improve breeding productivity of CA least tern in Mission Bay Park.</td>
<td>$58,464.00</td>
<td>09/01/13</td>
<td>09/01/16</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>5</td>
<td>2013</td>
<td>09/28/12</td>
<td>5001766</td>
<td>1200387 Otay Water District</td>
<td>Cactus wren</td>
<td>Create cactus dominated Diegan coastal sage scrub habitat at the San Miguel Habitat Management Area that can support wintering cactus wren and a minimum of two pairs of nesting coastal cactus wrens.</td>
<td>$88,840.00</td>
<td>09/01/13</td>
<td>10/01/16</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>6</td>
<td>2015</td>
<td>7/24/2015</td>
<td>5004735</td>
<td>1201301 Conservation Biology Institute</td>
<td>Brachypodium Phase 2</td>
<td>Control invasive grass, Brachypodium distachyon, in 4 locations by refining existing Brachypodium Best Management Practices.</td>
<td>$100,000</td>
<td>09/15/15</td>
<td>09/15/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>7</td>
<td>2015</td>
<td>7/24/2015</td>
<td>5004731</td>
<td>1201305 City of Chula Vista</td>
<td>Oatay River Valley and Salt Creek Cactus Wren 3</td>
<td>Increase the amount of suitable habitat and improve connectivity for the coastal cactus wren along Oatay River Valley and Salt Creek through restoration and enhancement of degraded habitat areas.</td>
<td>$189,863</td>
<td>09/17/15</td>
<td>09/17/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>8</td>
<td>2015</td>
<td>7/24/2015</td>
<td>5004737</td>
<td>1201303 Earth Discovery Institute</td>
<td>South San Diego County Community 3</td>
<td>Extend conservation outreach and environmental education through interpretive and habitat conservation events, student involvement, and volunteer patrols.</td>
<td>$159,500</td>
<td>09/29/15</td>
<td>09/29/16</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>9</td>
<td>2015</td>
<td>7/24/2015</td>
<td>5004732</td>
<td>1200397 Mission Resource Conservation District</td>
<td>San Luis Rey, Santa Margarita &amp; San Dieguito Watersheds</td>
<td>Re-treatment of Arundo and maintenance of the right-of-entry (ROE) database, to allow re-treatments to occur on over 350 public and private properties in these watersheds.</td>
<td>$300,000</td>
<td>09/28/15</td>
<td>09/28/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<td>10</td>
<td>2015</td>
<td>7/24/2015</td>
<td>5004738</td>
<td>1201304 County of San Diego</td>
<td>Furby-North Preserve</td>
<td>Addition of signage, fencing and gates on the Furby-North Property to prevent unauthorized access into and across the Property and allow for future active restoration of the unauthorized trails as outlined in the Resource Management Plan.</td>
<td>$119,046</td>
<td>10/20/15</td>
<td>02/20/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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</tbody>
</table>

*Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Board Policy No. 035) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project complet
### Status of Active TransNet EMP Land Management Grant Program Projects:
#### Reporting period January 1 to March 31, 2016

<table>
<thead>
<tr>
<th>FY</th>
<th>Date BOD Funding Approval</th>
<th>Contract #</th>
<th>IFAS Project #</th>
<th>Grantee</th>
<th>Project Description of Project Activities</th>
<th>Grant Amount</th>
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<th>Watch List*</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>11</td>
<td>7/24/2015</td>
<td>5004730</td>
<td>1200396</td>
<td>County of San Diego</td>
<td>Otay River Valley Cactus Wren - Restore and enhance areas of degraded habitat along Otay River Valley to increase the amount of suitable habitat and improve connectivity for the coastal cactus wren.</td>
<td>$66,840</td>
<td>10/20/15</td>
<td>10/20/18</td>
<td>No</td>
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<td>12</td>
<td>7/24/2015</td>
<td>5004729</td>
<td>1200395</td>
<td>San Diego Audubon Society</td>
<td>Nuttall's Lotus - Maintain and expand certain extant small and large populations of Nuttall's Lotus within Mission Bay Park.</td>
<td>$110,017</td>
<td>09/14/15</td>
<td>09/14/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<td>13</td>
<td>7/24/2015</td>
<td>5004734</td>
<td>1200399</td>
<td>San Elijo Lagoon Conservancy</td>
<td>Carlsbad Hydrologic Unit 2 - Invasive plant re-treatments, limited new treatments, revegetation and habitat restoration, detailed mapping of invasive plants throughout the Carlsbad Hydrologic</td>
<td>$100,000</td>
<td>09/08/15</td>
<td>09/08/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<td>14</td>
<td>7/24/2015</td>
<td>5004733</td>
<td>1200398</td>
<td>Sweetwater Water Authority</td>
<td>Sweetwater Reservoir Wetland - Purchase of plant materials and seed as part of a large-scale wetland riparian adaptive management - Sweetwater Reservoir Wetland Habitat Recovery Project.</td>
<td>$100,000</td>
<td>09/18/15</td>
<td>08/31/22</td>
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<td>15</td>
<td>7/24/2015</td>
<td>5004736</td>
<td>1201302</td>
<td>United States Fish and Wildlife Service</td>
<td>Mother Miguel Mountain - Protect sensitive species, including Mexican flannelbush and critical habitat on the southwestern slope of Mother Miguel Mountain, while managing public access and awareness.</td>
<td>$21,454</td>
<td>12/1/15</td>
<td>12/1/18</td>
<td>No</td>
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<td>16</td>
<td>7/24/2015</td>
<td>5004728</td>
<td>1200394</td>
<td>Zoological Soecity of San Diego</td>
<td>Cactus Wren 2015 - Implement active restoration of critical cactus wren habitat in the Lake Hodges area and developing a North County Cactus Nursery that will supply local native cacti to restoration projects throughout the region for 2 years.</td>
<td>$230,721</td>
<td>09/22/15</td>
<td>02/28/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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</tbody>
</table>

*Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Board Policy No. 035) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project complet...
REPURPOSING FEDERAL EARMARKED FUNDS

Introduction

The Federal Highway Administration (FHWA) has released guidance regarding the repurposing of certain federal discretionary grants for Federal Fiscal Year 2016. These discretionary grants – also known as earmarks – have not been fully utilized since they were originally appropriated more than ten years ago. This report provides information on the repurposing effort and proposed project submittals.

