Members
Lesa Heebner, Chair
Councilmember, Solana Beach
(Representing North County Coastal)
Kristine Alessio, Vice Chair
Councilmember, La Mesa
(Representing East County)
Lorie Zapf
Councilmember, City of San Diego
Dave Roberts
Supervisor, County of San Diego
Sam Abed
Mayor, Escondido
(Representing North County Inland)
Carrie Downey
Councilmember, Coronado
(Representing South County)
Alternates
Chuck Lowery
Councilmember, Oceanside
(Representing North County Coastal)
Jennifer Mendoza
Councilmember, Lemon Grove
(Representing East County)
Mark Kersey
Councilmember, City of San Diego
Greg Cox
Supervisor, County of San Diego
John Aquilera
Deputy Mayor, Vista
(Representing North County Inland)
Pamela Bensoussan
Deputy Mayor, Chula Vista
(Representing South County)
Advisory Members
Laurie Berman / Bill Figge
District 11, Caltrans
Mona Rios / Myrtle Cole
Metropolitan Transit System
Don Mosier / Chuck Lowery
North County Transit District
Brad Raulston / Vacant
Regional Planning
Technical Working Group
Elsa Saxod / Ken Olson
San Diego County Water Authority
Garry Bonelli/ Ann Moore
San Diego Unified Port District
Eric LaChappa / Allen Lawson
Southern California Tribal Chairmen’s Association
Steve Chung / Matt Ryan
U.S. Department of Defense
Environmental Mitigation Program
Advisory Members
Vacant / David Mayer
California Department of Fish & Wildlife
Therese Bradford / Michelle Matson
U.S. Army Corps of Engineers
Vacant / Susan Wynn
U.S. Fish & Wildlife Service
Dave Means / Vacant
Wildlife Conservation Board
Gary L. Gallegos
Executive Director, SANDAG

REGIONAL PLANNING COMMITTEE AGENDA

Friday, February 5, 2016
12 noon to 2 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM CALL FOR PROJECTS FOR EIGHTH CYCLE OF GRANT FUNDING

• SAN DIEGO REGIONAL ALTERNATIVE FUEL READINESS PLAN

• POTENTIAL FUNDING MEASURE: UPDATE AND INITIAL DRAFT EXPENDITURE PLAN

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

YOU CAN LISTEN TO THE REGIONAL PLANNING COMMITTEE MEETING BY VISITING OUR WEBSITE AT SANDAG.ORG

MISSION STATEMENT

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

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · sandag.org
Welcome to SANDAG. Members of the public may speak to the Regional Planning Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Members of the public may address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Regional Planning Committee may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the Regional Planning Committee meeting. Any handouts, presentations, or other materials from the public intended for distribution at the Regional Planning Committee meeting should be received by the Clerk of the Committee no later than 12 noon, two working days prior to the meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to webmaster@sandag.org.

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<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>RECOMMENDATION</th>
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<tr>
<td>+1.</td>
<td>APPROVE</td>
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<td>APPROVAL OF MEETING MINUTES</td>
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<td>The Regional Planning Committee is asked to review and approve the minutes from its December 4, 2015, meeting.</td>
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<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
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<td>Members of the public shall have the opportunity to address the Regional Planning Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.</td>
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**CONSENT**

| +3.     | INFORMATION |
|         | TransNet ENVIRONMENTAL MITIGATION PROGRAM: ANNUAL STATUS REPORT (Keith Greer) |
|         | This report provides the annual status update on the implementation of the TransNet Environmental Mitigation Program. |

**REPORTS**

| +4.     | APPROVE |
|         | TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: QUARTERLY PROGRESS REPORT AND PROPOSED GRANT AMENDMENTS (Susan Baldwin) |
|         | This report provides an overview of progress made by TransNet Smart Growth Incentive Program and Active Transportation Grant Program recipients through September 30, 2015. The Regional Planning Committee is asked to approve two Smart Growth Incentive Grant Program schedule amendments for the Armorlite Complete Streets Corridor Project in the City of San Marcos and the Downtown Westside Community Connections Project in the City of National City. |
| +5.     | RECOMMEND |
|         | TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM CALL FOR PROJECTS FOR EIGHTH CYCLE OF GRANT FUNDING (Sarah Pierce) |
|         | The Regional Planning Committee is asked to recommend that the Board of Directors approve the modifications to the draft eligibility, submittal, and evaluation criteria and the release of the call for projects for the eighth cycle of the TransNet Environmental Mitigation Program Land Management Grant Program. |
+6. SAN DIEGO REGIONAL ALTERNATIVE FUEL READINESS PLAN  
(Anna Lowe)  
RECOMMEND

The Regional Planning Committee is asked to recommend that the SANDAG Board of Directors accept the San Diego Regional Alternative Fuel Readiness Plan as a regional resource for use by local governments, public agencies, vehicle manufacturers, the fuel industry, and other interested stakeholders to advance the deployment of alternative fuel vehicles and infrastructure.

+7. FY 2015-2016 CAP-AND-TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (Carolina Ilic)  
RECOMMEND

The Regional Planning Committee is asked to recommend that the Board of Directors approve SANDAG’s proposed role in the Affordable Housing and Sustainable Communities (AHSC) Program evaluation process. The Regional Planning Committee also is asked to direct staff to further explore potential co-applications with affordable housing developers for submission to the AHSC Program for sites that show competitiveness based on criteria included in the Strategic Growth Council’s AHSC Program Guidelines.

+8. POTENTIAL FUNDING MEASURE: UPDATE AND INITIAL DRAFT EXPENDITURE PLAN (Rob Rundle)  
DISCUSSION

Based on direction from the Board of Directors, SANDAG staff has been conducting public education regarding projects included in San Diego Forward: The Regional Plan, as well as projects that have been delivered through TransNet measures. Staff will provide an overview of the public input and research being used to prepare the initial draft expenditure plan for a potential November 2016 ballot measure.

9. 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.

10. UPCOMING MEETINGS  
INFORMATION

The next meeting of the Regional Planning Committee is scheduled for Friday, March 4, 2016.

11. ADJOURNMENT

+ next to an agenda item indicates an attachment
The meeting of the Regional Planning Committee was called to order by Chair Lesa Heebner (North County Coastal) at 12:01 p.m. See the attached attendance sheet for the Regional Planning Committee member attendance.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Councilmember Carrie Downey (South County) and a second by Vice Chair Kristine Alessio (East County), the Regional Planning Committee approved the meeting minutes of November 6, 2015. Yes – Chair Heebner, Vice Chair Alessio, Councilmember Lorie Zapf (City of San Diego), Mayor Sam Abed (North County Inland), and Councilmember Downey. No – None. Abstain – None. Absent – County of San Diego.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public comments.

CONSENT

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

This report provided information on the quarterly status of active projects.

Action: This item was presented for information.

REPORTS

4. PROPOSED FY 2016 PROGRAM BUDGET AMENDMENT: ENERGY ROADMAP PROGRAM (RECOMMEND)

Chair Heebner introduced the item.

Susan Freedman, Senior Regional Planner, presented the item.

Action: Upon a motion by Councilmember Downey and a second by Councilmember Zapf, the Regional Planning Committee recommended that: (1) the Board of Directors approve the proposed
FY 2016 Program Budget amendment, accepting San Diego Gas & Electric (SDG&E) grant funds totaling $4,868,210 for Overall Work Program Project No. 3201100: Energy Roadmap Program: SDG&E (the Program); and (2) authorize the Executive Director to take all steps necessary to implement the Program. Yes – Chair Heebner, Vice Chair Alessio, Councilmember Zapf, Mayor Abed, and Councilmember Downey. No – None. Abstain – None. Absent – County of San Diego.

5. REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY (INFORMATION)

Miriam Kirshner, Senior Regional Planner, provided information about the initial work on the development of a Regional Mobility Hub Implementation Strategy.

Action: This item was presented for information.

6. DATA SURFER: NEW SANDAG WEB TOOL FOR REGIONAL DEMOGRAPHICS DATA (INFORMATION)

Kirby Brady, Senior Research Analyst, provided an overview of Data Surfer, a free, interactive web tool that enables users to customize their own data sets and download them into a variety of formats. The site provides access to census data, growth estimates, and forecasts through 2050, organized by geography.

Chair Heebner announced a Transportation Modeling Forum that will be held on December 9, 2015, at 10 a.m. in the SANDAG Board Room.

Action: This item was presented for information.

7. CONTINUED PUBLIC COMMENTS

There were no additional public comments.

8. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Regional Planning Committee is scheduled for Friday, February 5, 2016, at 12 noon.

9. ADJOURNMENT

Chair Heebner adjourned the meeting at 12:44 p.m.
CONFERMED ATTENDANCE  
SANDAG REGIONAL PLANNING COMMITTEE MEETING  
DECEMBER 4, 2015

<table>
<thead>
<tr>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
<th>ATTENDING</th>
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<tbody>
<tr>
<td>North County Inland</td>
<td>Sam Abed</td>
<td>Member</td>
<td>Yes</td>
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<td>John Aguilera</td>
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<td>South County</td>
<td>Carrie Downey</td>
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<td>Pamela Bensoussan</td>
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<td>North County Coastal</td>
<td>Lesa Heebner (Chair)</td>
<td>Member</td>
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<td>Esther Sanchez</td>
<td>Alternate</td>
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<td>Kristine Alessio (Vice Chair)</td>
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<td>Jerry Jones</td>
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<td>City of San Diego</td>
<td>Lorie Zapf</td>
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<td>Greg Cox</td>
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<td>ADVISORY MEMBERS</td>
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<td>Caltrans, District 11</td>
<td>Laurie Berman</td>
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<td>Marshall Merrifield</td>
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<td>Elsa Saxod</td>
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<td>MTS</td>
<td>Mona Rios</td>
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<td>NCTD</td>
<td>Don Mosier</td>
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<td>Chuck Lowery</td>
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<td>Regional Planning Technical Working Group (TWG)</td>
<td>Brad Raulston</td>
<td>Member</td>
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<td>Southern California Tribal Chairmen’s Association</td>
<td>Eric LaChappa</td>
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<td>Steve Chung</td>
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<td>California Department of Fish and Wildlife</td>
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<td>Member</td>
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<td>David Mayer</td>
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<td>US Army Corps of Engineers</td>
<td>Therese Bradford</td>
<td>Member</td>
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<td>Michelle Matson</td>
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<td>US Fish and Wildlife Service</td>
<td>VACANT</td>
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<td>Susan Wynn</td>
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TransNet ENVIRONMENTAL MITIGATION PROGRAM:  
ANNUAL STATUS REPORT

Introduction

The TransNet Extension Ordinance and Expenditure Plan, approved countywide by voters in November 2004, includes an Environmental Mitigation Program (EMP), which is a funding allocation category for the cost to “create a reliable approach for funding required mitigation for future transportation improvements thereby reducing costs and accelerating project delivery (TransNet Extension Ordinance Section D).” The EMP is implemented through two funds, the Biological Mitigation Fund (Capital Improvement Program [CIP] No. 1200200) and the Regional Habitat Conservation Fund (CIP No. 1200300).

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

This report provides an annual status update of the implementation of the EMP for fiscal years 2015 and 2016 to date. In addition to this report, information has been made available to the public at KeepSanDiegoMoving.com highlighting the current status of the program and some key accomplishments.

Discussion

To implement the TransNet Environmental Mitigation Program, two funds were created:

1. Biological Mitigation Fund, which provides funds for the acquisition, restoration, and management of mitigation for regional transportation projects included in the Regional Plan and for local streets and roads

2. Regional Habitat Conservation Fund, which provides funding for regional habitat management and monitoring necessary to implement habitat conservation planning throughout the region. These funds help maintain the current condition of the regional habitat preserve system; thereby, reducing the likelihood that this system will degrade and reducing the need for listing of new species as endangered by the federal and state governments

Attachments 1 and 2 provide a summary of key achievements of the program.
Status of Biological Mitigation Fund

Current Status

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

To date 36, properties totaling 6,533 acres of land with a total value of $150.2 million have been acquired directly through the TransNet EMP or by leveraging non-TransNet EMP funding. TransNet funding has acquired 4,341 acres at a total cost $123.5 million and has leveraged an additional $26.7 million of non-TransNet funding to secure an additional 2,192 acres. Acquisitions for mitigation have been far below the $60,000 per acre cost estimated at the time of the adoption of TransNet. This has resulted in significant cost-savings over the first eight years of the program. In turn, these cost savings have enabled the SANDAG Board of Directors to initiate a competitive land acquisition grant program to acquire additional habitat lands as described below.

Since the last annual report was provided to the Board of Directors on February 27, 2015, efforts have started on the initiation of mitigation efforts identified in the North Coastal Corridor Public Works Plan, which was approved by the California Coastal Commission in August 2014. Three acres of historic fill was removed from tidal wetlands in the Agua Hedionda Lagoon restoring coastal wetland habitat for native birds and fish. During the same time, 50.5 acres of land known as the Batiquitos Bluff property was acquired, preserving significant coastal uplands slated for development. These efforts will promote the development of railroad double tracking and extension of the Interstate 5 (I-5) High Occupancy Vehicle Lanes in the North Coastal Corridor.

On February 27, 2015, the SANDAG Board of Directors authorized $20 million through a competitive grant process to acquire seven key open space properties. As of the date of this report, four of the properties have closed escrow totaling 2,025 acres consisting of $10.5 million of TransNet funds and $14.7 million of matching funds. The remaining properties will close escrow by the end of the FY 2016.

Future Focus

Additional major lagoon enhancement and restoration is estimated to start in the fall of 2016 along with the first phase of the I-5 and Los Angeles – San Diego – San Luis Obispo Rail Corridor double tracking projects, which cross the San Elijo Lagoon. A 10 acre expansion of an existing 1.75 acre wetland restoration site also is planned in the Tijuana River Valley to accommodate the mitigation needs for rail improvement projects. Additional wetland mitigation sites are being explored in the Rose Canyon, San Diego, and San Dieguito watersheds. SANDAG staff also is completing a final Environmental Impact Report on the potential enhancement of the Buena Vista Lagoon.

Status of Habitat Conservation Fund

Current Status

The Habitat Conservation Fund has enabled SANDAG to help fill in the funding gaps for land managers throughout the region. Through seven cycles of land management grants, SANDAG has been able to provide 81 grants totaling $12.8 million. The TransNet funding is being matched with $8.4 million by the grantees. These land management grants allow land managers to restore,
enhance, and protect endangered species and their habitat. Sixty-two grants have been completed and nineteen remain active.

In the summer of 2015, an evaluation by staff of the land management grant program was completed. The assessment, posted on the KeepSanDiegoMoving.com/EMP website, evaluated the success of the EMP Land Management Grant Program in providing long-term, tangible benefits to the region’s natural environment and sensitive species; thereby, advancing the goal of avoiding the future listing of species. The evaluation concluded that overall, the EMP Land Management Grant Program has been successful at providing sustained benefits to the region with every project completed. The evaluation includes nine recommendations to improve efficiency, which will be included in the next cycle of the TransNet Land Management Grant Program.

SANDAG also is working with the federal and state wildlife agencies, the U.S. Geological Survey, and universities to monitor the existing conditions of the preserve, the pending threats to biological conservation, and actions to promote regional conservation of sensitive species and their habitats. Activities are following prioritized actions identified in the 2013 Management Strategic Plan for Conserved Lands in Western San Diego County. The strategic plan identifies the tasks that need to be accomplished, why the tasks are important, and how they should be prioritized for regional funding. In September 2015, the Board of Directors approved a regional management and monitoring Work Plan for FY 2016-2017 that links funding to the implementation of four strategic goals and establishes key milestones.

Future Focus

Over the next year, SANDAG will focus on achieving the milestones established in the regional management and monitoring Work Plan for FY 2016-2017. Specific actions include participation in the first Southern California-wide California gnatcatcher monitoring to determine the status of this species across five counties; expansion of research into North County on the movement patterns and hindrances for large mammals by transportation infrastructure; assessing the movement and habitat utilization of golden eagles throughout the region; and evaluating location and status of rare and endemic plants throughout conserved property managed by land managers. Staff will continue to implement regional management and monitoring through grants, consultant contracts, and collaboration with federal and state agencies.

Next Steps

This report is a yearly status update of the EMP as of February 2016. Staff will return with subsequent annual reports, quarterly updates on existing Land Management Grants, annual funding for management and monitoring, results of the land acquisition grant program, and progress on the development of wetland mitigation at future meetings.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning
Attachments: 1. Biological Mitigation Fund (CIP No. 1200200)
2. Regional Habitat Conservation Fund (CIP No. 1200300)

Key Staff Contact: Keith Greer, (619) 699-7390, keith.greer@sandag.org
Biological Mitigation Fund (CIP No. 1200200)

Purpose: Environmental Mitigation Program (EMP), Biological Mitigation Fund. To secure mitigation for projects in the Regional Plan and local streets and roads pursuant to the TransNet Extension Ordinance and the subsequent TransNet Implementation Memorandum of Agreement (approved February 2008, amended August 2013).

Agua Hedionda Lagoon Restoration in 2015

Summary of Accomplishments to Date

• 6,533 acres conserved, five times the size of Balboa Park
• 36 sites preserved
• 160 acres of habitat being restored
• $150.2 million invested in open space acquisitions
• $27 million leveraged funding from conservation partners for acquisitions
• $32,523 average cost paid per acre for mitigation land, less than half of the estimated cost ($60,000)

Status: As of February 2016, thirty-six properties totaling 6,533 acres of land with a total value of $150.1 million have been acquired directly through TransNet EMP funding or by leveraging TransNet EMP funding. The focus has been on properties for the TransNet Early Action Program projects, including the State Route 76 expansion (mitigation completed), coastal rail double tracking and the Interstate 5 corridor (in progress). 160 acres of land are undergoing habitat restoration as required to meet their federal and state permits. For more information see TransNet Story Map at: http://transnetmap.sandag.org/
Regional Habitat Conservation Fund (CIP No. 1200300)

**Purpose:** In March 2008, the SANDAG Board of Directors authorized funding pursuant to the TransNet Extension Ordinance to maintain and enhance the habitat values of the regional conservation preserve system. The SANDAG Board of Directors has allocated funds to achieve four strategic goals to achieve milestones identified in a Work Plan for fiscal years 2016-2017.

**Management and Monitoring in 2015**

- 1,400 acres of invasive species removed
- 400 acres of habitat restored
- 81 land management grants provided
- $12.8 million of land management grants provided
- $8.4 million of match funding from conservation partners

**Key findings are being shared through short video clips on the Keep San Diego Moving website. http://keepsandiegomoving.com/EMP/EMP-intro.aspx**

**Status:** Through seven cycles of competitive grants, SANDAG has awarded 81 grants totaling $12.8 million dollars for land management activities throughout the region. Matching funds from the grants will total over $8.4 million dollars. An eighth cycle of land management grants is proceeding. Regional monitoring continues to shed new information on wildlife movement, fire management and distribution of sensitive species. Best management practices are being developed for the large scale management of non-native grasslands. Golden eagles movement and habitat use is being monitored using satellite telemetry to better understand potential impacts to this species.
**TransNet SMART GROWTH INCENTIVE PROGRAM**  
AND ACTIVE TRANSPORTATION GRANT PROGRAM:  
QUARTERLY PROGRESS REPORT AND PROPOSED GRANT AMENDMENTS

**Introduction**

SANDAG staff provides a quarterly progress report for the TransNet Smart Growth Incentive Program (SGIP) and TransNet Active Transportation Grant Program (ATGP) projects to the TransNet Independent Taxpayer Oversight Committee (ITOC), Transportation Committee, and Regional Planning Committee. The SGIP and ATGP Quarterly Progress Report (Attachment 1) shows progress made by each grant recipient through September 30, 2015. Attachments 2 and 3 include two proposed SGIP schedule amendment requests.

**Discussion**

As of September 30, 2015, all ATGP projects are on-schedule. Per Board Policy No. 035 - Competitive Grant Program Procedures, the proposed SGIP schedule amendments are described below:

1. The City of San Marcos is requesting a six-month schedule extension for its Armorlite Complete Street Corridor Project due to an unanticipated delay in the contract award process. This is the second requested schedule amendment for this project. The City of San Marcos is committed to completing the project by August 31, 2016. This extended timeline is within the ultimate allowable timeframe established by Board Policy No. 035.

