AGENDA HIGHLIGHTS

- **TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM PROJECT RANKINGS AND FUNDING RECOMMENDATIONS**

- **ROLL-OUT OF ADDITIONAL ENERGY ROADMAP SERVICES**

- **TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM QUARTERLY PROGRESS REPORT AND HIGHLIGHTS**

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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.

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The Regional Planning Committee is asked to review and approve the minutes from its October 7, 2016, meeting.

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.

Regional Planning Technical Working Group Chair, Brad Raulston will provide a report on the request from the San Diego Food System Alliance to collaborate on reducing organic materials from landfills.

The Regional Planning Committee is asked to recommend that the Board of Directors award funding for the Eighth Cycle of the TransNet Environmental Mitigation Program Land Management Grants.

Staff will provide an update on the Energy Roadmap Program and describe the additional energy engineering and climate planning services available to the 16 roadmap cities.
6. TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM QUARTERLY PROGRESS REPORT AND HIGHLIGHTS (Local Jurisdiction Staff; Tracy Ferchaw)

A. QUARTERLY PROGRESS REPORT
   Staff will provide an overview of the progress made by TransNet Smart Growth Incentive Program and Active Transportation Grant Program recipients through June 30, 2016.

B. HIGHLIGHTING SMART GROWTH: FEATURING RECENTLY-COMPLETED SMART GROWTH INCENTIVE PROGRAM PROJECTS
   Local jurisdiction staff will present an overview of the following completed capital and planning projects from the second cycle of the Smart Growth Incentive Program: La Mesa Downtown Village Streetscape Improvement Project; Civic San Diego East Village Green/14th Street Promenade Master Plan; and National City Downtown Westside Community Connections.

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

8. UPCOMING MEETINGS
   The next meeting of the Regional Planning Committee will be held on Friday, December 2, 2016.

9. ADJOURNMENT

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

OCTOBER 7, 2016

The meeting of the Regional Planning Committee was called to order by Chair Lesa Heebner (North County Coastal) at 12:04 p.m.

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 August 5, 2016. Yes – Chair Heebner, Vice Chair Kristine Alessio (East County), Councilmember Downey, Mayor Sam Abed (North County Inland), Supervisor Roberts, and Councilmember Lori Zapf (City of San Diego). No – None. Abstain – None. Absent – None.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public/member comments.

REPORTS

3. REGIONAL SHORELINE MONITORING PROGRAM FUNDING (RECOMMENDATION)

Sarah Pierce, Regional Planner I, provided a status report of the Regional Shoreline Monitoring Program Funding.

Action: Upon a motion by Councilmember Downey, and a second by Supervisor Roberts, the Regional Planning Committee recommended that the Board of Directors continue the Regional Shoreline Monitoring Program for an additional five years based on the estimated costs shown in the proposed FY 2018 estimated regional shoreline monitoring program cost. Yes – Chair Heebner, Vice Chair Alessio, Councilmember Downey, Mayor Abed, Councilmember Zapf, and Supervisor Roberts. No – None. Abstain – None. Absent – None.

4. TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM (INFORMATION)

A. DRAFT PROJECT RANKINGS FOR EIGHTH CYCLE OF FUNDING

Chair Heebner, introduced the item.
Sarah Pierce, Regional Planner I, presented the draft project rankings for the eighth cycle of grant funding for the TransNet Environmental Mitigation Program: Land Management Grant Program.

Action: This item was presented for information.

B. QUARTERLY STATUS UPDATE

Ms. Pierce provided an overview of progress made by TransNet Environmental Mitigation Program and quarterly status update of active land management grant projects.

Action: This item was presented for information.

5. REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY (INFORMATION)

Miriam Kirshner, Senior Regional Planner, and Marisa Mangan, Regional Planner II, provided a status report of the Regional Mobility Hub Implementation Strategy, a joint effort of SANDAG and the Imperial County Transportation Commission.

Action: This item was presented for information.

6. CONTINUED PUBLIC COMMENTS

There were no additional public comments.

7. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Regional Planning Committee is scheduled for Friday, November 4, 2016, at 1:15 p.m.

8. ADJOURNMENT

Chair Heebner adjourned the meeting at 1:04 p.m.
# CONFIRMED ATTENDANCE

## SANDAG REGIONAL PLANNING COMMITTEE MEETING

**OCTOBER 7, 2016**

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<th>NAME</th>
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<td>North County Inland</td>
<td>Sam Abed Member</td>
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<td>John Aguilera Alternate Yes</td>
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<td>South County</td>
<td>Carrie Downey Member Yes</td>
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<td>Pamela Bensoussan Alternate Yes</td>
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<td>North County Coastal</td>
<td>Lesa Heebner (Chair) Member Yes</td>
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<td>Chuck Lowery Alternate No</td>
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<td>East County</td>
<td>Kristine Alessio (Vice Chair) Member Yes</td>
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<td>Jennifer Mendoza Alternate Yes</td>
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<td>Lorie Zapf Member Yes</td>
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<td>Mark Kersey Alternate No</td>
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<td>County of San Diego</td>
<td>Dave Roberts Member Yes</td>
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### ADVISORY MEMBERS

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<td>Caltrans, District 11</td>
<td>Laurie Berman Member No</td>
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<td>Garry Bonelli Member No</td>
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<td>Ann Moore Alternate No</td>
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<td>San Diego County Water Authority</td>
<td>Elsa Saxod Member Yes</td>
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<td>Ken Olson Alternate Yes</td>
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<td>MTS</td>
<td>Mona Rios Member Yes</td>
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<td>Don Mosier Member Yes</td>
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<td>Regional Planning Technical Working Group (TWG)</td>
<td>Brad Raulston Member No</td>
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<td>Karen Brindley Alternate No</td>
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<td>Southern California Tribal Chairmen's Association</td>
<td>Eric LaChappa Member Yes</td>
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<td>Department of Defense</td>
<td>Steve Chung Member Yes</td>
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<td>Dave Means Member No</td>
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<td>David Mayer Alternate No</td>
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<td>US Army Corps of Engineers</td>
<td>Therese Bradford Member No</td>
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<td>Michelle Matson Alternate No</td>
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<td>US Fish and Wildlife Service</td>
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<td>Susan Wynn Alternate No</td>
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REQUEST TO COLLABORATE TO REDUCE ORGANIC MATERIALS FROM LANDFILLS