Discussion

Section 125 of the U.S. Department of Transportation Appropriations Act of 2016 allows states to repurpose federal earmark projects designated more than ten years ago. On March 8, 2016, the FHWA issued guidance on repurposing that outlined eligibility requirements and timelines for this effort. Because this provision is included in an annual appropriation, the opportunity to repurpose is only available for this federal fiscal year. Funds not repurposed would remain available for the original earmarked project.

Earmarked projects that are eligible to be repurposed include any that have obligated less than 10 percent of the funding available or that have been completed and closed with a remaining balance available. Earmarks administered by federal transportation agencies other than the FHWA are not eligible. Any project identified as a recipient of repurposed earmark funds must be within 50 miles of the original earmarked project and be an eligible project under the Surface Transportation Block Grant Program, which is a program that provides flexible funding for use on projects to preserve and improve conditions on public roads and bridges, bicycle and pedestrian infrastructure, and transit capital and intercity rail projects.

In April, Caltrans convened a working group that included staff of the California Transportation Commission, FHWA, Regional Transportation Planning Agencies (RTPAs), Metropolitan Planning Organizations, cities, and counties.

Funds Available for Repurposing

On April 18, 2016, Caltrans issued a letter providing further information and guidance regarding the repurposing effort (Attachment 1). Project lists also were posted on Caltrans Local Assistance websites identifying eligible and potentially-eligible projects. In the San Diego region, there are 29 projects on the lists, with approximately $18.6 million in remaining funds. Of the remaining
funds, approximately $10 million is currently eligible, with a remaining $8.6 million eligible only if the existing active projects are completed and closed. See Table 1 for summary of remaining funds.

Table 1. Remaining Earmark Funding Summary

<table>
<thead>
<tr>
<th>Project Status</th>
<th>Number of Projects</th>
<th>Available Balance (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10% obligated</td>
<td>8</td>
<td>$8.387</td>
</tr>
<tr>
<td>More than 10% obligated Completed and closed</td>
<td>9</td>
<td>$1.621</td>
</tr>
<tr>
<td>More than 10% obligated Active project*</td>
<td>12</td>
<td>$8.550</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>29</strong></td>
<td><strong>$18.558</strong></td>
</tr>
</tbody>
</table>

* Repurposing eligible if complete and closed

RTPAs like SANDAG were asked to survey local agencies to determine if existing projects would continue as originally identified in legislation. In addition, Caltrans tasked RTPAs with determining which projects would potentially receive repurposed funding. Requests for repurposing funds are due to Caltrans no later than August 1, 2016. Any repurposed funds must be obligated no later than September 2019.

In April, members of the Cities/County Transportation Advisory Committee (CTAC) were asked to determine the status of projects in their individual jurisdiction on the eligible-projects list as well as other active projects. Of the eligible projects, three projects valued at $3.959 million were requested to remain active as originally earmarked: (1) City of Carlsbad’s Poinsettia Lane Project; (2), City of San Diego’s Otay Mesa Truck Lane Project; and (3) City of Escondido’s Bear Valley/East Valley Parkway Project. These projects are programmed in the current Regional Transportation Improvement Program.

The local agencies also were notified that funding for active projects on the list would only be considered for repurposing if they were completed and requested to be closed through Caltrans Local Assistance no later than May 30, 2016. CTAC will discuss the earmark repurposing including eligibility requirements and deadlines at its June 2, 2016, meeting.

**Repurposing Proposal**

Based on the repurposing provision, staff recommends that local agency project sponsors take the lead in making recommendations for repurposing available funding from their projects. Local agencies would need to identify a replacement project by June 24, 2016, and/or indicate that the original project will be completed. If a local agency is unable to identify a replacement project by the June deadline, or complete the original project, staff would recommend that SANDAG repurpose those earmarks to other regional projects in order to put the funds to use in the San Diego region.

For projects where the project sponsor is not a local jurisdiction, staff recommends that available funds totaling $3.766 million be repurposed to projects administered by SANDAG as part of its regional program of projects. Staff reviewed projects already prioritized and underway in the
regional program, focusing on shortfalls for projects currently in construction. Based on the review, the following two projects are recommended for funding.

- **Airport Connection**: The Airport Connection Project provides pedestrian improvements in the area connecting the Middletown light-rail station and the airport shuttle stop west of Pacific Highway. The project is ready to construct pending execution of a job order contract. Additional funds over the budgeted amount are likely to be needed in order to complete the project. Staff is working to refine the cost estimate.

- **South Bay Bus Rapid Transit (BRT)**: The South Bay BRT is a TransNet Early Action Program project that will provide BRT service between the Otay Mesa Border Crossing and Downtown San Diego via Eastern Chula Vista. Based on bids received for the first three segments of the project, it is likely that additional funds of $4 to $8 million would be needed to complete this nearly $113 million project. Additional options to address the shortfall would be developed as cost estimates are further refined.

**Next Steps**

Pending discussion and direction from the Transportation Committee, staff will work with local jurisdictions to prepare a final repurposing plan for all eligible earmarks in the region and will return to the Transportation Committee in July for action, prior to final submittal to Caltrans.

JOSÉ A. NUNCIO  
TransNet Department Director

Attachments:  
1. Caltrans Local Assistance April 18, 2016, Letter  
2. Repurposing Project Lists

Key Staff Contact: Dawn Vettese, (619) 595-5346, dawn.vettese@sandag.org
April 18, 2016

To:    CITIES AND COUNTIES IN CALIFORNIA
       METROPOLITAN PLANNING ORGANIZATIONS
       REGIONAL TRANSPORTATION PLANNING AGENCIES

RE: EARMARK REPURPOSE

Dear Transportation Partners:

The purpose of this letter is to provide you information on the implementation of earmark repurposing by the California Department of Transportation (Caltrans).

