REGIONAL PLANNING COMMITTEE
AGENDA

Friday, May 6, 2016
12 noon to 2 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION: STATUS REPORT
• REGIONAL TRANSIT ORIENTED DEVELOPMENT AND SMART GROWTH IMPLEMENTATION EFFORTS
  ○ REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY - UPDATE ON KEY EARLY ACTIONS
  ○ VISUAL SIMULATIONS

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.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG agenda materials can be made available in alternative languages. To make a request, call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要，我们可以把SANDAG议程材料翻译成其他语言。

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求。“

SANDAG offices are accessible by public transit. Phone 511 or see 511sd.com for route information. Bicycle parking is available in the parking garage of the SANDAG offices.
REGIONAL PLANNING COMMITTEE
Friday, May 6, 2016

ITEM NO.  RECOMMENDATION

+1. APPROVAL OF MEETING MINUTES  APPROVE
The Regional Planning Committee is asked to review and approve the minutes from its February 5, 2016, meeting.

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

CONSENT

+3. TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM QUARTERLY STATUS UPDATE  INFORMATION
(Sarah Pierce)
The Board of Directors has awarded grants for seven cycles of the TransNet Environmental Mitigation Program Land Management Grant Program. This report provides information on the quarterly status of active projects.

+4. SANDAG COMMENT LETTER ON THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES IMPLEMENTING SENATE BILL 743  INFORMATION
(Coleen Clementson)
In January, the Governor’s Office of Planning and Research (OPR) released the Revised Proposal on Evaluating Transportation Impacts in California Environmental Quality Act. OPR invited public review and comment on the proposal. Attached is the comment letter that SANDAG submitted to OPR.

REPORTS

+5. TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: QUARTERLY PROGRESS REPORT AND PROPOSED AMENDMENT  APPROVE
(Susan Baldwin)
This report provides an overview of progress made on TransNet Smart Growth Incentive Program and Active Transportation Grant Program projects through December 31, 2015. The Regional Planning Committee is asked to consider approval of a Smart Growth Incentive Program schedule amendment for the City of Lemon Grove Main Street Promenade Extension Planning Project.
+6. REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION: STATUS REPORT (Carolina Ilic)

In December 2014 the Board of Directors adopted a Regional Complete Streets Policy. The attached report provides a status update on implementation progress.

+7. REGIONAL TRANSIT ORIENTED DEVELOPMENT AND SMART GROWTH IMPLEMENTATION EFFORTS

A. REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY - UPDATE ON KEY EARLY ACTIONS (Susan Baldwin)

Last year, the SANDAG Board of Directors accepted the Regional Transit Oriented Development Strategy (TOD Strategy) for inclusion as an appendix of San Diego Forward: The Regional Plan (Appendix U.4). Staff will provide an update on the status of the work to date on the early actions for the TOD Strategy.

B. VISUAL SIMULATIONS (Seth Lichney, City of San Diego; Don Neu, City of Carlsbad; and John Conley, City of Vista)

SANDAG recently completed visual simulations for Smart Growth Opportunity Areas in three locations: (1) the Grantville Trolley Station in the City of San Diego; (2) the Carlsbad Village COASTER Station in Downtown Carlsbad; and (3) the South Santa Fe corridor in the City of Vista (available on the website at sandag.org/smartgrowth). Staff from each of these jurisdictions will describe recent plan updates that provide the foundation for the simulations.

8. HIGHLIGHTING LOCAL PLANNING EFFORTS: SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATE (Nancy Bragado and Lara Gates, City of San Diego)

In November 2015 the San Diego City Council unanimously approved new community plans for the Southeastern San Diego and Encanto neighborhoods. City of San Diego staff will present an update on the planning effort completed to encourage future development and streamline permit processing.

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

The next meeting of the Regional Planning Committee will be held on Friday, June 3, 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 12:06 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 Councilmember Lorie Zapf (City of San Diego), the Regional Planning Committee approved the meeting minutes of December 4, 2015. Yes – Chair Heebner, Vice Chair Kristine Alessio (East County), Councilmember Zapf, and Councilmember Downey. No – None. Abstain – None. Absent – North County Inland and County of San Diego.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public comments.

CONSENT

3. TransNet ENVIRONMENTAL MITIGATION PROGRAM: ANNUAL STATUS REPORT (INFORMATION)

This report provided the annual status update on the implementation of the TransNet Environmental Mitigation Program.

Action: This item was presented for information.

REPORTS

4. TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: QUARTERLY PROGRESS REPORT AND PROPOSED GRANT AMENDMENTS (APPROVE)

Susan Baldwin, Senior Regional Planner, presented an overview of progress made by TransNet Smart Growth Incentive Program and Active Transportation Grant Program recipients through September 30, 2015.
Action: Upon a motion by Councilmember Downey, and a second by Councilmember Zapf, the Regional Planning Committee approved 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. Yes – Chair Heebner, Vice Chair Alessio, Councilmember Zapf, and Councilmember Downey. No – None. Abstain – None. Absent – North County Inland and County of San Diego.

5. TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM CALL FOR PROJECTS FOR EIGHTH CYCLE OF GRANT FUNDING (RECOMMEND)

Sarah Pierce, Regional Planner I, presented information on 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. Action: Upon a motion by Councilmember Zapf, and a second by Councilmember Downey, the Regional Planning Committee recommended 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. Yes – Chair Heebner, Vice Chair Alessio, Councilmember Zapf, Mayor Sam Abed (North County Inland), and Councilmember Downey. No – None. Abstain – None. Absent – County of San Diego.

6. SAN DIEGO REGIONAL ALTERNATIVE FUEL READINESS PLAN (RECOMMEND)

Councilmember Chris Orlando, Chair, Energy Working Group, introduced the item.

Anna Lowe, Associate Regional Planner, presented information on the San Diego Regional Alternative Fuel Readiness Plan, 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.

Nicole Capretz, Climate Action Campaign, spoke regarding how fossil fuels emit carbon emissions and those emissions will impact the region’s ability to meet the greenhouse gas reduction targets set by the state.

Action: Upon a motion by Vice Chair Alessio, and a second by Councilmember Downey, the Regional Planning Committee recommended that the Board of Directors accept the San Diego Regional Alternative Fuel Readiness Plan. Yes – Chair Heebner, Vice Chair Alessio, Councilmember Zapf, Mayor Abed, and Councilmember Downey. No – None. Abstain – None. Absent – County of San Diego.

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

Carolina Ilic, Senior Regional Planner, presented information on the proposed role of SANDAG in the Affordable Housing and Sustainable Communities (AHSC) Program evaluation process and on the possibility to explore co-applications with affordable housing developers for submission to the AHSC Program.
Laura Nunn, San Diego Housing Federation, spoke regarding the need for more Affordable Housing in the region, and in support of the AHSC Program.

**Action:** Upon a motion by Councilmember Zapf, and a second by Mayor Abed, the Regional Planning Committee recommended that the Board of Directors approve the proposed role of SANDAG in the AHSC Program evaluation process, and directed staff to further explore potential co-applications with affordable housing developers for submission to the AHSC Program. Yes – Chair Heebner, Vice Chair Alessio, Councilmember Zapf, Mayor Abed, and Councilmember Downey. No – None. Abstain – None. Absent – County of San Diego.

8. POTENTIAL FUNDING MEASURE: UPDATE AND INITIAL DRAFT EXPENDITURE PLAN (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.

Rob Rundle, Principal Regional Planner, provided an overview of the public input and research being used to prepare the initial draft expenditure plan for a potential November 2016 ballot measure.

Colleen Windsor, Communications Director, provided information on the outreach activities for the draft expenditure plan.

Kyra Greene, Quality of Life Coalition, spoke regarding their visions for investment in the region should SANDAG approve moving forward with a ballot measure.

Monique Lopez, Quality of Life Coalition, spoke regarding their visions for investment in the region should SANDAG approve moving forward with a ballot measure, including equitable transit operations.

Micah Metrosky, Quality of Life Coalition, spoke regarding their visions for investment in the region should SANDAG approve moving forward with a ballot measure, including local hiring policies for projects included in the potential measure.

Nicole Capretz, Quality of Life Coalition, spoke regarding their visions for investment in the region should SANDAG approve moving forward with a ballot measure, including the need for sustainable transportation and for prioritizing funding for the implementation of local climate action plans.

Laura Nunn, San Diego Housing Federation, spoke in support of including provisions for Affordable Housing in the proposed expenditure plan.

Judy Tentor, member of the public, spoke in support of the comments made by the Quality of Life Coalition, including a shift in mode share.

Jasmin Zafra, a member of the public and a student at San Diego State University, spoke in support of providing funding for the Youth Opportunity Pass Program in the expenditure plan.

**Action:** This item was presented for discussion.
9. CONTINUED PUBLIC COMMENTS

There were no additional public comments.

10. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Regional Planning Committee is scheduled for Friday, March 4, 2016, at 12 noon.

11. ADJOURNMENT

Chair Heebner adjourned the meeting at 1:54 p.m.
# CONFIRMED ATTENDANCE

SANDAG REGIONAL PLANNING COMMITTEE MEETING

FEBRUARY 5, 2016

<table>
<thead>
<tr>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
<th>ATTENDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>North County Inland</td>
<td>Sam Abed</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>John Aguilera</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>South County</td>
<td>Carrie Downey</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Pamela Bensoussan</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>North County Coastal</td>
<td>Lesa Heebner (Chair)</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Chuck Lowery</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>East County</td>
<td>Kristine Alessio (Vice Chair)</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Jennifer Mendoza</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego</td>
<td>Lorie Zapf</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Mark Kersey</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Dave Roberts</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Greg Cox</td>
<td>Alternate</td>
<td>No</td>
</tr>
</tbody>
</table>

## ADVISORY MEMBERS

<table>
<thead>
<tr>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
<th>ATTENDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrans, District 11</td>
<td>Laurie Berman</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Bill Figge</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>San Diego Unified Port District</td>
<td>Garry Bonelli</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Ann Moore</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>San Diego County Water Authority</td>
<td>Elsa Saxod</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Ken Olson</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>MTS</td>
<td>Mona Rios</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Myrtle Cole</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>NCTD</td>
<td>Don Mosier</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Chuck Lowery</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>Regional Planning Technical Working Group (TWG)</td>
<td>Brad Raulston</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Jeff Murphy</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>Southern California Tribal Chairmen’s Association</td>
<td>Eric LaChappa</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Allen Lawson</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>Department of Defense</td>
<td>Steve Chung</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Matt Ryan/David Hulse</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>Wildlife Conservation Board</td>
<td>Dave Means</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>VACANT</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>California Department of Fish and Wildlife</td>
<td>VACANT</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>David Mayer</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>US Army Corps of Engineers</td>
<td>Therese Bradford</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Michelle Matson</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>US Fish and Wildlife Service</td>
<td>VACANT</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Susan Wynn</td>
<td>Alternate</td>
<td>No</td>
</tr>
</tbody>
</table>
TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM QUARTERLY STATUS UPDATE

Introduction

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

A provision of the MOA allocates $4 million annually for ten years to implement regional habitat management and monitoring efforts to help maintain the region's biological integrity, thus helping to avoid the future listing of endangered species. The Board of Directors allocates a portion of the $4 million annually for the TransNet EMP Land Management Grant Program to assist land managers in filling funding gaps to promote regional priorities. The purpose of this report is to provide information to the Committee on the quarterly status of active land management grant projects (Attachment 1).

Discussion

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

Since the program's inception, 81 land management grants totaling approximately $13 million in TransNet funding have been awarded to land management entities in the region through a competitive grant program. Eligible applicants include land managers from private and nonprofit organizations, local jurisdictions, and other government agencies. Between October 1, 2015, and December 31, 2015, three projects were completed bringing the total number of completed land management grant projects to 62. The grant projects completed this quarter include: the San Luis Rey and Santa Margarita Watershed Arundo Treatment Project by Mission Resource Conservation District; the Shinohara Vernal Pool Invasive Weed Treatment Project by U.S. Fish and Wildlife Service; and the San Diego National Wildlife Refuge Least Tern and Snowy Plover Nesting Site Project by U.S. Fish and Wildlife Service. Attachment 1 provides the status report of the 19 active land management grants covering the reporting period of October 1, 2015 to December 31, 2015.
Projects under the EMP Land Management Grant Program are placed on the “watch list” if a grantee is not making timely progress toward their milestones (which are defined in Board Policy No. 035) and the grantee has not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list. No projects are currently on the watch list.

Grant Oversight

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

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

Next Steps

The next quarterly status report of active land management grant projects (covering January 1, 2016 to March 31, 2016) is expected to be presented in June 2016 to the ITOC and Regional Planning and Transportation Committees.