Introduction

At the June 3, 2016, Regional Planning Committee meeting, representatives from the San Diego Food System Alliance requested SANDAG collaboration to implement Assembly Bill 1826 (AB 1826) (Chesbro, 2014) which requires local jurisdictions to meet requirements for removing organic materials such as yard trimmings, food scraps, and wood from landfills (Attachment 1). The Regional Planning Committee discussed the request, and referred this item to the Regional Planning Technical Working Group (TWG) for information and discussion. The Regional Planning Committee requested that the TWG report back on the discussion.

At its July 14, 2016, meeting, the TWG received three presentations. The first presentation was made by a representative from the organics subcommittee of the Countywide Integrated Waste Management Citizens and Technical Advisory Committee, who discussed infrastructure needs related to organics, and the relationship between reducing organic materials from landfills and implementing local climate action plans. The second presentation was made by representatives from the San Diego Food System Alliance, with a focus on food waste challenges and solutions. The third presentation was made by a representative of the Regional Solid Waste Association of San Diego County, who provided an overview of the new regulatory requirements on cities and counties to recycle organic materials.

Discussion

Based upon the information provided in the presentations, the TWG acknowledged the importance of reducing organic waste as a way to extend the lifespan of local landfills and to reduce greenhouse gas emissions generated through the decomposition of green waste. The TWG also acknowledged SANDAG’s changing role over the years, ranging from active involvement in solid waste planning in the 1990s and early 2000s as the local task force for the Integrated Waste Management Plan, to the removal of solid waste from the SANDAG overall work program and budget in 2004 and the transfer of these responsibilities to the County of San Diego, and subsequently to the City of Chula Vista.

The TWG recognized that it is the responsibility of local jurisdictions to meet the new composting mandates through amendments to local zoning ordinances that allow for additional large- and small-scale composting facilities in the region. The TWG further recognized that the region could benefit from information-sharing to move toward the paradigm-shift that will be needed to meet...
the aggressive composting requirements established by AB 1826. The TWG felt that SANDAG could lend assistance by supporting information-sharing efforts such as periodic dissemination of information through the TWG email distribution list or through occasional presentations at future TWG meetings to raise awareness about issues such as food waste prevention, improved access to healthy foods, and progress on the permitting and construction of composting facilities. The TWG also suggested that potential impacts of transporting organic waste outside of the region be considered in the update of the Regional Plan if sufficient large- and small-scale composting facilities are not permitted within the region to meet the requirements of AB 1826.

Brad Raulston, Chair of the TWG, will report the discussion to the Regional Planning Committee.

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


Key Staff Contact: Carolina Ilic, (619) 699-1989; carolina.ilic@sandag.org
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
recycling services specifically for organic waste in the manner specified in subdivision (b).

(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.
(g) 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 landfiling, 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
**TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM PROJECT RANKINGS AND FUNDING RECOMMENDATIONS**

**Introduction**

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

Each year, the SANDAG Board of Directors allocates $4 million toward implementation of regional land management and biological monitoring pursuant to a Memorandum of Agreement with state and federal agencies on the implementation of the EMP. The Regional Management and Monitoring Work Plan for FY 2016-2017 allocated $1.8 million of the $4 million in available funding for the development of an eighth cycle of land management grants.

A competitive selection process is used to award funding to successful applicants. Eligible applicants include land managers from private nonprofit organizations, local jurisdictions, and other governmental agencies. The purpose of this report is to seek a recommendation from the Committee on the award of grant funding for the eighth cycle of the *TransNet* Environmental Mitigation Land Management Grant Program.

**Discussion**

**Competitive Selection Process**

On February 26, 2016, the Board of Directors approved the release of the Eighth Cycle of Grant Funding FY 2017 call for projects for the *TransNet* EMP Land Management Grants Program. A total of $1.8 million was made available to address land management activities related to: (1) Threat Reduction Stewardship ($800,000); and (2) Species and Habitat Recovery ($1,000,000). The Board of Directors also approved the evaluation criteria for each of the funding categories.

**Recommendation**

The Regional Planning Committee is asked to recommend that the Board of Directors award funding for the Eighth Cycle of the *TransNet* Environmental Mitigation Program Land Management Grants as shown in Attachments 1 and 2.
The call for projects was released on March 7, 2016. At its May 10, 2016, meeting, the EMP Working Group appointed an evaluation committee to review the land management grant proposals received by SANDAG under the call for projects. The final evaluation committee consisted of EMP Working Group members who were not competing for funds and staff from the County of San Diego, U.S. Geological Survey, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, City of Carlsbad, San Diego Foundation, and SANDAG.

The call for projects closed on June 10, 2016. SANDAG received 32 proposals and distributed them to each evaluation committee member to rank and evaluate independently.

Each member of the evaluation committee reviewed the grants and scored them using the evaluation criteria adopted by the SANDAG Board of Directors. SANDAG staff collected the scores and compiled into an overall list of grant projects ranked from highest to lowest. On August 17, 2016, the evaluation committee met to discuss the proposals regarding merit or shortcomings and to discuss any conditions/changes to the projects that would be recommended for funding. The ranked projects and the recommendations were provided to the EMPWG for discussion on September 13, 2016.