2. The City of National City is requesting a six-month schedule extension for its Downtown Westside Community Connections Project to coordinate construction with the Southwestern College Campus Expansion Project located just north of the project. This is the second requested schedule amendment for this project. The City of National City is committed to completing the project by August 31, 2016. This extended timeline is within the ultimate allowable timeframe established by Board Policy No. 035.

**Recommendation**

The Regional Planning Committee is asked to approve two Smart Growth Incentive Grant Program schedule amendments for the Armorlite Complete Streets Corridor Project in the City of San Marcos and the Downtown Westside Community Connections Project in the City of National City.
At its January 13, 2016, meeting, the ITOC recommended that the Regional Planning Committee approve the amendments to extend the project completion deadlines by six months for both projects. The Transportation Committee received the quarterly report as an information item on January 15, 2016.

**Next Steps**

Pending approval by the Regional Planning Committee, staff will execute the proposed SGIP schedule amendments for the Armorlite Complete Street Corridor and the Downtown Westside Community Connections projects. The next quarterly progress report for the SGIP and ATGP (through December 31, 2015) will be provided in April/May 2016.

CHARLES “MUGGS” STOLL  
Director of Land Use and Transportation

Attachments:  
1. TransNet Smart Growth Incentive Program and Active Transportation Grant Program Quarterly Progress Report with Exhibits A-F  
2. Grant Amendment Request, City of San Marcos  
3. Grant Amendment Request, City of National City

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

TransNet Smart Growth Incentive Program and Active Transportation Grant Program

September 30, 2015

Introduction

This report shows progress made by each grant recipient through September 30, 2015, on projects funded by two grant programs included in the TransNet Extension Ordinance and Expenditure Plan: (1) the Smart Growth Incentive Program (SGIP); and (2) the Active Transportation Grant Program (ATGP). It also indicates any schedule amendments being processed.

Smart Growth Incentive Program

The SGIP was established through the TransNet Extension Ordinance “to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use.” An overview of SGIP funding cycles 1, 2, and 3 is provided below.

Cycle 1 SGIP

In May 2009, SANDAG awarded $9.4 million in funding to 14 projects (six planning grants and eight capital grants) for the first cycle of the SGIP. Twelve have been completed and one was withdrawn. The remaining project (Park Boulevard/City College/San Diego High Pedestrian & Transit Access Improvements) is scheduled to be completed by February 28, 2016. Information on SGIP projects can be found at: http://www.sandag.org/index.asp?projectid=362&fuseaction=projects.detail.

Cycle 2 SGIP (Exhibit A)

In June 2013, SANDAG awarded $9.6 million in funding to 13 projects (seven planning grants and six capital grants) for the second cycle of the SGIP. Work on all 13 projects is underway. Currently, all are scheduled to be completed by summer 2017. At this time, two projects are requesting six-month schedule amendments from the Regional Planning Committee: the City of San Marcos’ Amorlite Complete Street Corridor project and the City of National City’s Downtown-Westside Community Connections project. Two six-month administrative schedule amendments also are being processed for the City of Lemon Grove’s Main Street Promenade Extension Planning project and the City of San Diego’s East Village Green/14th Street Promenade Master Plan.
**Cycle 3 SGIP (Exhibit B)**

In December 2014, SANDAG released a call for projects for a third cycle of TransNet SGIP funds of approximately $12 million. Seventeen projects (eight planning grants and nine capital grants) were approved on July 24, 2015. Grant agreement executions for these projects are underway.

**Active Transportation Grant Program**

The TransNet Extension Ordinance specifies that ATGP funds be used “for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects.” An overview of ATGP funding cycles 1, 2, 2A, and 3 is provided below.

**Cycle 1 ATGP**

In June 2009, SANDAG awarded $7.8 million in Transportation Development Act (TDA) and TransNet funding to 31 projects (12 planning, parking, and education program grants; and 19 capital grants), all of which have been completed. Information on individual projects is available at KeepSanDiegoMoving.com.

**Cycle 2 ATGP (Exhibit C)**

In September 2012, SANDAG awarded $8.8 million in TDA and TransNet funding to 25 projects (14 planning, parking, and education program grants; and 11 capital grants) for the second cycle of this program. Of the 25 projects, 16 have been completed. The remaining nine projects are making timely progress toward completion and are scheduled to be completed by the end of FY 2017.

**Cycle 2A ATGP (Exhibit D)**

To maximize the effective use of revenues, SANDAG approved the exchange of $11.3 million in TransNet funds for seven projects (two planning, and five capital grants) that were selected to be awarded state and federal Active Transportation Program grant funds in November 2014 by the California Transportation Commission. Projects receiving TransNet funds as a result of the funding swap are being administered by SANDAG through the agency’s TransNet ATGP. Grant contracts have been executed for six of the seven projects. The contract with the City of Imperial Beach has been delayed because of the need to coordinate in obtaining a Coastal Development Permit issued by the California Coastal Commission.

**Cycle 3 ATGP (Exhibit E)**

In December 2014, SANDAG released a call for projects for a third cycle of TransNet ATGP funds of approximately $3 million. Twelve projects (two planning, seven capital, and three educational program grants) were approved on July 24, 2015. Grant agreement executions for these projects are underway.
Grant Monitoring and Oversight

Staff reviews quarterly reports to ensure that grantees are making timely progress with respect to the key milestones identified in Board Policy No. 035: Competitive Grant Program Procedures (Exhibit F), governing the timely use of grant funds and their respective grant agreements. The “Watch List” column in the status summaries (Exhibits A – E) is used to identify those grantees in danger of missing their scheduled milestone dates and that have not yet worked with SANDAG staff to take corrective action. Delays in tasks leading up to either the award of a contract or project completion milestones also may result in placement of grantees on the watch list.

In addition, staff reviews project deliverables for consistency with the agreed-upon scopes of work. Progress reports (including schedule amendments) for the two grant programs are presented to the Independent Taxpayer Oversight Committee (ITOC) and the Transportation and Regional Planning Committees on a quarterly basis.

Per Section 3 of SANDAG Board Policy No. 035 (Exhibit F), the appropriate Policy Advisory Committee (the Regional Planning Committee for SGIP grants and the Transportation Committee for ATGP grants) reviews and considers SGIP and ATGP schedule amendments for approval based upon extenuating circumstances that the grantee could not have reasonably foreseen.

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

Exhibits

A. Status of Cycle 2 (FY 2011 – 2013) TransNet SGIP Projects
B. Status of Cycle 3 (FY 2014 – 2016) TransNet SGIP Projects
D. Status of Cycle 2A (FY 2016) TransNet/TDA ATGP Projects
E. Status of Cycle 3 (FY 2014 – 2016) TransNet/TDA ATGP Projects
F. Board Policy No. 035: Competitive Grant Program Procedures
## Exhibit A

### Status of Cycle 2 (FY 2011 - 2013) TransNet Smart Growth Incentive Grant Program Projects

Reporting period through September 30, 2015

<table>
<thead>
<tr>
<th>Cycle 2 Smart Growth Incentive Program Projects (In Progress)</th>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Chula Vista</td>
<td>Healthy Communities Program</td>
<td>PLANNING: Develops a city-wide Healthy Communities Program to inform amendments to the General Plan and other key implementation documents. Also includes the preparation of design concepts for a Healthy Corridors Pilot Project.</td>
<td>$100,000</td>
<td>01/15/14</td>
<td>01/15/16</td>
<td>01/15/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>2</td>
<td>Chula Vista</td>
<td>Third Avenue Streetscape Implementation Project Phase 2</td>
<td>CAPITAL: Implements streetscape enhancements, traffic calming, and improved pedestrian crossings in Chula Vista's Third Avenue Village.</td>
<td>$1,344,671</td>
<td>01/24/14</td>
<td>09/24/15</td>
<td>03/24/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>3</td>
<td>Imperial Beach</td>
<td>Palm Avenue Mixed-Use &amp; Commercial Corridor Master Plan</td>
<td>PLANNING: Proposes the transformation of the Palm Avenue/State Route 75 corridor into a “Main Street” through public right-of-way improvements, traffic calming, and pedestrian, bicycle, and transit enhancements. Involves the preparation of preliminary designs and environmental documentation.</td>
<td>$400,000</td>
<td>01/24/14</td>
<td>07/24/15</td>
<td>01/24/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>4</td>
<td>La Mesa</td>
<td>Downtown Village Streetscape Improvement Project</td>
<td>CAPITAL: Enhances the La Mesa Downtown Village area by constructing a variety of streetscape improvements and a new public plaza.</td>
<td>$2,000,000</td>
<td>02/11/14</td>
<td>12/11/15</td>
<td>12/11/15</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>5</td>
<td>Lemon Grove</td>
<td>Main Street Promenade Extension Planning Project</td>
<td>PLANNING: Proposes multi-modal enhancements to the Main Street Promenade Extension corridor and creates opportunities for recreation and social gathering. Includes the preparation of preliminary designs and environmental documentation.</td>
<td>$400,000</td>
<td>01/08/14</td>
<td>01/08/16</td>
<td>01/08/16</td>
<td>No</td>
<td>Processing 6-month administrative schedule amendment to 07/08/16.</td>
</tr>
<tr>
<td>6</td>
<td>National City</td>
<td>Downtown-Westside Community Connections</td>
<td>CAPITAL: Enhances National City's right-of-way by providing streetscape improvements and incorporating placemaking features such as public art.</td>
<td>$2,000,000</td>
<td>08/15/13</td>
<td>08/15/15</td>
<td>02/15/16</td>
<td>No</td>
<td>Grantee IS requesting a 6-month schedule amendment to 08/11/16 for the Regional Planning Committee’s approval.</td>
</tr>
<tr>
<td>7</td>
<td>San Diego</td>
<td>East Village Green/14th Street Promenade Master Plan</td>
<td>PLANNING: Develops a master plan for East Village Green, Downtown San Diego’s largest proposed open space, and the 14th Street Promenade, a proposed linear park, to provide a safe pedestrian and bicycle connection between City College and Barrio Logan.</td>
<td>$300,000</td>
<td>02/11/14</td>
<td>01/11/16</td>
<td>01/11/16</td>
<td>No</td>
<td>Processing 6-month administrative schedule amendment to 07/11/16.</td>
</tr>
<tr>
<td>8</td>
<td>San Diego</td>
<td>Island Avenue Green Street Mobility Improvements</td>
<td>CAPITAL: Constructs a series of widened sidewalks and corner bulb-outs along Island Avenue.</td>
<td>$1,000,000</td>
<td>02/11/14</td>
<td>12/11/14</td>
<td>06/11/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>Grantee</td>
<td>Project</td>
<td>Description of Project Activities</td>
<td>Grant Amount</td>
<td>Contract Execution Date</td>
<td>ORIGINAL Contract Expiration Date</td>
<td>CURRENT Contract Expiration Date*</td>
<td>Watch List**</td>
<td>Status</td>
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</tr>
<tr>
<td>San Diego</td>
<td>Morena Boulevard Station Area Study Phase 2</td>
<td>PLANNING: Supports mixed-use, transit-oriented development in the Mid-Coast Trolley Line station areas by preparing amendments to Linda Vista and Clairmont Mesa planning documents, processing rezones, and developing a programmatic environmental document.</td>
<td>$400,000</td>
<td>01/21/2014</td>
<td>01/21/2016</td>
<td>07/21/17</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>The Complete Boulevard Planning Study</td>
<td>PLANNING: Studies two primary areas along the Boulevard Rapid Bus line and proposes improvements that can contribute to the sustainability, economic vitality, and well-being of the surrounding communities.</td>
<td>$171,617</td>
<td>01/21/14</td>
<td>01/21/17</td>
<td>01/21/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
<td></td>
</tr>
<tr>
<td>San Marcos</td>
<td>Armorlite Complete Street Corridor</td>
<td>CAPITAL: Constructs multi-modal improvements along Armorlite Drive, a Class I bike path on the North side of the street, and the extension of Class II or III bike facilities to the Mission Sports Park.</td>
<td>$1,000,000</td>
<td>12/30/13</td>
<td>08/30/15</td>
<td>02/29/16</td>
<td>No</td>
<td>Grantee IS requesting a 6 month schedule amendment to 08/29/16 for the Regional Planning Committee’s approval.</td>
<td></td>
</tr>
<tr>
<td>Vista</td>
<td>Vista Downtown Specific Plan Update</td>
<td>PLANNING: Updates the Vista Downtown Specific Plan to support smart growth and multi-modal connections.</td>
<td>$148,383</td>
<td>01/24/14</td>
<td>04/24/15</td>
<td>10/24/15</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
<td></td>
</tr>
</tbody>
</table>

**Cycle 2 Transnet Smart Growth Incentive Grant Program Projects (Completed)**

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>CAPITAL: Installs approximately 300 new wayfinding signs throughout Downtown San Diego to direct residents, visitors and workers to popular destinations.</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>ORIGINAL Contract Expiration Date</th>
<th>CURRENT Contract Expiration Date*</th>
<th>Watch List**</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Diego</td>
<td>Wayfinding Signage</td>
<td>CAPITAL: Installs approximately 300 new wayfinding signs throughout Downtown San Diego to direct residents, visitors and workers to popular destinations.</td>
<td>$335,329</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2015</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35) and 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.
### Exhibit B

**Status of Cycle 3 (FY 2014 - 2016) TransNet Smart Growth Incentive Grant Program Projects**

Projects Awarded July 24, 2015 (Contract Execution in Progress as of September 30, 2015)

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>ORIGINAL Contract Expiration Date</th>
<th>CURRENT Contract Expiration Date*</th>
<th>Watch List**</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 El Cajon</td>
<td>El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan</td>
<td>PLANNING: The project would comprehensively analyze the study area surrounding the El Cajon Transit Center to plan a new vision for the area to include transit-supportive land use, improved mobility options, and an enhanced public realm.</td>
<td>$400,000</td>
<td>TBD</td>
<td></td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>2 Escondido</td>
<td>Transit Center Active Transportation Connections</td>
<td>CAPITAL: The project fills important gaps in the Active Transportation network immediately adjacent to the Escondido Transit Center (ETC) where active transportation demand is the highest. The project connects the ETC to grocery, commercial, residential and office centers to the west by constructing a bridge for pedestrians and by providing bike lanes between Tulip and Quince Street.</td>
<td>$1,270,000</td>
<td>TBD</td>
<td></td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>3 Imperial Beach</td>
<td>Palm Avenue Mixed Use and Commercial Corridor Plan West End Sector</td>
<td>PLANNING: This project builds upon the 2009 Master Plan taking the plans from a 30 percent level to 100 percent construction drawings for the project area (West End Sector). Project details include public right of way improvements, traffic calming measures, and significant pedestrian, bicycle, and transit improvements.</td>
<td>$400,000</td>
<td>TBD</td>
<td></td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>4 La Mesa</td>
<td>North Spring Street Smart Growth Corridor</td>
<td>CAPITAL: The project will enhance public infrastructure, encourage/support future private development, contribute to the reduction of greenhouse gases, and serve as a model smart growth project for the region. Enhancements include ADA ramps, high visibility cross walks, lighting, &amp; safety fencing, class III bicycle route with sharrow markings along the corridor and a pedestrian railroad crossing and sidewalk improvements.</td>
<td>$992,503</td>
<td>TBD</td>
<td></td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>5 Lemon Grove</td>
<td>Lemon Grove Avenue Realignment</td>
<td>CAPITAL: The project realigns and reconstructs segments of Lemon Grove (LGA) and North Avenues, trolley/railroad crossing and the LGA State Route 94 entrance/exit and upgrades existing substandard improvements at the trolley/railroad crossing; water and storm drains; and underground SDG&amp;E, Cox and AT&amp;T transmission and/or distribution overhead lines.</td>
<td>$805,000</td>
<td>TBD</td>
<td></td>
<td>No</td>
<td>No</td>
<td></td>
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<tr>
<td>Grantee</td>
<td>Project</td>
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<tr>
<td>Lemon Grove</td>
<td>Broadway Downtown Village Specific (DVSP) Expansion</td>
<td>PLANNING: The expansion would consider promoting mixed-use with increased residential densities and commercial intensities within the proposed boundaries consistent with the adopted Downtown Village Specific Plan. However, the proposed project will also consider a form-based code for the expansion as well as areas of the existing DVSP. This area falls within a walkable distance to the Lemon Grove Trolley Depot and several bus stops.</td>
<td>$175,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>National City</td>
<td>Downtown Westside Wayfinding and Community Gateways</td>
<td>CAPITAL: The project includes the installation of new wayfinding/gateway signs throughout the Downtown and Westside Communities. The visually unified street space will attract and support future development and serve as a model example for smart growth in the region.</td>
<td>$825,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>National City</td>
<td>Westside Mobility Improvements</td>
<td>CAPITAL: This project enhances bicycling and pedestrian connections in the Downtown and Westside Specific Plan areas and encourages smart growth development. The project includes the installation of Class II bicycle facilities, intersection curb bulb-outs at key intersections, and ADA-compliant curb ramps at intersections with improved crosswalks.</td>
<td>$2,000,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>National City</td>
<td>Downtown Specific Plan Update</td>
<td>PLANNING: The Downtown Specific Plan Update will provide an overall update to the original plan adopted in 2005. The plan will incorporate new elements related to Smart Growth, specifically Transportation Demand Management and parking policies. The Specific Plan Update will revise land use zones, urban design standards and recommend future implementation programs/projects in a manner that will provide direction for development that will create a unique sense of place in National City’s vibrant Downtown core.</td>
<td>$320,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Oceanside</td>
<td>Seagaze Drive Downtown Mobility Project</td>
<td>CAPITAL: This project will enhance the quality of Seagaze Drive and provide much needed continuity with Mission Avenue through innovative smart growth supporting infrastructure including: pedestrian bulb-outs, ADA ramps with truncated domes, rectangular rapid flashing beacons, enhanced crosswalks, and a raised pork-chop median.</td>
<td>$357,497</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Grantee</td>
<td>Project</td>
<td>Description of Project Activities</td>
<td>Grant Amount</td>
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<td>ORIGINAL Contract Expiration Date</td>
<td>CURRENT Contract Expiration Date*</td>
<td>Watch List**</td>
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<tr>
<td>11</td>
<td>San Diego (Civic San Diego)</td>
<td>14th Street Pedestrian Promenade Demonstration Block</td>
<td>CAPITAL: The promenade would create an approximately 30-foot wide pedestrian promenade/linear park. It will link City College to Barrio Logan through East Village, including connecting several existing and future park sites. It will serve to connect Downtown's densely populated neighborhoods with enhanced landscaped corridors focused on improving pedestrian and other non-vehicular circulation.</td>
<td>$1,000,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>12</td>
<td>San Diego</td>
<td>San Ysidro Wayfinding Signs</td>
<td>CAPITAL: The project includes the design and installation of wayfinding signs in the San Ysidro Port of Entry District to improve the area’s mobility and respond to changes in the configuration of the Port of Entry. Signs will help visitors easily locate public services, popular destinations, and transportation options.</td>
<td>$350,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>13</td>
<td>San Diego</td>
<td>Grantville Trolley Station/Alvarado Creek Enhancement Project</td>
<td>PLANNING: This project restores the Alvarado Creek channel to a naturalized creek with bridges and walking/cycling trails, the pedestrian and bicycle experience between future TODs and the transit stop will be greatly enhanced. The station's full potential cannot be fully realized without supporting amenities such as a restored creek.</td>
<td>$400,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>14</td>
<td>San Diego (Civic San Diego)</td>
<td>Sixth Avenue Bridge Promenade Feasibility and Conceptual Design</td>
<td>PLANNING: The project will complete a Feasibility and Conceptual Design study for an enhanced pedestrian connection between Downtown and Bankers Hill/Balboa Park. The preliminary concept for this project includes an enhanced pedestrian pathway or promenade from Downtown to Balboa Park with treatments such as widened sidewalks, landscaping, benches, and trellises.</td>
<td>$200,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>15</td>
<td>San Diego</td>
<td>Pacific Beach Greenways, Parks and Transit</td>
<td>PLANNING: The Pacific Beach Greenways, Parks and Transit Plan expands community open space and improve multi-modal circulation by identifying new public spaces, improve mobility, supports transit and foster development in an existing smart growth area. The study effort will include the creation of public open spaces, multi-modal infrastructure improvements that improve safety for all modes of travel and expand beach access, improvements to the beach boardwalk, and integration of arts and culture in urban design.</td>
<td>$400,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
</tr>
</tbody>
</table>
## Status of Cycle 3 (FY 2014 - 2016) TransNet Smart Growth Incentive Grant Program Projects