On March 8, 2016, the Federal Highway Administration (FHWA) issued guidance on the implementation of earmark repurposing provisions contained in the 2016 FY Appropriation Act, along with lists of earmark projects that are potentially eligible for the repurposing.

The earmark repurposing provides us an opportunity to use some unused federal earmark funds on other transportation projects that face funding shortfalls due to a recent decline in the State’s transportation revenues. It is the goal of Caltrans and all its transportation partners that we take full advantage of this opportunity and maximize the use of repurposed earmark funds.

Earmark Projects Eligible for Repurpose:

To be eligible for repurpose, an earmark project must have been earmarked more than 10 years ago, and

- Be less than 10 percent obligated
  or
- The project has been completed and closed if more than 10% earmark funds obligated.

Funding Amount Potentially Available for Repurpose is Substantially Less Than Expected:

The initial release of earmark project lists by FHWA generated great interest among transportation partners because they gave the impression that close to $600 million would be available for repurposing. Upon further review, the amount of funding potentially available for repurpose is substantially less, in the range of $110 million to $200 million, as explained below.
Unobligated Balance vs. Available Obligation Authority — the amount of actual funding available for repurpose is limited by the amount of Obligation Authority (OA), not the Unobligated Balance, as was provided by FHWA. For example, a project earmarked for $1,000,000 typically receives about $900,000 of OA, or about 90%. If all $900,000 have been obligated on the project, leaving $0 OA, then there will be $0 available for repurposing, even though $100,000 in earmark funds remains “unobligated.” In fact, over 200 earmark projects on the list of “more than 10% obligated” have $0 OA. The Unobligated Balances on these $0 OA earmark projects total more than $200 million! If you find one or more of your earmarks to be these $0 OA projects, you can assume that your projects will not be repurposed.

Not all earmark projects with positive OA are eligible for repurpose — Earmarks with more than 10% obligated have to be closed to be eligible for repurpose. After checking the project status in the Caltrans and FHWA project databases, only a small percentage of these “greater than 10% obligated” projects has been closed. The amount of funding available for repurposing is only about $25 million. This amount is expected to go up over the next few weeks if more earmark projects come in for final invoice payment and closeout.

It may be somewhat disappointing to realize the amount of funding available for repurposing is substantially less than anticipated. Still, $110 million - $200 million of earmark funds potentially eligible for repurpose are a significant amount of much needed funding. Our goal should be to repurpose as much as possible to take advantage of this opportunity to put some “stale” earmark funds to use to help advance ready-to-go projects.

Important Deadlines:

Deadline for submitting final invoices to close out earmark projects - To allow enough time for final invoice processing and closeout, final report of expenditure (FOE) and invoices will need to be submitted to Caltrans by May 30, 2016.

Deadline for repurpose - This opportunity to repurpose earmark projects is available only this federal Fiscal Year. The deadline for Caltrans to submit repurpose requests to FHWA is September 12, 2016. To meet this FHWA deadline and allow Caltrans processing, the deadline for local/regional agencies to submit requests to Caltrans is August 1, 2016.

Deadline for obligation of repurposed funds - Once earmark funds are repurposed, they are available for obligation until September of 2019.

Over the next few weeks, regional agencies will work with earmark project sponsors to identify which earmarks will be repurposed and which will continue as originally earmarked with justification. The results of this effort will be a better defined list of earmarks to repurpose and a more realistic funding amount available for repurposing.
Eligible use of Repurposed Funds:

To be eligible to use the repurposed earmark funds, a project will need to:
- Be eligible for Surface Transportation Block Grant Program (STBGP, formerly known as STP)
- Be within 50 miles of the original earmark project(s)

Over the next couple of months, Caltrans will work with the regional and local agencies in developing candidate projects to use the repurposed earmark funds.

To help implement the earmark repurposing process, Caltrans has convened an earmark repurposing workgroup that includes members representing regional transportation planning agencies (RTPAs), cities, counties, FHWA, and the CTC. The workgroup will meet regularly to discuss repurposing related matters.

Additional information and lists of earmark projects are posted on the Caltrans Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/Earmark/index.htm.

Sincerely,

RAY ZHANG
Chief
Division of Local Assistance

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
## EARMARK PROJECTS - LESS THAN 10% OBLIGATED, As of December 18, 2015

Note: Funding information is based on Caltrans best project information. It may change due to additional information and guidance from FHWA.