As with the past seven land management grant cycles, the evaluation committee made recommendations for full or partial funding based upon its discussions and expertise to determine if the overall intended goals of project proposals could be achieved. In addition, applicants were available by phone to address any questions regarding their proposals.

**Project Rankings and Funding Recommendations**

The project evaluation rankings are reflected in the TransNet EMP Land Management Grant Program Project Rankings for Eighth Cycle of Grant Funding (Attachments 1 and 2). The evaluators’ raw scores, individual rankings, and the combined rankings by grant project are available for review at sandag.org/uploads/projectid/projectid_447_21153.pdf.

The SANDAG Technical Services Department performed an independent review, checking for consistency with the evaluation committee score sheets, and correct formulas and calculations used for scores. No errors were found during this independent review. In addition, staff performed a social equity analysis which confirmed that the projects proposed for grant funding were distributed such that low-income and minority communities receive an equitable proportion of the benefits.

For the Threat Reduction Stewardship category, a total of 14 proposals were received. However, one proposal was withdrawn from consideration by the applicant due to inability to complete the proposed scope of work. That proposal was not reviewed by the evaluation committee and is therefore not included in Attachment 1. The total requested funding for the 13 proposals reviewed by the committee is $551,556.71. The evaluation committee recommended funding for 12 projects totaling $502,356.71. The top ranked projects recommended for funding in the Threat Reduction Stewardship category are highlighted in bold in Attachment 1.

The Threat Reduction Stewardship category was originally allocated $800,000 in funding. However, because only $502,356.71 is recommended for projects in this category, the remaining $297,643.29 is
recommended to be added to the Species and Habitat Restoration category bringing the total available funding in the Species and Habitat Restoration category to $1,297,643.29.

For the Species and Habitat Recovery category, a total of 18 proposals were received requesting $4,392,318.93 in funding. The evaluation committee recommended funding for five projects totaling $1,297,643.29. The top-ranked projects recommended for funding in the Species and Habitat Recovery category are highlighted in bold in Attachment 2.

The EMP Working Group reviewed the evaluation committee's recommendations on September 13, 2016, and unanimously recommended approval to the Regional Planning and Transportation Committees. On October 7, 2016, the draft project rankings and funding recommendations were presented to the Regional Planning and Transportation Committees for information. In addition, the results and recommendations were presented to the TransNet Independent Taxpayer Oversight Committee (ITOC) for discussion at its October meeting. The ITOC confirmed that the grant funding recommendations are consistent with TransNet Extension Ordinance funding eligibility requirements.

**Next Steps**

The Transportation Committee also is being asked to recommend that the Board of Directors approve the proposed grant funding at its November 4, 2016, meeting. If approved by the Board of Directors, Notices of Award will be sent for the 17 recommended projects and grant agreements would be executed in late 2016/early 2017.

CHARLES "MUGGS’ STOLL
Director of Land Use and Transportation Planning

Attachments: 1. Short-Term Threat Reduction Stewardship Category
              2. Long-Term Species and Habitat Recovery Category