Projects Awarded July 24, 2015 (Contract Execution in Progress as of September 30, 2015)

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>Original Contract Expiration Date</th>
<th>Current Contract Expiration Date*</th>
<th>Watch List**</th>
<th>Status</th>
</tr>
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<tbody>
<tr>
<td>San Diego</td>
<td><strong>Kearny Mesa Smart Growth Employment Area Plan</strong>&lt;br&gt;PLANNING: The Kearny Mesa Smart Growth Employment Area Plan will produce an updated land use and zoning strategy to expand employment potential of the Project Area and allow complementary residential uses in a mixed-use context.</td>
<td>$105,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Vista</td>
<td><strong>Paseo Santa Fe Phase II</strong>&lt;br&gt;CAPITAL: Paseo Santa Fe Phase II is an infrastructure and streetscape project located in Vista's Town Center on South Santa Fe Avenue. It is a complete and livable streetscape project that includes a road diet that will reduce the street width from five lanes to two lanes; install new curbs, gutters, and enhanced sidewalks; construction of roundabouts at key intersections; and, install decorative elements such as landscaping, street lights, street signs, and pedestrian furniture.</td>
<td>$2,000,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.
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<tr>
<td>1</td>
<td>Carlsbad Active Village Campaign</td>
<td>SUPPORT: Develops a multi-media campaign to promote the benefits of walking and biking in Carlsbad and Carlsbad Village, and aims to increase bicycling and walking for everyday trips, improve connectivity and create a pilot program that is scalable for other cities in the region.</td>
<td>$271,211</td>
<td>02/14/13</td>
<td>04/30/14</td>
<td>04/30/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>2</td>
<td>National City 4th Street Community Corridor</td>
<td>CAPITAL: Provides roughly 2.0 miles of Class II bicycle facilities, including bicycle detector loops and bicycle boxes. The project includes installation of high-visibility crosswalks, and traffic calming elements.</td>
<td>$450,000</td>
<td>03/05/13</td>
<td>07/31/16</td>
<td>07/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>3</td>
<td>National City Bicycle Parking Enhancements</td>
<td>BIKE PARKING: Installs bicycle racks throughout National City’s bicycle network, providing cyclists with secure and convenient parking for end-of-trip storage.</td>
<td>$50,000</td>
<td>03/05/13</td>
<td>07/31/16</td>
<td>07/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>4</td>
<td>National City D Avenue Corridor</td>
<td>CAPITAL: Provides approximately 2.5 miles of Class II and III bicycle facilities, including bicycle detector loops and bicycle boxes at all signalized intersections. The project also includes installation of high-visibility crosswalks and traffic calming elements.</td>
<td>$600,000</td>
<td>03/05/13</td>
<td>07/31/16</td>
<td>07/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>5</td>
<td>Oceanside 2 Year Education, Encouragement, and Awareness Project</td>
<td>SUPPORT: Provides adult and student education for active transportation skills and concepts, bilingual Public Service Announcements, and bike route maps of Oceanside bike facilities.</td>
<td>$180,808</td>
<td>03/13/13</td>
<td>07/31/15</td>
<td>07/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>6</td>
<td>Oceanside North Coast Transit Station Bike Station</td>
<td>BIKE PARKING: Provides a 200 sq. ft. bike station for 30 bicycles to provide secure, indoor bike parking, which bicyclists can access 24 hours a day, 7 days a week.</td>
<td>$100,000</td>
<td>03/13/13</td>
<td>10/31/15</td>
<td>10/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>7</td>
<td>San Diego Chollas Creek to Bayshore Bikeway - Multi-Use Path Design</td>
<td>CAPITAL: Provides environmental review and design for an envisioned Class I Multi-Use Path to connect between Southeastern San Diego, Barrio Logan, the San Diego Bay and Downtown San Diego for everyday non-motorized travel.</td>
<td>$441,250</td>
<td>02/21/13</td>
<td>12/31/14</td>
<td>12/31/15</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>8</td>
<td>San Diego Linda Vista CATS</td>
<td>PLANNING: Develops a Comprehensive Active Transportation Strategy (CATS) for the Linda Vista Community Planning Area, providing direct and convenient connections to various destinations, while increasing bicyclist and pedestrian safety.</td>
<td>$300,000</td>
<td>02/21/13</td>
<td>03/31/16</td>
<td>09/30/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>9</td>
<td>San Diego Downtown Complete Streets Mobility Plan</td>
<td>PLANNING: Establishes a comprehensive Complete Streets approach for downtown San Diego.</td>
<td>$300,000</td>
<td>04/11/13</td>
<td>11/30/14</td>
<td>05/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
</tbody>
</table>

**Cycle 2 Active Transportation Grant Program Projects (Completed)**

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<tr>
<td>10</td>
<td>Carlsbad Bike the Village: 100 Racks</td>
<td>BIKE PARKING: Builds upon the Carlsbad Village's Bike Rack Pilot Program and other related capital improvement projects in the vicinity and installs 80 additional custom racks and 6 bike corrals.</td>
<td>$33,000</td>
<td>PROJECT COMPLETE - JULY 2013</td>
<td></td>
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</tr>
<tr>
<td>Grantee</td>
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<tr>
<td>11 Carlsbad</td>
<td>CARLSD: Enhances safety and improves circulation and access for all modes of transportation between Carlsbad and Oceanside across a natural barrier and completes the northern sections of the Coastal Rail Trail into Oceanside.</td>
<td>$800,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JANUARY 2015</td>
<td></td>
</tr>
<tr>
<td>12 Carlsbad</td>
<td>CARLSD CATS: Develops a comprehensive active transportation implementation strategy (CATS) for livable streets. The plan will be tested by implementing up to five pilot projects.</td>
<td>$150,000</td>
<td></td>
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<td>PROJECT COMPLETE - MAY 2015</td>
<td></td>
</tr>
<tr>
<td>13 Chula Vista</td>
<td>MAIN ST: Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features.</td>
<td>$299,981</td>
<td></td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2015</td>
<td></td>
</tr>
<tr>
<td>14 Del Mar</td>
<td>BIKE PARKING: Planning and implementation of bike parking facilities, including bike racks and lockers, throughout the city.</td>
<td>$25,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2014</td>
<td></td>
</tr>
<tr>
<td>15 Imperial Beach</td>
<td>ECO-BIKEWAY: Provides construction of Class II and Class III bikeways, and expands the local pedestrian network along Palm Avenue. Provides an important connection from the Bayshore Bikeway to Seacoast Drive.</td>
<td>$1,500,000</td>
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<td>PROJECT COMPLETE - NOVEMBER 2013</td>
<td></td>
</tr>
<tr>
<td>16 Oceanside</td>
<td>OCEANSD: Improves the sidewalk and landscaping along Oceanside Boulevard, facilitating pedestrian access to transit stations and destinations.</td>
<td>$400,000</td>
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<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2014</td>
<td></td>
</tr>
<tr>
<td>17 Oceanside</td>
<td>MISSION AV: Provides a mix of bicycle, pedestrian, and roadway improvements including: increased sidewalk width with curb bulb-outs, streetscape improvements, and Class III bicycle improvements.</td>
<td>$1,500,000</td>
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<td></td>
<td>PROJECT COMPLETE - JULY 2014</td>
<td></td>
</tr>
<tr>
<td>18 San Diego</td>
<td>SAN DIEGO: Improves pedestrian safety with the installation of the Pedestrian Hybrid Beacon using the ‘Hawk Signal’ at the project intersection.</td>
<td>$293,000</td>
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<td>PROJECT COMPLETE - JUNE 2015</td>
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</tr>
<tr>
<td>19 San Diego</td>
<td>MICRO BICYCLE DETECTION: Installs microwave-based bicycle detection devices at various intersections that distinguish between bicycles and vehicles and adjusts signal timing to better accommodate cyclists.</td>
<td>$200,000</td>
<td></td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE - OCTOBER 2014</td>
<td></td>
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### Status of Cycle 2 (FY 2011 - 2013) TransNet /TDA Active Transportation Grant Program Projects

**Reporting period through September 30, 2015**

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<tr>
<td>20 San Marcos</td>
<td>Bicycle and Pedestrian Master Plan PLANNING: Identifies needed improvements to the existing network and new routes to provide bicycle and pedestrian connectivity.</td>
<td>$80,000</td>
<td></td>
<td></td>
<td></td>
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<td>PROJECT IS COMPLETE - JUNE 2015</td>
</tr>
<tr>
<td>21 San Marcos</td>
<td>San Marcos Boulevard Complete Street Multi-Way Boulevard PLANNING: Project creates a multi-modal transportation corridor and prepares a set of Complete Street concepts for the future re-development of San Marcos Boulevard.</td>
<td>$124,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2015</td>
</tr>
<tr>
<td>22 Santee</td>
<td>San Diego River Trail - South Side of the San Diego River CAPITAL: Improves trail by installing a Class I bike path with decomposed granite shoulders for pedestrians.</td>
<td>$281,750</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT IS COMPLETE - MAY 2015</td>
</tr>
<tr>
<td>23 Santee</td>
<td>Town Center Parkway/ Olive Lane/ Prospect Avenue Bike Project CAPITAL: Improves safety for bicyclists by installing Class II bike lanes, narrowing vehicle lanes, adding bike lanes at intersections and adjusting video detection to detect bicycles.</td>
<td>$134,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2014</td>
</tr>
<tr>
<td>24 Solana Beach</td>
<td>Comprehensive Active Transportation Strategy (CATS) PLANNING: Comprehensive update of the bicycle master plan, and consideration of pedestrian facilities and traffic calming needs, especially around schools, transit and commercial neighborhoods.</td>
<td>$136,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT IS COMPLETE - JUNE 2015</td>
</tr>
<tr>
<td>25 Vista</td>
<td>Bicycle Master Plan PLANNING: Updates the City of Vista's 2002 Bicycle Master Plan. Provides connections to neighboring bikeways in adjacent communities of Oceanside, Carlsbad, San Marcos, and unincorporated parts of the County.</td>
<td>$150,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JANUARY 2015</td>
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<td>1 Chula Vista</td>
<td>F Street Streetscene Master Plan PLANNING: Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features.</td>
<td>$491,000</td>
<td>08/14/15</td>
<td>08/14/18</td>
<td>08/14/18</td>
<td>No</td>
<td>Project is making timely progress toward its milestones</td>
</tr>
<tr>
<td>2 Del Mar</td>
<td>Pedestrian and Bike facilities along Camino del Mar, Jimmy Durante, and Via de la Valle CAPITAL: construct street, sidewalk, and bicycle lane improvements to create continuous, aligned sidewalks and improved bicycle lanes within public right-of-way for better mobility.</td>
<td>$812,000</td>
<td>07/14/15</td>
<td>01/14/17</td>
<td>01/14/17</td>
<td>No</td>
<td>Project is making timely progress toward its milestones</td>
</tr>
<tr>
<td>3 Escondido</td>
<td>4th Street Community Corridor CAPITAL: Construct Class I and Class II bike facilities that connect the Escondido Creek Trail and Inland Rail Trail</td>
<td>$1,092,000</td>
<td>09/03/15</td>
<td>03/03/19</td>
<td>03/03/19</td>
<td>No</td>
<td>Project is making timely progress toward its milestones</td>
</tr>
<tr>
<td>4 Imperial Beach</td>
<td>Bicycle Parking Enhancements CAPITAL: Construct streetscape improvements and Class II bike facility along 13th Street. Improvements will be implemented in conjunction with the adaptive reuse of two commercial warehouse structures into a commercial/retail-serving “Bikeway Village”</td>
<td>$1,800,000</td>
<td>12/1/2015***</td>
<td>12/01/16</td>
<td>12/01/16</td>
<td>No</td>
<td>Project is making timely progress toward its milestones</td>
</tr>
<tr>
<td>5 National City</td>
<td>Division Street Road Diet CAPITAL: Implement pedestrian improvements and install approximately 1 mile of Class II buffered bike lanes along Division Street</td>
<td>$875,000</td>
<td>08/21/15</td>
<td>05/21/17</td>
<td>05/21/17</td>
<td>No</td>
<td>Project is making timely progress toward its milestones</td>
</tr>
<tr>
<td>6 National City</td>
<td>Euclid Avenue Bicycle and Pedestrian Enhancements CAPITAL: Implement a road diet and provide approximately 1.7 miles of Class II buffered bike lane along Euclid Avenue between Crevantes Avenue and East 24th Street</td>
<td>$425,000</td>
<td>08/21/15</td>
<td>05/21/17</td>
<td>05/21/17</td>
<td>No</td>
<td>Project is making timely progress toward its milestones</td>
</tr>
<tr>
<td>7 County of San Diego</td>
<td>Active Transportation Plan PLANNING: Prepare a comprehensive master plan and policy document for the unincorporated county area to guide the development and maintenance of active transportation infrastructure and supportive programs</td>
<td>$500,000</td>
<td>06/12/15</td>
<td>06/12/18</td>
<td>06/12/18</td>
<td>No</td>
<td>Project is making timely progress toward its milestones</td>
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***Anticipated execution date
### Exhibit E

**Status of Cycle 3 (FY 2014 - 2016) TransNet /TDA Active Transportation Grant Program Projects**

Projects Awarded July 24, 2015 (Contract Execution in Progress as of September 30, 2015)

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<tr>
<td>1 Carlsbad</td>
<td>Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project</td>
<td>CAPITAL: Provide enhanced facilities for pedestrians, transit users and bicyclists. The proposed project will establish a new standard for a pedestrian scramble, provide and demand actuated NTOR blank out signs, modify traffic detection to count cyclists and provide unique clearance times. Bicyclists will be provided with northbound and southbound bike boxes.</td>
<td>$192,100</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>2 Chula Vista</td>
<td>Walk + Bike Chula Vista Education Encouragement Awareness Campaign</td>
<td>SUPPORT: Creates a positive multimedia campaign, coordinates and promotes new walking and biking infrastructure projects to increase awareness on bicycle and pedestrian access, educate businesses and residents, and promote alternative transportation choices and improved safety in Chula Vista.</td>
<td>$100,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>3 Coronado</td>
<td>Coronado Comprehensive Active Transportation Strategy</td>
<td>PLANNING: Provides a complete multi-modal transportation network in Coronado that accommodates the needs of all users and modes. Specifically, the CATS will include a pedestrian master plan component, an updated bicycle master plan component, and the development of Safe Routes to School and traffic calming recommendations for the City of Coronado.</td>
<td>$90,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>4 El Cajon</td>
<td>Be Safe, El Cajon</td>
<td>SUPPORT: Circulate San Diego and the City of El Cajon will initiate a multi-media, multi-lingual, multi-modal, and multi-faceted education, encouragement and awareness campaign to encourage active transportation and pedestrian safety for residents.</td>
<td>$50,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>5 Escondido</td>
<td>Escondido Creek Trail Signalized Bike/Pedestrian Crossing at El Norte Parkway Project</td>
<td>CAPITAL: Provides active transportation connectivity for the Escondido Creek Trail. Provides active transportation connectivity for the Escondido Creek Trail in accordance with the Escondido Creek Trail Master Plan. The project also includes a bridge that will provide a sidewalk, decorative fencing, safety barrier, bike lanes and buffers across the Escondido Creek.</td>
<td>$335,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>6 National City</td>
<td>Sweetwater River Bikeway/30th Street Bicycle Facility Improvements</td>
<td>CAPITAL: The project will provide nearly one mile of Class II and Class III bicycle facilities, per the City’s Bicycle Master Plan. The bicycle facilities will complete a system gap in National City’s bicycle network, directly linking the bike network to the regional Sweetwater River Bikeway.</td>
<td>$1,000,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>7 National City</td>
<td>National City Bicycle Parking Enhancements (Bike Parking)</td>
<td>BIKE PARKING: The Project will install bicycle racks throughout National City’s bicycle network. The bicycle racks will provide cyclists with safe, secure, and convenient parking for end-of-trip storage and enhance regional and local bicycle networks.</td>
<td>$50,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
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### Status of Cycle 3 (FY 2014 - 2016) TransNet /TDA Active Transportation Grant Program Projects
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<td>8</td>
<td>Oceanside Bike/Bus Safety Public Outreach Project</td>
<td>SUPPORT: Creates public service messages (aka bus wraps) on 15 buses to: (1) educate the public on the meaning of “Sharrows” and (2) alert cyclists to the danger of attempting to pass buses on the right side. Program funding will allow wraps on 15 buses for six months and reach approximately 600,000 people per month.</td>
<td>$90,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>San Diego Euclid and Market Complete Streets Master Plan</td>
<td>PLANNING: The plan improves pedestrian and bicycle connectivity and facilities, safety, and equitable access to transit and amenities. The project location on Market and Euclid overlays a planned Community Facilities District (CFD), implementing the Complete Streets Master Plan and transportation infrastructure needed to attract businesses, improve safety, boost economic development and fulfill the smart growth vision for the neighborhood.</td>
<td>$300,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Santee Riverwalk Drive Crossing Project</td>
<td>CAPITAL: The project will install new concrete bulbouts, pedestrian ramps, pedestrian warning signage, a new ladder crosswalk and enhanced area lighting. It will also add parking lanes to narrow the lanes and add sharrows down the length of the project.</td>
<td>$216,900</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Santee Citywide Bike Lanes Project</td>
<td>CAPITAL: Provides for bike lanes along Fanita Parkway from Mast Boulevard to Carlton Oaks Boulevard; Cuyamaca Street from Riverpark Drive to Mast Boulevard; El Nopal from Magnolia Avenue to eastern City limits; Fanita Drive from Prospect Avenue to southern City limits; Riverview Parkway from Mission Gorge Road to Town Center Boulevard; Woodside Avenue North from SR 67 offramp to eastern City limits.</td>
<td>$156,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Solana Beach Stevens/Valley Avenue Corridor – Bicycle and Pedestrian Improvement Project</td>
<td>CAPITAL: This project will reduce the number of lanes on Stevens/Valley Avenue in order to provide for bike lanes along all of Stevens/Valley Avenue; to construct sidewalks in missing locations; to provide enhanced crosswalks; to construct curb ramps consistent with current standards; and to provide traffic calming features to slow down traffic.</td>
<td>$420,000</td>
<td>TBD</td>
<td></td>
<td></td>
<td>No</td>
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</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35) and 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.
COMPETITIVE GRANT PROGRAM PROCEDURES

Applicability and Purpose of Policy

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

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

Procedures

1. Project Milestone and Completion Deadlines

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

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

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

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

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

2. Project Milestone and Completion Deadline Extensions

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

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

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

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

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

3. Project Delays and Extensions in Excess of Six Months

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

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

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

4. Resolution and Execution of the Grant Agreement

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

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

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

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

5. Increased Availability of Funding Under this Policy

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

Adopted: January 2010
Amended: November 2014
October 21, 2015

Tracy Wills
Grant Analyst
401 B. St. Suite 800
San Diego, CA 92101

RE: Grant Agreement #5004282

Dear Ms. Wills,

Project: Armorlite Complete Street Corridor
Grant Agreement #: 5004282
Grantee: City of San Marcos
Project Manager: Elias Gallegos, (760) 744-1050 X 3225, EGallegos@san-marcos.net

The City of San Marcos would like to request a 6-month extension on this project timeline. The bid award process was delayed due to unanticipated issues related to the lowest bidder rescinding their bid after the submissions had been completed. Subsequently, the City had to award the contract to the second lowest bidder which required a reprocessing of administrative documents, contract materials, and signatures. While this has delayed the award process, we don’t anticipate any change to the overall scope or budget of this project.

With this 6-month extension, we are committed to completing this project by our revised project close-out date of August 31st, 2016. Please see the updated timeline (also reflected in our quarterly report).

- City Council approved the award of the construction contract on June 23, 2015
- Notice of Award including contract documents were provided to the contractor on July 15, 2015
- Construction contract was signed and awarded on August 26, 2015
- Notice to Proceed was provided to the contractor on September 16, 2015
- Pre-construction meeting was held on September 18, 2015 where the date of October 12, 2015 was established as the start of construction
- The total construction period for the project is 120 working days which will cause the completion date to be extended an additional 3 months from the amended completion date of February 28, 2016 to May 31st, 2016.