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


Key Staff Contact: Sarah Pierce, (619) 699-7312, sarah.pierce@sandag.org
### Status of Active TransNet EMP Land Management Grant Program Projects:

Reporting period Oct. 1 to Dec. 31, 2015

<table>
<thead>
<tr>
<th>FY</th>
<th>Date BOD Funding Approval</th>
<th>Contract #</th>
<th>IFAS Project #</th>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>Contract / Project Expiration Date</th>
<th>Watch List*</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>4th Cycle - FY 2010</td>
<td></td>
<td></td>
<td>Project IS making timely progress toward their milestones.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>2010 09/25/09 5001589 1200351 County of San Diego Lakeside Linkage</td>
<td>Plant coast prickly pear cactus on 5 acres adjacent to cactus wren populations, and control invasive plant species.</td>
<td>$200,824.00</td>
<td>04/12/11</td>
<td>01/31/17</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>2011 01/28/11 5001972 1200360 Chaparral Lands Conservancy Proctor Valley Vernal Pools</td>
<td>Restore and enhance quality of vernal pools and habitat at a 6-acre site in Proctor Valley.</td>
<td>$183,605.00</td>
<td>05/09/12</td>
<td>03/30/16</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>2013 09/28/12 5001763 1200384 Conservation Biology Institute Dehesa nolina and Dudleya</td>
<td>Enhance, restore, and protect Dehesa nolina and variegated dudleya on portions of the South Crest property. Develop a science-based Conservation Vision and Management Strategy for Dehesa nolina in Management Unit 3.</td>
<td>$114,810.00</td>
<td>09/01/13</td>
<td>09/01/16</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>2013 09/28/12 5001764 1200385 Back Country Land Trust San Diego thornmint and Quino Checkerspot Butterfly</td>
<td>Enhance native grassland habitat, populations of San Diego thornmint, and plantago erecta (host plant for Quino checkerspot butterfly) at Wright’s Field.</td>
<td>$108,540.00</td>
<td>09/01/13</td>
<td>09/01/16</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>2013 09/28/12 5001765 1200386 San Diego Audubon Society California least tern</td>
<td>Observe and record predation events in order to provide recommendations for improving efficacy of predator management actions and in turn improve breeding productivity of CA least tern in Mission Bay Park.</td>
<td>$58,464.00</td>
<td>09/01/13</td>
<td>09/01/16</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>2013 09/28/12 5001766 1200387 Otay Water District Cactus wren</td>
<td>Create cactus dominated Diegan coastal sage scrub habitat at the San Miguel Habitat Management Area that can support wintering cactus wren and a minimum of two pairs of nesting coastal cactus wrens.</td>
<td>$88,840.00</td>
<td>09/01/13</td>
<td>10/01/16</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>2013 09/28/12 5001767 1200388 Chaparral Lands Conservancy Rare Plants</td>
<td>Prepare site plans for stabilization and expansion of Orcutt’s spineflower populations and site protection for spineflower, San Diego thornmint, and Short-leaved dudleya.</td>
<td>$137,610.50</td>
<td>09/01/13</td>
<td>03/01/16</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>2013 09/28/12 5001768 1200389 San Elijo Lagoon Conservancy North County Dunes Restoration (Coastal Species)</td>
<td>Survey and conduct restoration activities at potential dune habitat between northern Carlsbad and northern La Jolla in order to extend the range and increase the population of dune-dependent species CA least tern, Western snowy plover, and Nuttall’s lotus.</td>
<td>$180,144.00</td>
<td>09/01/13</td>
<td>03/01/16</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7th Cycle - FY 2015</td>
<td></td>
<td></td>
<td>Project IS making timely progress toward their milestones.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>2015 7/24/2015 5004735 1201301 Conservation Biology Institute Brachypodium Phase 2</td>
<td>Control invasive grass, Brachypodium distachyon, in 4 locations by refining existing Brachypodium Best Management Practices.</td>
<td>$100,000</td>
<td>09/15/15</td>
<td>09/15/17</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>2015 7/24/2015 5004731 1201305 City of Chula Vista Otay River Valley and Salt Creek Cactus Wren</td>
<td>Increase the amount of suitable habitat and improve connectivity for the coastal cactus wren along Otay River Valley and Salt Creek through restoration and enhancement of degraded habitat areas.</td>
<td>$189,863</td>
<td>09/17/15</td>
<td>09/17/18</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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


<table>
<thead>
<tr>
<th>FY</th>
<th>Date BOD Funding Approval</th>
<th>Contract #</th>
<th>IFAS Project #</th>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>Contract / Project Expiration Date</th>
<th>Watch List*</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>2015 7/24/2015</td>
<td>5004737</td>
<td>1201303</td>
<td>Earth Discovery Institute</td>
<td>South San Diego County Community 3</td>
<td>Extend conservation outreach and environmental education through interpretive and habitat conservation events, student involvement, and volunteer patrols.</td>
<td>$159,500</td>
<td>09/29/15</td>
<td>09/29/16</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>12</td>
<td>2015 7/24/2015</td>
<td>5004732</td>
<td>1200397</td>
<td>Mission Resource Conservation District</td>
<td>San Luis Rey, Santa Margarita &amp; San Dieguito Watersheds</td>
<td>Re-treatment of Arundo and maintenance of the right-of-entry (ROE) database, to allow re-treatments to occur on over 350 public and private properties in these watersheds.</td>
<td>$300,000</td>
<td>09/28/15</td>
<td>09/28/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>13</td>
<td>2015 7/24/2015</td>
<td>5004738</td>
<td>1201304</td>
<td>County of San Diego</td>
<td>Furby-North Preserve</td>
<td>Addition of signage, fencing and gates on the Furby-North Property to prevent unauthorized access into and across the Property and allow for future active restoration of the unauthorized trails as outlined in the Resource Management Plan.</td>
<td>$119,046</td>
<td>10/20/15</td>
<td>02/20/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>14</td>
<td>2015 7/24/2015</td>
<td>5004730</td>
<td>1200396</td>
<td>County of San Diego</td>
<td>Otay River Valley Cactus Wren</td>
<td>Restore and enhance areas of degraded habitat along Otay River Valley to increase the amount of suitable habitat and improve connectivity for the coastal cactus wren.</td>
<td>$66,840</td>
<td>10/20/15</td>
<td>10/20/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>15</td>
<td>2015 7/24/2015</td>
<td>5004729</td>
<td>1200395</td>
<td>San Diego Audubon Society</td>
<td>Nuttall's Lotus</td>
<td>Maintain and expand certain extant small and large populations of Nuttall's Lotus within Mission Bay Park.</td>
<td>$110,017</td>
<td>09/14/15</td>
<td>09/14/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>16</td>
<td>2015 7/24/2015</td>
<td>5004734</td>
<td>1200399</td>
<td>San Elijo Lagoon Conservancy</td>
<td>Carlsbad Hydrologic Unit 2</td>
<td>Invasive plant re-treatments, limited new treatments, revegetation and habitat restoration, detailed mapping of invasive plants throughout the Carlsbad Hydrologic Unit.</td>
<td>$100,000</td>
<td>09/08/15</td>
<td>09/08/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>17</td>
<td>2015 7/24/2015</td>
<td>5004733</td>
<td>1200398</td>
<td>Sweetwater Water Authority</td>
<td>Sweetwater Reservoir Wetland</td>
<td>Purchase of plant materials and seed as part of a large-scale wetland riparian adaptive management - Sweetwater Reservoir Wetland Habitat Recovery Project.</td>
<td>$100,000</td>
<td>09/18/15</td>
<td>08/31/22</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>18</td>
<td>2015 7/24/2015</td>
<td>5004736</td>
<td>1201302</td>
<td>United States Fish and Wildlife Service</td>
<td>Mother Miguel Mountain</td>
<td>Protect sensitive species, including Mexican flannelbush and critical habitat on the southwestern slope of Mother Miguel Mountain, while managing public access and awareness.</td>
<td>$21,454</td>
<td>12/1/15</td>
<td>12/1/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>19</td>
<td>2015 7/24/2015</td>
<td>5004728</td>
<td>1200394</td>
<td>Zoological Soecity of San Diego</td>
<td>Cactus Wren 2015</td>
<td>Implement active restoration of critical cactus wren habitat in the Lake Hodges area and developing a North County Cactus Nursery that will supply local native cacti to restoration projects throughout the region for 2 years.</td>
<td>$230,721</td>
<td>09/22/15</td>
<td>02/28/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
</tbody>
</table>

*Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Board Policy No. 035) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion.
February 29, 2016

Mr. Christopher Calfee
Senior Counsel
Governor’s Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Dear Mr. Calfee:

SUBJECT: Comments on Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA

The San Diego Association of Governments (SANDAG) appreciates the opportunity to comment on the Revised Proposal on Updates to the California Environmental Quality Act (CEQA) Guidelines on Evaluating Transportation Impacts in CEQA. SANDAG appreciates the time and effort that staff from the Governor’s Office of Planning and Research (OPR) has taken to conduct outreach regarding the updates pursuant to Senate Bill 743 (SB 743) (Steinberg, 2013) and the proposed updates to CEQA.

SANDAG previously submitted comments to OPR in two separate letters. The first was dated February 14, 2014, and addressed the Preliminary Evaluation of Alternative Methods of Transportation Analysis. The second was dated November 20, 2014, and addressed the Preliminary Discussion Draft. While OPR staff has answered many of the questions and concerns SANDAG had regarding implementation of SB 743, a few issues remain which are outlined below.

**Additions to CEQA Guidelines**

The following revisions are suggested to add clarity and precision:

- (b)(1) Vehicle Miles Traveled and Land Use Projects – SANDAG suggests adding definitions of the following terms: “existing major transit stop” and “existing high quality transit corridor.” They are provided in footnotes 3 and 4 on page 22 of the Technical Advisory, but not in the proposed language for the CEQA Guidelines. To further streamline the CEQA process for land use projects near transit, OPR should consider revising this section to apply to land use projects within one-half mile of existing and planned major transit stops and high quality transit corridors. “Planned” could be defined to include transit projects included in an adopted Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), or adopted Regional Transportation Improvement Program (RTIP).
(b)(2) Induced Vehicle Travel and Transportation Projects – Instead of referring to “transportation projects,” SANDAG suggests referring to “projects that increase the number of general purpose lane miles on roadways or highways.” OPR should consider revising the first sentence to “Additional General Purpose lane miles may induce automobile travel, and vehicle miles travelled, compared to existing conditions.” Also, consider revising the last sentence to: “to the extent that the potential for induced vehicle travel has already...” Roadway improvements, such as Managed Lanes (also referred to as carpool or high-occupancy vehicle (HOV) lanes), that support transit or ridesharing (e.g., carpools, vanpools) ultimately help reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. For example, in the SANDAG SCS, Managed Lanes are an important part of the San Diego region’s plan to exceed its Senate Bill 375 (SB 375) (Steinberg, 2008) GHG reduction targets, increase transit ridership, and lower per capita VMT. Therefore SANDAG suggests that the Guidelines amendments distinguish between investments in Managed Lanes and general purpose lanes.

(b)(3) Qualitative Analysis – SANDAG suggests that this section be amended to reference near-term regional transportation projects identified and outlined in the RTIP as part of the Qualitative Analysis. Suggested language could read: “…such a qualitative analysis would evaluate factors such as the availability of transit and active transportation infrastructure, including planned transit and active transportation projects identified in a Regional Transportation Improvement Program (RTIP), local capital improvement program, or other comparable program, proximity to other destinations...”

(c) Applicability – SANDAG requests that OPR include more flexible language for a lead agency to elect to be governed by the provisions of this section. Specifically, SANDAG does not have its own procedures pursuant to Guidelines Section 15022, and would like the flexibility to begin using the provisions of this section upon their adoption if it so chooses, without having to update or adopt its own procedures under Guidelines Section 15022. Suggested language could read: “The provisions of this section shall apply statewide two years from [adoption date]. However, a lead agency may elect to be governed by the provisions of this section immediately after adoption if it so chooses.”

Appendix G

The following revisions are suggested to simplify, clarify, and add precision to the wording of questions in Appendix G. For example:

- Question a) could be revised to read: “Substantially conflict with an adopted plan, ordinance, or policy addressing the safety or performance of the circulation system (except for automobile delay), including public transit, roadways, bicycles, and pedestrians.”

- Question b) could be revised to read: “Cause a substantial rate of vehicle miles traveled (e.g., per capita, per service population, or other efficiency metric).”

- Question c) could be shortened to read: “Induce substantial automobile travel.”
Technical Advisory

Technical Considerations in Assessing VMT

When assessing VMT, the rate of VMT (e.g., per capita, per employee) should be used as opposed to total VMT, with the exception of retail projects, as discussed in the Technical Advisory. In particular, it is best to use VMT efficiency metrics for program-level analysis (e.g., community plans, land use plans, RTPs/SCSs). Total VMT is driven by factors such as population and employment growth and project size, while efficiency metrics are better indicators of a project’s environmental impact.