Key Staff Contact: Sarah Pierce, (619) 699-7312, sarah.pierce@sandag.org
<table>
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<tr>
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<tbody>
<tr>
<td>12</td>
<td>CDFW_Proctor Valley OHV Barrier</td>
<td>California Department of Fish and Wildlife</td>
<td>This project will close one of the last remaining gaps in the Proctor Valley OHV barrier, decreasing unauthorized access to OHV activities.</td>
<td>$ 50,000.00</td>
<td>$ 50,000.00</td>
<td>14</td>
<td>1</td>
<td>Fully fund. Project builds off past success and would finish fencing barrier in this area.</td>
</tr>
<tr>
<td>14</td>
<td>County SD_Quino Habitat Restoration</td>
<td>County of San Diego - Department of Parks and Recreation</td>
<td>Reduce a threat to the Quino checkerspot butterfly by enhancing habitat conditions and connectivity on a County-owned site that had previously supported a hundred or more butterflies.</td>
<td>$ 44,000.00</td>
<td>$ 44,000.00</td>
<td>25</td>
<td>2</td>
<td>Fully fund with changes. Grantee needs to specify success criteria such as the amount of acreage enhanced or plantago planted and must review alternative access control options.</td>
</tr>
<tr>
<td>20</td>
<td>City CV_Salt Creek Cactus Wren</td>
<td>City of Chula Vista</td>
<td>Increase the quality of habitat and improve connectivity for the coastal cactus wren along Salt Creek through shrub thinning within suitable wren habitat.</td>
<td>$ 49,972.00</td>
<td>$ 49,972.00</td>
<td>30</td>
<td>3</td>
<td>Fully fund with changes. Quantify success criteria to include level of shrub thinning to occur (below 25% recommended) and work with a biologist to ensure composted material left on site does not have negative impacts to crusts or native species.</td>
</tr>
<tr>
<td>15</td>
<td>County SD_Cactus Wren</td>
<td>County of San Diego - Department of Parks and Recreation</td>
<td>Reduce threats to coastal cactus wren habitat by installing t-post barbless wire fencing around a previously restored site, and installing 8 access control signs.</td>
<td>$ 8,854.50</td>
<td>$ 8,854.50</td>
<td>31</td>
<td>4</td>
<td>Fully fund. Project is straightforward and builds off a previous grant. Low costs for implementation.</td>
</tr>
<tr>
<td>17</td>
<td>City SD_Vernal Pools</td>
<td>City of San Diego Parks and Recreation Open Space Division</td>
<td>Fence off as many key access points and areas of frequent off-road vehicle use throughout the Spring Canyon/Goat Mesa complex and surrounding open space.</td>
<td>$ 50,000.00</td>
<td>$ 50,000.00</td>
<td>31</td>
<td>4</td>
<td>Fully fund with changes. Need to specify the amount of fencing to be installed and exact location and target. Fencing installation needs to be consistent with standardized management plan for Otay Mesa. Increase reduction in trespass to 75%.</td>
</tr>
<tr>
<td>19</td>
<td>City SD_Bernardo Bay Cactus Wren</td>
<td>City of San Diego Public Utilities Department</td>
<td>Enhance certain clusters of habitat for coastal cactus wren at a 20 acre project site in Bernardo Bay, by planting Opuntia littoralis (cacti) and closing unauthorized trails through the area.</td>
<td>$ 50,000.00</td>
<td>$ 50,000.00</td>
<td>37</td>
<td>6</td>
<td>Fully fund with changes. Need to quantify cacti establishment, target survival rate etc. Achieve cacti establishment goals without changing methodologies (i.e. do not install irrigation lines for supplemental watering).</td>
</tr>
<tr>
<td>18</td>
<td>TCLC_Crest Canyon Veldtgrass</td>
<td>The Chaparrel Lands Conservancy</td>
<td>Conduct thorough and systematic herbicide treatment of purple veldt grass and any other encountered invasive plant species in the Crest Canyon Preserve.</td>
<td>$ 49,991.21</td>
<td>$ 49,991.21</td>
<td>43</td>
<td>7</td>
<td>Fully fund with changes. Grantee needs to determine if their sites are retreatments or if these are new occurrences of the species. Mapping materials should be updated. Success criteria should be updated; 90-100% reduction in veldt grass and to 100% reduction for areas near and around target species listed.</td>
</tr>
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<tr>
<td>2</td>
<td>LRPC_Riparian Restoration &amp; Arundo Removal</td>
<td>Lakeside’s River Park Conservancy</td>
<td>Remove arundo donax and other non-native plants located in an 11 acre ‘old growth’ riparian forest in the channel of the San Diego River.</td>
<td>$48,895.00</td>
<td>$48,895.00</td>
<td>54</td>
<td>8</td>
<td>Fully fund with changes. Address how reinfestation of treated site will be prevented. Grantee needs to coordinate with adjacent land owners to determine the source of arundo and develop a plan for future control of the species. Grantee should specify their resources available to maintain the project and address why this will not be a reoccurring issue.</td>
</tr>
<tr>
<td>16</td>
<td>SELC_Veldt Grass Removal</td>
<td>San Elijo Lagoon Conservancy</td>
<td>Treat the current range of perennial veldt grass in the San Elijo Lagoon Ecological Reserve and continue to monitor the spread or lack thereof.</td>
<td>$49,003.00</td>
<td>$49,003.00</td>
<td>58</td>
<td>9</td>
<td>Fully fund with changes. Include language that specifies for any veldt grass found within these coastal dune habitats during baseline surveys, 100% reduction will be achieved.</td>
</tr>
<tr>
<td>13</td>
<td>LCDC_Pallid Bat</td>
<td>Living Coast Discovery Center</td>
<td>Conduct surveys to determine bat species composition on and around the Sweetwater Marsh Unit of the San Diego Bay National Wildlife Refuge and establish a site-specific bat habitat threat reduction and management plan.</td>
<td>$15,810.00</td>
<td>$15,810.00</td>
<td>61</td>
<td>10</td>
<td>Fully fund with changes. Grantee will need to coordinate with Drew Stokes and tie into existing project as well as verify that their methods for detection are appropriate. Because monitoring will lead to the development of threat reduction and management recommendation, and eventual implementation of actions if bats are detected, project was qualified for grant.</td>
</tr>
<tr>
<td>10</td>
<td>SDAS_Silverwood Wildlife Sanctuary</td>
<td>San Diego Audubon</td>
<td>Treatment of over 65 acres of invasive species hotspots with herbicide and 5 acres of emergent invasive species via hand management within Silverwood Wildlife Sanctuary.</td>
<td>$36,301.00</td>
<td>$36,301.00</td>
<td>68</td>
<td>11</td>
<td>Fully fund with changes. Project needs to identify the invasive species targeted and thresholds should be a reduction in cover of 90% or greater. Funds should be focused on specific species such as black mustard and star thistle rather than trying to control invasive grasses.</td>
</tr>
<tr>
<td>3</td>
<td>LRPC_San Diego River Channel</td>
<td>Lakeside’s River Park Conservancy</td>
<td>Coordinated removal of homeless encampments and trash along the San Diego River Biological Corridor between the Santee border and Channel Road in Lakeside.</td>
<td>$49,530.00</td>
<td>$49,530.00</td>
<td>78</td>
<td>12</td>
<td>Fully fund with changes. Success criteria needs to be increased to 100% reduction of homeless encampments and removal of trash. Grantee needs to coordinate with local community organizations and law enforcement regarding the timing of the events to address long term issues. Project may need to include access control measures to help prevent re-entry.</td>
</tr>
<tr>
<td>6</td>
<td>TECC_Elfin Forest Mobility Plan</td>
<td>The Escondido Creek Conservancy</td>
<td>Develop a Mobility Master Plan to prepare for increased usage of EFRR and to minimize spill-over land management issues on nearby conserved lands.</td>
<td>$49,200.00</td>
<td>-</td>
<td>81</td>
<td>13</td>
<td>Project was not recommended for funding. It does not meet the Threat Reduction Stewardship criteria outlined in the Call for Projects since it does not include a threat reduction or management action.</td>
</tr>
</tbody>
</table>