If you have any questions, please contact me at dchamow@san-marcos.net or (760) 752-7550 ex. 3317.

Regards,

Darren Chamow
Management Analyst
TransNet  SMART GROWTH INCENTIVE GRANT PROGRAM  SCOPE OF WORK, BUDGET, & SCHEDULE (FY 2013 Cycle)

Project Title:  City of San Marcos Armorlite Drive Complete Streets Corridor
Project Type:  Capital

Project Location/Limits:
City of San Marcos on Armorlite Drive, between North Las Posas and Bingham, including a portion of Bingham and Bailey Court north of Armorite

Project Description:
The SGIP will be used for pedestrian, bike, stormwater runoff, universal access, sustainability elements, placemaking elements & traffic calming elements to the street. Developer funded matched improvements include demolition, utility relocations, grading, sub-base, compaction, curb, gutter, drainage, paving, striping & signage.

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<th>Task No.</th>
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PROJECT REVENUES

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</table>
October 22, 2015

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

RE: Request for Schedule Amendment to TransNet Smart Growth Incentive Program (SGIP) Grant Agreement No. 5004283 for the Downtown-Westside Community Connections Project

The Downtown-Westside Community Connections Project was subdivided into phases to leverage other grant projects. Phase I Coolidge Avenue construction is complete. Phase II “A” Avenue construction will be completed by November 2015. Final design for Phase III Plaza Blvd was delayed in order to provide additional coordination with Southwestern College’s campus expansion project located on the north side of Plaza Blvd between Roosevelt Ave and National City Blvd. Final plans for Phase III Plaza Blvd and Phase IV 14th Street have been packaged together to achieve costs savings and competitive bidding. Phases III and IV will be ready to advertise for public bidding in November 2015. Construction contract award is estimated for January 2016 with a construction completion date of June 2016. Two additional months are programmed for project close out. Therefore, we are requesting a 6 month project schedule extension to August 2016.

Please let us know if you need additional information to support our request.

Sincerely,

[Signature]

Stephen Manganiello
Director of Public Works / City Engineer

cc. Tracy Wills, SANDAG Grant Program Analyst
    Leslie Deese, City Manager
### Project Title:
Downtown-Westside Community Connections Project

### Project Type:
Capital

### Project Location/Limits:
Downtown-Westside Community Connections highlights four streets: Coolidge Avenue between Plaza Boulevard and 14th Street; A Avenue between 8th Street and 14th Street; Plaza Boulevard between Coolidge Avenue and A Avenue; 14th Street between Coolidge Avenue and A Avenue

### Project Description:
The project enhances City right-of-way & encourages smart growth through the following improvements: improve existing bus stops with new benches, shelters, recycling receptacles, public art, and electronic signs indicating the arrival time of the next bus; install bicycle racks, corner bulbouts, and accessible curb ramps at intersections with enhanced crosswalks and pedestrian refuges; install landscaping in center medians and where the curb is being extended; install street lighting with way finding signage, and increase the buffer between pedestrians and vehicles through diagonal on-street parking on Coolidge Avenue, 14th Street, Plaza Boulevard & where the curb is being extended; install street lighting with wayfindign signage, and increase the buffer between pedestrians and vehicles through diagonal on-street parking on Coolidge Avenue, 14th Street, and A Avenue. Establish Brick Row Plaza & potential downtown shuttle system.

### Task Table:

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Description</th>
<th>Deliverables</th>
<th>Start Date*</th>
<th>Completion Date*</th>
<th>Duration</th>
<th>SANDAG Funds</th>
<th>Matching Funds</th>
<th>TOTAL</th>
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<td>22 Months</td>
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**Project Completion**

- Notice of Completion
- NTP Date
- 15-Aug-16
- 15-Aug-16
- 22 Months
- 36 Months

**TOTALS**

- $2,000,000
- $2,000,000
- $4,000,000

*Start Date and Completion Date are both tracked from NTP Date.

### PROJECT REVENUES

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<th>FY 2014</th>
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<th>FY 2016</th>
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TransNet ENVIRONMENTAL MITIGATION PROGRAM: L AND MANAGEMENT GRANT PROGRAM CALL FOR PROJECTS FOR EIGHTH CYCLE OF GRANT FUNDING

File Number 1200300

Introduction

The TransNet Extension Ordinance and Expenditure Plan, approved by the voters in November 2004, includes the Environmental Mitigation Program (EMP), which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. The EMP is a unique component of the TransNet Extension Ordinance in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities to help implement the regional habitat conservation plans. This funding allocation is tied to mitigation requirements and the environmental clearance approval process for projects outlined in San Diego Forward: The Regional Plan.

This report is seeking a recommendation from the Regional Planning Committee to support the eligibility, submittal, and evaluation criteria for the next cycle of competitive land management grants. Pending Board of Directors approval, the call for projects is anticipated for March 2016.

Discussion

Originally signed on February 22, 2008, and most recently amended on April 26, 2013, the Board of Directors entered into the Memorandum of Agreement (MOA) with state and federal resource agencies on the implementation of the EMP. 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, with the intention of avoiding future listings of endangered species. Allocation of the $4 million is done on an annual basis by the Board of Directors pursuant to a work plan last approved by the Board of Directors in September 2015. The work plan is designed to strategically allocate funding for land management and monitoring activities under the EMP. As part of the FY 2016-FY 2017 work plan, approximately $1.8 million is available for the next cycle of competitive Land Management Grant Program funding.

Recommendation

The Regional Planning Committee is asked to recommend that the Board of Directors approve the modifications to the draft eligibility, submittal, and evaluation criteria and the release of the call for projects for the eighth cycle of the TransNet Environmental Mitigation Program Land Management Grant Program.
An internal evaluation conducted by SANDAG staff in 2015 indicated that the Land Management Grant Program has been successful at providing sustained benefits to the region by supporting land managers from SANDAG member agencies, as well as federal, state, and local agencies, and non-profit organizations. This would be the eighth cycle for the competitive land management grants with only minor changes from the last cycle.

**TransNet EMP Land Management Grant Criteria**

In September 2015, the Regional EMP Working Group, an advisory group to the Regional Planning Committee, created an Ad Hoc Committee to review the past seven cycles of the Land Management Grant Program and make recommendations to improve and streamline the grant process. The Ad Hoc Committee concluded that the competitive land management grant process has been effective in distributing necessary funding to land managers to fill funding gaps, and that the funding has been equitably distributed across the region and allocated to projects with the most urgent needs.

On January 12, 2016, the EMP Working Group met to discuss the eligibility, submittal, and evaluation criteria for a proposed eighth cycle of the land management grants. The Working Group is recommending minor changes to the eligibility criteria to align the competitive grant program funding to better reflect the most at-risk habitats and species, while still maintaining some funding for general habitat stewardship activities.

The EMP Working Group recommends that the $1.8 million of funding available for the eighth cycle of EMP land management grants be allocated to projects in the following funding categories:

- Threat Reduction Stewardship ($800,000)
- Species and Habitat Recovery ($1,000,000)

These funding categories are similar to those included as part of previous grant cycles. However, the EMP has proposed that eligible activities be simplified into two funding categories rather than the three categories from previous cycles. The maximum amount of funding that could be awarded to projects in the Threat Reduction Stewardship category would be $50,000, and the maximum amount of funding that could be awarded to projects in the Species and Habitat Recovery would be $1,000,000. Details on eligible project activities and the evaluation criteria for ranking proposals are described in Attachment 1.

In addition, individual applications have been created for projects within each of the funding categories to streamline the review of projects (Attachments 2 and 3).

It is anticipated that contracts will be awarded for successful applications in winter 2016-2017, which would allow projects to begin before the critical early spring season.

The EMP Working Group unanimously recommended support for the revised call for projects on January 12, 2016.

**Next Steps**

The Transportation Committee and the TransNet Independent Taxpayer Oversight Committee (ITOC) will discuss this item on February 5, 2016, and February 10, 2016, respectively. The Regional
Planning Committee’s recommendation, along with any input from the Transportation Committee and ITOC, will be presented to the Board of Directors for consideration on February 26, 2016. If approved by the Board of Directors, staff will release the call for projects in March 2016.

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

Attachments: 1. 2017 Land Management Grants – Draft Program Overview and Instructions  
   2. 2017 Land Management Grant Application – Draft Threat Reduction Stewardship  
   3. 2017 Land Management Grant Application – Draft Species and Habitat Recovery

Key Staff Contact: Sarah Pierce, (619) 699-7312, sarah.pierce@sandag.org
CALL FOR PROJECTS FOR THE EIGHTH CYCLE OF THE
TransNet ENVIRONMENTAL MITIGATION PROGRAM (EMP)
LAND MANAGEMENT GRANT PROGRAM
OVERVIEW AND INSTRUCTIONS

Program Description

The TransNet Extension Ordinance and Expenditure Plan, as approved by the voters on November 2, 2004, includes an Environmental Mitigation Program (EMP). The EMP is a funding allocation category for the costs to mitigate habitat impacts for regional transportation projects. The EMP is a unique component of the TransNet Extension in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities as needed to help implement regional habitat conservation plans.

On March 25, 2016, the SANDAG Board of Directors approved the call for projects for the eighth cycle of the EMP Land Management Grant Program with a budget of $1.8 million. Two funding categories have been identified or the eighth cycle of EMP Land Management Grants. Approximately $800,000 will be allocated to short-term threat reduction projects by land managers and approximately $1,000,000 will be allocated to long-term (3-5 year) species and habitat recovery projects pursuant to the Management Strategic Plan for Conserved Lands in Western San Diego (MSP).

Eligible Project Proposals

To be eligible for funding, proposed projects must be located within the MSP Area (MSPA) on lands conserved for habitat preservation and must include activities within one of the categories below:

1. Threat Reduction Stewardship (approximately $800,000 available). Eligible activities include management stewardship actions to reduce threats to MSP species and their habitats on existing conserved lands. Highest priority will be given to projects that focus on SL\(^1\) and SO\(^2\) species. Example stewardship activities include, but are not limited to: control of invasive plant\(^3\) and animal species; erosion control; trail maintenance; signage and directional fencing; enforcement; and access control.

Projects in the Threat Reduction category should be short-term projects in need of one-time funding necessary to fill existing budget gaps for specific tasks. Projects should be completed within 18 months of receiving a notice to proceed (NTP). The maximum amount of funding that can be awarded for a project in this category is $50,000.

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1 Category SL Species: species whose persistence in the MSPA is at high risk of loss without immediate management action above and beyond that of daily maintenance activities.
2 Category SO Species: species whose persistence of one or more significant occurrences in the MSPA is at high risk of loss without immediate management action above and beyond that of daily maintenance activities.
3 Invasive plant species: species that is determined to be impacting MSP SL or SO species, as identified in the Management Priorities for Invasive Non-native Plants, A Strategy for Regional Implementation (IPSP).
2. **Species and Habitat Recovery (approximately $1,000,000 available).** Eligible activities include habitat restoration and enhancement projects with a focus on MSP priority species and their habitats. Highest priority will be given to projects that focus on SL\(^1\) and SO\(^2\) species. Example activities include, but are not limited to: habitat restoration including control of invasive plant\(^3\) and animal species and planting and seeding of areas with native vegetation; minimization of ignition and fuel sources to reduce intensity of spread and increase viability of MSP species; and management actions as identified through the implementation of inspect and manage (IMG) objectives to reduce impacts to SL or SO species. These projects should promote the goals and objectives identified in the MSP for those species.

Projects in the Species and Habitat Recovery category should be completed within 3-5 years of receiving a notice to proceed (NTP). The **maximum amount of funding that can be awarded for a project in this category is $1,000,000, but applicants are encouraged to phase their projects into discrete tasks incase full funding is not awarded.**

Projects that are not ready to begin work within 12 months of submission of the proposal to SANDAG will not be eligible for this funding cycle. Project proposals approved by the SANDAG Board of Directors for funding that do not begin work within one year will be at risk of losing their funding. This grant program is intended to fund existing gaps of land management and the total length of time funded should be appropriate to the proposed project. All requests for extensions to proposed project schedules within final executed grant agreements are subject to SANDAG Board Policy No. 035, which can be found at sandag.org/legal.

**Process for Allocating Funds**

SANDAG will accept project proposals from land managers in San Diego County that will benefit regional conservation planning under the Natural Communities Conservation Planning Program. The applicant must own the land, or be designated to manage the land by the land owner under a contract or other written form of legal documentation, and should have any applicable state and federal permits prior to the initiation of work. The land must be conserved as open space for natural resources. Representatives of the land owner and land manager must be identified on the Grant Application Form (Attachment B or C) and be authorized in writing to enter into a grant agreement with SANDAG.

Applicants applying for funding in the **Threat Reduction Stewardship** category must complete a Grant Application Form (Attachment B) that does not exceed eight (8) pages. The project proposal will include the purpose of the proposed project, the scope of work, costs, and schedule. Applicants must clearly identify (1) their proposed tasks in the scope of work, (2) funding requested for each task, (3) start and end dates of the tasks, and (4) deliverables. Any required supplementary materials (with the exception of right-of-entry permit, if applicable) will be counted toward the eight (8) page maximum. Letters of support should **NOT** be included with the project application materials.

Applicants applying for funding in the **Species and Habitat Recovery** category must complete a Grant Application Form (Attachment C) that does not exceed twelve (12) pages. The project proposal will include the purpose of the proposed project, the scope of work, costs, and schedule. Applicants must clearly identify (1) their proposed tasks in the scope of work, (2) funding requested for each task, (3) start and end dates of the tasks, and (4) deliverables. Any required supplementary materials (with the exception of right-of-entry permit, if applicable) will be counted towards the
twelve (12) page maximum. Letters of support should NOT be included with the project application materials.

All project proposals will be reviewed for eligibility, ranked, and prioritized as described below. A list of recommended project proposals will be submitted for review and recommendation to the Environmental Mitigation Program (EMP) Working Group, Regional Planning Committee (RPC), and Transportation Committee (TC); for information and review for consistency with the TransNet Extension Ordinance to the Independent Taxpayer Oversight Committee (ITOC); and for final approval by the SANDAG Board of Directors.

Successful applicants will then be required to enter into a grant agreement with SANDAG for grant funding. The grant agreement signed by the parties will be in substantially the same form as the Sample Grant Agreement (Attachment D) included in the call for projects. Successful applicants will be required to submit quarterly invoices and reports on their progress. In addition, a final report of the project’s contribution to promote habitat conservation in the region along with the final invoice and all remaining deliverables will be submitted at the conclusion of the grant term.

**Who Will Score The Project Proposals?**

An evaluation committee will be made up of EMP Working Group members and/or other qualified individuals who do not have an affiliation with any of the proposed projects will score and rank the proposals, in conformance with the criteria and values listed below. The committee will be comprised of individuals with knowledge of the regional preserve system and land management.

**Protests**

A protest by any adversely affected applicant must be made in writing and must be mailed or hand delivered to SANDAG’s Protest Administrator, Charles “Muggs” Stoll, at 401 B Street, Suite 800, San Diego, CA 92101, within five (5) business days after an applicant is notified by SANDAG that its proposal is not being recommended for funding. A protest which does not strictly comply with the SANDAG protest procedures will be rejected. The Competitive Grant Program Protest Procedures can be found at the SANDAG EMP Grants web site available at sandag.org/empgrants.
Project Proposal Evaluation and Ranking

The following evaluation and ranking criteria will be used by the evaluation committee.

**Eligible Activity: 1. Threat Reduction Stewardship (18-month Projects)**

<table>
<thead>
<tr>
<th>Project Proposal Evaluation Criteria</th>
<th>Point Range</th>
<th>Maximum Score Possible</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed project addresses a high-priority MSP species and their habitats. SL or SO species will be given higher priority.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Proposed project will address an urgent need and includes actions that will reduce or manage an identified threat.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Success criteria have been identified and will be monitored and reported.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Success of proposed project is likely with clear, measurable, proven results that will promote conservation.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Any activities necessary to maintain the proposed project after the 18-month grant period have been identified and funding for those activities has been secured.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>50</td>
</tr>
</tbody>
</table>
## Eligible Activity: 2. Species and Habitat Recovery (3-5 Year Projects)

<table>
<thead>
<tr>
<th>Project Proposal Evaluation Criteria</th>
<th>Point Range</th>
<th>Maximum Score Possible</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed project addresses a high priority MSP species and their habitats. SL or SO species will be given higher priority.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Actions proposed meet MSP objectives and actions to be implemented. Species occurrence(s) are clearly identified within project proposal.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Long-term success of management activities is likely.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Success criteria have been identified and will be monitored and reported.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Proposed project is synergistic with other larger and ongoing efforts to recover a priority species and/or sensitive habitat.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Matching funds are available to implement the proposed project.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>60</td>
<td></td>
</tr>
</tbody>
</table>

---

4 Scores for matching funds will be based on the following scale: 1 point for 1-10% match; 2 points for 11-20% match; 3 points for 21-30% match; 4 points for 31-40% match; 5 points for 41-50% match; 6 points for 51-60% match; 7 points for 61-70% match; 8 points for 71-80% match; 9 points for 81-90% match; and 10 points for 91-100% match. For example, if $500,000 of grant funding is requested and $200,000 in matching funds are identified, the project will receive 4 points because matching funds total 40% of the grant amount requested.
Proposed Timeline (dates proposed are subject to change)

April 1, 2016 – A call for projects is provided to interested stakeholders included in SANDAG’s TransNet EMP stakeholder database. A call for projects also will be posted on the SANDAG EMP Grants web site, sandag.org/empgrants.

April 27, 2016 – A public workshop will be provided to address any questions related to the call for projects and proposal processes. SANDAG staff will provide information and address questions on the eligibility, approval, contracting, and specific requirements of this grant program.

May 31, 2016 – Proposals are due to SANDAG. One (1) signed hard copy and one (1) signed electronic file must be received by 4 p.m. Postmarks will not be accepted in lieu of this requirement.

Mail hard copy submittal to: SANDAG
Attn: Sarah Pierce
401 B Street, Suite 800
San Diego, CA 92101

Email electronic submittal to: sarah.pierce@sandag.org.

June – July, 2016 – The evaluation committee will review and rank project proposals following the criteria above and forward the list of prioritized project proposals to the EMP Working Group for consideration.

July, 2016 – The EMP Working Group will recommend a list of prioritized project proposals to the Regional Planning and Transportation Committees. The list of prioritized project proposals also will be provided to the Independent Taxpayer Oversight Committee to review for consistency with the Transnet Extension Ordinance.

September, 2016 – The Regional Planning and Transportation Committees will be provided a list of prioritized project proposals for review and information.

October, 2016 – The Regional Planning and Transportation Committees will be asked to recommend a list of prioritized project proposals for funding to the SANDAG Board of Directors.

October, 2016 – The SANDAG Board of Directors will be asked to approve a list of prioritized project proposals for funding.
CALL FOR PROJECTS FOR THE EIGHTH CYCLE OF THE TransNet ENVIRONMENTAL MITIGATION PROGRAM (EMP) LAND MANAGEMENT GRANT PROGRAM THREAT REDUCTION STEWARDSHIP GRANT APPLICATION FORM

Grant Application Form and required supplementary materials (hereafter referred to as “proposal”) cannot exceed eight (8) pages

Applicant Name\(^1\):

Address:

Phone and Email Address:

Name of Property:

General Location:

Jurisdiction:

Total Acres:

Estimated Acres Requiring Management:

Owner(s) of Property\(^2\):

Land manager(s) of property (include name(s)):

Brief Project Summary that includes your primary goal and objectives (200-word maximum)

<table>
<thead>
<tr>
<th>Quantify Expected Results (add bullets as necessary)</th>
</tr>
</thead>
<tbody>
<tr>
<td>•</td>
</tr>
<tr>
<td>•</td>
</tr>
<tr>
<td>•</td>
</tr>
</tbody>
</table>

Brief Description of dedicated staff and/or consultants that would work on Project (200-word maximum)

---

\(^1\) While collaboration is encouraged in the development of the grant proposal, the proposal must identify one organization as the lead entity that will enter into an Agreement with SANDAG.