Recommendations Regarding Significance Thresholds

SANDAG supports in concept OPR’s efforts to develop a recommended significance threshold for residential and office projects that meets the Public Resource Code Section 21099 requirement to, among other things, “promote the reduction of greenhouse gas emissions.” And while SANDAG does not per se have concerns with OPR recommending a quantitative significance threshold, SANDAG does have concerns with the recommended threshold of 15 percent lower (per capita or per employee) than existing development, without additional detail and analysis. For one, there is no analysis and definitive information on the level of VMT needed to meet statewide GHG reduction goals. Other transportation measures are needed to meet statewide goals, especially developments in transportation technology and vehicle efficiency. In addition, there is no clear nexus between OPR’s project-level recommendation for new development and the statewide GHG policies and other references governing existing and new development that are cited as support for OPR’s recommendation in the Technical Advisory:

- While the initial Air Resource Board (ARB) Scoping Plan recommended that local governments reduce their jurisdiction-wide GHG emissions from all sources by 15 percent by 2020, there is no clear nexus between the 15 percent statewide GHG figure and a project-level VMT threshold of 15 percent lower (per capita or per employee) than existing development.

- While SB 375 does set regional per capita GHG reduction (not VMT reduction) targets from passenger vehicles for 2020 and 2035 that range from 13 to 16 percent below a 2005 baseline, there is no clear nexus between those regionwide GHG targets from existing and new development and a project-level VMT threshold for new development based on an “existing” baseline. (Note: an “existing” baseline will be different depending on when a project’s CEQA analysis is commenced).

- While the Caltrans Strategic Management Plan does set a goal for a 15 percent reduction in statewide VMT from existing and new development by 2020 compared to 2010 levels, it is not clear how that statewide goal based on a 2010 baseline for existing and new development translates to a project-level threshold for new development based on “existing” baseline.

- While a 2010 California Air Pollution Control Officers Association document considers a 15 percent project level VMT reduction to be achievable for new development, it is not clear what baseline is used in that document and how it relates to OPR’s recommendation.
While Governor’s Executive Orders established statewide goals for the reduction of GHG emissions from all existing and new sources (S-30-5, B-30-15) and from all existing and new transportation sources (B-16-12), there is no clear nexus between these goals and OPR’s recommendation for project-level VMT reduction for new sources.

For the above reasons, SANDAG suggests that the 15 percent lower VMT recommendation be removed from the Technical Advisory. In its place, SANDAG recommends that the Technical Advisory recommend that lead agencies consider using one of the following as significance thresholds for VMT: regional average VMT based on the adopted SCS, or the average VMT for the jurisdiction in which the project is located.

When discussing land use project consistency with an RTP/SCS, SANDAG suggests adding more precise guidance regarding determining how land use projects do not conflict with an RTP/SCS. It would be helpful to define what is meant by, “...location where RTP/SCS does not specify any development” and to define these areas as one of the following in the SCS: open space, parks, conserved lands, Natural Community Conservation Planning/Multiple Species Conservation Planning, agricultural land, mineral resources, etc.

When discussing land use plan consistency with an RTP/SCS, it is stated that a land use plan’s consistency with the SCS should be based on its consistency with the SCS land use pattern and its rate of VMT. SANDAG suggests that land use plan consistency with an SCS be based solely on land use considerations, and not on rate of VMT. Irrespective of how a land use plan’s rate of VMT per capita or employee compares to that of the SCS, that land use plan should be considered to have a less than significant transportation impact if it is consistent with an adopted SCS that meets its SB 375 GHG targets.

SANDAG also suggests that the Technical Guidance more clearly define land use plan consistency with an adopted SCS. Since RTP/SCS documents are typically based on approved jurisdictional General Plans, these plans may not always maximize full development potential in all areas or areas with increased sensitivity toward transit access. As a result, there are generally two different land use changes that may be inconsistent with an RTP/SCS: first, urban development with higher density or intensity than assumed by the RTP/SCS that may reduce VMT and have a less than significant transportation impact, and second, suburban/rural development that may increase VMT and have a significant transportation impact. SANDAG feels that this section was intended to only cover the latter change. For example, a region may have infill opportunities within their urban cores that are not necessarily included in the adopted forecast for an RTP/SCS. Such infill could allow for additional density and development near transit, which may not indicate a significant transportation impact. As a result, SANDAG suggests that this concern be reflected in the Technical Advisory’s discussion of land use plan consistency with an RTP/SCS.

When discussing recommendations for VMT analysis in an RTP/SCS, SANDAG suggests that these plans focus on VMT within the plan geography. Evaluating “VMT outcomes” in neighboring counties would require deployment of local and statewide travel models, which have the potential to conflict with each other. The extent to which an analysis should extend into a neighboring county (or in SANDAG’s case, into the neighboring country of Mexico) also is not clear. The lead agency should determine which tool is the most appropriate to use on a case-by-case basis, and the first sentence in Section 4 on page 25 should be deleted.
SANDAG also recommends the following revision to the second sentence in Section 4 on page 25 because VMT is not regulated or otherwise addressed by SB 375: “An RTP/SCS achieving its per capita VMT reductions sufficient to achieve SB 375 targets GHG emissions reductions may constitute a less significant transportation impact related to VMT and induced automobile travel demand.”

Impacts to Transit

SANDAG suggests editing the first sentence of the second paragraph on page 26 to read: “When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new users as an adverse impact. If the project is found to cause an adverse CEQA impact on transit, lead agencies shall, however, identify mitigation, such as funding.” While the lead agency is not solely responsible for such impacts, the lead agency shall work to identify potential funding mechanisms to mitigate for potential local transit impacts.

SANDAG suggests editing the final paragraph on page 26 to read: “Increased transit demand throughout a region may, however, cause cumulative impacts, which require new or additional transit infrastructure. Such impacts may be best addressed through fee assessments at the project level (for direct project-related impacts) or through a fee program that fairly allocates the cost of improvements not just to projects located near transit…”

Recommendations for Considering Transportation Project VMT Effects

SANDAG suggests broadening the list of projects that do not require VMT analysis to better reflect potential active transportation and public transit projects (page 27). For example:

- Second bullet: add “buses on shoulders”
- Sixth bullet: add “new transit-only and HOV lanes that support high-quality transit service”
- Twelfth bullet: add “traffic circles”
- Sixteenth bullet: add “new transit capital projects”
- Eighteenth bullet: add “removal or relocation of on-street parking spaces”
- New bullet: “addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public right-of-way”
- New bullet: “addition of Class I bike paths, trails, multi-use paths or other off-road facilities that serve non-motorized travel”
- New bullet: “installation of publicly available alternative fuel/charging infrastructure”

Quantifying Induced VMT Using Models

SANDAG acknowledges the importance of estimating how induced demand influences surrounding land use patterns over the long-term, but there are concerns with the options presented in the Technical Advisory: namely, that lead agencies should run iterative land use models and employ
expert panels to study a project’s effects on land use. While SANDAG and other MPOs across California are currently working on tools and models to perform such analysis, these tools have not been fully developed for production purposes and have not been used in policy analysis to date. SANDAG suggests modifying this section to acknowledge that these tools are still in development and evolving at this time. SANDAG also suggests modifying this section once such tools have developed (such that they are accurate, faster, and cost-effective).

Regarding expert panels, SANDAG acknowledges that they are an option, but suggests adding language clarifying that such panels may not be cost-effective or feasible for all projects. SANDAG supports option 3 (presented at the top of page 30) as a more cost-effective and time-efficient method for incorporating estimates of land use change into VMT analysis.

**Recommended Significance Threshold for Transportation Projects**

SANDAG supports in concept OPR’s efforts to develop a recommended significance threshold for transportation projects that meets the Public Resource Code Section 21099 requirement to, among other things, “promote the reduction of greenhouse gas emissions.” Furthermore, SANDAG agrees with the statement that California’s GHG reduction goals will require steep reductions in emissions from the transportation sector.

SANDAG does not per se have concerns with OPR recommending a quantitative significance threshold for transportation projects, but SANDAG does have concerns with the fundamental assumption OPR used to develop the quantitative threshold recommended in the Technical Advisory: “that statewide VMT can increase up to 4 percent without obstructing California’s long-term emissions reduction goals.” Because of these concerns SANDAG requests that the recommended significance threshold for transportation projects be removed from the Technical Advisory until more analysis and definitive information is available as explained below.

The Technical Advisory takes this statewide VMT assumption developed for a hypothetical exercise – an ARB factsheet showing a “sample” pathway to a 50 percent statewide petroleum reduction by 2030 – and asserts it as a statewide VMT maximum that cannot be exceeded “without obstructing California’s long-term emissions reduction,” and then uses it to justify the recommended project-level VMT reduction threshold.

At this time, SANDAG is not aware of a definitive source of maximum increase in total statewide VMT that is needed for the State to meet its GHG reduction goals. The State’s current Climate Change Scoping Plan does not establish limits on total statewide VMT as part of its framework for meeting the statewide GHG reduction target for 2020; there is no State framework in place at this time for meeting post-2020 GHG targets. Importantly, the amount of statewide VMT needed to meet State GHG reduction goals will ultimately depend on the amount of GHG reductions achieved through other transportation and non-transportation measures (e.g., new transportation technologies and vehicle efficiency improvements). Until there is clear direction from an authority like the Legislature or ARB on the role of statewide VMT in meeting statewide GHG reduction goals, SANDAG suggests removing this assumption and the recommended significance threshold for transportation projects from the Technical Advisory.
Among the mitigation measures and alternatives that the Technical Advisory identifies as appropriate for induced vehicle travel impacts are “tolling new lanes to encourage carpools and fund transit improvements” and “converting existing general purpose lanes to HOV or high occupancy transit lanes.” While SANDAG does not disagree that these measures may – in the appropriate context – reduce VMT, it is important to note that there are feasibility issues with these measures. For one, additional legal authority would be required to implement either of these measures. Two, the tolling of new lanes can disproportionately affect disadvantaged populations (depending on the details of how tolling is implemented). These feasibility considerations should be noted in the Technical Advisory. SANDAG does agree that Transportation Demand Management (TDM) and Information Technology System strategies are appropriate mitigation measures.

**Transportation Demand Management**

Two of the three case studies at the conclusion of the Guidelines (on pages 54-57) feature specific examples of TDM mitigation measures. However, these measures are tailored to the case study project types. While helpful, please consider including a more extensive list of TDM measures earlier in the document (such as Section III.E.2) similar to what is provided for roadway and active transportation improvements. This list could include strategies to provide and promote the use of shared mobility services and other TDM incentives (e.g., carpool and vanpool subsidies, cash incentives for biking and walking, secure bike parking).

Two case studies at the conclusion of the guidelines feature specific examples of TDM mitigation measures (pages 54, 57). However, these measures are tailored to the case study project types. While very helpful, please consider including a more extensive list of TDM measures earlier in the document similar to what is provided for roadway and active transportation improvements. Currently, the first mention of TDM is located under Mitigation and Alternatives for induced VMT and simply states: “Implementing or funding travel demand management measures” (page 46). These statements are quite general, but the management options associated with these concepts are broad in scope and contribute a valid percentage of VMT reduction, which warrants additional details. SANDAG recommends including the following bullets in Section G (pages 46-47) in order to provide a well-rounded collection of TDM options:

- Carpooling
- Vanpooling
- Teleworking
- Incentives and subsidies that encourage the use of transportation alternatives
- Ride-matching services
- On-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms
- Employee transportation coordinators at employment sites
- Guaranteed Ride Home service
• Parking cash-out

SANDAG appreciates the opportunity to comment and looks forward to working with OPR to implement the new CEQA Guidelines.

Sincerely,

Gary L. Gallegos
GARY L. GALLEGOS
Executive Director

GGA/khe/ama/mca
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 TransNet SGIP and ATGP Quarterly Progress Report (Attachment 1) shows progress made on each grant project through December 31, 2015. Attachment 2 includes an SGIP schedule amendment request from the City of Lemon Grove for consideration by the Regional Planning Committee. Board Policy No. 035: Competitive Grant Program Procedures, sets forth the process to extend project completion deadlines.

Discussion

As of December 31, 2015, all ATGP projects are on schedule, and all but one of the SGIP projects are on schedule. The proposed SGIP schedule amendment for consideration by the Regional Planning Committee is described below:

The City of Lemon Grove is requesting a six-month schedule amendment for the Main Street Promenade Extension Planning Project to address issues with San Diego Gas & Electric (SDG&E) and Union Pacific Railroad necessary to complete project design. This is the second, six-month schedule amendment requested for this project; the first was processed administratively in accordance with Board Policy No. 035. The City of Lemon Grove is committed to completing the project by January 8, 2017. With this extension, the project will be completed within 36 months of its Notice to Proceed, the maximum timeframe permitted for planning projects in Board Policy No. 035.