**TOTAL** | **$551,556.71** | **$502,356.71** |
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<tr>
<td>7</td>
<td>ZS_Native Seed Bank</td>
<td>San Diego Zoo's ICR</td>
<td>Establish genetically diverse, high-quality seed collections for nine plant species in the Management Strategic Plan.</td>
<td>$422,092.00</td>
<td>$492,396.00</td>
<td>$283,330.00</td>
<td>17</td>
<td>1</td>
<td>Funding NOT recommended for San Diego ambrosia, dehesa nolina, and Otay tarplant. Funding recommended for 6 spp. identified in proposal including San Diego thornmint, salt-marsh bird's-beak, Occult's bird's-beak, short-leaved dudleya, Mexican flannelbush, and willowy monardella. In addition, ICR to produce San Diego thornmint, California occurt grass, spreading navaretia, Otay Mesa mint, Occult's birds-beak, and San Diego thornmint for projects # 22, 30, and 31. Experimental work to be conducted on little mousetail. Approx $32,000 contingency to be added to year 3 project budget if needed due to environmental conditions to ensure seed available for other grantees.</td>
</tr>
<tr>
<td>31</td>
<td>TCLC_Otay Mesa Rare Plants</td>
<td>The Chaparral Lands Conservancy</td>
<td>Bulk seed for five of San Diego County's rarest plants for direct restoration in two habitat restoration projects on important conserved lands in Otay Mesa.</td>
<td>$241,319.39</td>
<td>$141,319.39</td>
<td>$260,451.50</td>
<td>28</td>
<td>2</td>
<td>Zoo ICR Native Seed Bank project (#7) to fill approx half of seed bulking needs. Budget reduction of $100,000. Grantee will coordinate with Zoo ICR for seed bulking needs. Reduce funding required for seed bulking efforts by $11,493.53. Remaining $48,506.47 in task needed for bulking of species not included in Zoo ICR Native Seed Bank project (#7). Grantee to adjust budget table/schedule to include additional 18 months to account for any extra time needed due to poor environmental conditions.</td>
</tr>
<tr>
<td>30</td>
<td>TCLC_Proctor Valley Vernal Pools and Uplands</td>
<td>The Chaparral Lands Conservancy</td>
<td>Implement the final three years of work to complete restoration of 19 acres of vernal pools and coastal sage scrub in Proctor Valley on the City of San Diego's Otay Lakes Cornerstone Lands.</td>
<td>$405,357.43</td>
<td>$393,863.90</td>
<td>$271,938.00</td>
<td>40</td>
<td>3</td>
<td>Funding of Cardiff and Carlsbad portions only. Reduce project budget by $100,000. Nuttall's acmispon not located in project area at Torrey Pines, however occurrence of the species has been found within the park based on MOM data and may be worth re-visiting depending on success of the Carlsbad and San Elijo sites.</td>
</tr>
<tr>
<td>23</td>
<td>SELC_North County Dunes 2</td>
<td>San Elijo Lagoon Conservancy</td>
<td>Completion and implementation of the three site-specific restoration plans: the Cardiff State Beach Living Shorelines Draft Habitat Restoration Plan, SeasideTerrace Dunes Draft Habitat Restoration Plan, and Torrey Pines State Beach - &quot;Black's Beach&quot; Draft Habitat Restoration Plan.</td>
<td>$297,798.00</td>
<td>$197,798.00</td>
<td>$200,835.00</td>
<td>46</td>
<td>4</td>
<td>Funding of Cardiff and Carlsbad portions only. Reduce project budget by $100,000. Nuttall's acmispon not located in project area at Torrey Pines, however occurrence of the species has been found within the park based on MOM data and may be worth re-visiting depending on success of the Carlsbad and San Elijo sites. Removal of seed bulking efforts reduces proposal cost to $72,265. Thornmint needed for project to be provided by Zoo ICR Native Seed Bank project (#7). Grantee to revise scope to include measurable and quantifiable success criteria (reduction of weed cover, amount of seed distributed etc.)</td>
</tr>
<tr>
<td>22</td>
<td>MTRPF_SD Thornmint Restoration</td>
<td>Mission Trails Regional Park Foundation</td>
<td>Improve and expand areas occupied by the San Diego thornmint within Mission Trails Regional Park (MTRP).</td>
<td>$83,765.00</td>
<td>$72,265.00</td>
<td>$7,992.00</td>
<td>56</td>
<td>5</td>
<td>Removal of seed bulking efforts reduces proposal cost to $72,265. Thornmint needed for project to be provided by Zoo ICR Native Seed Bank project (#7). Grantee to revise scope to include measurable and quantifiable success criteria (reduction of weed cover, amount of seed distributed etc.)</td>
</tr>
<tr>
<td>8</td>
<td>ZS_Burrowing Owl</td>
<td>San Diego Zoo's ICR</td>
<td>Establish additional BUOW breeding nodes through the use of conservation breeding and releases, targeted vegetation management, and maintenance of prioritized artificial burrows.</td>
<td>$540,280.00</td>
<td>$ -</td>
<td>$167,158.00</td>
<td>59</td>
<td>6</td>
<td>Funding not available.</td>
</tr>
<tr>
<td>26</td>
<td>SDRPF_Nuttall's Acmispon and Salt Marsh Birds Beak</td>
<td>San Diego River Park Foundation</td>
<td>Engage the community and visitors in better management of threatened species, including the salt-marsh bird's-beak and the Nuttall's acmispon at the San Diego River Mouth and Estuary.</td>
<td>$219,150.00</td>
<td>$ -</td>
<td>$166,700.00</td>
<td>61</td>
<td>7</td>
<td>Funding not available.</td>
</tr>
<tr>
<td>29</td>
<td>Land IQ_SD Thornmint Enhancement</td>
<td>Land IQ</td>
<td>Enhance and expand San Diego thornmint populations within the MU3 management unit.</td>
<td>$240,491.20</td>
<td>$ -</td>
<td>$36,450.40</td>
<td>62</td>
<td>8</td>
<td>Funding not available.</td>
</tr>
<tr>
<td>28</td>
<td>BCLT_SD Thornmint 2</td>
<td>Back Country Land Trust</td>
<td>Restoration of native grassland habitat at Wright’s Field, specifically to continue enhancement of the two existing San Diego thornmint populations and to establish a third new population at a site where conditions are appropriate.</td>
<td>$109,924.31</td>
<td>$ -</td>
<td>$25,902.00</td>
<td>63</td>
<td>9</td>
<td>Funding not available.</td>
</tr>
<tr>
<td>#</td>
<td>Project Name</td>
<td>Applicant(s)</td>
<td>Description</td>
<td>Budget</td>
<td>Match</td>
<td>Total Funding</td>
<td>Score</td>
<td>Status</td>
<td></td>
</tr>
<tr>
<td>----</td>
<td>-------------------------------------------</td>
<td>----------------------------------</td>
<td>------------------------------------------------------------------------------</td>
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<td></td>
</tr>
<tr>
<td>4</td>
<td>LPLF_Nuttall's Acimpson</td>
<td>Los Pen. Lagoon Foundation</td>
<td>The project presents a multi-tiered approach that aims to provide both regional and localized benefits to populations of Nuttall’s acmispon.</td>
<td>$217,500.00</td>
<td>$500,000.00</td>
<td>$217,500.00</td>
<td>65</td>
<td>Funding not available.</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>City CV_ Orcutts Birds Beak</td>
<td>City of Chula Vista</td>
<td>Improve and expand areas occupied by the Orcutt’s bird’s-beak within Rice Canyon and Poggi Canyon through restoration and enhancement of degraded habitat areas.</td>
<td>$69,770.00</td>
<td>$3,900.00</td>
<td>$69,770.00</td>
<td>68</td>
<td>Funding not available.</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>City CV_ San Diego Thornmint</td>
<td>City of Chula Vista</td>
<td>Improve and expand areas occupied by the San Diego thornmint within Rice Canyon, Wheeler Ridge, and Long Canyon through restoration and enhancement of degraded habitat.</td>
<td>$194,000.00</td>
<td>$4,950.00</td>
<td>$194,000.00</td>
<td>68</td>
<td>Funding not available.</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>SDAS_Ternwatchers</td>
<td>San Diego Audubon</td>
<td>Aid in recovery of California least terns by increasing breeding productivity of in Mission Bay Park and increasing efficacy of predator control measures at active nesting sites.</td>
<td>$60,517.00</td>
<td>$19,437.00</td>
<td>$60,517.00</td>
<td>74</td>
<td>Funding not available.</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>EHC_Hanson Pond</td>
<td>Endangered Habitats Conservancy</td>
<td>Habitat restoration of the 147-acre Hanson pond property in the El Monte Valley Lakeside.</td>
<td>$273,455.60</td>
<td>$31,250.00</td>
<td>$273,455.60</td>
<td>76</td>
<td>Funding not available.</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>UCR_Shot Hole Borer</td>
<td>U.C. Riverside</td>
<td>Develop an effective Integrative Pest Management program to prevent further spread and manage impacts from the Fusarium Dieback-Shot Hole Borer pest-pathogen complex.</td>
<td>$434,818.00</td>
<td>$85,695.00</td>
<td>$434,818.00</td>
<td>83</td>
<td>Funding not available.</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>County SD_Furby North 2</td>
<td>County of SD</td>
<td>Restore 13 acres of the 83-acre Furby-North Property by removing and treating invasive non-native plant species that are infesting the Property.</td>
<td>$246,000.00</td>
<td>$25,875.00</td>
<td>$246,000.00</td>
<td>83</td>
<td>Funding not available.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>TECC_Sticky Dudleya</td>
<td>The Escondido Creek Conservancy</td>
<td>Remove exotic forbs within five feet of individual Dudleya viscosa plants and establish a 100-foot buffer zone around the population where large flammable exotic plants are removed.</td>
<td>$87,000.00</td>
<td>$43,375.00</td>
<td>$87,000.00</td>
<td>84</td>
<td>Funding not available.</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>BCLT_Clover Flat and SDMR</td>
<td>Back Country Land Trust</td>
<td>Conduct habitat restoration and enhancement on the Clover Flats/San Diego Mountain Ranch properties.</td>
<td>$249,080.00</td>
<td>$24,119.00</td>
<td>$249,080.00</td>
<td>101</td>
<td>Funding not available.</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL** | $4,392,318.93 | $1,297,643.29 | $2,159,357.90 |
ROLL-OUT OF ADDITIONAL ENERGY ROADMAP SERVICES

