Members
Lesa Heebner, Chair
Councilmember, City of Solana Beach
(Representing North County Coastal)
Kristine Alessio, Vice Chair
Councilmember, City of La Mesa
(Representing East County)
Lorie Zapf
Councilmember, City of San Diego
Dave Roberts
Supervisor, County of San Diego
Sam Abed
Mayor, City of Escondido
(Representing North County Inland)
Carrie Downey
Councilmember, City of Coronado
(Representing South County)

Alternates
Chuck Lowery
Deputy Mayor, City of Oceanside
(Representing North County Coastal)
Jennifer Mendoza
Councilmember, City of Lemon Grove
(Representing East County)
Mark Kersey
Councilmember, City of San Diego
Greg Cox
Supervisor, County of San Diego
John Aguilera
Councilmember, City of Vista
(Representing North County Inland)
Pamela Bensoussan
Councilmember, City of Chula Vista
(Representing South County)

Advisory Members
Laurie Berman / Bill Figge
District 11 Caltrans
Mona Rios / Myrtle Cole
Metropolitan Transit System
Don Mosier / Chuck Lowery
North County Transit District
Brad Raulston / Karen Brindley
Regional Planning
Technical Working Group
Elsa Saxod / Ken Olson
San Diego County Water Authority
Garry Bonelli / Ann Moore
San Diego Unified Port District
Eric LaChappa / Allen Lawson
Southern California Tribal
Chairmen’s Association
Steve Chung / Matt Ryan
U.S. Department of Defense
Environmental Mitigation Program
Advisory Members
Vacant / David Mayer
California Department of Fish & Wildlife
Therese Bradford / Michelle Matson
U.S. Army Corps of Engineers
Vacant / Susan Wynn
U.S. Fish & Wildlife Service
Dave Means / Vacant
Wildlife Conservation Board
Gary L. Gallegos
Executive Director, SANDAG

REGIONAL PLANNING COMMITTEE AGENDA

Friday, June 3, 2016
12 noon to 2 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• UPDATE ON THE SAN DIEGO REGIONAL MILITARY WORKING GROUP
• SAN DIEGO FORWARD: THE REGIONAL PLAN: PROGRESS ON IMPLEMENTATION ACTIONS
• HIGHLIGHTING SMART GROWTH AND COMPLETE STREETS: OCEANSIDE COAST HIGHWAY CORRIDOR STUDY

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

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

MISSION STATEMENT

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

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

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

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

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请在会议前至少72小时打电话(619) 699-1900提出请求。
ITEM NO.  RECOMMENDATION
+1. APPROVAL OF MEETING MINUTES

The Regional Planning Committee is asked to review and approve the minutes from its May 6, 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

The Board of Directors has awarded grants for seven cycles of the TransNet Environmental Mitigation Program Land Management Grant Program. This report provides the quarterly status of active projects.

+4. STATUS UPDATE ON SANDAG APPLICATIONS TO THE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

The Strategic Growth Council has invited SANDAG to submit full applications for the two concept applications on regional bike projects proposed in March.

REPORTS

+5. UPDATE ON THE SAN DIEGO REGIONAL MILITARY WORKING GROUP

The San Diego Regional Military Working Group provides a collaborative forum for various branches of the military, local jurisdictions, the Port of San Diego, and SANDAG, to address areas of mutual interest. Councilmember Michael Woiwode, Military Working Group Chair, will provide an update on the work accomplished to date and future tasks.
+6. SAN DIEGO FORWARD: THE REGIONAL PLAN: PROGRESS ON IMPLEMENTATION ACTIONS (Elisa Arias)

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

+7. 2016 SMART GROWTH CONCEPT MAP TECHNICAL UPDATE (Coleen Clementson)

Staff will present the Smart Growth Concept Map, which incorporates the updated transit network from San Diego Forward: The Regional Plan.

+8. POTENTIAL COLLABORATION TO REDUCE ORGANIC MATERIALS FROM LANDFILLS (Elly Brown and Tyla Montgomery, San Diego Food System Alliance; Rob Rundle)

Assembly Bill 1826 (Chesbro, 2014) requires local jurisdictions to meet requirements for removing organic materials such as yard trimmings, food scraps, and wood from landfills. Elly Brown and Tyla Montgomery from the San Diego Food System Alliance, will present the report.

9. HIGHLIGHTING SMART GROWTH AND COMPLETE STREETS: OCEANSIDE COAST HIGHWAY CORRIDOR STUDY (John Amberson, Transportation Planner; and David DiPierro, City Traffic Engineer, City of Oceanside)

The City of Oceanside has developed a corridor study for Oceanside Coast Highway, integrating smart growth and complete streets concepts. John Amberson, Transportation Planner, and David DiPierro, City Traffic Engineer, City of Oceanside, will discuss key concepts included in the preferred alternative, approved by the Oceanside City Council earlier this year.

10. CONTINUED PUBLIC COMMENTS

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

11. UPCOMING MEETINGS

The next meeting of the Regional Planning Committee is scheduled for Friday, July 1, 2016.

12. ADJOURNMENT

+ next to an agenda item indicates an attachment
The meeting of the Regional Planning Committee was called to order by Chair Lesa Heebner (North County Coastal) at 12:01 p.m. See the 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 Supervisor Dave Roberts (County of San Diego), the Regional Planning Committee approved the meeting minutes of February 5, 2016. Yes – Chair Heebner, Councilmember Jennifer Mendoza (East County), Councilmember Downey, Mayor Sam Abed (North County Inland), Councilmember Lorie Zapf (City of San Diego), and Supervisor Roberts. No – None. Abstain – None. Absent – None.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Heebner recognized San Diego Unified Port District (Port) Commissioner Ann Moore for an American Planning Association (APA) award for the 2016 National Planning Excellence Award for a Planning Advocate for the multi-year integrated planning initiative to create a vision for the Port for the next fifty years.

Chair Heebner recognized SANDAG staff for the American Planning Association (APA) Implementation Award for a large jurisdiction. This award of planning excellence recognized the TransNet Smart Growth Incentive Program and Active Transportation Grant Program for being innovative, original, and effective.