At its April 13, 2016, meeting the ITOC recommended that the Regional Planning Committee approve the schedule amendment to extend the project completion deadline by six months. The Transportation Committee received the quarterly report as an information item on April 15, 2016.
**Next Steps**

Pending approval by the Regional Planning Committee, staff will execute the proposed SGIP schedule amendment for the Main Street Promenade Extension Planning Project. The next quarterly progress report for the SGIP and ATGP (through March 31, 2016) will be provided in July/August 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. SGIP Schedule Amendment Request, City of Lemon Grove

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

This report shows progress made by each grant recipient through December 31, 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.” Since the program was launched in 2009, the SGIP has awarded more than $30 million in funds (as of December 31, 2015) to a total of 43 projects, including 23 capital grants and 20 planning grants. Of the 43 SGIP funded projects, 13 have been completed. An overview of SGIP funding cycles 1, 2, and 3 is provided below.

Cycle 1 SGIP

In May 2009, SANDAG awarded $9.2 million in funding to 13 projects (five planning grants and eight capital grants) for the first cycle of the SGIP. Ten of the projects have been completed and two were transferred to SANDAG (July 2013) for implementation through the Regional Bike Plan Early Action Program (EAP). (Progress on the transferred projects is reported through SANDAG’s annual budget for the Regional Bike Program.) The remaining project (Park Boulevard/City College/San Diego High Pedestrian & Transit Access Improvements) was completed by February 28, 2016, which will be reported in the next quarterly progress report. Information on Cycle 1 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. Three of the projects have been completed. The remaining ten projects are scheduled to be completed by the end of FY 2017. At this time, the City of Lemon Grove is requesting a 6-month schedule amendment from the Regional Planning Committee.
**Cycle 3 SGIP (Exhibit B)**

In July 2015, SANDAG awarded $12 million in funding to 17 projects (eight planning grants and nine capital grants). Grant agreements have been executed and the 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.” Since the program was launched in 2009, the ATGP has awarded nearly $24.7 million in funds to a total of 70 projects, including 34 planning, parking, and education program grants; and 36 capital grants. Of the 70 ATGP funded projects 42 have been completed. An overview of ATGP funding cycles 1, 2, and 3, and the *TransNet* ATGP-Active Transportation Program (ATP) Funding Swap Projects is provided below. This program is funded by *TransNet* and Transportation Development Act (TDA) funds.

**Cycle 1 ATGP**

In June 2009, SANDAG awarded $7.8 million in *TransNet* and TDA to 26 projects (8 planning, parking, and education program grants; and 18 capital grants). Twenty-five have been completed and one was transferred to SANDAG (April 2013) for implementation through the Regional Bike Plan Early Action Program (EAP). (Progress on the transferred project is reported through SANDAG’s annual budget for the Regional Bike Program.) Information on Cycle 1 ATGP projects can be found at: http://www.sandag.org/index.asp?classid=13&subclassid=98&projectid=492&fuseaction=projects.detail.

**Cycle 2 ATGP (Exhibit C)**

In September 2012, SANDAG awarded $8.8 million in *TransNet* and TDA 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, 17 have been completed. The remaining eight projects are making timely progress toward completion and are scheduled to be completed by the end of FY 2017.

**Cycle 3 ATGP (Exhibit D)**

In July 2015, SANDAG awarded $3 million in TDA funding to 12 projects (six planning, parking, and education program grants; six capital grants). Eleven grant agreements have been executed and these projects are underway. One project (National City’s Sweetwater River Bikeway/30th Street Bicycle Facility Improvements) was withdrawn due to the award of statewide ATP funding for the same project. The funding awarded to that project is being reallocated to the next highest ranking project(s) from the competitive process. The additional project(s) will be included in the next quarterly progress report.

**TransNet ATGP-ATP Funds Exchange Projects (Exhibit E)**

On September 26, 2013, the Governor signed legislation creating the California Active Transportation Program (ATP) to encourage increased use of active modes of transportation such as bicycling and walking. The program is administered by the California Transportation Commission (CTC). Funding for each cycle (generally held annually) is competitively awarded in two stages,
beginning with a statewide competition led by the CTC, followed by a regional competition conducted by SANDAG. Following the regional project evaluation process for Cycles 1 and 2 of the ATP, a funding exchange was implemented to reduce the administrative burden associated with federal funding requirements for nine local projects. The funding exchange resulted in the transfer of ATP funds for TransNet funds; SANDAG will use the ATP funds exchanged to construct regional bike projects that have already received federal/state funding approval.

SANDAG has approved the exchange of $10.7 million in TransNet funds since the ATP was launched. In November 2014, $6 million in TransNet ATGP funds were approved for seven projects (two planning grants, and five capital grants) selected through the regional Cycle 1 ATP process. In October 2015, $4.7 million in TransNet ATGP funds were approved for two capital projects selected through the regional Cycle 2 ATP process. Projects receiving TransNet funds as a result of the funding exchange are being administered by SANDAG through the ATGP. Grant agreements have been executed for the seven projects approved in November 2014, which are now underway. Execution of grant agreements for the two projects approved in October 2015, are anticipated in April 2016.

**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 3 (FY 2014 – 2016) TransNet/TDA ATGP Projects
E. Status of TransNet ATGP-ATP Funds Exchange Projects
F. Board Policy No. 035: Competitive Grant Program Procedures
## Status of Cycle 2 (FY 2011 - 2013) TransNet Smart Growth Incentive Grant Program Projects