Introduction

The SANDAG Energy Roadmap Program (Roadmap Program) was extended with additional funding for calendar years 2016-2020 through a Local Government Partnership (LGP) with San Diego Gas & Electric (SDG&E). The SANDAG Regional Energy Strategy Technical Update (2014) and San Diego Forward: The Regional Plan (Regional Plan) (2015) provide direction for the five-year program cycle. This report highlights the resources available through the Roadmap Program for implementation and climate planning support.

Background

Since 2010, the Roadmap Program has provided member agencies with no-cost energy assessments and energy management plans, or “Energy Roadmaps.” Each Energy Roadmap provides a framework, unique to each local government, to reduce energy use in municipal operations and in the community. The Roadmap Program is primarily funded through an LGP with SDG&E. The cities of Chula Vista and San Diego, County of San Diego, and Port of San Diego have their own LGPs with SDG&E. The Roadmap Program was established to provide resources to the remaining 16 local governments without direct LGPs. The transportation components of the Energy Roadmaps were prepared leveraging SANDAG program dollars. All 16 Energy Roadmaps are available online at sandag.org/energyroadmap.

Discussion

The Roadmap Program leverages the unique role SANDAG plays as the regional planning agency to facilitate the reduction of energy use and greenhouse gas (GHG) emissions by member agencies and SANDAG activities through resources and technical energy and climate planning support.