CONSENT

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

The Board of Directors has awarded grants for seven cycles of the TransNet Environmental Mitigation Program Land Management Grant Program. This report provided information on the quarterly status of active projects.
4. SANDAG COMMENT LETTER ON THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES IMPLEMENTING SENATE BILL 743 (INFORMATION)

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. The comment letter that SANDAG submitted to OPR was attached.

Action: Consent Items 3 and 4 were presented for information.

REPORTS

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

Susan Baldwin, Senior Regional Planner, presented 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 was asked to consider approval of a Smart Growth Incentive Program schedule amendment for the City of Lemon Grove Main Street Promenade Extension Planning Project.

Action: Upon a motion by Mayor Abed, and a second by Supervisor Roberts, the Regional Planning Committee approved the Smart Growth Incentive Program schedule amendment for the City of Lemon Grove Main Street Promenade Extension Planning Project. Yes – Chair Heebner, Councilmember Mendoza, Councilmember Downey, Mayor Abed, Councilmember Zapf, and Supervisor Roberts. No – None. Abstain – None. Absent – None.

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

In December 2014 the Board of Directors adopted a Regional Complete Streets Policy.

Carolina Ilic, Senior Regional Planner, provided a status update on implementation progress.

Action: This item was presented for information.

7. REGIONAL TRANSIT ORIENTED DEVELOPMENT AND SMART GROWTH IMPLEMENTATION EFFORTS (INFORMATION)

A. REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY - UPDATE ON KEY EARLY ACTIONS

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).

Ms. Baldwin provided an update on the status of the work to date on the early actions for the TOD Strategy.
B. VISUAL SIMULATIONS

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).

Seth Litchney, City of San Diego; Don Neu, City of Carlsbad; and John Conley, City of Vista presented the recent plan updates that provide the foundation for the simulations for their respective jurisdictions.

Action: This item was presented for information.

8. HIGHLIGHTING LOCAL PLANNING EFFORTS: SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATE (DISCUSSION)

In November 2015 the San Diego City Council unanimously approved new community plans for the Southeastern San Diego and Encanto neighborhoods.

Nancy Bragado and Lara Gates, City of San Diego, presented an update on the community plan update, which encourages future development and streamlines permit processing. Chair Heebner recognized the City of San Diego for a planning award received from the APA on this community plan update and recognized Lara Gates for an advocacy award received from the APA.

Action: This item was presented for information.

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, June 3, 2016, at 12 noon.

11. ADJOURNMENT

Chair Heebner adjourned the meeting at 1:44 p.m.
## CONFIRMED ATTENDANCE
### SANDAG REGIONAL PLANNING COMMITTEE MEETING
### MAY 6, 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>
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<td></td>
<td>John Aguilera</td>
<td>Alternate</td>
<td>Yes</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>Yes</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>
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<tr>
<td>East County</td>
<td>Kristine Alessio (Vice Chair)</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Jennifer Mendoza</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>City of San Diego</td>
<td>Lorie Zapf</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Mark Kersey</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>County of San Diego</td>
<td>Dave Roberts</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Greg Cox</td>
<td>Alternate</td>
<td>No</td>
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### ADVISORY MEMBERS

<table>
<thead>
<tr>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
<th>ATTENDING</th>
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<tbody>
<tr>
<td>Caltrans, District 11</td>
<td>Laurie Berman</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Bill Figge</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>San Diego Unified Port District</td>
<td>Garry Bonelli</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Ann Moore</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>San Diego County Water Authority</td>
<td>Elsa Saxod</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Ken Olson</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>MTS</td>
<td>Mona Rios</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Myrtle Cole</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>NCTD</td>
<td>Don Mosier</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Chuck Lowery</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Regional Planning Technical Working Group (TWG)</td>
<td>Brad Raulston</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Karen Brindley</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Southern California Tribal Chairmen’s Association</td>
<td>Eric LaChappa</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Allen Lawson</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Department of Defense</td>
<td>Steve Chung</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>David Hulse</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Wildlife Conservation Board</td>
<td>Dave Means</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>VACANT</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>California Department of Fish and Wildlife</td>
<td>VACANT</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>David Mayer</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>US Army Corps of Engineers</td>
<td>Therese Bradford</td>
<td>Member</td>
<td>No</td>
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<td>Michelle Matson</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>US Fish and Wildlife Service</td>
<td>VACANT</td>
<td>Member</td>
<td>No</td>
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<tr>
<td></td>
<td>Susan Wynn</td>
<td>Alternate</td>
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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 Regional Planning Committee on the quarterly status of active land 
management grant projects.

Discussion

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

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

Grant Oversight

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

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

Next Steps

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

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


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

**Reporting period January 1 to March 31, 2016**

<table>
<thead>
<tr>
<th>FY</th>
<th>Date BOD Funding Approval</th>
<th>Contract #</th>
<th>IFAS Project #</th>
<th>Grantee</th>
<th>Project</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>
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<tbody>
<tr>
<td>4th Cycle - FY 2010</td>
<td></td>
<td></td>
<td></td>
<td>Plant coast prickly pear cactus on 5 acres adjacent to cactus wren populations, and control invasive plant species.</td>
<td>$200,824.00</td>
<td>04/12/11</td>
<td>01/31/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6th Cycle - FY 2013</td>
<td></td>
<td></td>
<td></td>
<td>Enhance, restore, and protect Dehesa nolina and variegated dudleya on portions of the South Crest property. Develop a science-based Conservation Vision and Management Strategy for Dehesa nolina in Management Unit 3.</td>
<td>$114,810.00</td>
<td>09/01/13</td>
<td>09/01/16</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 2013</td>
<td>09/28/12</td>
<td>5001764</td>
<td>1200385</td>
<td>Back Country Land Trust</td>
<td>San Diego thornmint and Quino Checkerspot Butterfly</td>
<td>Enhance native grassland habitat, populations of San Diego thornmint, and plantago erecta (host plant for Quino checkerspot butterfly) at Wright's Field.</td>
<td>$108,540.00</td>
<td>09/27/13</td>
<td>09/27/16</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>4 2013</td>
<td>09/28/12</td>
<td>5001765</td>
<td>1200386</td>
<td>San Diego Audubon Society</td>
<td>California least tern</td>
<td>Observe and record predation events in order to provide recommendations for improving efficacy of predator management actions and in turn improve breeding productivity of CA least tern in Mission Bay Park.</td>
<td>$58,464.00</td>
<td>09/01/13</td>
<td>09/01/16</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>5 2013</td>
<td>09/28/12</td>
<td>5001766</td>
<td>1200387</td>
<td>Otay Water District</td>
<td>Cactus wren</td>
<td>Create cactus dominated Diegan coastal sage scrub habitat at the San Miguel Habitat Management Area that can support wintering cactus wren and a minimum of two pairs of nesting coastal cactus wrens.</td>
<td>$88,840.00</td>
<td>09/01/13</td>
<td>10/01/16</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>7th Cycle - FY 2015</td>
<td></td>
<td></td>
<td></td>
<td>Control invasive grass, Brachypodium distachyon, in 4 locations by refining existing Brachypodium Best Management Practices.</td>
<td>$100,000</td>
<td>09/15/15</td>
<td>09/15/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
<td></td>
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</tr>
<tr>
<td>6 2015</td>
<td>7/24/2015</td>
<td>5004735</td>
<td>1201301</td>
<td>Conservation Biology Institute</td>
<td>Brachypodium Phase 2</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>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>7 2015</td>
<td>7/24/2015</td>
<td>5004731</td>
<td>1201305</td>
<td>City of Chula Vista</td>
<td>Otay River Valley and Salt Creek Cactus Wren 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>8 2015</td>
<td>7/24/2015</td>
<td>5004737</td>
<td>1201303</td>
<td>Earth Discovery Institute</td>
<td>South San Diego County Community 3</td>
<td>Re-treatment of Arundo and maintenance of the right-of-entry (ROE) database, to allow re-treatments to occur on over 300 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>9 2015</td>
<td>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>Addition of signage, fencing and gates on the Furbym 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>
</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.*
# Status of Active TransNet EMP Land Management Grant Program Projects:
## Reporting period January 1 to March 31, 2016