Reporting period through December 31, 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>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>No</td>
<td>Project IS making timely progress toward its milestones.</td>
<td></td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Third Avenue Streetscape Implementation Project Phase 2</td>
<td>CAPITAL: Implements streetscape enhancements, traffic calming, and improved pedestrian crossings in Chula Vista's Third Avenue Village.</td>
<td>$1,344,671</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>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 &quot;Main Street&quot; 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 revised milestones.</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>Main Street Promenade Extension Planning Project</td>
<td>PLANNING: Proposes multi-modal enhancements to the Main Street Promenade Extension corridor and creates opportunities for recreation and social gathering. Includes the preparation of preliminary designs and environmental documentation.</td>
<td>$400,000</td>
<td>01/08/14</td>
<td>01/08/16</td>
<td>07/08/2016</td>
<td>No</td>
<td>Grantee IS requesting a six-month schedule amendment from the Regional Planning Committee.</td>
</tr>
<tr>
<td>National City</td>
<td>Downtown-Westside Community Connections</td>
<td>CAPITAL: Enhances National City's right-of-way by providing streetscape improvements and incorporating placemaking features such as public art.</td>
<td>$2,000,000</td>
<td>08/15/13</td>
<td>08/15/15</td>
<td>8/15/16</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>
</tr>
<tr>
<td>---------</td>
<td>---------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>----------------------------------</td>
<td>----------------------------------</td>
<td>--------------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>San Diego</td>
<td>East Village Green/14th Street Promenade Master Plan</td>
<td>PLANNING: Develops a master plan for East Village Green, Downtown San Diego's largest proposed open space, and the 14th Street Promenade, a proposed linear park, to provide a safe pedestrian and bicycle connection between City College and Barrio Logan.</td>
<td>$300,000</td>
<td>02/11/14</td>
<td>01/11/16</td>
<td>07/11/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Island Avenue Green Street Mobility Improvements</td>
<td>CAPITAL: Constructs a series of widened sidewalks and corner bulb-outs along Island Avenue.</td>
<td>$1,000,000</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>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>
</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></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</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>08/31/16</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>
</tr>
<tr>
<td>----------</td>
<td>----------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>-----------------------------------</td>
<td>----------------------------------</td>
<td>--------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>11</td>
<td>La Mesa</td>
<td>Downtown Village Streetscape Improvement Project</td>
<td>$2,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - DECEMBER 2015</td>
</tr>
<tr>
<td>12</td>
<td>San Diego</td>
<td>Wayfinding Signage</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 projects not making timely progress toward their milestones (as defined in Board Policy No. 035) and that have not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may cause a project to be placed on the watch list.
<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>12/14/15</td>
<td>12/14/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</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>12/03/15</td>
<td>06/03/19</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</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>01/11/16</td>
<td>05/26/18</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</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>11/12/15</td>
<td>07/12/18</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
<td></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>
</tr>
<tr>
<td>---------</td>
<td>---------</td>
<td>-----------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>-----------------------------------</td>
<td>----------------------------------</td>
<td>--------------</td>
<td>--------</td>
</tr>
<tr>
<td>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>11/20/15</td>
<td>05/20/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
<td></td>
</tr>
<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>11/20/15</td>
<td>11/20/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</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>12/08/15</td>
<td>09/08/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</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>12/08/15</td>
<td>12/08/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
<td></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>
</tr>
<tr>
<td>---------------</td>
<td>----------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>-----------------------------------</td>
<td>-----------------------------------</td>
<td>--------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>9 National City 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>12/09/15</td>
<td>06/09/17</td>
<td>No Project IS making timely progress toward its milestones.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 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>12/02/15</td>
<td>06/02/17</td>
<td>No Project IS making timely progress toward its milestones.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 San Diego (Civic San Diego) 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>12/08/15</td>
<td>07/08/18</td>
<td>No Project IS making timely progress toward its milestones.</td>
<td></td>
<td></td>
<td></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>
</tr>
<tr>
<td>----------------</td>
<td>-------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>----------------------------------</td>
<td>----------------------------------</td>
<td>--------------</td>
<td>----------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>12 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>12/04/15</td>
<td>06/04/17</td>
<td>N/A</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>13 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>12/04/15</td>
<td>08/04/17</td>
<td>N/A</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>14 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>12/08/15</td>
<td>12/04/17</td>
<td>N/A</td>
<td>No</td>
<td>Project IS making timely progress toward its 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>
</tr>
<tr>
<td>---------</td>
<td>---------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>-----------------------------------</td>
<td>----------------------------------</td>
<td>-------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<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>12/04/15</td>
<td>12/04/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Kearny Mesa Smart Growth Employment Area Plan</td>
<td>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>12/04/15</td>
<td>06/04/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Vista</td>
<td>Paseo Santa Fe Phase II</td>
<td>CAPITAL: Paseo Santa Fe Phase II is an infrastructure and street scape project located in Vista's Town Center on South Santa Fe Avenue. It is a complete and livable streets revitalization 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>11/91/15</td>
<td>05/19/19</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are projects not making timely progress toward their milestones (as defined in Board Policy No. 035) and that have not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may cause a project to be placed on the watch list.
<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>
</thead>
<tbody>
<tr>
<td>Carlsbad</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>National City</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></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>National City</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></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>National City</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></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>Oceanside</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>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>
</tr>
<tr>
<td>----------</td>
<td>---------</td>
<td>----------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>-----------------------------------</td>
<td>-----------------------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>6 Oceanside</td>
<td>North Coast Transit Station Bike Station</td>
<td>BIKE PARKING: Provides a 200 sq. ft. bike station for 30 bicycles to provide secure, indoor bike parking, which bicyclists can access 24 hours a day, 7 days a week.</td>
<td>$100,000</td>
<td>03/13/13</td>
<td>10/31/15</td>
<td>10/31/16</td>
<td>No</td>
</tr>
<tr>
<td>7 San Diego</td>
<td>Linda Vista CATS</td>
<td>PLANNING: Develops a Comprehensive Active Transportation Strategy (CATS) for the Linda Vista Community Planning Area, providing direct and convenient connections to various destinations, while increasing bicyclist and pedestrian safety.</td>
<td>$300,000</td>
<td>02/21/13</td>
<td>03/31/16</td>
<td>09/30/16</td>
<td>No</td>
</tr>
<tr>
<td>8 San Diego</td>
<td>Downtown Complete Streets Mobility Plan</td>
<td>PLANNING: Establishes a comprehensive Complete Streets approach for downtown San Diego.</td>
<td>$300,000</td>
<td>04/11/13</td>
<td>11/30/14</td>
<td>05/31/16</td>
<td>No</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 Carlsbad</td>
<td>Bike the Village: 100 Racks</td>
<td>BIKE PARKING: Builds upon the Carlsbad Village’s Bike Rack Pilot Program and other related capital improvement projects in the vicinity and installs 80 additional custom racks and 6 bike corrals.</td>
<td>$33,000</td>
<td>PROJECT COMPLETE - JULY 2013</td>
</tr>
<tr>
<td>10 Carlsbad</td>
<td>Coastal Rail Trail - Reach 1</td>
<td>CAPITAL: Enhances safety and improves circulation and access for all modes of transportation between Carlsbad and Oceanside across a natural barrier and completes the northern sections of the Coastal Rail Trail into Oceanside.</td>
<td>$800,000</td>
<td>PROJECT COMPLETE - JANUARY 2015</td>
</tr>
<tr>
<td>11 Carlsbad</td>
<td>Carlsbad CATS</td>
<td>PLANNING: Develops a comprehensive active transportation implementation strategy (CATS) for livable streets. The plan will be tested by implementing up to five pilot projects.</td>
<td>$150,000</td>
<td>PROJECT COMPLETE - MAY 2015</td>
</tr>
<tr>
<td>Grantee</td>
<td>Project</td>
<td>Description of Project Activities</td>
<td>Grant Amount</td>
<td>Contract Execution Date</td>
</tr>
<tr>
<td>----------</td>
<td>---------</td>
<td>-----------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>12 Chula Vista</td>
<td>Main Street Streetscape Master Plan</td>
<td>PLANNING: Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features.</td>
<td>$299,981</td>
<td></td>
</tr>
<tr>
<td>13 Del Mar</td>
<td>Bike Parking Facilities</td>
<td>BIKE PARKING: Planning and implementation of bike parking facilities, including bike racks and lockers, throughout the city.</td>
<td>$25,000</td>
<td></td>
</tr>
<tr>
<td>14 Imperial Beach</td>
<td>Eco-Bikeway 7th &amp; Seacoast</td>
<td>CAPITAL: Provides construction of Class II and Class III bikeways, and expands the local pedestrian network along Palm Avenue. Provides an important connection from the Bayshore Bikeway to Seacoast Drive.</td>
<td>$1,500,000</td>
<td></td>
</tr>
<tr>
<td>15 Oceanside</td>
<td>Oceanside Boulevard Transit Access &amp; Beautification</td>
<td>CAPITAL: Improves the sidewalk and landscaping along Oceanside Boulevard, facilitating pedestrian access to transit stations and destinations.</td>
<td>$400,000</td>
<td></td>
</tr>
<tr>
<td>16 Oceanside</td>
<td>Mission Avenue Improvements</td>
<td>CAPITAL: Provides a mix of bicycle, pedestrian, and roadway improvements including: increased sidewalk width with curb bulb-outs, streetscape improvements, and Class III bicycle improvements.</td>
<td>$1,500,000</td>
<td></td>
</tr>
<tr>
<td>17 San Diego</td>
<td>Chollas Creek to Bayshore Bikeway - Multi-Use Path Design</td>
<td>CAPITAL: Provides environmental review and design for an envisioned Class I Multi-Use Path to connect between Southeastern San Diego, Barrio Logan, the San Diego Bay and Downtown San Diego for everyday non-motorized travel.</td>
<td>$441,250</td>
<td></td>
</tr>
<tr>
<td>Grantee</td>
<td>Project</td>
<td>Description of Project Activities</td>
<td>Grant Amount</td>
<td>Contract Execution Date</td>
</tr>
<tr>
<td>---------</td>
<td>---------</td>
<td>----------------------------------</td>
<td>--------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>San Diego</td>
<td>San Diego River Bike Path &amp; Mission Center Boulevard Improvement: Pedestrian Hybrid Beacon</td>
<td>CAPITAL: Improves pedestrian safety with the installation of the Pedestrian Hybrid Beacon using the ‘Hawk Signal’ at the project intersection.</td>
<td>$293,000</td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>Microwave Bicycle Detection (The Intersector)</td>
<td>CAPITAL: Installs microwave-based bicycle detection devices at various intersections that distinguish between bicycles and vehicles and adjusts signal timing to better accommodate cyclists.</td>
<td>$200,000</td>
<td></td>
</tr>
<tr>
<td>San Marcos</td>
<td>Bicycle and Pedestrian Master Plan</td>
<td>PLANNING: Identifies needed improvements to the existing network and new routes to provide bicycle and pedestrian connectivity.</td>
<td>$80,000</td>
<td></td>
</tr>
<tr>
<td>San Marcos</td>
<td>San Marcos Boulevard Complete Street Multi-Way Boulevard</td>
<td>PLANNING: Project creates a multi-modal transportation corridor and prepares a set of Complete Street concepts for the future re-development of San Marcos Boulevard.</td>
<td>$124,000</td>
<td></td>
</tr>
<tr>
<td>Santee</td>
<td>San Diego River Trail - South Side of the San Diego River</td>
<td>CAPITAL: Improves trail by installing a Class I bike path with decomposed granite shoulders for pedestrians.</td>
<td>$281,750</td>
<td></td>
</tr>
<tr>
<td>Santee</td>
<td>Town Center Parkway/ Olive Lane/ Prospect Avenue Bike Project</td>
<td>CAPITAL: Improves safety for bicyclists by installing Class II bike lanes, narrowing vehicle lanes, adding bike lanes at intersections and adjusting video detection to detect bicycles.</td>
<td>$134,000</td>
<td></td>
</tr>
<tr>
<td>Grantee</td>
<td>Project</td>
<td>Description of Project Activities</td>
<td>Grant Amount</td>
<td>Contract Execution Date</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>Comprehensive Active Transportation Strategy (CATS)</td>
<td>PLANNING: Comprehensive update of the bicycle master plan, and consideration of pedestrian facilities and traffic calming needs, especially around schools, transit and commercial neighborhoods.</td>
<td>$136,000</td>
<td></td>
</tr>
<tr>
<td>Vista</td>
<td>Bicycle Master Plan</td>
<td>PLANNING: Updates the City of Vista's 2002 Bicycle Master Plan. Provides connections to neighboring bikeways in adjacent communities of Oceanside, Carlsbad, San Marcos, and unincorporated parts of the County.</td>
<td>$150,000</td>
<td></td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are projects not making timely progress toward their milestones (as defined in Board Policy No. 035) and that have not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may cause a project to be placed on the watch list.
### Status of Cycle 3 (FY 2014 - 2016) TransNet/TDA Active Transportation Grant Program Projects
#### Reporting Period through December 31, 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>
</thead>
<tbody>
<tr>
<td>1</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>12/08/15</td>
<td>05/08/17</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones.</td>
<td></td>
</tr>
<tr>
<td>2</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>12/07/15</td>
<td>06/07/17</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones.</td>
<td></td>
</tr>
<tr>
<td>3</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>12/01/15</td>
<td>11/01/18</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones.</td>
<td></td>
</tr>
<tr>
<td>4</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>12/14/15</td>
<td>12/14/16</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones.</td>
<td></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>
</tr>
<tr>
<td>---------</td>
<td>---------</td>
<td>----------------------------------</td>
<td>-------------</td>
<td>-------------------------</td>
<td>----------------------------------</td>
<td>----------------------------------</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>12/03/15</td>
<td>06/03/19</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones.</td>
</tr>
<tr>
<td>6 National City</td>
<td>Sweetwater River Bikeway/30th Street Bicycle Facilities 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></td>
<td></td>
<td></td>
<td>Project withdrawn. National City received statewide ATP funding for this project. Funding to be reallocated to next highest ranking projects.</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>12/09/15</td>
<td>12/09/16</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones.</td>
</tr>
<tr>
<td>8 Oceanside</td>
<td>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 &quot;Sharrows&quot; 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>11/30/15</td>
<td>05/30/17</td>
<td>No</td>
<td>Project IS making timely progress towards its 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>
</tr>
<tr>
<td>---------</td>
<td>---------</td>
<td>----------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>-----------------------------------</td>
<td>----------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>9</td>
<td>San Diego</td>
<td>Euclid and Market Complete Streets Master Plan</td>
<td>$300,000</td>
<td>12/08/15</td>
<td>04/08/17</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones.</td>
</tr>
<tr>
<td>10</td>
<td>Santee</td>
<td>Riverwalk Drive Crossing Project</td>
<td>$216,900</td>
<td>12/03/15</td>
<td>07/03/18</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones.</td>
</tr>
<tr>
<td>11</td>
<td>Santee</td>
<td>Citywide Bike Lanes Project</td>
<td>$156,000</td>
<td>12/03/15</td>
<td>04/03/17</td>
<td>No</td>
<td>Project IS making timely progress towards its 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>
</tr>
<tr>
<td>---------</td>
<td>---------</td>
<td>----------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>----------------------------------</td>
<td>----------------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>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>11/12/15</td>
<td>05/12/18</td>
<td></td>
<td>No</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are projects not making timely progress toward their milestones (as defined in Board Policy No. 035) and that have not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may cause a project to be placed on the watch list.
## Status of TransNet ATGP-ATP Funds Exchange Projects

Reporting period through December 31, 2015

### Grantee Project Description of Project Activities

<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>Chula Vista</td>
<td>F Street Promenade Streetscape Master Plan</td>
<td>PLANNING: Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features.</td>
<td>$491,000</td>
<td>08/14/15</td>
<td>08/14/18</td>
<td>No</td>
<td>Project is making timely progress toward its milestones.</td>
<td></td>
</tr>
<tr>
<td>Del Mar</td>
<td>Pedestrian and Bike facilities along Camino del Mar, Jimmy Durante, and Via de la Valle</td>
<td>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>No</td>
<td>Project is making timely progress toward its milestones.</td>
<td></td>
</tr>
<tr>
<td>Escondido</td>
<td>4th Street Community Corridor</td>
<td>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>No</td>
<td>Project is making timely progress toward its milestones.</td>
<td></td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>Bicycle Parking Enhancements</td>
<td>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 &quot;Bikeway Village&quot;</td>
<td>$1,800,000</td>
<td>12/01/15</td>
<td>12/01/16</td>
<td>No</td>
<td>Project is making timely progress toward its milestones.</td>
<td></td>
</tr>
<tr>
<td>National City</td>
<td>Division Street Road Diet</td>
<td>CAPITAL: Implement pedestrian improvements and install approximately one 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>No</td>
<td>Project is making timely progress toward its milestones.</td>
<td></td>
</tr>
<tr>
<td>National City</td>
<td>Euclid Avenue Bicycle and Pedestrian Enhancements</td>
<td>CAPITAL: Implement a road diet and provide approximately 1.7 miles of Class II buffered bike lane along Euclid Avenue between Cervantes Avenue and East 24th Street</td>
<td>$425,000</td>
<td>08/21/15</td>
<td>05/21/17</td>
<td>No</td>
<td>Project is making timely progress toward its milestones.</td>
<td></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>
</tr>
<tr>
<td>-------------------------</td>
<td>--------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------------</td>
<td>------------------------------------</td>
<td>----------------------------------</td>
<td>--------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Active Transportation Plan</td>
<td>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></td>
<td>No</td>
<td>Project is making timely progress toward its milestones.</td>
</tr>
<tr>
<td>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>$1,054,000¹</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
<td>No</td>
<td>Contract execution anticipated in April 2016.</td>
</tr>
<tr>
<td>Vista</td>
<td>Paseo Santa Fe Phase II</td>
<td>CAPITAL: Paseo Santa Fe Phase II is an infrastructure and street scape project located in Vista’s Town Center on South Santa Fe Avenue. It is a complete and livable streets revitalization 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>$3,700,000²</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
<td>No</td>
<td>Contract execution anticipated in April 2016.</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

**Watch List Projects are projects not making timely progress toward their milestones (as defined in Board Policy No. 035) and that have not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may cause a project to be placed on the watch list.

¹ Project also received $192,000 in Cycle 3 of the ATGP. (See Exhibit D)
² Project also received $2,000,000 in Cycle 3 of the ATGP. (See Exhibit D)
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 CompletionDeadlines

   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 CapitalProjects. 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
March 24, 2016

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 5004291 for the Lemon Grove Main Street Promenade Project

Dear Committee Members:

Please accept this letter as a time extension request and a commitment to complete project.

**Previous efforts undertaken to maintain the project schedule**

All previous deliverables have been on schedule and the current delay and request for extension is due to coordinating with SDG&E on a vault required to be installed and negotiations with Union Pacific.

**A detailed explanation on the reason for delay, and how it’s unavoidable**

There are two outstanding issues: 1) Staff and consultants are coordinating with SDG&E on a proposed location for an above ground vault and a 50 foot high utility pole with guy wires proposed at the gateway to the Promenade project north of the Massachusetts Trolley Station (Segment north of Massachusetts and south of San Pasqual on Main Street). Recently, we have scheduled in-person meetings with SDG&E every two weeks to work out details. 2) Staff and consultants did not have a point-of-contact with Union Pacific until March 2016 and several improvements in the project area are proposed on their properties. Staff is currently negotiating with Union Pacific regarding improvements on their property.

**Demonstrate the ability to succeed in the extended time frame proposed.**

We are committed to completing the project by January 8, 2017 and believe that the additional 6 months will allow sufficient time for this. The specific steps include finalizing the EIR (estimated April 2016), finalizing SDG&E vault location (estimated April 2016), finalizing conceptual design (estimated May 2016), finalizing the 30% construction drawings (estimated June 2016), and coordinating public noticing and hearings and appropriate revisions for the General Plan amendment adopting the project (July 2016 through January 2017).

Sincerely,

Dave DeVries  
Development Services Director

cc. Lydia Romero
### Project Title: Main Street Promenade Extension Project

### Project Location/Limits:
The project area limits is the public right-of-way adjacent to the westerly side of the MTS/SDAE right-of-way from Broadway on the north to the City of Lemon Grove's southern boundary with the City of San Diego.

### Project Description:
The Main Street Promenade Extension Project would create a plan for a north/ south travelway in existing public right-of-ways for pedestrians and bicyclists.