<table>
<thead>
<tr>
<th>RTPA</th>
<th>Sponsoring Agency</th>
<th>District</th>
<th>Demo ID</th>
<th>Legislation</th>
<th>Demo Description</th>
<th>Total OA Available</th>
<th>Obligated Amount as of 12/18/2015</th>
<th>Remaining OA Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>SANDAG</td>
<td>Carlsbad</td>
<td>11</td>
<td>CA366</td>
<td>SAFETEA-LU</td>
<td>Carlsbad, CA Construction of Poinsettia Lane</td>
<td>$1,439,839.50</td>
<td>$0.00</td>
<td>$1,439,839.50</td>
</tr>
<tr>
<td>SANDAG</td>
<td>City of San Diego/SANDAG</td>
<td>11</td>
<td>CA596¹</td>
<td>SAFETEA-LU</td>
<td>Construct truck lane from Britannia Blvd. to the Otay Mesa Port of Entry, San Diego County</td>
<td>$1,079,880.13</td>
<td>$0.00</td>
<td>$1,079,880.13</td>
</tr>
<tr>
<td>SANDAG</td>
<td>City of San Diego/SANDAG</td>
<td>11</td>
<td>CA675</td>
<td>SAFETEA-LU</td>
<td>Construct traffic circle in San Ysidro at the intersection of Via de San Ysidro and West San Ysidro Boulevard, San Diego</td>
<td>$215,975.83</td>
<td>$0.00</td>
<td>$215,975.83</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Escondido</td>
<td>11</td>
<td>CA332</td>
<td>SAFETEA-LU</td>
<td>Escondido, CA Construction of Bear Valley Parkway, East Valley Parkway</td>
<td>$1,439,839.50</td>
<td>$0.00</td>
<td>$1,439,839.50</td>
</tr>
<tr>
<td>SANDAG</td>
<td>National City</td>
<td>11</td>
<td>CA444</td>
<td>SAFETEA-LU</td>
<td>Construct sound barriers at the I-805/SR 54 Interchange, National City</td>
<td>$611,931.34</td>
<td>$0.00</td>
<td>$611,931.34</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Father Joe</td>
<td>11</td>
<td>CA676</td>
<td>SAFETEA-LU</td>
<td>Construct and resurface unimproved roads in the Children’s Village Ranch and improve access from Children’s Village Ranch to Lake Morena Drive, San Diego County</td>
<td>$719,920.75</td>
<td>$0.00</td>
<td>$719,920.75</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Highway 94 Club</td>
<td>11</td>
<td>CA479</td>
<td>SAFETEA-LU</td>
<td>Operational and Highway Safety Improvements on HWY 94 between the 20 mile marker post on Jamul and HWY 188 in Tocate</td>
<td>$2,159,760.26</td>
<td>$0.00</td>
<td>$2,159,760.26</td>
</tr>
<tr>
<td>SANDAG</td>
<td>SANDAG</td>
<td>11</td>
<td>CA653</td>
<td>SAFETEA-LU</td>
<td>Construct parking facility and improve museum pedestrian access from trolley station, San Diego</td>
<td>$719,920.75</td>
<td>$0.00</td>
<td>$719,920.75</td>
</tr>
</tbody>
</table>

**TOTAL**  |  |  |  |  |  | **$8,387,068.06**  | **$0.00**  | **$8,387,068.06**  |

¹) per Caltrans - not available for repurposing; tied to CA700
EARMARK PROJECTS - MORE THAN 10% OBSTRUCTED, As of December 18, 2015

<table>
<thead>
<tr>
<th>RTPA</th>
<th>Sponsoring Agency</th>
<th>Demo ID</th>
<th>Federal Project Numbers (BOLD are Active)</th>
<th>Legislation</th>
<th>Demo Description</th>
<th>Total OA Available</th>
<th>Obligated Amount as of 12/18/2015</th>
<th>Remaining OA Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>SANDAG</td>
<td>City of Chula Vista</td>
<td>C625</td>
<td>5004(177)</td>
<td>SAFETEA-LU</td>
<td>Develop bicycle paths and pedestrian access to Third Avenue, Chula Vista.</td>
<td>$215,975.83</td>
<td>$171,022.82</td>
<td>$44,953.01</td>
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<tr>
<td>SANDAG</td>
<td>City of San Diego</td>
<td>C6317</td>
<td>5004(177)</td>
<td>SAFETEA-LU</td>
<td>San Diego River Multiuse Bicycle and Pedestrian Path</td>
<td>$339,960.33</td>
<td>$33,000.00</td>
<td>$306,960.33</td>
</tr>
<tr>
<td>SANDAG</td>
<td>City of San Diego</td>
<td>C640</td>
<td>5004(175)</td>
<td>SAFETEA-LU</td>
<td>Park Boulevard-Harbor Drive Rail Grade Separation, San Diego.</td>
<td>$719,920.75</td>
<td>$382,155.99</td>
<td>$337,764.76</td>
</tr>
<tr>
<td>SANDAG</td>
<td>City of San Diego</td>
<td>C674</td>
<td>5004(180), 5004(181)</td>
<td>SAFETEA-LU</td>
<td>Construct landscape medians along Skyline Drive from Sears Avenue to 58th Street, San Diego.</td>
<td>$719,920.75</td>
<td>$660,985.91</td>
<td>$58,934.84</td>
</tr>
<tr>
<td>SANDAG</td>
<td>City of San Diego</td>
<td>C701</td>
<td>5004(159)</td>
<td>SAFETEA-LU</td>
<td>Park Boulevard-Harbor Drive Rail Grade Separation, San Diego.</td>
<td>$1,795,611.88</td>
<td>$1,466,246.89</td>
<td>$331,364.99</td>
</tr>
<tr>
<td>SANDAG</td>
<td>City of San Diego</td>
<td>C700</td>
<td>5004(187)</td>
<td>SAFETEA-LU</td>
<td>Construct truck lane from Britania Blvd. to the Otay Mesa Port of Entry, San Diego County</td>
<td>$2,699,418.32</td>
<td>$1,800,000.00</td>
<td>$899,418.32</td>
</tr>
<tr>
<td>SANDAG</td>
<td>City of San Diego/SANDAG</td>
<td>C653</td>
<td>5004(180), 5004(181)</td>
<td>SAFETEA-LU</td>
<td>Planning, design, engineering, and construction of Naval Air Station, North Island access tunnel on SR 75-282 corridor, San Diego.</td>
<td>$3,599,599.76</td>
<td>$3,561,328.95</td>
<td>$38,270.81</td>
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<tr>
<td>SANDAG</td>
<td>City of San Diego/SANDAG</td>
<td>C654</td>
<td>5004(180), 5004(181)</td>
<td>SAFETEA-LU</td>
<td>Planning, design, engineering, and construction of Naval Air Station, North Island access tunnel on SR 75-282 corridor, San Diego.</td>
<td>$4,499,030.20</td>
<td>$3,565,797.99</td>
<td>$933,232.21</td>
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<tr>
<td>SANDAG</td>
<td>Port of San Diego</td>
<td>C650</td>
<td>6211(087), 6211(088), 6211(115)</td>
<td>SAFETEA-LU</td>
<td>Construct truck ramp linking Interstate 5 to the National City Marine Cargo Terminal, National City</td>
<td>$2,159,760.26</td>
<td>$1,780,558.38</td>
<td>$379,201.88</td>
</tr>
<tr>
<td>SANDAG</td>
<td>San Diego County</td>
<td>C675</td>
<td>5950(087)</td>
<td>SAFETEA-LU</td>
<td>Improve environmental assessment, and roadway construction of Los de Majo Road from Aliso Road to Enrico Fermi Drive San Diego County</td>
<td>$359,962.38</td>
<td>$300,000.00</td>
<td>$59,962.38</td>
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<tr>
<td>SANDAG</td>
<td>SANDAG</td>
<td>C696</td>
<td>6211(043)</td>
<td>SAFETEA-LU</td>
<td>State Route 95, San Diego, California</td>
<td>$993,500.00</td>
<td>$918,541.11</td>
<td>$74,958.89</td>
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<tr>
<td>SANDAG</td>
<td>SANDAG</td>
<td>C6176</td>
<td>6046(031)</td>
<td>SAFETEA-LU</td>
<td>Intermodal State Route 52 in San Diego</td>
<td>$2,306,474.00</td>
<td>$2,333,684.11</td>
<td>$77,208.11</td>
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<tr>
<td>SANDAG</td>
<td>SANDAG</td>
<td>C6244</td>
<td>6211(076)</td>
<td>SAFETEA-LU</td>
<td>Improvements to State Route 67/State Route 52 interchange</td>
<td>$4,055,899.00</td>
<td>$4,000,000.00</td>
<td>$5,899.00</td>
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<tr>
<td>SANDAG</td>
<td>SANDAG</td>
<td>C6604</td>
<td>6211(075), 6211(077), 6211(101)</td>
<td>SAFETEA-LU</td>
<td>SR 52 East Improvements (San Diego).</td>
<td>$6,008,849.64</td>
<td>$5,999,998.08</td>
<td>$8,851.56</td>
</tr>
<tr>
<td>SANDAG</td>
<td>SANDAG</td>
<td>C6512</td>
<td>6211(071), 6211(078), 6211(116)</td>
<td>SAFETEA-LU</td>
<td>Construct State Route 905 to connect the Otay Mesa Port of Entry to Interstate 805, San Diego.</td>
<td>$12,017,698.00</td>
<td>$6,576,301.87</td>
<td>$5,441,396.13</td>
</tr>
<tr>
<td>SANDAG</td>
<td>SANDAG</td>
<td>C6443</td>
<td>6211(099), 6211(105)</td>
<td>SAFETEA-LU</td>
<td>Completion of Interstate 5 and Interstate 8 Connectors, San Diego.</td>
<td>$4,807,079.51</td>
<td>$3,999,000.00</td>
<td>$808,079.51</td>
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<tr>
<td>SANDAG</td>
<td>SANDAG</td>
<td>C680</td>
<td>6066(068), 6066(112)</td>
<td>SAFETEA-LU</td>
<td>Conduct preliminary engineering and design analysis for a dedicated intermodal rightof-way link between San Diego and the proposed Regional International Airport in Imperial Valley and the study of alternatives along the North South Corridor, including a feasibility study and cost benefit analysis evaluating the comparative options of dedicated highway or highway lanes, Maglev and conventional high speed rail or any combination thereof.</td>
<td>$801,178.79</td>
<td>$799,999.96</td>
<td>$1,178.79</td>
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<tr>
<td>TOTALS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$57,502,496.43</td>
<td>$47,331,424.00</td>
<td>$10,171,072.43</td>
</tr>
</tbody>
</table>