<table>
<thead>
<tr>
<th>FY</th>
<th>Date BOD Funding Approval</th>
<th>Contract #</th>
<th>IFAS Project #</th>
<th>Grantee</th>
<th>Project</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>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>12</td>
<td>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>13</td>
<td>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>14</td>
<td>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>09/31/22</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>15</td>
<td>7/24/2015</td>
<td>5004736</td>
<td>1201302</td>
<td>United States Fish and Wildlife Service</td>
<td>Mother Miguel Mountain</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>16</td>
<td>7/24/2015</td>
<td>5004728</td>
<td>1200394</td>
<td>Zoological Society 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 complet...
Introduction

The Affordable Housing and Sustainable Communities (AHSC) Program was created as part of the state’s Cap-and-Trade Investment Plan. This program, which is administered by the Strategic Growth Council, provides grants to projects that are expected to achieve greenhouse gas reductions and benefit disadvantaged communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation, resulting in fewer vehicle miles traveled through shortened vehicle trip length or mode shift.

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

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

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

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

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

Key Staff Contact: Coleen Clementson, (619) 699-1944, coleen.clementson@sandag.org
FY 2015-2016 STATE CAP-AND-TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM
FULL APPLICATIONS

Introduction

The Affordable Housing and Sustainable Communities (AHSC) Program was created as part of the state’s Cap-and-Trade Investment Plan. This program, which is administered by the Strategic Growth Council (SGC), provides grants to projects that are expected to achieve greenhouse gas (GHG) reductions and benefit disadvantaged communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation, resulting in fewer vehicle miles traveled through shortened vehicle trip length or mode shift.

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

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

Recommendation

The Board of Directors is asked to adopt Resolution No. 2016-28 in substantially the same form as Attachment 1, authorizing and directing the submission of two SANDAG full applications for the North Park | Mid-City: Georgia-Meade Bikeway and Inland Rail Trail projects to the state’s cap-and-trade FY 2015-2016 Affordable Housing and Sustainable Communities Program and authorizing the execution of all necessary agreements with the state and development partners to receive and expend any awarded funds.

Discussion

Applications from the San Diego Region

This is the second cycle of funding available through the AHSC Program.
In the first cycle (FY 2014 - 2015), the San Diego region received approximately $16 million of the $122 million available statewide. SANDAG submitted two individual applications (one for the South Bay Rapid and another for the Inland Rail Trail), and affordable housing developers submitted 12 applications. Of the 14 concept applications submitted from the San Diego region in the first cycle, the state invited four applicants to submit full applications. Two of the four full applications received funding for a total of $16.2 million for the San Diego region ($7 million for the SANDAG South Bay Rapid project and $9.2 million for the Westside Transit Oriented Development in National City).

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

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

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

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

**Next Steps**

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

GARY L. GALLEGOS
Executive Director

Attachment: 1. Resolution No. 2016-28

Key Staff Contact: Carolina Ilic, (619) 699-1989, carolina.ilic@sandag.org
RESOLUTION OF THE SAN DIEGO ASSOCIATION OF GOVERNMENTS AUTHORIZING APPLICATIONS TO THE STATE FY 2015-2016 CAP-AND-TRADE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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

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

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

BE IT RESOLVED that the Board of Directors:

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

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

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

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

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

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

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

CHAIR

SECRETARY

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

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
UPDATE ON THE SAN DIEGO REGIONAL MILITARY WORKING GROUP

Introduction

The San Diego region is home to the largest concentration of military forces in the country, employing more than 100,000 active-duty military personnel and approximately 25,000 civilians, generating significant economic benefit to the region. Since 1982, the Department of Defense has held an advisory position on the SANDAG Board of Directors as a way to provide input on issues of mutual interest.

As growth and development increase near and around military installations, land use, transportation, and concerns regarding conflicts between base operations and civilian development have increased. In fall 2013, the Regional Planning Committee formed the San Diego Regional Military Working Group (MWG) to provide a collaborative forum for the various branches of the military and SANDAG to address areas of mutual interest, including regional growth, habitat preservation, transportation, housing, water, energy, and other related topics. The MWG includes representatives from all branches with installations in the region, adjacent local jurisdictions, and the Port of San Diego (Attachment 1). The MWG reports to the Regional Planning Committee. This item is intended to provide an update on MWG activities.

Discussion

The MWG responsibilities include reviewing current activities and plans being implemented by SANDAG and the various branches of the military. The goal is to coordinate programs, address issues of concern, and determine the best ways in which the military can support regional prosperity, while the region supports the effective operations of the military.