---

#### Task No. | Task Description | Deliverables | Start Date* | Completion Date* | Duration | SANDAG Funds | Matching Funds | TOTAL |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Consultant Selection &amp; Admin</td>
<td>RFP/ Agreement</td>
<td>NTP Date</td>
<td></td>
<td>6 Months</td>
<td>$27,270</td>
<td>$2,730</td>
<td>$30,000</td>
</tr>
<tr>
<td>2</td>
<td>Community Outreach &amp; Workshop</td>
<td>Data/ Comments</td>
<td>5 Months</td>
<td></td>
<td>6 Months</td>
<td>$63,630</td>
<td>$6,370</td>
<td>$70,000</td>
</tr>
<tr>
<td>3</td>
<td>Data Collection</td>
<td>Report/ Memorandum</td>
<td>5 Months</td>
<td></td>
<td>6 Months</td>
<td>$13,640</td>
<td>$1,370</td>
<td>$15,010</td>
</tr>
<tr>
<td>4</td>
<td>Analysis of Data &amp; Workshops</td>
<td>Report/ Memorandum</td>
<td>5 Months</td>
<td></td>
<td>6 Months</td>
<td>$9,100</td>
<td>$900</td>
<td>$10,000</td>
</tr>
<tr>
<td>5</td>
<td>Technical Studies</td>
<td>Studies</td>
<td>5 Months</td>
<td></td>
<td>6 Months</td>
<td>$147,000</td>
<td>$14,700</td>
<td>$161,700</td>
</tr>
<tr>
<td>6</td>
<td>Draft Goals &amp; Objectives</td>
<td>Goal &amp; Objectives</td>
<td>6 Months</td>
<td></td>
<td>6 Months</td>
<td>$25,720</td>
<td>$2,570</td>
<td>$28,290</td>
</tr>
<tr>
<td>7</td>
<td>Draft Park Concept</td>
<td>&quot;D&quot; Sheets</td>
<td>10 Months</td>
<td></td>
<td>6 Months</td>
<td>$9,100</td>
<td>$900</td>
<td>$10,000</td>
</tr>
<tr>
<td>8</td>
<td>Environmental Clearance</td>
<td>Documentation</td>
<td>13 Months</td>
<td></td>
<td>6 Months</td>
<td>$4,550</td>
<td>$450</td>
<td>$5,000</td>
</tr>
<tr>
<td>9</td>
<td>General Plan Amendment</td>
<td>Ordinance</td>
<td>22 Months</td>
<td></td>
<td>6 Months</td>
<td>$400,000</td>
<td>$40,000</td>
<td>$440,000</td>
</tr>
<tr>
<td>10</td>
<td>City Council Approval</td>
<td>Staff Report</td>
<td>30 Months</td>
<td></td>
<td>6 Months</td>
<td>$400,000</td>
<td>$40,000</td>
<td>$440,000</td>
</tr>
<tr>
<td></td>
<td>Project Completion</td>
<td>NTP Date</td>
<td>30 Months</td>
<td></td>
<td>6 Months</td>
<td>$400,000</td>
<td>$40,000</td>
<td>$440,000</td>
</tr>
</tbody>
</table>

*Start Date and Completion Dates are all tracked from NTP Date

### PROJECT REVENUES

<table>
<thead>
<tr>
<th>Source</th>
<th>FY 2014</th>
<th>FY 2015</th>
<th>FY 2016</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>SGIP TransNet</td>
<td>$249,770</td>
<td></td>
<td>$140,588</td>
<td>$390,358</td>
</tr>
<tr>
<td>Other</td>
<td>$24,976</td>
<td></td>
<td>$14,058</td>
<td>$38,034</td>
</tr>
<tr>
<td>TOTALS</td>
<td>$274,746</td>
<td></td>
<td>$154,646</td>
<td>$440,000</td>
</tr>
</tbody>
</table>

---

*Start Date and Completion Dates are all tracked from NTP Date
REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION: STATUS REPORT

Introduction

In December 2014, the SANDAG Board of Directors adopted a Regional Complete Streets Policy (Policy). The Policy was incorporated into San Diego Forward: The Regional Plan upon the plan’s adoption in October 2015.

The Policy (Attachment 1) recognizes that SANDAG’s planning framework is based on smart growth and sustainability. Under this framework, much of the region’s future development will occur within the existing urbanized area and in compact, mixed-use neighborhoods that provide a variety of housing and transportation choices, and help create healthier communities. Complete Streets is an important planning concept within this framework, because it provides a process to ensure the transportation system is safe, useful, and attractive for all users of the transportation network – motorists, pedestrians, bicyclists, transit users, and the movement of freight alike.

The Policy includes seven components, including a policy statement, a description of the applicability of the principles, a section on context sensitivity, emphasis on a well-connected transportation network, a list of situations where exceptions to implementation of the policy might be appropriate, a commitment to measuring performance, and a list of actions to be undertaken in collaboration with member agencies and other affected agencies. This report describes the progress made toward implementing the actions included in the Policy.

Discussion

The following matrix lists each action and summarizes the status of implementation efforts.

<table>
<thead>
<tr>
<th>Actions</th>
<th>Implementation Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Regional Project Development Checklist: All projects developed by SANDAG are opportunities to improve access and mobility for all modes. Toward that end, SANDAG will create a project development checklist to ensure all projects implemented by SANDAG consider local mobility plans and accommodate the needs of all travel</td>
<td>This action has been completed. A “Regional Complete Streets Project Development Checklist” has been developed. This checklist, included as Attachment 2, is intended for use by SANDAG staff to coordinate across various departments on addressing complete streets elements when designing regional transportation projects. Developing the checklist</td>
</tr>
</tbody>
</table>

1 The Regional Complete Streets Policy was one of the five commitments made by the SANDAG Board of Directors from the 2050 Regional Transportation Plan and its Sustainable Communities Strategy.
<table>
<thead>
<tr>
<th>Actions</th>
<th>Implementation Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>modes and the movement of goods to the extent appropriate. Use of the checklist will include coordination between departments and consultation with staff for all modes through participation on the project development team.</td>
<td>involved examining complete streets checklists from around the country. The checklist has three sections, including Existing Conditions, Planning Context, and Project Proposal that SANDAG project managers are required to complete at the start of the project in the scoping document/feasibility study. The checklist requires review and approval from the SANDAG Department Director.</td>
</tr>
<tr>
<td>2. <strong>Regional and Local Coordination and Cost-Sharing Protocol</strong>: Develop a process for coordinating the development of regional projects with local agency Complete Streets initiatives and include in that process a protocol for evaluating cost sharing opportunities.</td>
<td>This action is underway and is expected to be completed in Fall/Winter 2016/2017. SANDAG staff has been working with the region’s planning and community development directors and public works directors (through the Regional Planning Technical Working Group [TWG] and the Cities/County Transportation Advisory Committee [CTAC]) on enhancing knowledge and awareness of the Complete Streets Policy and exploring mechanisms to further the implementation of complete streets at the regional and local levels. SANDAG has established a Complete Streets web page at sandag.org/CompleteStreets, discussed complete streets at recent TWG and CTAC meetings, and most recently, held a joint TWG/CTAC workshop focused on highlighting best practices, and identifying barriers and solutions regarding complete streets implementation. With this foundational work in place, next steps include developing a protocol for evaluating cost sharing opportunities.</td>
</tr>
<tr>
<td>3. <strong>Local Project Development Checklist Template</strong>: Develop a project development checklist template that local agencies can use to ensure local projects result in Complete Streets.</td>
<td>This action has been completed. A document entitled, “Local Complete Streets Sample Checklist: A Tool for Local Agencies” has been developed and posted to the SANDAG complete streets web page. The local sample checklist, included as Attachment 3, can be adapted to meet local planning goals and used on a voluntary basis for local jurisdictions and others to consider complete streets in the development of local transportation projects. Use of the sample checklist is optional, can be adapted to meet specific local agency goals, and is not a requirement for receiving transportation funds administered by SANDAG.</td>
</tr>
<tr>
<td>Actions</td>
<td>Implementation Status</td>
</tr>
<tr>
<td>---------</td>
<td>-----------------------</td>
</tr>
<tr>
<td><strong>4. Regional Database and Mapping Tool:</strong> Collaborate with local jurisdictions, Caltrans, and transit operators to develop a regional database and mapping tool to facilitate coordinated development of local and regional Complete Streets plans.</td>
<td>This action will be started Fall/Winter 2016/2017. Staff will begin working with local jurisdictions, Caltrans, and transit operators to develop a scope for this effort.</td>
</tr>
<tr>
<td><strong>5. Trainings, Workshops, and Educational Events:</strong> Provide opportunities for SANDAG staff, and staff from member agencies, Caltrans, and transit operators to participate in trainings, workshops, and other educational events related to Complete Streets procedures and practices including, but not limited to, transportation safety, multimodal network planning, context-sensitive design, connecting transportation and land use decisions, and evaluating projects and the impact of transportation investments. This will be an ongoing activity to ensure practitioners are well informed about state-of-the-art practices.</td>
<td>This action has begun, and will be an ongoing activity. SANDAG staff has created a Complete Streets webpage at sandag.org/CompleteStreets, which contains the Policy, the regional checklist, the local sample checklist, upcoming training workshops, and other resources, including guidance on best practices and innovation in street design. SANDAG also hosts monthly webinars provided by the Association of Pedestrian and Bicycle Professionals, and notifies local agencies through the Active Transportation Working Group. In addition, internal interdepartmental training workshops will be held on an ongoing basis to support enhanced understanding of the policy and sustain continued commitment to implementation.</td>
</tr>
<tr>
<td><strong>6. Tools and Reference Materials:</strong> Develop tools and reference materials as needed, such as guidance on best practices and innovation in street design, parking management strategies, storm water best practices, incorporating bicycle and pedestrian access to transit stops and stations, traffic impact studies, and public engagement tools. SANDAG will make these tools available to other entities on its website.</td>
<td>This action has begun, and will be an ongoing activity. In conjunction with CTAC, TWG, and the transit operators, SANDAG continues to identify best practices and innovative resources, which have been added to the webpage. As more resources are identified, they will be posted to the webpage. Local jurisdictions in the region are pursuing innovative approaches to implement complete streets. SANDAG will continue to highlight these local efforts as examples of best practices that can help inform other local efforts.</td>
</tr>
<tr>
<td>Actions</td>
<td>Implementation Status</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>7. Related Initiatives: Continue work on related initiatives that support multimodal connections, including the Safe Routes to School (SR2S) and Safe Routes to Transit programs.</td>
<td><strong>This action has begun, and will be an ongoing activity.</strong> SANDAG staff continues work on related initiatives that support multimodal connections. A SR2S strategic plan and corresponding implementation plan have been developed, and representation from the SR2S Coalition currently exists on the SANDAG Active Transportation Working Group. Safe Routes to Transit programs also have moved forward with the completion of Safe Routes to Transit typology prototypes for San Diego Forward: The Regional Plan. In addition, the Regional Plan incorporates a number of other SANDAG strategies and programs that focus on sustainability, including the Smart Growth Concept Map, the Smart Growth Incentive Program, the Active Transportation Grant Program, the Regional Transit Oriented Development Strategy, the Regional Bike Plan, and the Regional Mobility Hub Implementation Strategy. Implementation of the Regional Bike Plan is underway through the Regional Bike Early Action Program. These efforts serve as the interconnected building blocks for implementing the regional vision and providing more transportation choices.</td>
</tr>
<tr>
<td>8. Monitoring: Develop a benchmarking process for SANDAG project managers to use as a tool for monitoring implementation of this policy.</td>
<td><strong>This action will be started Fall/Winter 2016/2017.</strong> SANDAG will evaluate the outcomes of the Complete Streets Policy in concert with regional performance measures, such as those developed for the Regional Plan and future long-range transportation plans. According to the Policy, a biennial review of objective measures will be presented to the Transportation Committee for the Committee to use in evaluating the effectiveness of the Policy. The performance measures are outlined in the Policy.</td>
</tr>
<tr>
<td>9. Report to Board of Directors: Provide a report to the Board of Directors on the implementation of this policy within one year of its adoption.</td>
<td><strong>This action has begun, and will be an ongoing activity.</strong> A report is scheduled to be presented to the SANDAG Board at its June meeting, and thereafter as needed.</td>
</tr>
</tbody>
</table>
Next Steps

SANDAG will continue to work with member agencies, the transit operators, and Caltrans to implement the Policy. Work this year will focus on identifying additional training opportunities for SANDAG and member agency staff, developing a protocol for evaluating cost sharing of regional projects with local agency Complete Streets efforts, developing a scope for a regional database and mapping tool to facilitate coordinated development of local and regional Complete Streets plans, and monitoring and reporting implementation of this Policy.