Note: Funding information is based on Caltrans best project information. It may change due to additional information and guidance from FHWA.
SAN DIEGO FORWARD: THE REGIONAL PLAN:
PROGRESS ON IMPLEMENTATION ACTIONS

Introduction

On October 9, 2015, the SANDAG Board of Directors adopted San Diego Forward: The Regional Plan. In accordance with Senate Bill 375 (Steinberg, 2008), the Regional Plan and its Sustainable Communities Strategy demonstrate how development patterns and the transportation network, policies, and programs will work together to achieve the greenhouse gas emission reduction targets set by the California Air Resources Board for cars and light trucks, and provide a more sustainable future for the region.

The Regional Plan includes implementation actions to achieve its vision, goals, and policy objectives. The Regional Plan includes 12 near-term actions, which are intended to be completed prior to the adoption of the next regional plan in 2019; and 28 continuing actions to support the longer-term implementation of Regional Plan projects and programs.

Discussion

Since the Regional Plan adoption, progress continues on its implementation actions. The list of the near-term actions and current progress on those actions, not necessarily in order of priority, is included as Attachment 1. Additionally, progress made on several continuing actions is included as Attachment 2. This information also is posted on the Implementation Actions page of the San Diego Forward website at www.sdforward.com/actions.

Next Steps

Staff will provide updates on progress toward the implementation of both near-term and continuing actions to the Transportation Committee. The website will be updated periodically to reflect new information or to report on key milestones reached. Information collected will be used for the Regional Plan Performance Monitoring Report, which will be produced every four years in advance of the Regional Plan update (the next report is due in 2018).

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

Attachments:
1. Status of Near-Term Actions: Progress since the Adoption of San Diego Forward: The Regional Plan
2. Status of Continuing Actions: Progress since the Adoption of San Diego Forward: The Regional Plan

Key Staff Contact: Elisa Arias, (619) 699-1936, elisa.arias@sandag.org
## Status of Near-Term Actions:
### Progress since the Adoption of San Diego Forward: The Regional Plan