The MWG provides input on SANDAG work efforts as they relate to the local military community and assists with associated outreach to the military community on issues of regional significance.
**Work Completed or Underway**

*Policy Workshop in Preparation for San Diego Forward: The Regional Plan*

The MWG discussed potential topics for SANDAG, military, and local government collaboration that could be discussed in San Diego Forward: The Regional Plan. The four topics that were identified included: active transportation and rideshare, transportation connections, land use compatibility, and energy. On July 23, 2014, a workshop was held with more than 75 participants representing the region’s military installations, adjacent local governments, and SANDAG staff. Based on the workshop discussion, a set of possible short-, medium-, and long-term actions were developed.

**Table 1**

<table>
<thead>
<tr>
<th>Short-Term Actions</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Develop a staff directory with contacts from the cities, SANDAG, and military</td>
<td>Under way- Anticipated completion fall 2016</td>
</tr>
<tr>
<td>installations</td>
<td></td>
</tr>
<tr>
<td>2 Provide opportunity for MWG members to report on current and long-term planning</td>
<td>Complete</td>
</tr>
<tr>
<td>efforts at regular MWG meetings to facilitate greater information sharing</td>
<td></td>
</tr>
<tr>
<td>3 Determine appropriate depiction of military installations on SANDAG maps</td>
<td>Complete</td>
</tr>
<tr>
<td>4 Complete Naval Base Coronado Pilot Transportation Demand Management plan</td>
<td>Under way- anticipated completion summer 2016</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mid-Term Actions</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Learn from the Pilot Transportation Demand Management Plan underway at Naval</td>
<td>Pending funding, this work would be incorporated into the San Diego</td>
</tr>
<tr>
<td>Base Coronado for possible application at other military installations in the</td>
<td>Regional Military Multimodal Access Strategy discussed below</td>
</tr>
<tr>
<td>region</td>
<td></td>
</tr>
<tr>
<td>2 Identify ways to improve coordination between the transit service providers</td>
<td>Under way</td>
</tr>
<tr>
<td>(Metropolitan Transit System and North County Transit District) and military</td>
<td></td>
</tr>
<tr>
<td>installations within their service areas</td>
<td></td>
</tr>
<tr>
<td>3 Identify opportunities for military, local, and regional collaboration on energy</td>
<td>Under way</td>
</tr>
<tr>
<td>programs and projects</td>
<td></td>
</tr>
<tr>
<td>4 Identify a group of military, local, and SANDAG staff to work on a framework</td>
<td>Under way</td>
</tr>
<tr>
<td>for sharing open space and habitat planning area information and mapping</td>
<td></td>
</tr>
</tbody>
</table>
### Long-Term Actions

<table>
<thead>
<tr>
<th></th>
<th>Seek funding to develop first and last mile improvements between public transit and military bases</th>
<th>Pending funding, this work would be incorporated into the San Diego Regional Military Multimodal Access Strategy discussed below</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Seek funding to develop bikeway connections within military installations and adjacent to military installations as appropriate</td>
<td>Pending funding, this work would be incorporated into the San Diego Regional Military Multimodal Access Strategy discussed below</td>
</tr>
</tbody>
</table>

**Military Gate Counts to Improve Traffic Modeling**

SANDAG developed an Activity-Based Model (ABM) that serves as the major travel forecasting tool in the San Diego region. This model has been developed to ensure that the regional transportation planning process can rely on accurate data. Initial ABM applications revealed that modeled trips to/from military installations tended to be larger than expected. The MWG supported a traffic study at the gates of installations to allow adjustments to the model by comparing modeled results against observed traffic counts. A major effort was made in the fall of 2014 through the MWG to coordinate the implementation of the gate study with the ten military installations participating. Coordination with the Points of Contact facilitated through the MWG was instrumental in completing this task, specifically in providing specialized knowledge of each gate and coordinating military base access (e.g., site approval).

**Caltrans Planning Grant - San Diego Regional Military Multimodal Access Strategy**

As a result of the actions developed, the MWG recommended applying for a planning grant through the Caltrans Strategic Planning and Research Program to fund development of a San Diego Regional Military Multimodal Access Strategy that would identify multimodal transportation solutions facilitating access to military installations while reducing greenhouse gas emissions consistent with the Regional Plan. SANDAG submitted a grant proposal in December 2015 and is awaiting word on the result.

**Environmental Mitigation**

In the area of habitat conservation, a recent land purchase for environmental mitigation demonstrates the importance of military collaboration in regional planning. SANDAG provided funding through the TransNet Environmental Mitigation Program along with funds from the Department of Defense’s Readiness and Environmental Protection Integration Program and the California Wildlife Conservation Board to purchase two critical properties for conservation in East County – Clover Flats and San Diego Mountain Ranch – totaling 1,745 acres for a purchase price
of $6 million. Together, these two properties represent important historical resources and habitat for two federally endangered species and will be managed by the Back Country Land Trust.

Encroachment Discussion

Currently the MWG is discussing encroachment from both the military and local jurisdiction perspectives. The information that has been provided by each of the MWG members is being compiled into a summary report that can be used as input to future planning efforts and be updated as needed.

Next Steps

The Military Working Group will continue to work together to address issues of mutual interest and will provide periodic updates to the Regional Planning Committee.

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

Attachment: 1. San Diego Regional Military Working Group Charter

Key Staff Contact: Jane Clough, Senior Regional Planner, (619) 699-1909; jane.clough@sandag.org
WORKING GROUP CHARTER
San Diego Regional Military Working Group

PURPOSE
The San Diego Regional Military Working Group (Military Working Group) provides a collaborative forum for the various branches of the military and SANDAG to address areas of mutual interest, including growth management, habitat, transportation, regional growth, housing, water, energy, and other related topics that can help inform San Diego Forward: The Regional Plan.

LINE OF REPORTING
The Military Working Group reports to the Regional Planning Committee, which in turn reports to the Board of Directors.

RESPONSIBILITIES
The Military Working Group responsibilities include reviewing current activities and plans being implemented by SANDAG and the various branches of the military. The goal is to coordinate programs, address issues of concern, and determine the best ways in which the military can support regional prosperity, while the region supports the effective operations of the military.

The Military Working Group will provide input on SANDAG work efforts as they relate to the local military community. The Military Working Group also assists with the associated outreach to the military community on issues of regional significance.