Energy Roadmap Implementation

Energy engineering and project management support to achieve actual energy efficiency savings at municipal sites remains a primary program objective for the Roadmap Program. SANDAG will expand the energy engineering services available to Roadmap cities to include:

- Project analysis and recommendations/feasibility studies for energy efficiency, renewable energy and storage opportunities, and combining these methods to help buildings achieve net-zero energy
• Project management support for energy efficiency retrofits
  o Development of product/technology specifications
  o Support for contractor procurement
  o Completion and submittal of financing requirements
• EnergyStar certification of facilities
• Performance monitoring at site level, for all sites within a municipality, program-wide

**Climate Planning**

The Regional Plan and its Environmental Impact Report identify actions to implement the plan and mitigation measures that include supporting local government efforts to develop and implement climate action plans (CAPs). SANDAG is leveraging the Roadmap Program to offer new climate planning services, including a Regional Framework for Climate Planning and individualized member agency support.

**Regional Framework**

The goal of the Regional Framework is to ensure that local climate planning activities have consistency in methodologies and use the best available data for the San Diego region. The Regional Framework will guide climate planning services available through the Roadmap Program and include technical components that offer guidance to local jurisdictions as they develop and implement CAPs. In 2017, a series of workshops will be held for public agencies, SDG&E, and other stakeholders to provide input on the following Regional Framework topics:

• Data Collection and Management
• GHG Inventories and Projections
• Quantification of GHG Reductions
• Economic Analysis of GHG Reduction Measures
• Monitoring and Evaluating CAP Progress
• California Environmental Quality Act and Climate Planning

**Member Agency Support**

In order to support CAP development, implementation, and monitoring, the Roadmap Program has expanded resources for member agencies to include climate planning support. While LGP funds must primarily focus on energy efficiency, SANDAG is leveraging non-LGP funds to support climate planning that goes beyond energy efficiency. SANDAG will continue to seek additional funding to ensure the most comprehensive climate planning services are delivered. Available projects include those listed below, which will be prepared for all jurisdictions and the region as a whole at regular intervals:
• Local and regional GHG emissions inventories
• GHG emissions forecasts
• Analysis of potential GHG emission reduction measures
• CAP monitoring reports

Next Steps

SANDAG continues to actively work with member agency staff to identify energy engineering and climate planning needs to offer support through the Roadmap Program. Initial work on the Regional Framework will begin in 2016 and continue through 2017.

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

Key Staff Contacts: Anna Lowe, (619) 595-5603, anna.lowe@sandag.org
Allison Wood, (619) 699-1973, allison.wood@sandag.org
TransNet Smart Growth Incentive Program and Active Transportation Grant Program:
Quarterly Progress Report

Introduction

SANDAG staff provides a quarterly progress report for the TransNet Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP) projects to the Independent Taxpayer Oversight Committee (ITOC), Regional Planning Committee, and Transportation Committee. The TransNet SGIP and ATGP Quarterly Progress Report (Attachment 1) shows progress made on each grant project through June 30, 2016.

As of June 30, 2016, all but one SGIP project and two ATGP projects are on schedule. Administrative amendments are being processed for two Cycle 3 projects (one SGIP project and one ATGP project) and one ATGP-Active Transportation Program Funds Exchange project (see Attachment 1).

Next Steps

The TransNet SGIP and ATGP Quarterly Progress Report was presented as an information item to the ITOC on October 12, 2016, and is being presented to the Transportation Committee and Regional Planning Committee for information on November 4, 2016. The next quarterly progress report will be provided in January/February 2017.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation

Attachment: 1. Quarterly Progress Report TransNet Smart Growth Incentive Program and Active Transportation Grant Program with Exhibits A-F

Key Staff Contact: Tracy Ferchaw, (619) 699-1977, tracy.ferchaw@sandag.org
Quarterly Progress Report

TransNet Smart Growth Incentive Program and
Active Transportation Grant Program

June 30, 2016

Introduction

This report shows progress made by each grant recipient through June 30, 2016, on projects funded by two grant programs included in the TransNet Extension Ordinance and Expenditure Plan: (1) the Smart Growth Incentive Program (SGIP); and (2) the Active Transportation Grant Program (ATGP). It also indicates any schedule amendments being processed.

Smart Growth Incentive Program

The SGIP was established through the TransNet Extension Ordinance “to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use.” Since the program was launched in 2009, the SGIP has awarded $30.8 million in funds (as of June 30, 2016) to a total of 43 projects, including 23 capital grants and 20 planning grants. Of the 43 SGIP funded projects, 18 have been completed. An overview of SGIP funding cycles 1, 2, and 3, is provided below.

Cycle 1 SGIP

In May 2009, the San Diego Association of Governments (SANDAG) awarded $9.2 million in funding to 13 projects (five planning grants and eight capital grants) for the first cycle of the SGIP. Eleven of the projects have been completed and two were transferred to SANDAG (July 2013) for implementation through the Regional Bike Plan Early Action Program (EAP). (Progress on the transferred projects is reported through SANDAG’s annual budget for the Regional Bike Program.) Information on Cycle 1 SGIP projects can be found at: http://www.sandag.org/grantsummary.pdf.

Cycle 2 SGIP (Exhibit A)

In June 2013, SANDAG awarded $9.6 million in funding to 13 projects (seven planning grants and six capital grants) for the second cycle of the SGIP. Seven of the projects have been completed. The remaining six projects are scheduled to be completed by the end of July 2017.
**Cycle 3 SGIP (Exhibit B)**

In July 2015, SANDAG awarded $12 million in funding to 17 projects (eight planning grants and nine capital grants). As of June 30, 2016, all but one SGIP project are on schedule. At this time, one six-month administrative amendment is being processed for the City of San Diego’s Pacific Beach Greenways, Parks and Transit project.