<table>
<thead>
<tr>
<th>#</th>
<th>Near-Term Actions</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Implement the Regional Transportation Improvement Program (RTIP)</td>
<td>The RTIP is the capital program that covers five fiscal years and incrementally implements the Regional Plan. Progress continues to be made on several key near-term projects such as the Mid-Coast Trolley, Interstate 5 North Coast Corridor, South Bay Rapid, COASTER Double Tracking, Interstate 805 improvements, and several bike and pedestrian improvement projects. iCommute and Intelligent Transportation System programs and projects also continue to be implemented.</td>
</tr>
<tr>
<td>2</td>
<td>Develop a long-term specialized transportation strategy through 2050, as part of the next biennial update of the SANDAG Coordinated Plan, to address the increasing specialized service needs of seniors and people with disabilities</td>
<td>In preparation for the 2016-2020 Coordinated Plan update, SANDAG held a series of public meetings throughout the region in December 2015 to gather public feedback. Targeted outreach efforts were made to reach out to seniors and people with disabilities. The information will be considered in the Draft Coordinated Plan scheduled for release in summer 2016.</td>
</tr>
<tr>
<td>3</td>
<td>Promote Vehicle Miles Traveled (VMT) reduction by applying the Regional Complete Streets Policy to relevant SANDAG plans, programs, and projects</td>
<td>To promote per capita VMT reduction, as well as safety and access to a variety of transportation modes, progress is underway to implement the Regional Complete Streets Policy. A dedicated website has been established at <a href="http://sandag.org/CompleteStreets">sandag.org/CompleteStreets</a> that provides access to tools and resources available to assist the region and local governments in implementing Complete Streets. One of the new tools is a checklist that has been developed for SANDAG project managers to use when planning new transportation projects to ensure that all modes of travel are considered in the project development process. On May 5, 2016, SANDAG hosted a joint workshop with the region’s planning and public works directors, stakeholders, and SANDAG staff to share examples of Complete Streets projects in the region and address continuing challenges. A status report on progress to date was provided to the Regional Planning and Transportation Committees in May 2016.</td>
</tr>
<tr>
<td>#</td>
<td>Near-Term Actions</td>
<td>Status</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>4</td>
<td>Develop a Regional Mobility Hub Implementation Strategy</td>
<td>Staff has completed the first phase of the Mobility Hub public outreach effort, involving a web-based activity that collected public opinion on mobility hub site selection criteria, the amenities to include in these sites, and locations for mobility hubs. As a result, concept plans will be prepared for eight prototype sites in an effort to show how hubs could be tailored depending on site type. Finally, staff commenced work on cataloguing the features and amenities of future Mobility Hubs, including cost estimates and space considerations.</td>
</tr>
<tr>
<td>5</td>
<td>Complete a follow-up study that details ways to reduce greenhouse gases by expanding the use of alternative fuels regionwide</td>
<td>On February 26, 2016, the SANDAG Board of Directors accepted the San Diego Regional Alternative Fuel Readiness Plan as a regional resource to advance the deployment of alternative fuel vehicles and infrastructure in support of clean fuel and greenhouse gas emission reduction policies. The plan was prepared in partnership with the San Diego Regional Clean Cities Coalition and the San Diego County Air Pollution Control District.</td>
</tr>
<tr>
<td>6</td>
<td>Incorporate regional transportation model enhancements to provide more robust data regarding bike and pedestrian travel, carpools, vanpools, carshare, and public health</td>
<td>Every decade SANDAG conducts a Household Travel Behavior Survey (Survey). The data collected is used to update assumptions in SANDAG regional transportation models. In May 2016, a pilot Survey was conducted using a new smart phone application. The full Survey will begin this fall and for the first time, it will include specific questions about health.</td>
</tr>
<tr>
<td>7</td>
<td>Expand the Integrated Corridor Management Concept and design for up to three corridors</td>
<td>On April 21, 2016, the final piece of a system designed to guide motorists around major incidents along the Interstate 15 corridor was activated, providing travel choices and improving travel-time reliability. The system includes electronic freeway signs, alternate route signs, and coordinated traffic signal and ramp meters.</td>
</tr>
<tr>
<td>8</td>
<td>TransNet Ten-Year Review</td>
<td>In accordance with the TransNet ordinance, the comprehensive ten-year review is anticipated to begin in 2017.</td>
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<td>Near-Term Actions</td>
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<td>9</td>
<td>Develop innovative financing tools to self-finance near-term projects for the new border crossing at Otay Mesa East</td>
<td>In March 2016, Segment 1 of State Route 11 (SR 11) from State Route 905 (SR 905) east to Enrico Fermi Drive was opened to traffic. Also, construction started in October 2015 on the northbound freeway connectors linking SR 905 and SR 11 to northbound State Route 125.</td>
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<td>10</td>
<td>Participate in the target-setting process and monitoring for federal performance measures and report on progress toward the achievement of these federal performance measure targets in the new System Performance Report</td>
<td>The U.S. Department of Transportation has issued three Notices of Proposed Rulemaking to establish a set of performance measures for State Departments of Transportation and metropolitan planning organizations, such as SANDAG. Performance measures and targets will be established for safety, pavement and bridge conditions, performance of the National Highway System, freight movement, and congestion and emissions. Caltrans and SANDAG will work closely to establish required performance measure targets for the San Diego region.</td>
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<td>11</td>
<td>Develop an Intraregional Tribal Transportation Strategy with tribal nations in the region</td>
<td>SANDAG, in partnership with the Southern California Tribal Chairmen’s Association, successfully competed for a Caltrans Strategic Partnership Planning grant to develop this strategy, which will identify and prioritize tribal transportation projects, develop project cost estimates, and propose a funding approach. The project was initiated in January 2016 and is expected to be completed in 2018.</td>
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<td>12</td>
<td>Explore the development of a regional military base access plan and implementation program</td>
<td>In December 2015, in collaboration with the San Diego Regional Military Working Group, SANDAG submitted a Caltrans Strategic Partnership Planning grant proposal to fund development of a San Diego Regional Military Multimodal Access Strategy which would identify multimodal transportation solutions facilitating access to military installations while reducing greenhouse gas emissions consistent with San Diego Forward: The Regional Plan. Grant awards are expected to be announced in summer 2016.</td>
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## Status of Continuing Actions:
### Progress since the Adoption of San Diego Forward: The Regional Plan