MEMBERSHIP
The voting membership of the Military Working Group shall be composed of five representatives from the armed forces: Navy Region Southwest; Navy Facilities Engineering Command; Marine Corps Installation West; Marine Corps Recruitment Depot; and U.S. Coast Guard San Diego Sector. In addition, the membership will include one representative from the following jurisdictions: City of Coronado, City of Imperial Beach, City of Oceanside, City of National City, City of San Diego, County of San Diego, and the Port of San Diego. Representatives appointed should include personnel whose responsibilities include facilities and transportation planning.

Each entity represented in the Military Working Group should make those appointments in writing and may include one or more alternate representatives to serve in the primary member’s absence. Members shall serve until a replacement is appointed by its respective agency. Should a vacancy occur in the position of a primary or alternate member, a represented entity shall be entitled to appoint a replacement representative.

MEETING TIME AND LOCATION
The Military Working Group will meet quarterly at SANDAG offices, as well as other times and locations as may be needed.
SELECTION OF THE CHAIR
The Chair of the Military Working Group shall be a member of the SANDAG Board of Directors appointed by the Board. The Chair shall oversee the meetings of the Military Working Group but shall not be a voting member.

DURATION OF EXISTENCE
The Military Working Group will continue as long as the members determine that it serves as an effective means of communication and coordination, subject to annual review pursuant to SANDAG Board Policy.
SAN DIEGO FORWARD: THE REGIONAL PLAN: PROGRESS ON IMPLEMENTATION ACTIONS

Introduction

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

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

Discussion

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

Next Steps

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

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

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

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

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

**Progress since the Adoption of San Diego Forward: The Regional Plan**

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

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

Introduction

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

The Smart Growth Concept Map consists of two components:

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

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

Discussion

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

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

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

**Next Steps**

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

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

Attachment: 1. Smart Growth Concept Map Fact Sheet

Key Staff Contact: Coleen Clementson, (619) 699-1944, coleen.clementson@sandag.org
What is Smart Growth?
Smart growth is a compact, efficient, livable, and environmentally sensitive urban development pattern. It focuses future growth and infill development close to jobs, services, and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources.

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

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

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

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

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

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

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

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

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

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

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

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

Special Use Center
» Employment areas consisting primarily of medical or educational facilities
» Variety of low-, mid- and high-rise buildings
» Dominated by one non-residential land use (e.g., medical or educational)
» Draws people from throughout the region or immediate subregion
» Examples: San Diego State University, Cal State San Marcos, UC San Diego, University of San Diego
POTENTIAL COLLABORATION TO REDUCE ORGANIC MATERIALS FROM LANDFILLS

Introduction

In October 2014, Assembly Bill 1826 (AB 1826) (Chesbro) was signed into law and requires local jurisdictions to meet requirements for removing organic materials from landfills (Attachment 1). Organic materials such as yard trimmings, food scraps, and wood remain the most prevalent items in the waste stream, representing approximately one-third of materials disposed. This bill follows a history of legislation that has guided the involvement of SANDAG in various levels of solid waste planning over a number of years.

Discussion

In 1989, Assembly Bill 939 (Sher) (Integrated Waste Management Act) was signed into law and required the development of a regional Integrated Waste Management Plan and the formation of a local task force to advise on the development and future updates of the plan. In 1990, SANDAG was designated as the Local Task Force and was responsible for staffing a Citizen Advisory Committee (CAC) and a Technical Advisory Committee (TAC) to provide input into solid waste planning in the region.

In 2004, the SANDAG Board of Directors requested that staff review all SANDAG assignments and its committee structure to determine whether there were some activities that no longer served SANDAG’s core legislative responsibilities. Through that review process and budget shortfalls, it was determined that SANDAG could no longer staff the CAC and TAC, and those responsibilities were assumed by the County of San Diego. The County of San Diego staffed both committees until the TAC responsibilities were subsequently turned over to the City of Chula Vista.

Since that time, SANDAG has not included solid waste planning of any type in the Program Budget and Overall Work Program and has only provided minimal input to local agencies that were updating or amending waste management plans (i.e., Non-Disposal Facilities Elements), which was the primary purpose of the Local Task Force. In 2012, Assembly Bill 341 (AB 341) (Chesbro) was passed to further increase the goal for diverting waste from landfills. AB 341 eliminated the requirement for Local Task Forces (such as SANDAG) to provide input to local agencies updating or amending their solid waste plans. Since that time, SANDAG has had no role in solid waste planning in the region. In addition, the recently adopted San Diego Forward: The Regional Plan did not include a discussion of landfill capacity or any solid waste issues.
SANDAG has received periodic requests to take a more active role in solid waste issues in the region. So far, the SANDAG Board of Directors has not included funding in the budget for SANDAG to commit staff resources to this issue.

Today’s item is a request by stakeholders to present a proposal for potential collaboration on reducing organic materials from local landfills. Attachment 2 consists of a letter from the TAC to SANDAG, dated August 2015, outlining the proposal. Representatives from the San Diego Food Alliance will make the presentation.

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

Attachments: 1. AB 1826
2. TAC Letter to SANDAG

Key Staff Contact: Rob Rundle, (619) 699-6949; rob.rundle@sandag.org
Assembly Bill No. 1826

CHAPTER 727

An act to add Chapter 12.9 (commencing with Section 42649.8) to Part 3 of Division 30 of the Public Resources Code, relating to solid waste.

[Approved by Governor September 28, 2014. Filed with Secretary of State September 28, 2014.]

LEGISLATIVE COUNSEL’S DIGEST


(1) The California Integrated Waste Management Act of 1989, which is administered by the Department of Resources Recycling and Recovery, establishes an integrated waste management program that requires each county and city and county to prepare and submit to the department a countywide integrated waste management plan. The act requires a business, which is defined as a commercial or public entity, that generates more than 4 cubic yards of commercial solid waste per week or is a multifamily residential dwelling of 5 units or more, to arrange for recycling services. Existing law also requires jurisdictions to implement a commercial solid waste recycling program meeting specified elements.