\(^2\) If the applicant is not the landowner, please submit a letter or right-of-entry permit from the landowner granting permission to perform the land management duties as outlined in the proposal. Failure to provide the letter or right-of-entry permit will lead to disqualification of the proposal. Attached letter or right-of-entry permit (if applicable) does not count toward eight (8) page maximum.
Funding Needs Summary

Please indicate how much funding is being requested from SANDAG:

<table>
<thead>
<tr>
<th>Budget Item</th>
<th>Requested Funding Amount</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel Expenses Staff</td>
<td>$</td>
<td>Includes staff time for non-administrative work on the project</td>
</tr>
<tr>
<td>Personnel Administrative Expenses</td>
<td>$</td>
<td>Includes all staff time to administer the contract</td>
</tr>
<tr>
<td>Consultant Expenses</td>
<td>$</td>
<td>Includes all costs for consultant services</td>
</tr>
<tr>
<td>Other Direct Expenses</td>
<td>$</td>
<td>Includes all equipment, supplies, mileage, etc.</td>
</tr>
<tr>
<td>Indirect Costs</td>
<td>$</td>
<td>All indirect charges (e.g., overhead) on the project, if any.</td>
</tr>
<tr>
<td>Totals</td>
<td>$</td>
<td></td>
</tr>
</tbody>
</table>

*If applicable

PROJECT PROPOSAL

The proposal will include (A) the purpose of the project, (B) the scope of work by tasks, (C) the proposed budget by task, and (D) a schedule for each task. Applicants must clearly identify their proposed tasks in the scope of work, funding requested for each task (please identify staff hours and cost separately from consultant costs), start and end dates of the tasks, and deliverables. Applicants are encouraged to identify phasing and prioritization of tasks in their proposal in case full funding for the project is not available.

A. Project Purpose

Please describe how the proposed project meets the following criteria:

1. The proposed project addresses a high-priority MSP species and their habitats.
2. The proposed project will address an urgent need and includes actions that will reduce or manage an identified threat.
3. Success criteria have been identified and will be monitored and reported.
4. Success of the proposed project is likely with clear, measurable, proven results that will promote conservation.
5. Any activities necessary to maintain the proposed project after the 18-month grant period have been identified and funding for those activities has been secured.
6. To be eligible for funding, the proposed project must be on lands conserved for native habitat within the MSP area (MSPA). Where is the project located? Attach a map.

B. Scope of Work by Task

Please break down the proposal into discrete tasks and include a task name, description of each task, quantifiable expected results, and discrete deliverables for each task. Note: make sure to list tasks for quarterly reporting on the status of the grant project and a final report on the outcome of the grant project. You may add or subtract rows as needed.

---

Indirect Costs are only allowable if: (1) applicant has an indirect cost allocation audit approved by a qualified independent auditor or (2) the applicant’s proposed method for allocating indirect costs is submitted with the proposal in accordance with OMB guidelines and approved by SANDAG. Indirect costs will not be reimbursed until one of the two conditions above are satisfied and indirect cost allocation plans must be renewed annually.

CFP for the Eighth Cycle of the TransNet EMP Land Management Grant Program – Threat Reduction Stewardship Grant Application Form
## Exhibit A – Proposed Project Scope of Work

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Name</th>
<th>Task Description</th>
<th>Quantifiable Results/Deliverables</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Name of Task</td>
<td>Describe Task</td>
<td>List the quantifiable results and deliverables</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>....</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>....</td>
<td>Administrative</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### C. Budget by Task

Please include a specific budget for each task described in the Scope of Work (section B above). This funding category is intended to fund short-term threat reduction projects in need of one-time funding necessary to fill existing funding gaps for specific tasks and will not cover on-going annual costs within applicant’s organization.

## Exhibit B – Proposed Project Budget

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Name</th>
<th>Grant Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>$ -</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>$ -</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>$ -</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>$ -</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>$ -</td>
</tr>
<tr>
<td>....</td>
<td></td>
<td></td>
</tr>
<tr>
<td>....</td>
<td>Administrative</td>
<td>$ -</td>
</tr>
<tr>
<td>....</td>
<td>Sub Total</td>
<td>$ -</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Indirect Cost (%)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ -</td>
<td>$ -</td>
</tr>
</tbody>
</table>
D. Project Schedule

Please include start and end dates relative to the anticipated Notice to Proceed (assumes winter 2016-2017) for each task described in the Scope of Work (section B above). Please list tasks for quarterly reporting on the status of the grant project and a final report on the outcome of the grant project. You may add or subtract rows as needed. **All tasks must be completed within 18 months of the Notice to Proceed (NTP).**

**Exhibit C - Proposed Project Schedule (Assumes winter 2016-2017 NTP)**

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Name</th>
<th>Proposed Start Date</th>
<th>Months Needed to Complete Task</th>
<th>Task End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months from NTP</td>
<td>MM/DD/YYYY</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months from NTP</td>
<td>MM/DD/YYYY</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months from NTP</td>
<td>MM/DD/YYYY</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months from NTP</td>
<td>MM/DD/YYYY</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months from NTP</td>
<td>MM/DD/YYYY</td>
</tr>
<tr>
<td>...</td>
<td></td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months from NTP</td>
<td>MM/DD/YYYY</td>
</tr>
<tr>
<td>...</td>
<td>Administrative</td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months from NTP</td>
<td>MM/DD/YYYY</td>
</tr>
</tbody>
</table>

**Note:** Please explain why and how much additional time would be needed in the event of any delays due to NTP being provided beyond winter 2016-2017 and/or unexpected weather conditions such as drought that could occur during the proposed project implementation.

**NOTICE REGARDING PREVAILING WAGES**

SANDAG’s EMP Land Management Grant Program projects are funded with TransNet revenues consistent with the TransNet Extension Ordinance adopted by the voters in November 2004 (SANDAG Ordinance 04-01). Although SANDAG Ordinance 04-01 does not require payment of prevailing wages, California law may require that public works projects pay prevailing wages for workers.

Applicant acknowledges that SANDAG has strongly encouraged Applicant to seek legal counsel regarding whether the Proposed Project will require applicant to pay prevailing wages and agrees that SANDAG will have no liability for conducting this analysis.  

- **Yes**  
- **No**

Applicant acknowledges that if awarded an EMP Land Management Grant, the grant agreement between SANDAG and the grantee requires grantee’s compliance with all federal, state and local laws and ordinances applicable to the Agreement.

- **Yes**  
- **No**
REQUIRED STATEMENTS FROM APPLICANT

☐ Yes ☐ No The applicant has read and understands the Sample Grant Agreement (Agreement) and Invoice Template (Attachment D).

☐ Yes ☐ No If the SANDAG Board of Directors approves the proposed project proposal, the proposed applicant agrees to sign and return the Agreement to SANDAG, without exceptions or amendments, within 45 days of receipt.

☐ Yes ☐ No The applicant agrees to comply with SANDAG’s Board Policy No. 035 "Competitive Grant Program Procedures," which outlines "Use-it-or-lose-it" project milestone and completion deadlines. Board Policy No. 035 is included in the Agreement, and is also on SANDAG’s website at the following link: http://www.sandag.org/organization/about/pubs/policy_035.pdf

☐ Yes ☐ No The applicant understands that ten percent (10%) of all invoices will be retained until the completion of the proposed project.

☐ Yes ☐ No The applicant understands that for proposed projects with matching funds, retention will be withheld beyond the ten percent (10%) retention for each invoice submittal that does not meet the proportionate matching funds requirement. These additional matching funds retained will not be released until the proportionate matching funds are reached for the project to-date.

☐ Yes ☐ No The applicant understands that all invoices must be accompanied by written, documented support of the charges for both requested reimbursement of grant funds and matching funds and payment will not be made by SANDAG until all documents are satisfactorily submitted.

☐ Yes ☐ No The applicant understands that invoices and reports must be submitted on a quarterly basis within three weeks after the period covering January 1 to March 31; within three weeks after the period covering April 1 to June 30; within three weeks after the period covering July 1 to September 30; and within three weeks after the period covering October 1 to December 31.

☐ Yes ☐ No The applicant understands that the EMP quarterly report template (to be sent to the grantee after NTP is issued) must be used to document quarterly progress and that invoices with errors will be returned to the grantee for correction prior to being processed by SANDAG staff.

☐ Yes ☐ No The applicant understands that the final invoice must be accompanied by written, documented support of the charges for both requested reimbursement of grant funds and matching funds; a final report; and all outstanding deliverables in order to receive final payment and have retained funds released.

☐ Yes ☐ No The applicant understands that to be considered eligible for funding, a resolution complying with the requirements of Board Policy No. 035, Section 4.1, must be submitted to SANDAG at least two weeks prior to the recommendation by the Regional Planning Committee of the list of prioritized project proposals. SANDAG will provide applicants with advance notice of the Regional Planning Committee’s anticipated meeting date.

☐ Yes ☐ No The applicant agrees to submit all project data/information to SANDAG in a format compatible with the regional management database.

I have the authorization to submit this proposal (Grant Application Form and required supplementary materials) on behalf of my organization.

________________________________________
Applicant Name/Title (print or type)

____________________
Applicant Signature

mm/dd/yy

____________________
Date

CFP for the Eighth Cycle of the TransNet EMP Land Management Grant Program – Threat Reduction Stewardship Grant Application Form

5
CALL FOR PROJECTS FOR THE EIGHTH CYCLE OF THE
TransNet ENVIRONMENTAL MITIGATION PROGRAM (EMP)
LAND MANAGEMENT GRANT PROGRAM
SPECIES AND HABITAT RECOVERY GRANT APPLICATION FORM

Grant Application Form and required supplementary materials (hereafter referred to as “proposal”) cannot exceed twelve (12) pages

Applicant Name¹:

Address:

Phone and Email Address:

Name of Property:

General Location:

Jurisdiction:

Total Acres:

Estimated Acres Requiring Management:

Owner(s) of Property²:

Land manager(s) of property (include name(s)):

Brief Project Summary that includes your primary goal and objectives (200-word maximum):

Quantify Expected Results (add bullets as necessary)

•

•

•

Brief Description of dedicated staff and/or consultants that would work on Project (200-word maximum)

¹ While collaboration is encouraged in the development of the grant proposal, the proposal must identify one organization as the lead entity that will enter into an Agreement with SANDAG.

² If the applicant is not the landowner, please submit a letter or right-of-entry permit from the land owner granting permission to perform the land management duties as outlined in the proposal. Failure to provide the letter or right-of-entry permit will lead to disqualification of the proposal.

Attached letter or right-of-entry permit (if applicable) does not count towards twelve (12) page maximum.
Funding Needs Summary

Please indicate how much funding is being requested from SANDAG and any matching funding proposed:

<table>
<thead>
<tr>
<th>Budget Item</th>
<th>Requested Funding Amount</th>
<th>Proposed Matching Funds*</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel Expenses Staff</td>
<td>$</td>
<td>$</td>
<td>Includes staff time for non-administrative work on the project</td>
</tr>
<tr>
<td>Personnel Administrative Expenses</td>
<td>$</td>
<td>$</td>
<td>Includes all staff time to administer the contract</td>
</tr>
<tr>
<td>Consultant Expenses</td>
<td>$</td>
<td>$</td>
<td>Includes all costs for consultant services</td>
</tr>
<tr>
<td>Other Direct Expenses</td>
<td>$</td>
<td>$</td>
<td>Includes all equipment, supplies, mileage, etc.</td>
</tr>
<tr>
<td>Indirect Costs3</td>
<td>$</td>
<td>$</td>
<td>All indirect charges (e.g., overhead) on the project, if any.</td>
</tr>
<tr>
<td>Totals</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
</tbody>
</table>

*if applicable

2. Are there matching funds available?

☐ Yes    ☐ No

If yes, how are the matching funds assured (100-word maximum)?

Attach a letter from the organization/partner that ONLY provides confirmation that they are committed to providing the matching funds proposed for this project. (General letters of support not related to commitment of matching funds will NOT be accepted and will NOT be considered as part of the proposal).

PROJECT PROPOSAL

The proposal will include (A) the purpose of the project, (B) the scope of work by tasks, (C) the proposed budget, including matching funds, by task, and (D) a schedule for each task. Applicants must clearly identify their proposed tasks in the scope of work, funding requested for each task (please identify staff hours and cost separately from consultant costs), start and end dates of the tasks, and deliverables. Applicants are encouraged to identify phasing and prioritization of tasks in their proposal in case full funding for the project is not available.

A. Project Purpose

Address the following in the proposal.

1. Describe the proposed management activity(ies) and how it relates to the Management Strategic Plan for Conserved Lands in Western San Diego County (MSP). Is there current management occurring or has past management occurred on the property (please describe)? If the proposed management activity is based on the results from past field inspections of the species occurrence, describe the conditions and management needs identified and whether or not the data has been provided to the SDMMP. If implementing fire management actions, describe the management technique being used and whether a fire plan currently exists.

3 Indirect Costs are only allowable if: (1) applicant has an indirect cost allocation audit approved by a qualified independent auditor or (2) the applicant’s proposed method for allocating indirect costs is submitted with the proposal in accordance with OMB guidelines and approved by SANDAG. Indirect costs will not be reimbursed until one of the two conditions above are satisfied and indirect cost allocation plans must be renewed annually.
2. Which MSP species and their habitats will benefit from the proposed management activity? Which specific MSP objective(s) and action(s) will be implemented (please reference the relevant MSP volume and page number)? Name the specific MSP species occurrence(s) to benefit from the management activity, if applicable.

3. To be eligible for funding, the proposed project must be within the MSP area (MSPA). In which Management Unit (MU) is the project located? Attach a map.

4. Describe the stressors and/or threats to the MSP species and their habitats in the project area that will be addressed through implementation of this project proposal.

5. Describe the management techniques proposed, including whether they have been previously used successfully and where. Are there any negative effects to MSP and other sensitive species and their habitats that could result from the proposed management action?

6. What strategic approach will be used to ensure the successful, long-term outcome of the proposed project (e.g. upstream exotic removal prior to downstream, future on-going maintenance)? Which adjacent conserved lands will not be included and why?

7. What are the goals and objectives for the proposed project? What criteria/metrics will be used to measure success? If applicable, what quantitative monitoring data will be collected to evaluate success? Who will be collecting the monitoring data and what are their qualifications?

8. How will the applicant manage the data collected? What software will be used to house the data? Who will be responsible for compiling and transferring the data to SANDAG? Who will be preparing the required quarterly, final, and all other reports?

9. Has the proposed project received TransNet EMP funds previously? If so, what was accomplished with the funds and why are additional funds being requested?

10. Is the proposed activity being done on land that was previously set aside as mitigation? If yes, please elaborate.
B. Scope of Work by Task

Please break down the proposal into discrete tasks and include a task name, description of each task, quantifiable expected results, and discrete deliverables for each task. Note: make sure to list tasks for quarterly reporting on the status of the grant project and a final report on the outcome of the grant project. You may add or subtract rows as needed.

**Exhibit A – Proposed Project Scope of Work**

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Name</th>
<th>Task Description</th>
<th>Quantifiable Results/Deliverables</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Name of Task</td>
<td>Describe Task</td>
<td>List the quantifiable results and deliverables</td>
</tr>
<tr>
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<td>....</td>
<td>Administrative</td>
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</tbody>
</table>
C. Budget by Task

Please include a specific budget for each task described in the Scope of Work (section B above). This should include both requested SANDAG funds and any matching funds proposed for each project year. If matching funds are proposed, please distribute the match commitment proportionately\(^1\). Applicants are encouraged to identify phasing in their proposal in case full funding for the project is not available. You may add or subtract rows and columns as needed. This funding category is intended to fund restoration and enhancement projects taking place over a 3-5 year period and will not cover on-going annual costs within applicant’s organization.

Exhibit B – Proposed Project Budget

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Name</th>
<th>Year 1 Grant Request</th>
<th>Year 1 Matching Funds(^1)</th>
<th>Year 2 Grant Request</th>
<th>Year 2 Matching Funds(^1)</th>
<th>Year 3 Grant Request</th>
<th>Year 3 Matching Funds(^1)</th>
<th>Year 4 Grant Request</th>
<th>Year 4 Matching Funds(^1)</th>
<th>Year 5 Grant Request</th>
<th>Year 5 Matching Funds(^1)</th>
<th>Total Grant Request</th>
<th>Total Matching Funds</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
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</tbody>
</table>

\(^1\) Throughout the Project, Matching Funds must be proportionate to Total Project Costs (Grant Request and Matching Funds combined). For example, if a proposed project Year 1 Grant Request is $80,000 and proposed Year 1 Matching Funds are $20,000, the Total Year 1 Project Costs are $100,000. Therefore, the required proportionate matching funds to provide per invoice during Year 1 of the project are 20% (e.g. invoice submitted for $8,000 grant amount reimbursement and $2,000 matching funds submitted). However, if the Year 2 Grant Request is $70,000 and proposed Year 2 Matching Funds are $30,000, while the Total Year 2 Project Costs also are $100,000, the required proportionate matching funds increases per invoice during Year 2 of the project to 30% (e.g. invoice submitted for $7,000 grant amount reimbursement and $3,000 matching funds submitted). Retention will be withheld beyond the ten percent (10%) retention for each invoice submittal that does not meet the proportionate matching funds requirement. These additional matching funds retained will not be released until the proportionate matching funds are reached for the project to-date.
D. Project Schedule

Please include start and end dates relative to the anticipated Notice to Proceed (assumes winter 2016-2017) for each task described in the Scope of Work (section B above). Please list tasks for quarterly reporting on the status of the grant project and a final report on the outcome of the grant project. You may add or subtract rows as needed.

Exhibit C - Proposed Project Schedule (Assumes winter 2016-2017 NTP)

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Name</th>
<th>Proposed Start Date</th>
<th>Months Needed to Complete Task</th>
<th>Task End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>“n” Months from NTP</td>
<td>“n” Months from NTP</td>
<td>MM/DD/YYYY</td>
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<tr>
<td>2</td>
<td></td>
<td>“n” Months from NTP</td>
<td>“n” Months from NTP</td>
<td>MM/DD/YYYY</td>
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<tr>
<td>3</td>
<td></td>
<td>“n” Months from NTP</td>
<td>“n” Months from NTP</td>
<td>MM/DD/YYYY</td>
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<tr>
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<td></td>
<td>“n” Months from NTP</td>
<td>“n” Months from NTP</td>
<td>MM/DD/YYYY</td>
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<tr>
<td>5</td>
<td></td>
<td>“n” Months from NTP</td>
<td>“n” Months from NTP</td>
<td>MM/DD/YYYY</td>
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<tr>
<td>...</td>
<td></td>
<td>“n” Months from NTP</td>
<td>“n” Months from NTP</td>
<td>MM/DD/YYYY</td>
</tr>
<tr>
<td>...</td>
<td>Administrative</td>
<td>“n” Months from NTP</td>
<td>“n” Months from NTP</td>
<td>MM/DD/YYYY</td>
</tr>
</tbody>
</table>

Notes: Please explain why and how much additional time would be needed in the event of any delays due to NTP being provided beyond winter 2016-2017 and/or unexpected weather conditions such as drought that could occur during the proposed project implementation.

NOTICE REGARDING PREVAILING WAGES

SANDAG’s EMP Land Management Grant Program projects are funded with TransNet revenues consistent with the TransNet Extension Ordinance adopted by the voters in November 2004 (SANDAG Ordinance 04-01). Although SANDAG Ordinance 04-01 does not require payment of prevailing wages, California law may require that public works projects pay prevailing wages for workers.

Applicant acknowledges that SANDAG has strongly encouraged Applicant to seek legal counsel regarding whether the Proposed Project will require applicant to pay prevailing wages and agrees that SANDAG will have no liability for conducting this analysis. ☐ Yes ☐ No

Applicant acknowledges that if awarded an EMP Land Management Grant, the grant agreement between SANDAG and the grantee requires grantee’s compliance with all federal, state and local laws and ordinances applicable to the Agreement. ☐ Yes ☐ No
CFP for the Eighth Cycle of the TransNet EMP Land Management Grant Program – Species and Habitat Recovery
Grant Application Form

REQUIRED STATEMENTS FROM APPLICANT

☐ Yes ☐ No The applicant has read and understands the Sample Grant Agreement (Agreement) and Invoice Template (Attachment D).