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

Attachments: 1. Regional Complete Streets Policy
2. Regional Complete Streets Project Development Checklist
3. Local Complete Streets Sample Checklist: A Tool for Local Agencies

Key Staff Contacts: Carolina Illic, (619) 699-1989, carolina.illic@sandag.org
Stephan Vance, (619) 699-1924, stephan.vance@sandag.org
REGIONAL COMPLETE STREETS POLICY

Purpose

The San Diego Association of Governments (SANDAG) guides regional planning via a policy framework based on smart growth and sustainability. Under this framework, much of the region’s future development will occur within the existing urbanized area and in compact, mixed-use neighborhoods that provide a variety of housing and transportation choices, and help create healthier communities. Complete Streets is an important planning concept in this policy framework because it is a process for ensuring the transportation system is safe, useful, and attractive for all users of the transportation network – motorists, pedestrians, bicyclists, transit users, and the movement of freight alike. Complete Streets provides valuable flexibility in street design so that the transportation system is appropriate for the current and planned built environment context.

1. Policy Statement

SANDAG seeks to fulfill the regional goal of a safe, balanced, multimodal transportation system that supports compact and sustainable development by adopting a Complete Streets approach in its project development and implementation processes, and by assisting and encouraging local jurisdictions to follow Complete Streets policies and practices. In this way, everyone will be able to safely travel along and across streets and railways to reach destinations within the region, regardless of age, ability, or mode of travel.

2. Applicability

Applicable principles in this Complete Streets Policy should be incorporated into the development of all SANDAG transportation infrastructure projects1 across the region at all phases of development, including planning and land use decisions, scoping, design, implementation, and performance monitoring. SANDAG will incorporate Complete Streets principles into the development process for all projects in its Capital Improvement Program as appropriate for the project type.

In addition, SANDAG supports and encourages Complete Streets implementation by other entities throughout the region. Local jurisdictions, as required by the California Complete Streets Act of 2008, will incorporate Complete Streets into their general plans as they revise their circulation elements. SANDAG encourages local agencies to implement Complete Streets principles if a circulation element revision is not planned in the near future. Adopting a Complete Streets approach provides an opportunity to establish more detailed direction on Complete Streets implementation than would be provided in the context of a general plan. SANDAG also encourages and supports Complete Streets methodologies in the design and construction of all projects in the region developed by the California Department of Transportation (Caltrans) as appropriate, consistent with Deputy Directive 64-R1, and in the maintenance and operation of all state highway and public transit facilities.

1 The policy will apply to all new projects and projects still in the planning phase at the time the policy is adopted.
Section 4(E)(3) of the TransNet Extension Ordinance requires all projects constructed under the Ordinance to routinely accommodate pedestrian and bicyclists. Rule No. 21 of SANDAG Board Policy No. 031 provides guidance for the implementation of that requirement. SANDAG will periodically evaluate the effectiveness of Rule No. 21 to ensure compliance with this provision and to ensure that the rule reflects current best practices in Complete Streets implementation.

3. Design Practices and Context Sensitivity

While every street should be planned, designed, built, operated, and maintained for all foreseeable users, there is no singular design standard for Complete Streets and few streets will have separate accommodations for every mode. Projects should be planned and designed to consider current and planned adjacent land uses and local transportation needs, and to incorporate the latest and best practice design guidance. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for all foreseeable users.

In order to provide context sensitive solutions that respond to public input, and the need to serve a variety of users, a flexible, balanced approach to project design that utilizes innovative design solutions may be considered provided that an adequate level of safety for all users is ensured. SANDAG will compile a library of best practice design guidance to facilitate this and make it available on its website.

SANDAG encourages local governments and Caltrans to coordinate Complete Streets implementation with broader livable communities planning and integration of land use with transportation. SANDAG will coordinate educational opportunities for jurisdictional technical staff on current design standards and will encourage and support the use of modern best practices in Complete Streets design.

4. Regional Network Principles

A well-connected network provides safe and convenient transitions from one mode of transportation to another, from one jurisdiction to another and from one type of infrastructure to another. A well-connected network also provides more route choices that can disperse traffic across the network, provides alternatives when priority is given to a particular mode along one route, and that provides route alternatives when a link in the network is obstructed. SANDAG will endeavor to provide a continuous, uninterrupted network accessible to all users and modes. A well-connected network considers connectivity throughout the lifespan of a transportation project and takes into account the needs of both current and projected users.

5. Exceptions

All transportation projects constructed or reconstructed should be planned, designed, and constructed for all foreseeable users. For some projects, however, an exception to this standard may be warranted. For projects developed by SANDAG, project managers may propose an exception with supporting data to indicate the basis for the request. The request for an exception will be reviewed by the project manager’s department director before inclusion and/or the next update of the project in the Regional Transportation Improvement Program (RTIP).
Exceptions may be appropriate in the following cases:

5.1 Where specific modes of travel are prohibited by law. In such cases, efforts should be made to accommodate travel by prohibited modes elsewhere, as appropriate for each mode, to ensure network connectivity. Where a proposed project for a limited access facility would cross a major barrier (such as a river, railroad, or highway), consideration should be given to the opportunity to include access across the barrier for otherwise limited modes.

5.2 Where the cost of providing facilities for all travelers, especially pedestrians and bicyclists, would be excessively disproportionate to the need or likely use. Federal guidance defines this as exceeding 20 percent of the total project costs; however, this exception also should be context-sensitive. Where demand is high or a barrier is significant, a cost in excess of 20 percent may be warranted, but where demand is low, 20 percent may not. This exception must consider probable use through the life of the project, a minimum of 20 years.

5.3 Where approved or adopted plans or policies (such as local land use, zoning, or mobility planning) or present and anticipated market conditions indicate an absence of need for both current and future conditions of the anticipated project’s life (a minimum of 20 years for roadways and 50 years for bridges).

5.4 Where unmitigable detrimental environmental impacts outweigh the need for full accommodation of all travel modes. In making this determination, the needs of all modes will be considered, with priorities determined based on the project context.

Exceptions that are recommended for approval will be reported to the Transportation Committee through the RTIP process where a member of the public may present opposition to that recommendation during public comment or in writing in advance of the meeting at which the exception recommendation is included. Exceptions should not be common.

All state, regional, and local agency projects included in the SANDAG programming document (known as the Regional Transportation Improvement Program) should be subject to applicable Complete Streets principles. SANDAG encourages each entity submitting projects to the RTIP to implement a process that allows for public participation and comment on whether those projects follow Complete Streets principles.

### 6. Performance Measures

SANDAG will evaluate the outcomes of this Complete Streets Policy in concert with regional performance measures, such as those developed for the Regional Comprehensive Plan and future long-range transportation plans. The policy will be subject to a biennial review of objective measures presented to the Transportation Committee for the committee to use in evaluating the effectiveness of the policy. These measures and their objectives include:

6.1 An increase in the number of projects that include multimodal connections to destinations by providing bicycle and pedestrian facilities, crossing improvements, traffic calming measures, wayfinding signs or other measures.
6.2 An increase in the miles of new and upgraded bikeways and walkways in the region, and other improvements that improve access for biking, walking, and transit or improve monitoring of those modes.

6.3 An increase in member jurisdictions that have adopted this Complete Streets Policy, or their own separate policies, incorporating Complete Streets principles or that have revised the circulation element of their general plans in compliance with the California Complete Streets Act.

6.4 The number of staff members from SANDAG and local jurisdictions and other transportation agencies participating in training and events that reflect best practices in Complete Streets planning and design.

6.5 Progress in accomplishing activities identified in the “Implementation” section below.

7. Implementation

In addition to the measures described above in this policy, SANDAG will take the following actions in collaboration with member agencies and other affected agencies:

7.1 All projects developed by SANDAG are opportunities to improve access and mobility for all modes. Toward that end, SANDAG will create a project development checklist to ensure all projects implemented by SANDAG consider local mobility plans and accommodate the needs of all travel modes and the movement of goods to the extent appropriate. Use of the checklist will include coordination between departments and consultation with staff for all modes through participation on the project development team. (Estimated time to complete: nine months from adoption of the policy.)

7.2 Develop a process for coordinating the development of regional projects with local agency Complete Streets initiatives and include in that process a protocol for evaluating cost sharing opportunities. (Estimated time to complete: one year.)

7.3 Develop a project development checklist template that local agencies can use to ensure local projects result in Complete Streets. (Estimated time to complete: nine months.)

7.4 Collaborate with local jurisdiction, Caltrans, and transit operators to develop a regional database and mapping tool to facilitate coordinated development of local and regional Complete Streets plans. (Estimated time to complete: one year.)

7.5 Provide opportunities for SANDAG staff, and staff from member agencies, Caltrans, and transit operators to participate in trainings, workshops, and other educational events related to Complete Streets procedures and practices including, but not limited to, transportation safety, multimodal network planning, context-sensitive design, connecting transportation and land use decisions, and evaluating projects and the impact of transportation investments. This will be an ongoing activity to ensure practitioners are well informed about state-of-the-art practices.
7.6 Develop tools and reference materials as needed, such as guidance on best practices and innovation in street design, parking management strategies, storm water best practices, incorporating bicycle and pedestrian access to transit stops and stations, traffic impact studies, and public engagement tools. SANDAG will make these tools available to other entities on its website.

7.7 Continue work on related initiatives that support multimodal connections, including the Safe Routes to School and Safe Routes to Transit programs.

7.8 Develop a benchmarking process for SANDAG project managers to use as a tool for monitoring implementation of this Policy. (Estimated time to complete: 9 months.)

7.9 Provide a report to the Board of Directors on the implementation of this policy within one year of its adoption.
Regional Complete Streets Project Development Checklist

Introduction

On December 19, 2014, the San Diego Association of Governments (SANDAG) Board of Directors adopted a Regional Complete Streets Policy (Policy). The Policy defines Complete Streets as it will be used to guide SANDAG in its role as an implementer of regional transportation projects and as the regional planning agency that programs transportation funds, sets long-range regional transportation policy, and provides technical assistance and support to local agencies. The Board action directed implementation action items such as this project development checklist and others to ensure all projects implemented by SANDAG consider local complete streets initiatives and accommodate the needs of all travel modes. The Policy document is available at:


Background and Resources

In 2004, the SANDAG Board of Directors established a Smart Growth Strategy for the region’s future growth and development. The strategy is illustrated on the Smart Growth Concept Map (SGCM), which was first adopted by the Board of Directors in 2006. The SGCM shows the location of existing, planned, and potential smart growth areas as well as planned habitat and open space. Projects located in a smart growth area must support walking and biking access, especially as it relates to transit. The Smart Growth in the San Diego Region (sandag.org/uploads/projectid/projectid_296_13993.pdf) brochure provides descriptions of the seven smart growth place types. More details about the SGCM are available at:

sandag.org/resources/smartgrowth/index_gmap.asp

Guidance on applying smart growth principles to transportation projects can be found in Designing for Smart Growth, Creating Great Places in the San Diego Region (sandag.org/index.asp?projectid=344&fuseaction=projects.detail).

Transportation design guidance for Complete Streets is available from a variety of sources including, but not limited to, those listed below:

- Riding to 2050 (see Chapter 7, Bicycle Design Guidelines)
  sandag.org/uploads/projectid/projectid_353_10862.pdf

- Planning and Designing for Pedestrians
  sandag.org/uploads/publicationid/publicationid_713_3269.pdf

- Caltrans Highway Design Manual Chapter 1000

- NACTO Urban Street Design Guide
  nacto.org/usdg
Local bicycle and pedestrian plans, safe routes to school plans, and Community Active Transportation strategies should all be consulted where they exist. Contact local jurisdiction planning and engineering departments in the project area to identify local plans.

Using the Checklist

There are two occasions for employing the Complete Streets checklists.

1. The Project Initiation Complete Streets Checklist is completed and approved at the start of the project initiation process in the scoping document/feasibility study before the project is added to the Regional Transportation Improvement Program (RTIP).

2. If changing project scope, the Project Amendment Complete Streets Checklist must be completed and approved prior to amending the project in the RTIP. This is necessary because any exceptions to complying with this policy must be reported to the Transportation Committee as part of the RTIP approval process.

If all modes of travel cannot be accommodated in the project consistent with local and regional plans, the checklist requires an explanation of the circumstances that justify that decision. Discuss the issue with your Director to determine if the project should be submitted for review by the SANDAG Active Transportation Working Group. Be sure the project does not preclude design features that could be added in the future if funds become available.

Project Managers preparing the Checklist should consult with planners in the Land Use Coordination section to assist with the planning context and answer any specific questions for clarification.
Project Initiation Complete Streets Checklist

Project Title: _____________________________________________________________

Project Location: _________________________________________________________

Contact Name, Phone, and Email: ___________________________________________

Existing Conditions (To be completed by SANDAG Planning Staff working with Project Manager)

1. What accommodations for people walking or riding bikes exist in the project area? Include accommodations on any existing transportation facility, and any facilities that the project will intersect or cross. See GIS Senior Analyst for any questions.