This bill would, commencing April 1, 2016, require a business that generates a specified amount of organic waste per week to arrange for recycling services for that organic waste in a specified manner. The bill would decrease the amount of organic waste under which a business would be subject to those requirements from 8 cubic yards or more to 4 cubic yards or more on January 1, 2017. The bill would also require a business that generates 4 cubic yards or more of commercial solid waste per week, on and after January 1, 2019, to arrange for organic waste recycling services and, if the department makes a specified determination, would decrease that amount to 2 cubic yards, on or after January 1, 2020.

This bill would require the contract or work agreement between a business and a gardening or landscaping service to require the organic waste generated by those services to comply with the requirements of this act.

This bill would require each jurisdiction, on and after January 1, 2016, to implement an organic waste recycling program to divert organic waste from the businesses subject to this act, except as specified with regard to rural jurisdictions, thereby imposing a state-mandated local program by imposing new duties on local governmental agencies. The bill would require each jurisdiction to report to the department on its progress in implementing the organic waste recycling program, and the department would be required to review whether a jurisdiction is in compliance with this act.
This bill would authorize a local governmental agency to charge and collect a fee from an organic waste generator to recover the local governmental agency’s costs incurred in complying with this act.

This bill would require the department to identify and recommend actions to address permitting and siting challenges and to encourage the continued viability of the state’s organic waste processing and recycling infrastructure, in partnership with the California Environmental Protection Agency and other specified state and regional agencies. The bill also would require the department to cooperate with local jurisdictions and industry to provide assistance for increasing the feasibility of organic waste recycling and to identify certain state financing mechanisms and state funding incentives and post this information on its Internet Web site.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Chapter 12.9 (commencing with Section 42649.8) is added to Part 3 of Division 30 of the Public Resources Code, to read:

Chapter 12.9. Recycling of Organic Waste

42649.8. For purposes of this chapter, the following terms shall apply:

(a) “Business” means a commercial or public entity, including, but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity, or a multifamily residential dwelling.

(b) “Commercial waste generator” means a business subject to subdivision (a) of Section 42649.2.

(c) “Organic waste” means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

(d) “Organic waste generator” means a business subject to subdivision (a) of Section 42649.81.

(e) “Rural jurisdiction” means a jurisdiction that is located entirely within one or more rural counties, or a regional agency comprised of jurisdictions that are located within one or more rural counties.

(f) “Rural county” means a county that has a total population of less than 70,000 persons.

(g) “Self-hauler” means a business that hauls its own waste rather than contracting for that service and “self-haul” means to act as a self-hauler.

42649.81. (a) (1) On and after April 1, 2016, a business that generates eight cubic yards or more of organic waste per week shall arrange for
(2) On and after January 1, 2017, a business that generates four cubic yards or more of organic waste per week shall arrange for recycling services specifically for organic waste in the manner specified in subdivision (b).

(3) On and after January 1, 2019, a business that generates four cubic yards or more of commercial solid waste, as defined in Section 42649.1, per week, shall arrange for recycling services specifically for organic waste in the manner specified in subdivision (b).

(4) On or after January 1, 2020, if the department determines that statewide disposal of organic waste has not been reduced to 50 percent of the level of disposal during 2014, a business that generates two cubic yards or more per week of commercial solid waste shall arrange for the organic waste recycling services specified in paragraph (3), unless the department determines that this requirement will not result in significant additional reductions of organics disposal.

(5) A business located in a rural jurisdiction that is exempted pursuant to paragraph (2) of subdivision (a) of Section 42649.82 is not subject to this chapter.

(b) A business subject to subdivision (a) shall take at least one of the following actions:

(1) Source separate organic waste from other waste and subscribe to a basic level of organic waste recycling service that includes collection and recycling of organic waste.

(2) Recycle its organic waste onsite or self-haul its own organic waste for recycling.

(3) Subscribe to an organic waste recycling service that may include mixed waste processing that specifically recycles organic waste.

(4) Make other arrangements consistent with paragraph (3) of subdivision (b) of Section 42649.84.

(c) A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance with this section.

(d) A business generating organic waste shall arrange for the recycling services required by this section in a manner that is consistent with state and local laws and requirements, including a local ordinance or local jurisdiction’s franchise agreement, applicable to the collection, handling, or recycling of solid and organic waste.

(e) When arranging for gardening or landscaping services, the contract or work agreement between a business subject to this section and a gardening or landscaping service shall require that the organic waste generated by those services be managed in compliance with this chapter.

(f) (1) A multifamily residential dwelling that consists of fewer than five units is not a business for purposes of this chapter.

(2) A business that is a multifamily dwelling is not required to arrange for the organic waste recycling services specified in subdivision (b) for food waste that is generated by the business.
If separate organic waste collection and recycling services are not offered through a local ordinance or local jurisdiction’s franchise agreement, a business generating organic waste may arrange for separate organic waste collection and recycling services, until the local ordinance or local jurisdiction’s franchise agreement includes organic waste recycling services.

42649.82. (a) (1) In addition to the requirements of Section 42649.3, on and after January 1, 2016, each jurisdiction shall implement an organic waste recycling program that is appropriate for that jurisdiction and designed specifically to divert organic waste generated by businesses subject to Section 42649.81, whether or not the jurisdiction has met the requirements of Section 41780.

(2) (A) A county board of supervisors of a rural county may adopt a resolution, as prescribed in this paragraph, to make the rural county exempt from the requirements of this section. If a rural jurisdiction is a city, the city council may adopt a resolution, as prescribed in this paragraph, to make the rural jurisdiction exempt from this section. If a rural jurisdiction is a regional agency comprised of jurisdictions that are located entirely within one or more rural counties, the board of the regional agency may adopt a resolution, as prescribed in this paragraph, to make the rural jurisdiction exempt from the requirements of this section.

(B) A resolution adopted pursuant to subparagraph (A) shall include findings as to the purpose of and need for the exemption.

(C) A resolution to exempt a rural jurisdiction pursuant to subparagraph (A) shall be submitted to the department at least six months before the operative date of the exemption.

(D) On or after January 1, 2020, if the department determines that statewide disposal of organic waste has not been reduced to 50 percent of the level of disposal during the 2014 calendar year, all exemptions authorized by this paragraph shall terminate unless the department determines that applying this chapter to rural jurisdictions will not result in significant additional reductions of disposal of organic waste.

(b) If a jurisdiction, as of January 1, 2016, has in place an organic waste recycling program that meets the requirements of this section, it is not required to implement a new or expanded organic waste recycling program.