☐ Yes ☐ No If the SANDAG Board of Directors approves the proposed project proposal, the proposed applicant agrees to sign and return the Agreement to SANDAG, without exceptions or amendments, within 45 days of receipt.

☐ Yes ☐ No The applicant agrees to comply with SANDAG’s Board Policy No. 035 “Competitive Grant Program Procedures,” which outlines “Use-it-or-lose-it” project milestone and completion deadlines. Board Policy No. 035 is included in the Agreement, and is also on SANDAG’s website at the following link: http://www.sandag.org/organization/about/pubs/policy_035.pdf

☐ Yes ☐ No The applicant understands that ten percent (10%) of all invoices will be retained until the completion of the proposed project.

☐ Yes ☐ No The applicant understands that for proposed projects with matching funds, retention will be withheld beyond the ten percent (10%) retention for each invoice submittal that does not meet the proportionate matching funds requirement. These additional matching funds retained will not be released until the proportionate matching funds are reached for the project to-date.

☐ Yes ☐ No The applicant understands that all invoices must be accompanied by written, documented support of the charges for both requested reimbursement of grant funds and matching funds and payment will not be made by SANDAG until all documents are satisfactorily submitted.

☐ Yes ☐ No The applicant understands that invoices and reports must be submitted on a quarterly basis within three weeks after the period covering January 1 to March 31; within three weeks after the period covering April 1 to June 30; within three weeks after the period covering July 1 to September 30; and within three weeks after the period covering October 1 to December 31.

☐ Yes ☐ No The applicant understands that the EMP quarterly report template (to be sent to the grantee after NTP is issued) must be used to document quarterly progress and that invoices with errors will be returned to the grantee for correction prior to being processed by SANDAG staff.

☐ Yes ☐ No The applicant understands that the final invoice must be accompanied by written, documented support of the charges for both requested reimbursement of grant funds and matching funds; a final report; and all outstanding deliverables in order to receive final payment and have retained funds released.

☐ Yes ☐ No The applicant understands that to be considered eligible for funding, a resolution complying with the requirements of Board Policy No. 035, Section 4.1, must be submitted to SANDAG at least two weeks prior to the recommendation by the Regional Planning Committee of the list of prioritized project proposals. SANDAG will provide applicants with advance notice of the Regional Planning Committee’s anticipated meeting date.

☐ Yes ☐ No The applicant agrees to submit all project data/information to SANDAG in a format compatible with the regional management database.

I have the authorization to submit this proposal (Grant Application Form and required supplementary materials) on behalf of my organization.

Applicant Name/Title (print or type)

Applicant Signature Date

mm/dd/yy

CFP for the Eighth Cycle of the TransNet EMP Land Management Grant Program – Species and Habitat Recovery
Grant Application Form
SAN DIEGO REGIONAL ALTERNATIVE FUEL READINESS PLAN  File Number 3200900

Introduction

The San Diego Regional Alternative Fuel Readiness Plan (Readiness Plan) is a regional resource to help advance the deployment of alternative fuel vehicles and infrastructure in support of local, regional, state, and federal greenhouse gas (GHG) emissions reductions goals. The Readiness Plan was prepared by Refuel: San Diego Regional Alternative Fuel Coordinating Council (Refuel San Diego)\(^1\) through a two-year, $300,000 grant from the California Energy Commission awarded to SANDAG, in partnership with the San Diego Regional Clean Cities Coalition (SDRCCC), and with support from the San Diego Air Pollution Control District (SDAPCD). It builds upon the San Diego Regional Plug-in Electric Vehicle Readiness Plan, accepted by the SANDAG Board of Directors on January 24, 2014, to address all alternative fuels. Alternative fuels are biodiesel, electricity, ethanol, hydrogen, natural gas, and propane autogas.

Input on the Readiness Plan has been solicited at various milestones and at multiple forums throughout its development, including the Regional Planning Technical Working Group and the Regional Energy Working Group (EWG). On January 14, 2016, a public workshop was held to share the Readiness Plan and gather public comment, on January 21, 2016, Refuel San Diego accepted the Readiness Plan, and on January 28, 2016, the EWG discussed and provided input on the Readiness Plan. SANDAG staff and the SDRCCC coordinator will deliver a presentation on the Readiness Plan, which is available for download on the Refuel San Diego website: sandag.org/refuel and the SDRCCC website: www.sdcleancities.org/refuel. The Executive Summary and Introduction are provided as Attachment 1 of this report.

Recommendation

The Regional Planning Committee is asked to recommend that the SANDAG Board of Directors accept the San Diego Regional Alternative Fuel Readiness Plan as a regional resource for use by local governments, public agencies, vehicle manufacturers, the fuel industry, and other interested stakeholders to advance the deployment of alternative fuel vehicles and infrastructure.

\(^{1}\) Refuel San Diego comprises diverse stakeholders from local and regional public agencies, industry, fleet managers, and other interested parties.
Background

SANDAG first developed an Alternative Fuels Report in 2009 that identified policies and programs that could accelerate the deployment of alternative fuel vehicles and infrastructure in the region. Since then, SANDAG has integrated alternative fuel considerations into the Regional Energy Strategy (RES), Climate Action Strategy, and San Diego Forward: The Regional Plan (Regional Plan). The Regional Plan recognizes regional alternative fuel programs, policies, and plans as a means to reduce GHG emissions and support the state’s Advanced Clean Cars Program, which calls for 1.5 million zero-emission vehicles on California roads by 2025. The Regional Plan Environmental Impact Report also includes mitigation measure GHG-4D, to “Adopt a Plan for Transportation Fuels that Reduce GHG Emissions.” This Readiness Plan can satisfy the criteria for that measure.

In addition to these regional planning efforts, local governments, public agencies, and others are working to integrate alternative fuels into policies and practices. Numerous local governments and public agencies have adopted climate action plans or other sustainability plans that identify alternative fuels as a means to reduce GHG emissions, support the local clean-tech sector, help advance statewide goals, and in many cases, save costs.

Discussion

To develop the Readiness Plan, Refuel San Diego was established as a multi-stakeholder forum to share information, identify regional barriers, and advise on the development of the Readiness Plan. Refuel San Diego is made up of stakeholders from local and regional public agencies, industry, fleet managers, and other interested parties from throughout the region.

The Readiness Plan incorporates findings from a Regional Alternative Fuel Assessment of current conditions and geographic information systems mapping and statistical analysis, which identifies where and how the region could expand infrastructure to further alternative fuel deployment (Attachment 2). It also captures barriers to regional alternative fuel deployment and how they are being addressed through Alternative Fuel Toolkits. Each toolkit functions as a single resource designed to focus on the unique needs and barriers faced by a specific audience or sector. They serve as the foundation of the Readiness Plan and were developed for public agencies, fleet managers, consumers, first responders, fuel marketers, and retailers.

The Readiness Plan concludes with five recommendations to further the advancement of alternative fuel vehicle and infrastructure deployment. Each recommendation identifies lead parties and strategies to implement them:

1. Continue to emphasize alternative fuels as a key strategy in the region’s GHG reduction efforts.
2. Continue to align alternative fuel policies across all local agencies in support of regional air quality attainment and other goals.
3. Seek new funding sources for alternative fuel and infrastructure deployment.
4. Enhance education and outreach efforts to promote awareness of alternative fuel options.
5. Accelerate market growth through workforce development, training, and local entrepreneurship.
**Next Steps**

Pending a recommendation from the Regional Planning Committee, the SANDAG Board of Directors will consider the Readiness Plan at its February 26, 2016, meeting.

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

Attachments:  
1. Draft San Diego Regional Alternative Fuel Readiness Plan Executive Summary and Introduction  
2. Alternative Fuel Infrastructure Investment and Coverage Maps

Key Staff Contact: Anna Lowe, (619) 595-5603, anna.lowe@sandag.org
1. Executive Summary

The San Diego Regional Alternative Fuel Readiness Plan (Readiness Plan) was developed to accelerate the deployment of alternative fuel vehicles (AFV) and alternative fuel infrastructure (AFI) in the San Diego region by identifying regional barriers and developing resources to overcome them. This Readiness Plan expands upon previous plug-in electric vehicle (PEV) planning efforts to include all alternative fuels.

The state has established aggressive goals and targets for greenhouse gas (GHG) emissions reductions and adoption of AFV and AFI is essential in helping the region meet these, and other local and federal goals. Through Refuel: San Diego Regional Alternative Coordinating Council (Refuel San Diego), local government, public agencies, academia, fuel industry, vehicle manufacturers, and other interested stakeholders convened to discuss challenges and best practices in the deployment of AFV and AFI, offer peer-to-peer information exchange, and help inform this Readiness Plan.

A Regional Alternative Fuel Assessment (Assessment) was prepared as part of Refuel San Diego project, to identify available alternative fuel training, infrastructure, policy, and funding gaps in the region within different sectors. The Assessment helped inform the development of regionally consistent and accepted resources in the form of Sector-Specific Alternative Fuel Toolkits (Alternative Fuel Toolkits). The standalone Alternative Fuel Toolkits include audience-specific information about each of the different fuel types and how they are used, and include tools for determining costs, available funding opportunities, and why they are relevant to each of the following sectors:

- Alternative Fuels for Consumers
- Alternative Fuels for Public Agencies
- Alternative Fuels for Fleets
- Alternative Fuels for First Responders
- Alternative Fuels for Fuel Marketers and Retailers

Table 1-1 names and describes each barrier to AFV and AFI deployment identified by Refuel San Diego. It also highlights how the barrier was addressed through the Alternative Fuel Toolkits, within this Readiness Plan, or through Plug-in SD, which is the implementation project for the San Diego Regional Plug-in Electric Vehicle (PEV) Readiness Plan (January 2014).

<table>
<thead>
<tr>
<th>Barrier</th>
<th>Description</th>
<th>Refuel Tools and Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of public knowledge on alternative fuels</td>
<td>Lack of knowledge and misconceptions about alternative fuels, and advanced vehicle technology.</td>
<td>Alternative Fuels for Consumers Toolkit</td>
</tr>
<tr>
<td>Training and education for municipal staff</td>
<td>Lack of training and education about alternative fuels, and advanced vehicle technology and how to plan for and service</td>
<td>Alternative Fuels for Public Agencies Toolkit Alternative Fuels for Fleets</td>
</tr>
<tr>
<td>Barrier</td>
<td>Description</td>
<td>Refuel Tools and Resources</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
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<td>-----------------------------------------------------</td>
</tr>
<tr>
<td>Training and education for emergency personnel and transportation fleet staff</td>
<td>Lack of safety and technical training for AFV and AFI.</td>
<td>Alternative Fuels for First Responders Toolkit</td>
</tr>
<tr>
<td>Time-of-use (TOU) utility rates/grid integration</td>
<td>Discourage PEV charging during high-cost peak hours and support of TOU pricing to ensure grid reliability. High demand charges impact utility bills and expensive metering options to access TOU rates.</td>
<td>Plug-in SD</td>
</tr>
<tr>
<td>Station development: codes and permitting</td>
<td>Need for increased guidance on alternative fuel station installation processes, and how city staff and station developers can work together to ease the station deployment process.</td>
<td>Alternative Fuels for Public Agencies Toolkit</td>
</tr>
<tr>
<td>Station development: site assessment</td>
<td>Station developers encounter site specific challenges to installations, including right of way and easement issues. Station locations should consider fleet routes.</td>
<td>Alternative Fuels for Public Agencies Toolkit</td>
</tr>
<tr>
<td>Access to public alternative fuel stations</td>
<td>Lack of AFV adoption due to limited fueling infrastructure within proximity to fleets and the public. Lack of station access for heavy-duty vehicles.</td>
<td>Alternative Fuels for Public Agencies Toolkit</td>
</tr>
<tr>
<td>Electric vehicle charging stations (EVCS) at multi-unit dwellings (MuDs)</td>
<td>Lack of knowledge by MuD property owners and residents about the installation of EVCS. Coordinate with Home Owners Associations to identify and find solutions to unique building challenges.</td>
<td>Plug-in SD</td>
</tr>
<tr>
<td>Workplace charging</td>
<td>Lack of understanding regarding benefits and approaches to workplace charging.</td>
<td>Plug-in SD</td>
</tr>
<tr>
<td>Infrastructure costs</td>
<td>Need justification/incentives due to lack of capital for higher station construction and operation costs.</td>
<td>Recommendation 3 Alternative Fuel Toolkits - all</td>
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<tr>
<td>Selecting appropriate AFVs</td>
<td>Advise municipal staff and businesses on identifying alternative fuels that will meet fleet needs.</td>
<td>Alternative Fuels for Public Agencies Toolkit</td>
</tr>
<tr>
<td>Procuring and financing AFVs</td>
<td>Initial higher costs of AFVs are a barrier to adoption; more information about incentives for procuring AFVs.</td>
<td>Alternative Fuel Toolkits - all</td>
</tr>
<tr>
<td>Barrier</td>
<td>Description</td>
<td>Refuel Tools and Resources</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------</td>
</tr>
<tr>
<td>Converting conventional vehicles to an alternative fuel</td>
<td>Lack of understanding about conversion regulations, conversion kits, or companies that provide conversion services.</td>
<td>Alternative Fuels for Fleets Toolkit</td>
</tr>
<tr>
<td>AFV technology</td>
<td>Lack of comfort with emerging AFV technology is a barrier causing consumers to delay investment until there is confidence in reliability.</td>
<td>Alternative Fuels for Consumers Toolkit</td>
</tr>
</tbody>
</table>

Although the Alternative Fuel Toolkits offer resources to address the barriers identified by Refuel San Diego, continued efforts are needed to ensure that the region can support greater deployment of AFVs. This Readiness Plan includes recommendations to further the growth of alternative fuel vehicles and infrastructure and establish the San Diego region as the most comprehensive zero emissions infrastructure network in the country.

**Recommendations:**

1. Continue to emphasize alternative fuels as a key strategy in the region’s GHG reduction efforts.
2. Continue to align alternative fuel policies across all local agencies in support of regional air quality attainment and other goals.
3. Seek new funding sources for alternative fuel and infrastructure deployment.
4. Enhance education and outreach efforts to promote awareness of alternative fuel options.
5. Accelerate market growth through workforce development, training, and local entrepreneurship.

Implementation of this Readiness Plan can help increase the awareness, accessibility, and use of alternative fuels throughout the region while reducing GHG emissions and helping the state achieve its alternative fuel vehicle goals.
2. Introduction

The San Diego region has a long history planning for alternative fuels as a means for reducing local reliance on petroleum imports, improving air quality, and providing more fuel choices to consumers. These reasons remain important but the greenhouse gas emissions (GHG) reduction benefits of alternative fuels have prompted state, regional, and local governments to take more direct and immediate action to ensure their market growth. California’s Global Warming Solutions Act (Assembly Bill [AB] 32, Chapter 488, Statutes of 2006) established a goal to reduce statewide emissions to 1990 levels by the year 2020. As federal, state, regional, and local governments adopt more GHG reduction goals through Climate Action Plans (CAP) and other sustainability policies, a variety of measures for mitigating future emissions and achieving these goals are needed.

On-road transportation is a major contributor to urban air pollution, GHG emissions, and total energy use. It accounts for 42 percent of the San Diego region’s GHG emissions,\(^1\) providing a large opportunity for reducing emissions, improving air quality, and shifting reliance on oil to cleaner and more abundant fuel sources. State and local policies and programs have helped foster the current alternative fuel market and continue to drive industry growth. This San Diego Regional Alternative Fuel Readiness Plan (Readiness Plan) is a direct result of these efforts and builds upon broad goals to develop recommendations for ongoing local actions. It reviews the current state of alternative fuels in the region and provides methods to increase the deployment of alternative fuels.

The primary alternative transportation fuels currently available and addressed in the Readiness Plan are biodiesel, electricity, ethanol, hydrogen, natural gas, and propane autogas. Alternative fuels are used in a variety of applications ranging from light-duty passenger cars to

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http://www.sdforward.com/
heavy-duty trucks, as well as off-road equipment. As part of the Refuel San Diego project, Alternative Fuel Toolkits have been created to highlight the applications of each fuel, tailored for different audiences, and intended to address some of the barriers that inhibit growth in the alternative fuel market.

Policy Background

State Policy
In addition to AB 32, California has adopted numerous policies to address the use of alternative fuels as a means to reduce GHG emissions, petroleum dependence, and improve energy security with in-state fuel production. Table 2-1 identifies many of the key strategies enacted in California. Legislation and executive orders have created goals aimed at lowering the carbon content of fuels (S-01-07 Low Carbon Fuel Standard), increasing the efficiency of vehicles (AB 1493 [Pavley, 2007]), and expanding local production of biofuels (S-06-06).

Funding for the implementation of state transportation goals and requirements was created by the California Legislature with AB 118 (Núñez, Chapter 750, Statutes of 2007) and extended by AB 8 (Perea, Chapter 401, Statutes of 2013). AB 118 created the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP), administered by the California Energy Commission (Energy Commission) to allocate funding to achieve energy goals associated with the transportation sector. AB 118 also established the Air Quality Improvement Program (AQIP), administered by the Air Resources Board to funding vehicle deployments and other projects with immediate air quality benefits.

Table 2-1: Alternative Fuel Oriented Strategies for California

<table>
<thead>
<tr>
<th>Strategy Origin</th>
<th>Year</th>
<th>Objectives</th>
<th>Goals and Milestones</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 1493 (Pavley regulations)</td>
<td>2002</td>
<td>GHG Reduction</td>
<td>17 percent reduction in climate change emissions from light-duty fleet by 2020 and 25 percent overall reduction by 2030.</td>
</tr>
<tr>
<td>Petroleum Reduction and Alternative Fuel Goals (Reducing California’s Petroleum Dependence)[2]</td>
<td>2003</td>
<td>Petroleum Reduction</td>
<td>This document was developed in response to AB 2076 (Shelley). It set goals to reduce petroleum fuel use to 15 percent below 2003 levels by 2020, and recommended the State adopt a goal of 20 percent nonpetroleum fuel use in the year 2020.</td>
</tr>
<tr>
<td>AB 1007 (State Alternative Fuels Plan)</td>
<td>2005</td>
<td>GHG Reduction</td>
<td>Develop and adopt a plan that sets increased alternative fuel use goals for years 2012, 2017, and 2022.</td>
</tr>
</tbody>
</table>

\[1\] Reducing California’s Petroleum Dependence, an Energy Commission and ARB, joint agency report, August 2003, publication #P600-03-005F.
<table>
<thead>
<tr>
<th>Strategy Origin</th>
<th>Year</th>
<th>Objectives</th>
<th>Goals and Milestones</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Order S-3-05</td>
<td>2005</td>
<td>GHG Reduction</td>
<td>By 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels.</td>
</tr>
<tr>
<td>AB 32 (Global Warming Solutions Act)</td>
<td>2006</td>
<td>GHG Reduction</td>
<td>Reduce GHG emissions to 1990 levels by 2020.</td>
</tr>
<tr>
<td>Executive Order S-06-06 (Bioenergy Action Plan)</td>
<td>2006</td>
<td>In-State Biofuels Production</td>
<td>Produce in California 20 percent of biofuels used in state by 2010, 40 percent by 2020, and 75 percent by 2050.</td>
</tr>
<tr>
<td>Executive Order B-16-2012</td>
<td>2012</td>
<td>ZEV Mandate</td>
<td>Accommodate 1 million zero-emission vehicles by 2020 and 1.5 million by 2025.</td>
</tr>
<tr>
<td>Governor Brown Inaugural Address 2015</td>
<td>2015</td>
<td>Petroleum Reduction</td>
<td>Reduce petroleum use in cars and trucks by up to 50 percent within the next 15 years (2030).</td>
</tr>
<tr>
<td>Executive Order B-30-15</td>
<td>2015</td>
<td>GHG Reduction</td>
<td>Reduce GHG emissions to 40 percent below 1990 levels by 2030.</td>
</tr>
</tbody>
</table>

Regional and Local Policy
The State of California recognizes the critical role that regional and local governments play in meeting statewide GHG reduction targets. With the transportation sector representing the largest source of the region’s GHG emissions, the SANDAG Sustainable Communities Strategy and Regional Energy Strategy both call for SANDAG to undertake coordinated regional planning for electric vehicle charging and alternative fueling infrastructure. Locally, alternative fuel vehicles (AFV) and alternative fuel infrastructure (AFI) are playing a larger role in CAPs as a way to meet adopted GHG reduction targets. More than half of the jurisdictions in the San Diego region have prepared or are developing CAPs. These jurisdictions are moving toward CAP implementation, including how to advance alternative fuels in their communities. The SANDAG Climate Change Mitigation and Adaptation White Paper details local CAP and alternative fuel activities further and is included in San Diego Forward: The Regional Plan.