   SANDAG Regional Bike Map: gis1.sandag.org/BikeMap2015/index.html

   SANDAG Sidewalk Map: M:\RES\GIS\Sidewalks\SanDiegoSidewalkNetwork_6_17

   City of San Diego Sidewalk Inventory: (website available in 2016)

   Google Maps: www.google.com/maps

2. If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

3. Describe the existing level of pedestrian or bicycle activity along the project corridor based on available data from the Regional Bike Counter Network and/or baseline data collection. See Bike Program Manager for baseline data collection.

   Regional Bike Counter Network webpage:

   sandag.org/index.asp?classid=34&projectid=496&fuseaction=projects.detail

4. What trip generators (existing and planned) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others? See GIS Senior Analyst for any questions.

   Land Use Database Connections: `\dc.pila.LIS.ago.sde\lis.GIS.Land\lis.GIS.ludu2014

5. What existing challenges or barriers could the proposed project address for people walking or bicycling in the vicinity of the proposed project?

6. What is the crash history in the project area? If the crash history of the site is high, what proposed project strategies will address public safety?

   Transportation Injury Mapping System: tims.berkeley.edu/page.php?page=tools
**Planning Context (To be completed by Planning Staff working with Project Manager)**

1. Is the project in a Smart Growth Area as defined by the Smart Growth Concept Map? See Land Use Principal Planner for any questions.


2. What local or regional plans will be consulted in the development of the project? (Include bicycle and pedestrian plans, safe routes to school and safe routes to transit plans, community active transportation strategies, streetscape enhancement plans, community plan mobility elements, and other relevant plans provided by local agencies).

   SANDAG Intergovernmental ReviewResource List:
   sandag.org/index.asp?classid=12&projectid=379&fuseaction=projects.detail

3. Where the project can contribute to the implementation of local plans, has a local jurisdiction contribution been identified and included in the project budget?

**Proposed Project (To be completed by Project Manager)**

1. How will the project development process respond to the mobility plans of local agencies?

2. Briefly describe the existing and future travel demand for all modes and how the proposed project will serve that demand.

3. Will the project sever existing access for any modes? If so, describe the circumstances and how the project will mitigate that loss of access. If the lost access cannot be mitigated, explain why not.

4. What accommodations are proposed for people walking or riding bikes in the project design?

5. Will the proposed project remove an existing bicycle or pedestrian facility or block access? If yes, how will that access be restored?

6. If the proposed project would not provide both bicycle and pedestrian accommodation, or if the proposed project would hinder non-motorized access, describe the circumstances that create this constraint.

7. If cost is assumed to be a factor in limiting access for people walking or riding a bike, explain how costs for the walking and biking improvements were allocated, and describe the key cost elements and their costs in relation to the overall project cost.

8. If existing right-of-way is a constraint, has acquisition of additional right-of-way been considered?

9. How will the project development process ensure access for people walking or riding bikes is maintained during project construction?

10. Have all parties responsible for ongoing maintenance of the facility been identified?
Complete Streets Certification

This project does/does not accommodate all users as requested by Complete Streets policy.

Completed by: ____________________________  Name  Title  Date

Reviewed and approved by: ____________________________  Department Director  Name  Title  Date

If this project will not meet the needs of all modes of travel that are not prohibited access by law, report this outcome to the Transportation Committee as part of the RTIP approval process with an explanation of the factors that led to that decision.
Project Amendment Complete Streets Checklist

Project Title: ____________________________________________________________

Project Location: ________________________________________________________

Contact Name, Phone, and Email: __________________________________________

Existing Conditions (To be completed by SANDAG Planning Staff working with Project Manager)

1. If the land use or transportation context for the project changed since project initiation, explain how, and how those changes are affecting the plan, design, and estimated cost. Has observed pedestrian or bicycle activity along in the project area changed since the project was initiated, and if so, by how much? Has the project plan or design been modified to reflect that change? See Bike Program Manager for baseline data collection

Regional Bike Counter Network webpage:

sandag.org/index.asp?classid=34&projectid=496&fuseaction=projects.detail

2. Has the crash history in the project area changed since the initial assessment? If so, how? Does the current project design respond to any changes in the crash history?

Transportation Injury Mapping System: tims.berkeley.edu/page.php?page=tools

Planning Context (To be completed by Planning Staff working with Project Manager)

1. Have any new local or regional plans been completed, or have any existing plans been updated since the project was initiated? (Include bicycle and pedestrian plans, safe routes to school and safe routes to transit plans, community active transportation strategies, streetscape enhancement plans)

2. How does the current proposed project respond to these new plans?

Current Project Proposal (To be completed by Project Manager)

1. Have there been any changes in how the proposed project will accommodate people walking or biking, the movement of private vehicles, transit, or freight? Address access along the project corridor and across it.

2. Has the cost of accommodating any mode changed significantly? (If so, by how much? Dollar amount or percent change.) Will the completed project, as currently proposed, fully accommodate all modes? If not, why not?

3. What is the current estimated cost of including full accommodation for all modes?

4. If the proposed project would not provide both bicycle and pedestrian accommodation, or if the proposed project would hinder non-motorized access, describe the circumstances that cause this.
5. If cost is assumed to be a factor in limiting access for people walking or riding a bike, explain the factors that impact the cost, and how those costs were allocated.

6. If existing right-of-way is a constraint, has acquisition of additional right-of-way been considered? If so, what is the estimated cost of that right-of-way?
Complete Streets Certification

This project does/does not accommodate all users as requested by Complete Streets policy.

Completed by:  

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Date</th>
</tr>
</thead>
</table>

Reviewed and approved by:  

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Date</th>
</tr>
</thead>
</table>

Department Director

If this project will not meet the needs of all modes of travel that are not prohibited access by law, report this outcome to the Transportation Committee as part of the RTIP approval process with an explanation of the factors that led to that decision.
Local Complete Streets Sample Checklist:  
A Tool for Local Agencies

Introduction

This Complete Streets Sample Checklist is designed as a tool for local agencies to use in developing their own internal process for evaluating whether new transportation projects plan for and accommodate all modes of travel to the extent warranted. Use of the local sample checklist is optional, can be adapted to meet specific local agency goals, and is not a requirement for receiving any transportation funds administered by SANDAG.

Using the Checklist

The Complete Streets Sample Checklist is a tool that can be used when a transportation project is initiated to ensure that all modes are considered in the initial scoping and budgeting of the project. When evaluating existing and potential facilities for each mode, it is often useful for the project to take a holistic approach and consider the corridor context or surrounding transportation network. Because it may not be necessary or feasible to accommodate all modes in every project, the sample checklist provides a mechanism for exploring the application of complete streets solutions in the broader project area and documenting the circumstances that explain the decision.

Project Initiation Complete Streets Checklist

Project Title: _________________________________________________________________________________

Project Location: ____________________________________________________________________________

Project Manager, Phone, and Email: ______________________________________________________________

Existing Conditions

What infrastructure currently exists to support each mode of travel?

☐ Auto  Total number of travel lanes __________

☐ Transit  Route numbers/headways __________

☐ Transit stops/amenities __________

☐ Transit priority measures __________

☐ Pedestrian facilities  Sidewalk - width and condition ______

☐ Sidewalk - both sides of street? ______

☐ Adequate street crossings ______

☐ Sidewalk shading / street trees ______

☐ ADA compliant?  Deficiencies __________________________

☐ Bike facility/facilities  Type(s) __________________________

☐ Lighting  Street lighting? ____  Pedestrian lighting? ____

☐ Storm water  __________________________

☐ Auto parking  Number of spaces __________

☐ Bike parking  Number of spaces __________

Add details as necessary to describe any infrastructure deficiencies, walking and biking conditions, and/or challenges for transit performance.
What is the existing level of demand to the extent data are available?

- Auto ADT _____
- Transit Passengers per day by route _____
- Passengers per day by stop _____
- Pedestrians* _____
- Bikes* _____

* In the absence of existing demand data for bike and pedestrian traffic, document the surrounding land uses that are likely to attract significant traffic by these modes.

What is the safety record over the last five years for the project area?

- Auto-involved crashes _____
- Pedestrian-involved crashes _____
- Bicycle-involved crashes _____
- Pedestrian and bicycle-involved crashes within ¼ mile of transit stops _____

Coordination with transit agencies

- What existing challenges could the proposed project address for transit routes in the vicinity of the proposed project? What transit priority measures could improve transit performance? (Recommendation: Coordinate with the Metropolitan Transit System [MTS] or North County Transit District [NCTD])

Recommendations:

- Test existing and potential future bus turn movements using “auto-turn” software to accommodate 45-foot coach buses
- Minimize corner bulb-outs that conflict with bus movements; avoid installing bulb-outs on corners with bus stops or with bus turns; consider creating in-lane bus stops as an alternative
- Work with transit operators to assess impacts of roadway capacity reductions to buses
- Work with transit operators to assess impacts of traffic calming measures to buses
- Provide separate travel ways for bike and bus traffic whenever possible
- Ensure 11-foot minimum lane widths for travel lanes used by buses
- Avoid traffic calming measures on bus travel lanes that are incompatible with buses (e.g., speed bumps, speed tables, etc.)
- Coordinate proposed bus stop relocations with MTS/NCTD
- Provide safe path of travel to/from bus stops (adequate sidewalks, crosswalks)
- Ensure vertical/horizontal clearances for buses
- Coordinate with transit operators on need for existing or future transit priority measures such as transit signal priority in future transit-only lanes
Planning Context

Have the following documents been checked for planned facilities?

- Pedestrian Master Plan
- Bicycle Master Plan
- Community Active Transportation Strategy
- Community Plans and Facility Financing Plans
- Climate Action Plan
- SANDAG Regional Plan (highway, transit, rail, transportation demand management)
- SANDAG Regional Transportation Improvement Program
- SANDAG Regional Bike Plan
- SANDAG Smart Growth Concept Map (to help determine context)
- Pending local development proposals

Briefly describe relevant planned facilities and development proposals. Is there an opportunity to enhance this transportation project beyond existing plans to provide an enhanced walking, biking, or transit experience for future users of this corridor?

Forecasted travel demand

- Auto ADT _____ Forecast year ___
- Transit _____ Forecast year ___
- Pedestrian* _____ Forecast Year ___
- Bike* _____ Forecast Year ___

*If forecasts do not exist for future bike and pedestrian traffic, identify significant future land uses or other conditions that would influence demand.

Proposed Project

Will the proposed transportation project adequately and safely accommodate all modes, or are there opportunities to adequately and safely accommodate all modes through the larger project area?

- Auto
- Auto parking
- Transit
- Pedestrian
- Bike
- Bike parking
- ADA Compliant

For the proposed transportation project: Briefly describe the proposed accommodations or traffic calming measures for each mode and the features that will make the accommodations more friendly to people walking, biking, and using transit including urban greenery such as street trees, buffers from high speed traffic, street lighting, transit stop amenities, transit priority measures, etc.
For any mode not adequately accommodated through the proposed transportation project, describe the constraints or justify the lack of demand. Describe any relevant alternative access.

**Complete Streets Certification**

This project does/does not accommodate all modes of travel as outlined in the [local guiding policy].

Completed by ____________________________________________________________

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Date</th>
</tr>
</thead>
</table>

Reviewed and approved by: ____________________________________________________________

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Date</th>
</tr>
</thead>
</table>

May 2016
Resources

The following documents are useful resources for how to plan and design Complete Streets:

*Smart Growth in the San Diego Region*, a brochure that provides descriptions of the seven smart growth place types and the Smart Growth Concept Map.

*Designing for Smart Growth, Creating Great Places in the San Diego Region*, provides guidance on applying smart growth principles to transportation projects in smart growth areas.

Transportation design guidance for Complete Streets is available from a variety of sources including, but not limited to, those listed below:

- Riding to 2050 (see Chapter 7, Bicycle Design Guidelines)
- Planning and Designing for Pedestrians
- Caltrans Highway Design Manual Chapter 1000
- NACTO Urban Street Design Guide
- NACTO Urban Bikeway Design Guide
- NACTO Transit Street Design Guide
- NCTD Bus Stop Development Handbook
- SANDAG LRT Design Criteria
- Active Transportation Implementation Strategy & Safe Routes to School Typologies

Local bicycle and pedestrian plans, safe routes to school plans, and Community Active Transportation strategies should be consulted where they exist. Contact local jurisdiction planning and engineering departments in the project area to identify local plans, and local transit agencies to identify and collaborate on potential transit priority measures and transit stop amenities.
REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY – UPDATE ON KEY EARLY ACTIONS

Introduction

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

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

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

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

Discussion

Progress on Key Early Actions

The Key Early Actions in the TOD Strategy were identified to begin implementation of the strategy. SANDAG has started working on four of the eight early actions (#1, 4, 6, and 7, shown in bold); work on the others is expected to begin in FY 2017. A summary of the work to date follows:

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

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

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

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

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

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

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

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

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

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

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

Staff will survey/work with the TWG to implement this action in the Fall/Winter of 2016/2017.

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

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

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

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

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

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

**Next Steps**

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

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

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