(c) The organic waste recycling program required by this section shall be directed at organic waste generators and may include, but is not limited to, one or more of the following:

1. Implementing a mandatory commercial organic waste recycling policy or ordinance that addresses organic waste recycling.
2. Requiring a mandatory commercial organic waste recycling program through a franchise contract or agreement.
3. Requiring organic waste to go through a source separated or mixed processing system that diverts material from disposal.

(d) (1) The organic waste recycling program shall do all of the following:

(A) Identify all of the following:

(i) Existing organic waste recycling facilities within a reasonable vicinity and the capacities available for materials to be accepted at each facility.
(ii) Existing solid waste and organic waste recycling facilities within the jurisdiction that may be suitable for potential expansion or colocation of organic waste processing or recycling facilities.

(iii) Efforts of which the jurisdiction is aware that are underway to develop new private or public regional organic waste recycling facilities that may serve some or all of the organic waste recycling needs of the commercial waste generators within the jurisdiction subject to this chapter, and the anticipated timeframe for completion of those facilities.

(iv) Closed or abandoned sites that might be available for new organic waste recycling facilities.

(v) Other nondisposal opportunities and markets.

(vi) Appropriate zoning and permit requirements for the location of new organic waste recycling facilities.

(vii) Incentives available, if any, for developing new organic waste recycling facilities within the jurisdiction.

(B) Identify barriers to siting new or expanded compostable materials handling operations, as defined in paragraph (12) of subdivision (a) of Section 17852 of the Title 14 of the California Code of Regulations, and specify a plan to remedy those barriers that are within the control of the local jurisdiction.

(C) Provide for the education of, outreach to, and monitoring of, businesses. The program shall require the jurisdiction to notify a business if the business is not in compliance with Section 42649.81.

(2) For purposes of subparagraph (A) of paragraph (1), an “organic waste recycling facility” shall include compostable materials handling operations, as defined in paragraph (12) of subdivision (a) of Section 17852 of Title 14 of the California Code of Regulations, and may include other facilities that recycle organic waste.

(e) The organic waste recycling program may include any one or more of the following:

(1) Enforcement provisions that are consistent with the jurisdiction’s authority, including a structure for fines and penalties.

(2) Certification requirements for self-haulers.

(3) Exemptions, on a case-by-case basis, from the requirements of Section 42649.81 that are deemed appropriate by the jurisdiction for any of the following reasons:

(A) Lack of sufficient space in multifamily complexes or businesses to provide additional organic material recycling bins.

(B) The current implementation by a business of actions that result in the recycling of a significant portion of its organic waste.

(C) The business or group of businesses does not generate at least one-half of a cubic yard of organic waste per week.

(D) Limited-term exemptions for extraordinary and unforeseen events.

(E) (i) The business or group of businesses does not generate at least one cubic yard of organic waste per week, if the local jurisdiction provides the department with information that explains the need for this higher exemption than that authorized by subparagraph (C).
(ii) The information described in clause (i) shall be provided to the department with the information provided pursuant to subdivision (f).

(iii) This subparagraph shall not be operative on or after January 1, 2020, if the department, pursuant to paragraph (4) of subdivision (a) of Section 42649.81, determines that statewide disposal of organic waste has not been reduced to 50 percent of the level of disposal during the 2014 calendar year.

(f) (1) Each jurisdiction shall provide the department with information on the number of regulated businesses that generate organic waste and, if available, the number that are recycling organic waste. The jurisdiction shall include this information as part of the annual report required pursuant to Section 41821.

(2) On and after August 1, 2017, in addition to the information required by paragraph (1), each jurisdiction shall report to the department on the progress achieved in implementing its organic waste recycling program, including education, outreach, identification, and monitoring, on its rationale for allowing exemptions, and, if applicable, on enforcement efforts. The jurisdiction shall include this information as part of the annual report required pursuant to Section 41821.

(g) (1) The department shall review a jurisdiction’s compliance with this section as part of the department’s review required by Section 41825.

(2) The department also may review whether a jurisdiction is in compliance with this section at any time that the department receives information that a jurisdiction has not implemented, or is not making a good faith effort to implement, an organic waste recycling program.

(h) During a review pursuant to subdivision (g), the department shall determine whether the jurisdiction has made a good faith effort to implement its selected organic waste recycling program. For purposes of this section, “good faith effort” means all reasonable and feasible efforts by a jurisdiction to implement its organic waste recycling program. During its review, the department may include, but is not limited to, consideration of the following factors in its evaluation of a jurisdiction’s good faith effort:

(1) The extent to which businesses have complied with Section 42649.81, including information on the amount of disposal that is being diverted from the businesses, if available, and on the number of businesses that are complying with Section 42649.81.

(2) The recovery rate of the organic waste from the material recovery facilities that are utilized by the businesses, all information, methods, and calculations, and any additional performance data, as requested by the department from the material recovery facilities pursuant to Section 18809.4 of Title 14 of the California Code of Regulations.

(3) The extent to which the jurisdiction is conducting education and outreach to businesses.

(4) The extent to which the jurisdiction is monitoring businesses and notifying those businesses that are not in compliance.

(5) The appropriateness of exemptions allowed by the jurisdiction.

(6) The availability of markets for collected organic waste recyclables.

(7) Budgetary constraints.
(8) In the case of a rural jurisdiction, the effects of small geographic size, low population density, or distance to markets.

(9) The availability, or lack thereof, of sufficient organic waste processing infrastructure, organic waste recycling facilities, and other nondisposal opportunities and markets.

(10) The extent to which the jurisdiction has taken steps that are under its control to remove barriers to siting and expanding organic waste recycling facilities.

42649.83. (a) If a jurisdiction adds or expands an organic waste recycling program to meet the requirements of Section 42649.82, the jurisdiction shall not be required to revise its source reduction and recycling element or obtain the department’s approval pursuant to Article 1 (commencing with Section 41800) of Chapter 7 of Part 2.

(b) If an addition or expansion of a jurisdiction’s organic waste recycling program is necessary, the jurisdiction shall include this information in the annual report required pursuant to Section 41821.

42649.84. (a) This chapter does not limit the authority of a local governmental agency to adopt, implement, or enforce a local organic waste recycling requirement, or a condition imposed upon a self-hauler, that is more stringent or comprehensive than the requirements of this chapter.