Refuel San Diego Project
The San Diego region was awarded funding by the Energy Commission to expand on previous regional plug-in electric vehicle (PEV) planning efforts to address all alternative fuels. Led by the San Diego Association of Governments (SANDAG), and in partnership with the San Diego Regional Clean Cities Coalition (SDRCCC), and the San Diego Air Pollution Control District (SDAPCD), the region developed this project concept – Refuel San Diego – to bring awareness to the barriers...
impeding increased alternative fuel use in the region, and to create Alternative Fuel Toolkits to address those barriers. Additionally, the comprehensive alternative fuel readiness plan was developed with expertise and input of the San Diego Regional Alternative Fuel Coordinating Council or Refuel San Diego. Refuel San Diego is a regional partnership made up of diverse stakeholders from local and regional public agencies, industry, fleet managers, and other interested parties. Appendix A and B contain the Refuel San Diego member list and meeting schedule, respectively.

Composition of the Project

The Refuel San Diego project leverages previous alternative fuel planning efforts to bring together stakeholders and advance alternative fuel deployment in the region. The Center for Sustainable Energy (CSE) serves as the SDRCCC Program Coordinator, and with SANDAG, helped to execute the project. The components of an alternative fuel barriers table, alternative fuel assessment, and Alternative Fuel Toolkits contribute to the development of this Readiness Plan for the San Diego region.

Alongside Refuel San Diego quarterly meetings, subcommittee meetings were held to focus on one fuel type and discuss it exclusively. The subcommittees were made up of regional stakeholders that have either had experience using the specific alternative fuel of topic, alternative fuel providers, or parties who were interested in learning more about the fuel in general. The subcommittees were instrumental in providing insight into real world challenges associated with using each fuel and providing the building blocks of information required to go into the Alternative Fuel Toolkits. These Alternative Fuel Toolkits will play a role in ongoing outreach after the Readiness Plan adoption.

As a culmination of the efforts of Refuel San Diego, this Readiness Plan identifies immediate needs as well as long-term planning objectives to prepare the San Diego region for the increased use of alternative transportation fuels. It also discusses past efforts in the San Diego region, captures existing conditions and current activities surrounding alternative fuel deployment, describes opportunities to continue increasing adoption into the future, and identifies additional challenges that need to be addressed to achieve stated goals.

This Readiness Plan ends with recommendations for a regional approach to encourage alternative fuel use. Strong regional support for alternative fuels can communicate to the market that the San Diego region is committed to, and seeks to attract, investment in AFV and AFI.
**Biodiesel: San Diego County Biodiesel Infrastructure Coverage**

**Figure 4-1: Residences within 2.5 Miles**

**Figure 4-2: Businesses within 2.5 Miles**
**Electricity**: San Diego County Electricity (DCFC) Infrastructure Coverage

**Figures 4-3: Residences within 2.5 miles**

**Figure 4-4: Businesses within 2.5 Miles**
**Ethanol (E85):** San Diego County Ethanol (E85) Infrastructure Coverage

**Figure 4-5: Residences within 2.5 Miles**

**Figure 4-6: Businesses within 2.5 Miles**
Hydrogen: San Diego County Hydrogen Infrastructure Coverage

Figure 4-7: Residences within 2.5 Miles

Figure 4-8: Businesses within 2.5 Miles
Natural Gas: San Diego County Compressed Natural Gas (CNG) Infrastructure Coverage

Figure 4-9: Businesses within 2.5 Miles

Propane Autogas: San Diego County Propane Autogas Infrastructure Coverage

Figure 4-10: Businesses within 2.5 Miles
Introduction

The Affordable Housing and Sustainable Communities (AHSC) Program is a statewide competitive grant program administered by the Strategic Growth Council (SGC) and funded through California cap-and-trade auction proceeds that provide funding for projects that will reduce greenhouse gas (GHG) emissions and benefit Disadvantaged Communities.

SANDAG has two roles in the AHSC Program: (1) as an advisor in the application review process in the capacity as the Metropolitan Planning Organization (MPO) for the San Diego region; and (2) as an eligible applicant.

In 2015, the San Diego region was awarded approximately $16 million of the nearly $122 million available from the program to fund two projects: the South Bay Rapid ($7 million) and the Westside Transit Oriented Development ($9.2 million) in National City. Approximately $320 million is expected to be available for the FY 2015-2016 funding cycle.

Discussion

Advisory Role

The AHSC Program Guidelines provide MPOs such as SANDAG an option to play an advisory role in the two-part application review process. In the first phase of the process, MPOs are invited to review concept applications for their ability to support implementation of the region’s Sustainable Communities Strategy (SCS). Staff performed this review in the previous funding cycle and plans to do the same in the upcoming funding cycle. Any project from the region that is consistent with the local general plan or the assumptions in the Series 13 Regional Growth Forecast will be considered by SANDAG to support implementation of San Diego Forward: The Regional Plan (Regional Plan) and the SCS.

Recommendation

The Regional Planning Committee is asked to recommend that the Board of Directors approve SANDAG’s proposed role in the Affordable Housing and Sustainable Communities (AHSC) Program evaluation process. The Regional Planning Committee also is asked to direct staff to further explore potential co-applications with affordable housing developers for submission to the AHSC Program for sites that show competitiveness based on criteria included in the Strategic Growth Council’s AHSC Program Guidelines.
The second phase of the selection process provides MPOs with an option to review full applications and submit a prioritized list of project rankings to the SGC. SANDAG performed this function in the previous funding cycle, based on consensus by the Board of Directors to use the quantitative criteria from the TransNet Smart Growth Incentive Program (SGIP) capital grants. Due to the fact that the AHSC Program Application Selection Criteria are quantitative and it is not evident that SANDAG input affected the SGC funding recommendations in the previous round, the Regional Planning and Transportation Committees are asked to recommend that the Board of Directors review the concept applications and provide general support to applicants in the development of their proposals in lieu of the optional MPO role of prioritizing full project applications. If the Policy Advisory Committees and Board of Directors were to choose to prioritize the San Diego submittals, SANDAG would need to inform the SGC and provide them with the prioritization criteria prior to the concept application due date.

**Supporting Role**

SANDAG has taken a proactive role in promoting collaborative relationships that could result in more successful applications from the San Diego region and would 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, SANDAG 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 becomes available. In addition, staff has scheduled GHG reduction calculation training workshops for potential applicants.

**Eligible Applicant**

Last year, SANDAG submitted two applications to the AHSC Program – one for a transit project (the South Bay Rapid from the Otay Mesa Border crossing to Downtown San Diego) and one for a bike project (the Inland Rail Trail along the SPRINTER in North County). SANDAG received $7 million for the South Bay Rapid Project.

For this upcoming funding cycle, SANDAG has identified several bike projects included in the Regional Bike Plan Early Action Program (Bike EAP) that are potential candidates for AHSC funding. (Eligible projects must have environmental clearance by the time the full application is submitted and be in locations where construction has not yet begun). Staff has determined that the most competitive EAP projects eligible for AHSC funding include the City of Vista segment of the Inland Rail Trail included in last year’s application, as well as Bike EAP projects in the North Park/Mid-City Bikeway Corridor area along Orange and Meade Avenues, and the connecting Georgia Street segment. Because the AHSC Program emphasizes GHG emission reductions, to be competitive staff believes that SANDAG would need to partner with affordable housing developers, with preference given to affordable housing projects at sites located in or near Disadvantaged Communities (as defined by the AHSC Guidelines). Without affordable housing co-applicants, SANDAG Bike EAP-only proposals would not likely generate sufficient GHG emission reduction points, when ranked with other modes, to result in a funding award.

During December and January, SANDAG solicited statements of interest from affordable housing developers that would be interested in exploring potential AHSC co-applications. SANDAG received
12 statements of interest, with 6 potential projects in the Inland Rail Trail Corridor, and 6 potential projects in the North Park/Mid-City Bikeway Corridor, as shown on the maps in Attachments 1 and 2 and described in the table in Attachment 3.

The Regional Planning and Transportation Committees are requested to direct staff to further explore potential co-applications with affordable housing developers for sites that show competitiveness based on criteria included in the AHSC Program Guidelines. Based on the AHSC scoring elements with the highest weights, the most competitive applications would be those that:

- Result in the greatest levels of GHG emission reductions
- Provide the greatest number of housing units affordable to low and very-low income households (depth and level of housing affordability)
- Provide the strongest connections to the bike and transit investments included in the Regional Plan, particularly those with proximity to the bike segments where SANDAG would be requesting AHSC funding
- Contribute the highest degree of match funding in relation to both funding requested and GHG emissions reduced

By statute, 50 percent of AHSC funding must go toward projects in Disadvantaged Communities and 50 percent must go toward affordable housing projects, although these are not mutually exclusive. As a result, partnering with an affordable housing developer, with some preference given toward affordable housing projects in Disadvantaged Communities, if possible, would bolster SANDAG’s chances of receiving funding to complete the Bike EAP segments. Nothing in the AHSC Guidelines would prevent SANDAG from submitting the same Bike EAP project with multiple affordable housing developers. As a result, SANDAG could potentially submit multiple concept applications for the Inland Rail Trail segment and multiple concept applications for the North-Park/Mid-City segments to maximize the agency’s opportunity to secure funding.

The goal is to work collaboratively with the affordable housing developers that have expressed interest in partnering with SANDAG over the next several weeks to further refine potential concept applications that would help SANDAG fund the Bike EAP projects and help developers close the financing gap for their affordable housing projects. Through continued and evolving analysis based on the elements listed above, SANDAG and the affordable housing developers would mutually determine the competitiveness of potential co-applications. In some cases where SANDAG may not be the best co-applicant for an affordable housing developer, the developer may choose to consider joint applications with the transit agencies or with local jurisdictions, who also are eligible applicants.

Pending the development of successful co-applications, SANDAG would work to develop necessary agreements with partner developers that would detail the respective responsibilities of each party in compliance with the terms of the grant agreement.
**Timeline**

The following is a schedule of milestones for the AHSC Program and SANDAG actions:

- **January 29, 2016**  SGC releases Notice of Funding Availability
- **February 5, 2016**  Regional Planning and Transportation Committees consider SANDAG role and potential co-applications
- **February 26, 2016**  Board of Directors considers SANDAG role and co-applications (if applicable)
- **March 16, 2016**  Concept applications due to SGC
- **April 20, 2016**  SGC issues invitations to submit full applications to selected proposals
- **May 27, 2016**  Board of Directors considers submittal of full application(s) (if applicable)
- **June 20, 2016**  Full applications due to SGC
- **September 2016**  SGC announces awards
- **October 2016**  Report to SANDAG Board on funding awards

**Next Steps**

Pending recommendations by the Regional Planning and Transportation Committees and action taken by the Board of Directors in February, staff will work toward preparing and submitting concept application this March. Staff anticipates returning to the Board of Directors in May to provide an update on the process and seek approval to submit any joint SANDAG project(s) invited by the SGC to submit a full application.

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

Attachments:  
1. Map showing North County Potential Projects  
2. Map showing North Park/Mid-City Potential Projects  
3. Table Listing Potential SANDAG/Developer Co-Applications

Key Staff Contact: Carolina Ilic, (619) 699-1989, carolina.ilic@sandag.org
AHSC Program
North Park / Mid-City
Potential Projects
January 2016

Regional Bikeways
- Proposed for AHSC Funding
- Other Regional Bikeways
- Qualifying High Quality Transit*
- Qualifying Transit*
- Disadvantaged Community**
- ZIP Code containing Disadvantaged Community

*As defined by draft 2015-2016 AHSC Program Guidelines
(Qualifying High Quality Transit includes Trolley, Mid-City Rapid, I-15 Rapid)
**As defined by CalEnviro Screen 2.0, October 2014

0 0.25 0.5 0.75 1
0 0.5 1 1.5 2

MILES
KILOMETERS

SANDAG
<table>
<thead>
<tr>
<th>Project Name (Affordable Housing Developer and Project Location)</th>
<th>Travel Distance from Inland Rail Trail Segment in Need of AHSC Funding</th>
<th>Location of Proposed Affordable Housing Project</th>
<th>Is Housing Project Located in a Disadvantaged Community (DAC)?</th>
<th>Is Housing Project Located in a Zip Code Containing a DAC?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. National CORE – Oceanside Transit Center</td>
<td>8.12 miles</td>
<td>Oceanside Transit Center</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>2. National CORE – Oceanside Mission Cove</td>
<td>6.7 miles</td>
<td>3200 Block of Mission Avenue</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>3. Chelsea – Vista</td>
<td>0.07 miles</td>
<td>Intersection of Mar Vista Drive and South Santa Fe Avenue</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>4. DBR Development – San Marcos</td>
<td>3.18 miles</td>
<td>Grand and Rancho Santa Fe Road</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>5. National CORE – San Marcos</td>
<td>4.22 miles</td>
<td>340 Marcos Street</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>6. Chelsea – San Marcos</td>
<td>4.80 miles</td>
<td>Intersection of Richmar and San Marcos</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Name (Affordable Housing Developer and Project Location)</th>
<th>Travel Distance from Nearest Bikeway Corridor Segments in Need of AHSC Funding</th>
<th>Location of Proposed Affordable Housing Project</th>
<th>Is Housing Project Located in a Disadvantaged Community (DAC)?</th>
<th>Is Housing Project Located in a Zip Code Containing a DAC?</th>
</tr>
</thead>
<tbody>
<tr>
<td>7. Community Housing Works – Texas Street</td>
<td>0.02 miles from Howard-Orange Bikeway segment</td>
<td>4200 Texas Street</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>8. Chelsea – Mid-City</td>
<td>0.13 miles from Georgia-Meade Bikeway segment</td>
<td>38th and El Cajon</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>9. AmCal – Villa Encantada</td>
<td>4.24 miles from Howard-Orange Bikeway segment</td>
<td>504 63rd Street</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>10. National CORE – Encanto Trolley Site</td>
<td>4.32 miles from Howard-Orange Bikeway segment</td>
<td>Encanto Trolley Site, 6317 Imperial Avenue and additional parcels east of 6317 Imperial</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>11. Community Housing Works – Keeler Court</td>
<td>4.84 miles from Howard-Orange Bikeway segment</td>
<td>1290-94 Keeler Court</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>12. National CORE and Townspeople – Vista del Puente 40th Street</td>
<td>5.47 miles from Howard-Orange Bikeway segment</td>
<td>1510 S. 40th Street</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

1 The AHSC Program Guidelines define Disadvantaged Communities as a census tract with a score in the top 25 percent in California Environmental Protection Agency’s CalEnviroScreen tool, or provides a benefit to such areas per the California Air Resources Board’s Proposed Funding Guidelines.
POTENTIAL FUNDING MEASURE: UPDATE AND INITIAL DRAFT EXPENDITURE PLAN

Introduction

On November 6, 2015, the SANDAG Board of Directors discussed the results of public information surveys conducted in the spring and fall of 2015 regarding a potential ballot measure to fund important regional infrastructure. The surveys were conducted to gauge voter interest in supporting projects and programs included in the recently-adopted San Diego Forward: The Regional Plan (Regional Plan). After discussing the information, the Board directed staff to outline the components of an initial expenditure plan for discussion. In addition, staff was directed to continue public outreach activities.

Discussion

Public Outreach/Education Activities

In January, SANDAG initiated an intensive outreach and education effort to help shape the development of a draft expenditure plan. The effort is focused on asking residents across the region what their infrastructure priorities are for the future. This effort is being supported by an interactive story map that was created to highlight more than 650 completed projects that were funded by the TransNet sales tax measures. The outreach includes: launch of a landing page with an online survey (English and Spanish available at sandag.org/priorities and sandag.org/prioridades, respectively); four hosted telephone town hall meetings (three English, one Spanish) to learn more about what people think about investing in areas such as open space conservation, transportation infrastructure, water quality improvements, and other local infrastructure; and notices to the public informing them of the opportunity to provide comments in person at upcoming Board and Policy Advisory Committee meetings.

A number of public outreach tools are being used to invite as many people in the region as possible to participate and share their ideas. SANDAG member agencies also have helped to educate the public on how to get involved. These combined efforts include:

- Postcards – Four versions (three English/one Spanish) mailed to 249,000 households
- Telephone town hall meeting recruitment calls in English and Spanish made to more than 249,000 households; reminder calls were placed to households that indicated they would or might participate in a telephone town hall meeting
• Social media – English and Spanish posts on Facebook, Twitter, and Instagram. SANDAG reached nearly 230,000 people with 39 posts, including paid posts. Member agencies also were asked to post information on their social media channels

• Digital outreach – More than 60 digital graphics were placed on dozens of websites, which yielded more than 1.7 million views

• Fliers – Electronic and print versions of English and Spanish fliers were distributed at multiple outreach events and presentations

• Newsletters – Information included in Region, the SANDAG eNewsletter, as well as several member agency email blasts/newsletters

• Eblists – Information sent to more than 57,000 SANDAG stakeholder email addresses

• Video – Aired on CountyTV, local city access channels, YouTube with over 750 views to date

• Printed survey – 6,000 (English and Spanish) distributed at SANDAG presentations throughout the region and provided to member agencies for placement in public areas (e.g., city hall, libraries, recreation centers, public facilities)

• Press release – generated approximately 20 stories in print, TV and radio

• Presentations to SANDAG Working Groups – ongoing

The results of these efforts will continue to grow as outreach is ongoing. So far, the sandag.org/priorities landing page has received over 3,900 unique page views; the sandag.org/prioridades Spanish page has received over 300 unique page views; more than 2,350 respondents took the online survey; over 12,500 households participated in one of the three telephone town halls conducted through January 28 (one more town hall is scheduled for February 1); and the TransNet story map received over 1,400 unique page views. SANDAG has collected more than 1,600 comments through emails, voice mails, surveys, and will continue collecting comments through these outlets as well as at public meetings in February and March.

The information generated from this effort is being used to help draft and refine an initial expenditure plan that will be further discussed with the Board of Directors at its February 12, 2016, meeting and at the SANDAG Board Retreat in March as part of a potential ballot measure.

Initial Draft Expenditure Plan

In addition to the outreach efforts outlined above, SANDAG also received extensive input from the outreach efforts associated with the development and adoption of the Regional Plan. Further, SANDAG gained insight into the public’s opinions from the public information surveys conducted in 2015. As a result of the input to date, and ensuring SANDAG stays within its legal authority for what can be included in a future funding measure, an initial outline of a draft expenditure plan for a potential funding measure has been prepared.
The primary funding categories and potential uses that have been identified include:

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>General Uses</th>
</tr>
</thead>
</table>
| Regional Transportation | • Transit (capital and operations)  
                           | • Highways (managed lanes and connectors)  
                           | • Active transportation  
                           | • Alternative fuel and electric vehicle infrastructure                                                                 |
| Local Infrastructure    | Improving local transportation (including street, road, bike, pedestrian, transit improvements, rail grade separations), watershed protection, water quality, open space, beach sand replenishment, and grant programs for related infrastructure |
| Open Space              | Regional funding to meet the long-term requirements of implementing habitat conservation plans in the San Diego region and managing the habitat areas to reduce the risk of wildfires and ensure a healthy environment |
| Water                   | Watershed planning; flood control and water conservation projects; and developing projects to manage and/or recycle stormwater and runoff |

The funding categories have been identified based on a commitment made in the TransNet Extension Ordinance to act on another funding measure for open space as well as important projects and programs included in the Regional Plan. The various outreach efforts conducted to date indicate that while many regional priorities have been identified, each community throughout the region sees the priorities differently.

To balance all the needs in the region, and the commitment made in the TransNet Extension Ordinance concerning habitat funding, an allocation of dollars or percentages among the funding categories in the table above will have to be determined. A 40-year, half-cent sales tax is estimated to generate approximately $18 billion (in constant 2015 dollars).