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<td>1</td>
<td>Continue to provide and/or expand incentive programs that support the reduction of greenhouse gas emissions; protect open space and farmland; and create great places to live, work, and play</td>
<td>As of May 2016 the TransNet Smart Growth Incentive Program and Active Transportation Grant Program have provided more than $55 million through a competitive grant program to support more than 100 smart growth and active transportation plans, programs, and projects. These two TransNet grant programs received an award of planning excellence from the San Diego Chapter of the American Planning Association in May 2016. As of May 2016, the TransNet Environmental Mitigation Program (EMP) has provided $12.8 million through a competitive grant program to support land management throughout the region through a competitive land management grant program. In addition, the EMP has provided $150 million to acquire 8,600 acres of sensitive habitat and open space. An eighth cycle of a competitive land management grant program was approved by the SANDAG Board of Directors, and allocated an additional $1.8 million dollars to mitigate impacts of regional transportation projects.</td>
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<td>2</td>
<td>Through incentives and collaboration, continue to work to increase the supply and variety of housing types affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services</td>
<td>In November 2015, SANDAG collaborated with the San Diego Housing Federation to bring together affordable housing developers, local planning and public works staff, transit operators, regional bike and transit planners, and Strategic Growth Council staff to discuss the Affordable Housing and Sustainable Communities (AHSC) Program, a statewide competitive grant program funded by Cap-and-Trade proceeds that provides funding for housing and transportation projects that will reduce greenhouse gas emissions. Six applications submitted to the AHSC from the San Diego region were invited to submit full applications, which are due June 20, 2016.</td>
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<td>3</td>
<td>Continue to support wildlife and habitat conservation through the acquisition, management, and monitoring of the region’s habitat preserve areas through the TransNet Environmental Mitigation Program incentive program and implementation of the Multiple Species Conservation Program and Multiple Habitat Conservation Program</td>
<td>As of May 2016, the TransNet EMP has supported the acquisition of 39 properties throughout the region, totaling more than 8,600 acres. In early 2016 alone, approximately 2,380 acres of habitat were acquired. These land purchases are done strategically according to targets set in regional habitat conservation plans.</td>
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| 4  | Promote the use of both zero-emission vehicles and alternative fuels and ensure that we have the infrastructure to support these innovations | Since Plan adoption, SANDAG has executed a new five-year contract with San Diego Gas & Electric to continue the Energy Roadmap Program, which provides free energy assessments and energy management plans to SANDAG member agencies, with a focus on implementation and expanding subregional efforts.  

In support of plug-in electric vehicle (PEV) adoption and implementation of the San Diego Regional Plug-in Electric Vehicle Readiness Plan, SANDAG has partnered with the Center for Sustainable Energy to launch Plug-in SD and provide local stakeholders strategic and technical guidance to help ensure the San Diego region is PEV ready. |
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| 5 | Continue to seek funding for transportation investments that provide a variety of choices, and which reduce greenhouse gas emissions and promote healthy lifestyles through more active transportation | The SANDAG Board of Directors is developing a funding measure for the November 2016 ballot to help in the implementation of San Diego Forward: The Regional Plan.  
In addition, in 2016 SANDAG submitted two Concept Applications for funding from the statewide Cap-and-Trade AHSC Program – one for the Inland Rail Trail bike project in Vista and another in partnership with a local housing developer for a regional bike project in the Mid-City and North Park communities. Both of these bike projects are included in the Regional Bike Early Action Program. Additionally, a grant application for the Transit Oriented Development Strategy implementation was submitted to Caltrans.  
In response to a Notice of Funding Opportunity for the Department of Transportation’s Transportation Investment Generating Economic Recovery grant, SANDAG, in partnership with the U.S. General Services Administration, submitted an application to fund the final design and construction phases for pedestrian facility enhancements to connect the Otay Mesa transit center to the existing Otay Mesa Port of Entry. The total grant amount requested was $3 million. |
<p>| 6 | Support the development of policies, programs, and funding for moving goods in the state and nation, as well as for infrastructure in the region that supports moving goods | SANDAG staff has worked with the U.S. Department of Transportation regarding the National Strategic Freight Plan to ensure that the San Diego region’s freight infrastructure is adequately represented within national surface transportation programs including Moving Ahead for Progress in the 21st Century and Fixing America’s Surface Transportation Act. SANDAG staff has participated in the California Sustainable Freight Initiative through the California Freight Advisory Committee, white paper development, pilot project development, and through the submission of comment letters on discussion documents and technical reports. |</p>
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<td>7</td>
<td>Continue to leverage our crossborder economic relationships with binational and global interests to become more globally competitive and strengthen our megaregion</td>
<td>In April 2016, SANDAG, in partnership with Caltrans and the Imperial County Transportation Commission, initiated a study to evaluate the economic and air quality/climate impacts of delays at the California-Baja California ports of entry. Also in April 2016, SANDAG Board members and staff participated in the 11th annual California-Mexico Trade Initiative in Mexico City. Participants met with federal officials and business and trade representatives to discuss border infrastructure, renewable energy projects, and other relevant crossborder issues.</td>
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REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY – UPDATE ON KEY EARLY ACTIONS

Introduction

In September 2015, the SANDAG Board of Directors accepted the Regional Transit Oriented Development (TOD) Strategy as part of San Diego Forward: The Regional Plan. Entitled Regional Transit Oriented Districts: A Strategy for the San Diego Region, the strategy helps implement the Regional Plan by laying out specific strategies and actions to:

- Create vibrant, healthy, and complete communities throughout the region while recognizing their differences and unique character
- Increase access to the regional transit network
- Overcome barriers to development through coordinated, supportive land use policies and regulations, and public and private investment

These strategies and actions will assist the region in creating TOD projects and districts in association with the region’s existing and future public transit network. The creation of TOD projects and districts can help reduce greenhouse gas emissions; increase transit ridership, walking, and biking; and provide a greater mix of housing and employment opportunities for all of the region’s residents.

The TOD Strategy includes eight Key Early Actions and identifies the agencies (SANDAG, local jurisdictions, transit agencies, and developers) responsible for each action. This report provides an update on the status of the work SANDAG has undertaken on the early actions.