(b) This chapter does not modify, limit, or abrogate in any manner any of the following:

(1) A franchise granted or extended by a city, county, city and county, or other local governmental agency.

(2) A contract, license, or permit to collect solid waste previously granted or extended by a city, county, city or county, or other local governmental agency.

(3) The existing right of a business to sell or donate its recyclable organic waste materials.

(c) Notwithstanding any other requirement of this chapter, nothing in this chapter modifies, limits, or abrogates the authority of a local jurisdiction with respect to land use, zoning, or facility siting decisions by or within that local jurisdiction.

42649.85. A local governmental agency may charge and collect a fee from an organic waste generator to recover the local governmental agency’s costs incurred in complying with this chapter.

42649.86. (a) The department shall identify and recommend actions to address, with regard to both state agencies and the federal government, the permitting and siting challenges associated with composting and anaerobic digestion, and to encourage the continued viability of the state’s organic waste processing and recycling infrastructure, in partnership with the California Environmental Protection Agency and other state and regional agencies. These other state and regional agencies shall include, but are not limited to, the State Air Resources Board, the State Energy Resources Conservation and Development Commission, the Public Utilities Commission, the Department of Food and Agriculture, the State Water
Resources Control Board, California regional water quality control boards, and air pollution control and air quality management districts.

(b) The department shall cooperate with local governmental agencies and industry to provide assistance for increasing the feasibility of organic recycling by promoting processing opportunities and the development of new infrastructure of sufficient capacity to meet the needs of generators, and developing sufficient end-use markets throughout the state for the quantity of organic waste required to be diverted.

(c) The department shall identify and post on its Internet Web site state financing mechanisms and state funding incentives that are available for in-state development of organic waste infrastructure to help the state achieve its greenhouse gas reduction goals and waste reduction goals.

SEC. 2. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.
TO: SANDAG Regional Planning – Solid Waste Taskforce

FROM: SANDAG Solid Waste Taskforce – Integrated Waste Management Technical Advisory Committee

SUBJECT: REGIONAL DISCUSSION AND PLANNING FOR ORGANIC MATERIALS MANAGEMENT

The Technical Advisory Committee (TAC) for the SANDAG Solid Waste Taskforce seeks guidance from the Solid Waste Taskforce on how best to achieve a regional solution to AB 1826 implementation using the many resources of SANDAG. The TAC has recently been working on ways to address the implementation of new legislation related to organic materials, specifically AB 1826, which will phase-in requirements to divert organic materials from the landfill starting in 2016 and AB 1594, which will no longer provide diversion credit for organic materials used as landfill cover starting in 2020. TAC recognizes the need for a discussion and investigation into organic materials management in the San Diego Region including siting new facilities, alternative options to landfilling, regulations, and benefits. With this information, the region can develop policies and programs toward better management of its organic resources. As most organic processing facilities serve multiple jurisdictions, discussion and planning for these requirements are needed on a regional level.

TAC plans to submit a request to the SANDAG Board of Directors to work with TAC and the Citizens Advisory Committee (CAC) to hold a regional discussion on improving organic materials management and to develop a regional plan to address identified concerns, barriers, needs, and benefits. TAC requests instruction from SANDAG staff on how to proceed in this request.

The overlapping mandates of AB 32, recently enacted legislation and state regulations requiring measurement, evaluation, and reductions of greenhouse gases and those relating to climate change, materials management, composting facilities, water quality and supply, land use designations, and landfill operation technologies make this a pressing concern. This request comes at a critical time for our state and region, considering the current drought and the impending implementation of AB 1826 and AB 1594.

Considering the aggressive goals and timelines of AB 1826 and AB 1594, the issue of planning for processing organic materials must be addressed at a regional level to ensure the necessary zoning revisions and siting of facilities occur to divert organic materials from the landfill.

Three cities in the region have adopted zero waste goals, including the cities of El Cajon, Oceanside, and San Diego. Other jurisdictions are also currently considering adopting similar goals. To most effectively disseminate information and to ensure a coordinated approach throughout the region, the TAC requests that regional leadership be provided by SANDAG.

Despite our robust recycling infrastructure for traditional recyclables, organic materials such as yard trimmings, food scraps, and wood remain the most prevalent items in our waste stream, representing over one third of materials disposed. Decomposition of organic materials in landfills creates one of the primary
sources of methane gas. According to the latest IPCC study, methane is 34 times more potent than CO₂ in causing the greenhouse gas effect that leads to climate change. In an ARB analysis, even with landfill gas capture systems, over 6.7 million metric tons of CO₂ equivalent fugitive emissions were released from state landfills in 2009. Processing organics will reduce these emissions and conserve landfill space. By creating compost and applying it to the soil, nutrients removed from the soil by agricultural production can be returned. Compost prevents soil erosion and reduces water and chemical fertilizer use, which will improve water supply and quality in the surrounding watershed. ARB has estimated that the application of compost will save 0.42 net tons of CO₂ per ton composted through soil carbon storage, decreased water and fertilizer use, and soil erosion. Value-added materials such as mulch and compost can be used in landscaping applications for residences, commercial properties, and public facilities to achieve the same benefits, while creating jobs and revenue from discarded materials.

As with construction and demolition materials, organic materials require an infrastructure to process currently wasted materials into useful resources such as mulch and compost. It has been estimated that the County of San Diego would need eight additional large composting facilities to process organic materials in order to meet State goals. Because the current regional infrastructure for processing organic materials is limited, siting of facilities can take years. Consequently, a regional plan to process and use these materials is warranted. This infrastructure will result in a reduction of pollution and greenhouse gases, create jobs, and further support a burgeoning industry.

Given the complexity of these regional planning issues, the study would include all potentially-impacted parties including TAC, CAC, waste haulers, composting operators, farmers, landscape and city planners, landscaping companies, land developers, business stakeholder groups, and other regulatory agencies (air, water, etc.)

The California Department of Resources Recycling and Recovery (CalRecycle) has offered to provide presentations to local governments on AB 1826 to give details on requirements and to share the requirements on planning for new organic material processing facilities.

If desired, we would be pleased to coordinate an AB 1826 presentation by CalRecycle staff for the SANDAG Board of Directors. We stand ready to begin the work and await your response.

Best regards,

Colleen Foster
On Behalf of TAC
City of Oceanside