**Next Steps**

Staff will continue to evaluate input received and provide detail for a draft expenditure plan at the February 12, 2016, Board Policy meeting. Staff also will conduct an additional public information survey and present findings to the Board of Directors at the March retreat.

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

Key Staff Contact: Rob Rundle, (619) 699-6949, rob.rundle@sandag.org
ENvironmental Mitigation Program

Land Management Grant Program: Eighth Cycle of Grant Funding

Regional Planning Committee – February 5, 2016

Habitat Conservation Fund

Implementation Process

$4 million annually for 10 years

↓

Funding strategy/work plan

↓

Annual funding approved by SANDAG Board of Directors

↓

Land management grants
Prior Land Management Grants

- Seven previous cycles
- 81 grants awarded
- $12.8 million awarded
- $8.4 million in matching funds
- EMPWG and SANDAG staff recommending an eighth cycle of grants

Threat Reduction Stewardship

- $800,000
- 18 months
- “Gap Funding”
- $50,000 cap per grant
- 8-page application

Species and Habitat Recovery

- $1 million
- Three to five years
- Habitat restoration/enhancement projects
- $1 million cap per grant
- 12-page application
Next Steps

- February 2016 – Recommend BOD approval of CFP
- March/April 2016 – Release CFP
- April 2016 – Public workshop
- May 2016 – Grant applications due
- June/July – Application review
- Fall 2016 – Awards
- Winter 2016/2017 – Grant agreements

Recommendation

The Regional Planning Committee is asked to recommend that the Board of Directors approve the modifications to the draft eligibility, submittal, and evaluation criteria and the release of the call for projects for the eighth cycle of the TransNet Environmental Mitigation Program Land Management Grant Program.
San Diego Regional
Alternative Fuel
Readiness Plan

Regional Planning Committee
February 5, 2016

What Are Alternative Fuels?

<table>
<thead>
<tr>
<th>Fuel</th>
<th>GHG Benefit</th>
<th>Air Quality Benefit</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biodiesel</td>
<td>High</td>
<td>Low</td>
<td>Usable in all diesel engines</td>
</tr>
<tr>
<td>Electricity</td>
<td>High</td>
<td>High</td>
<td>Wide availability in light duty applications</td>
</tr>
<tr>
<td>Ethanol</td>
<td>Med-High</td>
<td>Med</td>
<td>Wide availability in light duty applications</td>
</tr>
<tr>
<td>Hydrogen</td>
<td>High</td>
<td>High</td>
<td>Limited available in light duty applications</td>
</tr>
<tr>
<td>CNG (RNG)</td>
<td>Med (High)</td>
<td>High</td>
<td>Wide availability across all vehicle applications</td>
</tr>
<tr>
<td>Propane Autogas</td>
<td>Low</td>
<td>High</td>
<td>Greatest availability in light to medium duty vehicles and equipment applications</td>
</tr>
</tbody>
</table>
Regional Alternative Fuel Efforts

2009 Regional AFs, Vehicles, and Infrastructure Report

2010 The EV Project launches: San Diego region is 1 of 5 in US

2011-2013 PEV Readiness Planning/SD REV (PEVCC)

2015-2017 Implement PEV Readiness Plan with “EV Expert”

2014-2016 AF Readiness Planning, AFCC, and Toolkits

October 2015 SANDAG RTP and SCS

Refuel San Diego Project

- Two years
- $300,000
- California Energy Commission Award
AF Readiness Planning

- Refuel: San Diego Regional Alternative Fuel Coordinating Council
- Regional Alternative Fuels Assessment
- Sector-Specific Toolkits
- San Diego Regional Alternative Fuel Readiness Plan

Existing Conditions Infrastructure Coverage

Current and Targeted Alternative Fuel Infrastructure Coverage for Sites in San Diego County

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Audience</th>
<th>Current Coverage</th>
<th>Targeted Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biodiesel</td>
<td>Business</td>
<td>13%</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td>Resident</td>
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<td>Resident</td>
<td>45%</td>
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<td></td>
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<td>29%</td>
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<tr>
<td></td>
<td>Resident</td>
<td>2%</td>
<td>30%</td>
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<tr>
<td>CNG</td>
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<td>70%</td>
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<tr>
<td>Propane Autogas</td>
<td>Business Only</td>
<td>50%</td>
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Electric DC Fast Charge Infrastructure: Coverage for Businesses within 2.5 Miles

Infrastructure Cost

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<tr>
<th>Additional Stations Needed</th>
<th>Cost Per Station</th>
<th>Investment Costs (in millions)</th>
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<tr>
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<td>Low Case</td>
<td>High Case</td>
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<tr>
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<tr>
<td>CNG</td>
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<td>30</td>
</tr>
<tr>
<td>Propane Autogas</td>
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<td>10</td>
</tr>
<tr>
<td><strong>Total Cost:</strong></td>
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Readiness Plan Recommendations

1. Emphasize alternative fuels as a key strategy in GHG reduction efforts
2. Align alternative fuel policies in support of local and regional goals
3. Seek new funding sources for alternative fuel deployment
4. Enhance education and outreach efforts
5. Accelerate market growth through workforce development and training

Next Steps

February 26, 2016 | SANDAG Board of Directors
Draft San Diego Regional Alternative Fuels Readiness Plan – Consider Acceptance
Recommendation

The Regional Planning Committee is asked to recommend that the SANDAG Board of Directors accept the San Diego Regional Alternative Fuel Readiness Plan as a regional resource for use by local governments, public agencies, vehicle manufacturers, the fuel industry, and other interested stakeholders to advance the deployment of alternative fuel vehicles and infrastructure.
FY 2015-2016 CAP-AND-TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Regional Planning Committee
February 5, 2016

Context

• California cap-and-trade auction proceeds
• Three overlapping areas
• AHSC Program – one of many cap-and-trade programs
AHSC Program
An integrated approach to GHG reduction strategies through housing and transportation infrastructure; focus on disadvantaged communities

• 2015: $122 million awarded across the state
• 2016: $320 million available statewide
• Eligible applicants include local governments, transportation and transit agencies, for- and non-profit developers, and program operators
• Highly competitive statewide program
Two-Step Application Process

- Concept applications
- Invitation to submit full applications

Last year:
- 14 concept applications
- Five invitations for full applications; four submitted

2014-2015 Full Applications in the Region

- Funded projects: $16 million
  - South Bay Rapid (SANDAG) – $7 million
  - Westside infill transit oriented development, Paradise Creek Apartments (National City) – $9.2 million

- Non-funded projects
  - Inland Rail Trail (SANDAG)
  - Villa Encantada (City of San Diego)
SANDAG Roles

1. **Advisory role** in the application review process as the metropolitan planning organization (MPO)

2. **Eligible applicant** as the regional transportation planning agency (RTPA)

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SANDAG Roles - Advisory

1. **Advisory role** as the MPO
   - Concept applications: Determine consistency with the SCS
   - Full applications: Optional role to rank applications for SGC

   *Recommendation:* Review concept applications and provide general support to applicants in the development of their proposals in lieu of the optional MPO role of prioritizing full project applications.

   *Note:* If there is a preference to rank the San Diego submittals, SANDAG would need to inform the state and provide them with the prioritization criteria.
SANDAG Roles - Supporting

1. **Advisory role** as the MPO
   - Concept applications: Determine consistency with the SCS
   - Full applications: Optional role to rank applications for SGC

   **Supporting role**: Provide technical assistance to potential applicants
   - Joint workshop with San Diego Housing Federation
   - Dedicated website and contact list
   - Greenhouse gas reduction calculation workshops
     - Counterpart MPOs – similar technical assistance

SANDAG Roles – Eligible Applicant

1. **Advisory role**: as the MPO
   - Concept applications: Determine consistency with the SCS
   - Full applications: Optional role to rank applications for SGC

   **Supporting role**: Provide technical assistance to potential applicants

2. **Eligible applicant** as the RTPA
   - Several regional bike projects (environmental clearance; construction not yet started)
   - Lesson learned: More likely to be successful if partner with affordable housing
Potential 2015-2016 SANDAG and Developer Co-Applications

- SANDAG regional bike projects
  - City of Vista segment of the Inland Rail Trail
  - Georgia-Meade and Howard-Orange segments of North Park | Mid-City Bikeways project
- Solicited statements of interest from affordable housing developers

North County

[Map showing potential projects in North County]
The Regional Planning Committee is requested to direct staff to further explore potential co-applications with affordable housing developers for sites that show competitiveness based on criteria included in the AHSC Program Guidelines.
Most Competitive Applications would:

- Result in the greatest levels of GHG emission reductions
- Provide the greatest number of affordable housing units
- Provide the strongest connections to the bike and transit investments included in the Regional Plan, particularly those with proximity to the bike segments requesting AHSC funding
- Contribute the highest degree of match funding

Note:
- 50 percent of AHSC funding must be allocated to affordable housing
- 50 percent of AHSC funding must benefit projects in disadvantaged communities

Proposed Approach

- Work collaboratively with the affordable housing developers
- Mutually determine the competitiveness of potential co-applications
  - In some cases, SANDAG may not be the best co-applicant for an affordable housing developer
- Pending direction, prepare and submit concept applications to SGC
- SANDAG could potentially submit multiple concept applications for both bike segments
Timeline

- **February 5, 2016**  TC and RPC consider SANDAG role and potential co-applications
- **February 26, 2016**  Board of Directors considers SANDAG role and co-applications (if applicable)
- **March 16, 2016**  Concept applications due to SGC
- **April 20, 2016**  SGC issues invitations to submit full applications to selected proposals
- **May 27, 2016**  Board of Directors considers submittal of full application(s) (if applicable)
- **June 20, 2016**  Full applications due to SGC
- **September 2016**  SGC announces awards
- **October 2016**  Report to SANDAG Board on funding awards

Recommendation

The Regional Planning Committee is asked to recommend that the Board of Directors approve SANDAG’s proposed role in the Affordable Housing and Sustainable Communities (AHSC) Program evaluation process. The Regional Planning Committee also is asked to direct staff to further explore potential co-applications with affordable housing developers for submission to the AHSC Program for sites that show competitiveness based on criteria included in the Strategic Growth Council’s AHSC Program Guidelines.
January 22, 2016

Gary Gallegos
Executive Director
SANDAG
Via Email: gary.gallegos@sandag.org
RE: Proposed 2016 SANDAG Sales Tax Ballot Measure

Director Gallegos:

On behalf of over 150,000 San Diego County residents and 20 organizations including environmental, social justice, labor union, climate action, affordable housing and transit advocates, we submit the attached proposal for consideration as the basis for the sales tax ballot measure currently under discussion at SANDAG.

After months of collaboration and discussion, our Quality of Life coalition has unified around the attached vision. We call on SANDAG to develop a ballot measure aligned with these priorities. Our goal is a ballot measure that invests public money in a socially and environmentally equitable manner (based on need). We believe this measure is an opportunity to invest in building a vibrant, inclusive economy that lifts up families, creates healthier communities and addresses climate change.

Our vision benefits residents throughout the county, positions San Diego communities to leverage state and federal funds and accelerates regional efforts to reduce harmful greenhouse gas emissions that cause climate change, a state requirement and necessity.

We request our Vision statement be included in upcoming Board and Committee meeting documents, including the Transportation and Regional Planning Committee meetings on February 5th. We welcome the opportunity to dialogue with you and SANDAG leadership about this proposal.
SAN DIEGO QUALITY OF LIFE COALITION

OUR VISION
Invest our public dollars in a social and environmentally equitable manner to build a vibrant, inclusive economy that lifts up families, creates healthier communities and addresses climate change.

OUR GOAL: PASS A QUALITY OF LIFE INITIATIVE SUPPORTING THIS VISION
- Adopt more sustainable and socially equitable patterns of land use; preserve open space.
- Protect and improve water quality.
- Reduce greenhouse gas emissions through enforceable measures consistent with state law.
- Create good, middle-class jobs, especially in vulnerable neighborhoods.
- Expand affordable housing.
- Expand mass transit, biking and walking options to reduce driving, congestion and air pollution.

HOW DO WE GET THERE?

Preserve and Expand Open Space
- Fund completion of land acquisition for critical habitat for endangered species to support Multi Species Habitat Conservation Plans, including support for the planning process, land acquisition above what is required for Transnet project mitigation, habitat restoration, and long-term management and monitoring.

Protect and Enhance Regional Water Quality through Improvements to Storm Water Handling
- Fund improvements to and expand maintenance of storm water systems that prevent trash and pollution from being carried through storm drains, watersheds, and the ocean.
- Eligible projects must address source control and/or include multi-benefit regional projects that capture, infiltrate and reuse storm water and support a local sustainable water supply.
Ensure Meaningful Action on Climate Change
- Ensure funding is prioritized to transportation projects in local governments that have adopted Climate Action Plans with enforceable greenhouse gas reductions and performance measures consistent with state law, including the County of San Diego.

Invest in Social, Economic and Environmental Equity
- Dedicate majority of funding to communities identified as most disadvantaged. For this purpose, disadvantaged communities are defined as the 25% of San Diego County’s 628 census tracts that rank highest within the region on the most current version of CalEnviroScreen.
- Equitable transit operations and fare structures that provide people of all ages with access to the transportation essential for a quality life and develops long-term sustainable transit habits.
- Provide training and work opportunities for County residents through a Project Labor Agreement with three key provisions: 1) participation in state-approved joint labor-management apprenticeship; 2) local hire with enforceable standards targeting vulnerable communities and populations, like veterans; and 3) labor peace.

Develop a New Funding Stream to Build Affordable Housing near Transit Sites
- Require a dedicated set-aside of funding for the creation of transit-oriented affordable homes and related infrastructure.
- In order to enable spending for a funding set-aside for development of affordable homes, require SANDAG to pursue legislation to expand their spending authority for such expenditures.

Accelerate Construction of Transit, Bike and Pedestrian Improvements in the Next 10 Years
- Fund transit operations and maintenance.
- Re-allocate Transnet funds currently designated for freeway lane additions.
- Require that all future Regional Transportation Plans, beginning in 2019, align with QOLI priorities.
- QOLI will not fund freeway expansion (i.e., adding lanes to existing freeways or developing new freeways for more car capacity) but can be used for neighborhood complete street improvements.
- Dedicate funds from QOLI to accelerate and fund new construction in the next ten years of transit and active transportation projects.
Quality of Life Coalition
A Shared Vision for SANDAG's 2016 Ballot Measure

BROAD SCOPE OF SUPPORT

20 Organizations; 150,000+ Members
OUR VISION

Invest our public dollars in a social and environmentally equitable manner to build a vibrant, inclusive economy that lifts up families, creates healthier communities and addresses climate change.

OUR GOAL

PASS A QUALITY OF LIFE INITIATIVE SUPPORTING THIS VISION

- We will present the elements of our vision today
- Our coalition supports this Vision and will support a ballot measure aligning with this Vision.
Preserve and Expand Open Space

- Fund completion of land acquisition for critical habitat for endangered species to support Multi Species Habit Conservation Plans

Protect and Enhance Regional Water Quality through Improvements to Storm Water Handling

- Fund improvements to and expand maintenance of storm water systems

- SANDAG polling shows this is the highest priority for voters
Accelerate Construction of Transit, Bike and Pedestrian Improvements in the Next 10 Years (2/2)

- Fund transit operations and maintenance.
- Dedicate funds from QOLI to accelerate and fund new construction in the next ten years of transit and active transportation projects.
- Purple Line, Active Transportation, and More

Meaningful Action on Climate Change

- Prioritize funding of transit and active transportation projects that help cities meet local Climate Action Plan goals.
- Prioritize local government funding to cities with adopted Climate Action Plans.
CONCLUSION

• We want to partner.

• Our coalition supports this Vision and will support a ballot measure aligning with this Vision.

• SANDAG will need broad support to pass a successful measure
Help Shape Our Region’s Future

sandag.org/priorities

TransNet Funds San Diego Projects

San Diego’s regional transportation system is a comprehensive system that serves all regions of the state. The system includes highways, transit, bike, pedestrian, and rail projects, which are part of the state and local transportation networks. The system is supported by funding from the California Transportation Commission (Caltrans) and the San Diego Association of Governments (SANDAG). The transportation system is also supported by contributions from the public, private, and public sectors.

TransNet helps San Diego County:
- Funds transportation projects that benefit the region and support economic development.
- Improves transportation infrastructure for better mobility and accessibility.
- Supports innovative transportation solutions.

TransNet is a partnership between the County of San Diego, the City of San Diego, and SANDAG. The partnership has funded more than $1.5 billion in transportation projects since 1999, including
- The Bay Hoistway, which connects the City of San Diego to the Bay Hoistway Transit Center.
- The Film Center, which connects the City of San Diego to the Film Center Transit Center.
- The East Village, which connects the City of San Diego to the East Village Transit Center.
- The North Park, which connects the City of San Diego to the North Park Transit Center.

TransNet also funds transportation projects that benefit the region and support economic development. The partnership has funded more than $1.5 billion in transportation projects since 1999, including
- The Bay Hoistway, which connects the City of San Diego to the Bay Hoistway Transit Center.
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Public Outreach Tools

- Postcards – 249,000
- Phone calls - 249,000 households
- Social media – 230,000 + reached
- Digital ads – 1.7 million impressions to date
- Fliers – thousands
- Eblast – sent to 57,000
- Video – CountyTV, local access channels, YouTube
- Press release – generated approximately 20 news stories
- Presentations – SANDAG working groups, community groups, etc.

sandag.org/priorities
Online Priorities Survey

- Short online survey asking residents to select infrastructure priorities in the region
- 2,918 surveys completed
- 1,811 comments received

What are the most important projects and programs to keep San Diego moving? You decide!
Choose up to three categories.

- Transit
  - Improving rail and bus services
  - Expanding commuter rail and bus services

- Highways
  - Improving the regional highway network
  - Expanding the street network

- City Projects
  - Improving local contact with community
  - Improving local parks

- Habitat
  - Creating more habitat

- Active Transportation
  - Increasing opportunities for active transportation

- Water Quality
  - Protecting and improving our waterways

Tell us about a specific project or program you’d like to see in the San Diego region. (500 characters or less)

sandag.org/priorities

Telephone Town Hall Meetings

- Four Telephone Town Hall meetings
  - January 26-28 (English) and February 1 (Spanish)
  - Live calls to 249,000 households

- Results
  - 13,600 participants
  - 88 questions answered live
  - 173 comments left on voicemail
  - Posed three questions to participants

sandag.org/priorities
Do you think local government should be making more investments in project such as local streets, roads, and sidewalks?

- Yes: 79%
- No: 7%
- Undecided: 14%

Do you think local governments should be spending more to make our water cleaner, and recycle more stormwater runoff for other uses?

- Yes: 72%
- No: 9%
- Undecided: 19%
Do you think SANDAG should be investing more in roads and highways, public transit such as buses and Trolleys, or technology to improve the system we already have?

- Roads and Highways: 41%
- Public Transit: 33%
- Technology Improvements: 15%
- Undecided: 11%

Funding Categories for Expenditure Plan

- Senate Bill 1685 (Kehoe) outlines SANDAG’s Legislative Authority for how future sales revenues can be used
  - Transportation
  - Habitat
  - Water Quality
  - Beach Sand Replenishment
Funding Categories for Expenditure Plan

Potential Transportation Investments
- Transit (including capital and operations)
- Highways Investments (including Managed Lanes and connectors)
- Active Transportation (including bike, pedestrian, and safe route improvements)
  - Grade separations
  - Local transportation projects

Potential Non-Transportation Investments
- Open Space (including acquisition, management, and monitoring of habitat preserves)
- Water (including watershed and stormwater management)
Next Steps

- **February 12, 2016** – Present detailed draft expenditure plan options to Board of Directors
- **March 10, 2016** – Continue discussion of expenditure plan at Board of Directors Retreat (Barona)
- **March 25, 2016** – Update Board of Directors on progress of potential funding measure
- **April 8, 2016** – Request consideration of funding measure on ballot at Board of Directors meeting

Help Shape Our Region’s Future
TransNet Story Map

- Highlights 650 completed projects
  - Highway, Transit, Bikeways, Local Streets, Environment, and Grant categories
- $3.3 billion in TransNet funds
- More than $10 billion in leveraged funds from state, federal, and other local funding sources
- Xxx unique page views since launched