Discussion

Progress on Key Early Actions

The Key Early Actions in the TOD Strategy were identified to begin implementation of the strategy. SANDAG has started working on four of the eight early actions (No. 1, 4, 6, and 7, shown in bold); work on the others is expected to begin in FY 2017. A summary of the work to date follows:

1. Develop a TOD readiness tool to evaluate the readiness of TOD sites and districts to help identify what actions need to be taken to facilitate development in these areas. (SANDAG, local jurisdictions, transit agencies, developers)
The TOD Readiness Tool is intended to be used by policy makers, local jurisdictions, transit agencies, communities, and private investors to evaluate and prioritize opportunities for development in transit oriented districts.

The first phase of developing the tool has been completed using funds from the Strategic Growth Council’s (SGC) Sustainable Communities Planning Grant. SANDAG has applied for a Caltrans Sustainable Communities grant to fund Phase 2 – the development of a web-based tool. Components of Phase 1 included development of a methodology for a TOD Readiness model using SANDAG data; identification of indicators and metrics associated with TOD readiness and benefits; a weighting system that allows different users to weight indicators in accordance with their needs; and a desktop tool that allows the user to bring in relevant data-layers, adjust criteria weights, and generate reports for TOD areas.

The development of the web-based TOD Readiness Tool (Phase 2) would be undertaken in collaboration with the Regional Planning Technical Working Group (TWG), transit agencies, developers, and other potential users.

2. **Identify and pursue grant funding for one or more transit corridors to coordinate land uses, infrastructure financing, and environmental review through individual or dis-contiguous specific plans.** (SANDAG, local jurisdictions, transit agencies)

   Staff will work with the TWG to identify potential corridors for which to pursue grant funding in fall/winter 2016/2017.

3. **Consider focusing Capital Improvement Program funds and other funds (local, state, and federal; grants/loans; TransNet Local Street and Road funds) in transit oriented districts.** (local jurisdictions)

   Staff will survey/work with the TWG to determine what actions local jurisdictions have taken to focus Capital Improvement Program funds and other funds, grants, and TransNet local funds in transit oriented districts and Smart Growth Opportunity Areas located on the Smart Growth Concept Map in fall/winter 2016/2017.

4. **Support the Affordable Housing Sustainable Communities cap-and-trade applications by identifying transportation-related infrastructure projects that can be paired with applications.** (SANDAG, local jurisdictions, transit agencies)

   The Affordable Housing and Sustainable Communities Program is a statewide competitive grant program administered by the SGC and funded through California cap-and-trade auction proceeds to provide funding for projects that will reduce greenhouse gas emissions and benefit state-designated disadvantaged communities.

   In addition to being an applicant, SANDAG has taken a proactive role in promoting collaborative relationships that could result in more successful applications from the San Diego region and help implement the Regional Plan. To initiate the collaborative process, SANDAG co-hosted a workshop with the San Diego Housing Federation, bringing together affordable housing developers, local planning and public works staff, transit operators, regional bike and transit planners, and SGC staff to learn about the program and discuss potential opportunities for collaboration. SANDAG also established a dedicated website (sandag.org/ahsc) and created a
contact list as a way to disseminate additional information as it became available. In addition, staff held two greenhouse gas reduction calculation training workshops for potential applicants and hosted a regional workshop organized by the SGC for potential applicants from the San Diego region.

5. Evaluate development and infrastructure projects for consistency with Designing for Smart Growth: Creating Great Places in the San Diego Region using the Smart Growth Scorecard. (local jurisdictions)

Staff will survey/work with the TWG to implement this action in fall/winter 2016/2017.

6. Seek funding to develop an outreach and information program that could include videos, social media, internet tools, traditional public meetings, and other platforms to showcase the benefits of transit oriented districts, highlighting places near transit, testimonials of users of transit, people who live and work in transit oriented districts, and major employers located in transit oriented districts. (SANDAG, local jurisdictions, transit agencies)

SANDAG has applied for a Caltrans Sustainable Communities grant to fund a TOD Education and Outreach Program, which would consist of the development of an overall strategy as well as tools to help residents visualize how their communities will evolve and become more walkable, bikable, and transit friendly. This could be accomplished through photo simulations, video testimonials, web-based engagement, and other approaches.

With funding from the SGC and in coordination with the local jurisdictions, SANDAG created new visual simulations in three transit oriented locations: (1) the Grantville Trolley Station in the City of San Diego; (2) the Carlsbad Village COASTER Station in Downtown Carlsbad; and (3) the South Santa Fe Corridor in the City of Vista. These visual simulations can be found on the website at sandag.org/smartgrowth and will be presented at today’s meeting.

7. Monitor the pooled investment fund for TOD affordable housing being developed by Civic San Diego and the San Diego Housing Commission to determine the potential for creation of a similar fund(s) for use by other jurisdictions. (SANDAG)

The San Diego Housing Commission and Civic San Diego have begun work to create, implement, and manage an Affordable Housing TOD Fund for the City of San Diego. Similar funds have been established in the San Francisco Bay Area, New York City, and Los Angeles to support mixed-use development with affordable housing, businesses, and services along transit corridors. SANDAG staff is monitoring this project to determine the potential for creating a similar fund for use by other jurisdictions. Three principal phases are being undertaken to set up the fund: Market analysis and research that feeds into preparation of the business plan, legal and capital source research that leads to the creation and capitalization of the fund, and ongoing fund management. Work on the first two phases is underway.

8. Undertake a review of the TransNet Smart Growth Incentive Program and Active Transportation Grant Program to evaluate program alignment with TOD readiness criteria, and undertake an analysis of the completed grant projects to determine how well they are meeting grant program objectives. (SANDAG, local jurisdictions, transit agencies)
Staff anticipates undertaking this review in the last quarter of FY 2017 in preparation for the next call for projects for the two grant programs begins.

**Next Steps**

SANDAG staff will continue to work on implementation of the TOD Strategy in FY 2017 and will report back periodically to the Transportation Committee.

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

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