**Active Transportation Grant Program**

The *TransNet* Extension Ordinance specifies that ATGP funds be used “for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects.” Since the program was launched in 2009, the ATGP has awarded $18.7 million in funds to a total of 63 projects, including 28 planning, parking, and education program grants; and 35 capital grants. Of the 63 ATGP funded projects 48 have been completed. An overview of ATGP funding cycles 1, 2, and 3, and the *TransNet* ATGP-Active Transportation Program (ATP) Funding Exchange Projects is provided below. This program is funded by *TransNet* and Transportation Development Act (TDA) funds.

**Cycle 1 ATGP**

In June 2009, SANDAG awarded $6.9 million in *TransNet* and TDA to 26 projects (eight planning, parking, and education program grants; and 18 capital grants). Twenty-five have been completed and one was transferred to SANDAG (April 2013) for implementation through the Regional Bike Plan EAP. (Progress on the transferred project is reported through SANDAG’s annual budget for the Regional Bike Program.) Information on Cycle 1 ATGP projects can be found at: [http://www.sandag.org/grantsummary.pdf](http://www.sandag.org/grantsummary.pdf).

**Cycle 2 ATGP (Exhibit C)**

In September 2012, SANDAG awarded $8.8 million in *TransNet* and TDA to 25 projects (14 planning, parking, and education program grants; and 11 capital grants) for the second cycle of this program. Of the 25 projects, 23 have been completed. The remaining two projects are making timely progress toward completion and are scheduled to be completed by the end of calendar year 2016.

**Cycle 3 ATGP (Exhibit D)**

In July 2015, SANDAG awarded $3 million in TDA funding to 12 projects (six planning, parking, and education program grants; six capital grants). One project (National City’s Sweetwater River Bikeway/30th Street Bicycle Facility Improvements) was withdrawn due to the award of statewide ATP funding for the same project. The funding awarded to that project has been reallocated to fully fund two ATGP projects (Carlsbad and Solana Beach) that had received partial funding and one ATGP project (National City Midblock Crossing) was added. As of June 30, 2016, all but one ATGP project are on schedule. At this time, one six-month administrative amendment is being processed for the City of National City’s Bicycle Parking Enhancement (Bike Parking) project.
TransNet ATGP-ATP Funds Exchange Projects (Exhibit E)

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

SANDAG has approved the exchange of $10.7 million in TransNet funds since the ATP was launched. In November 2014, $6 million in TransNet ATGP funds were approved for seven projects (two planning grants, and five capital grants) selected through the regional Cycle 1 ATP process. In October 2015, $4.7 million in TransNet ATGP funds were approved for two capital projects selected through the regional Cycle 2 ATP process. Projects receiving TransNet funds as a result of the funding exchange are being administered by SANDAG through the ATGP. Grant agreements have been executed for the nine projects, which are now underway. At this time, one six-month administrative amendment is being processed for the City of Imperial Beach’s Bikeway Village Bayshore Bikeway Access project.

Grant Monitoring and Oversight

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

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

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

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

**Exhibits**

B. Status of Cycle 3 (FY 2014 – 2016) *TransNet* SGIP Projects  
D. Status of Cycle 3 (FY 2014 – 2016) *TransNet/TDA* ATGP Projects  
E. Status of *TransNet* ATGP-ATP Funds Exchange Projects  
F. SANDAG Board Policy No. 035: Competitive Grant Program Procedures
<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>ORIGINAL Contract Expiration Date</th>
<th>CURRENT Contract Expiration Date*</th>
<th>Watch List**</th>
<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lemon Grove</td>
<td>Main Street Promenade Extension Planning Project</td>
<td>PLANNING: Proposes multi-modal enhancements to the Main Street Promenade Extension corridor and creates opportunities for recreation and social gathering. Includes the preparation of preliminary designs and environmental documentation.</td>
<td>$400,000</td>
<td>01/08/14</td>
<td>01/08/16</td>
<td>01/08/2017</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am1 (staff) – 6 month Am2 (RPC) – 6 month</td>
</tr>
<tr>
<td>National City</td>
<td>Downtown-Westside Community Connections</td>
<td>CAPITAL: Enhances National City's right-of-way by providing streetscape improvements and incorporating placemaking features such as public art.</td>
<td>$2,000,000</td>
<td>08/15/13</td>
<td>08/15/15</td>
<td>12/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am1 (staff) – 6 month Am2 (RPC) – 6 month</td>
</tr>
<tr>
<td>San Diego</td>
<td>East Village Green/14th Street Promenade Master Plan</td>
<td>PLANNING: Develops a master plan for East Village Green, Downtown San Diego’s largest proposed open space, and the 14th Street Promenade, a proposed linear park, to provide a safe pedestrian and bicycle connection between City College and Barrio Logan.</td>
<td>$300,000</td>
<td>02/11/14</td>
<td>01/11/16</td>
<td>07/11/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am1 (staff) – 6 month</td>
</tr>
<tr>
<td>San Diego</td>
<td>Morena Boulevard Station Area Study Phase 2</td>
<td>PLANNING: Supports mixed-use, transit-oriented development in the Mid-Coast Trolley Line station areas by preparing amendments to Linda Vista and Clairemont Mesa planning documents, processing rezones, and developing a programmatic environmental document.</td>
<td>$400,000</td>
<td>01/21/2014</td>
<td>01/21/2016</td>
<td>07/21/17</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am1 (RPC) – 18 month</td>
</tr>
<tr>
<td>San Diego</td>
<td>The Complete Boulevard Planning Study</td>
<td>PLANNING: Studies two primary areas along the Boulevard Rapid Bus line and proposes improvements that can contribute to the sustainability, economic vitality, and well-being of the surrounding communities.</td>
<td>$171,617</td>
<td>01/21/14</td>
<td>01/21/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
</tbody>
</table>
### Status of Cycle 2 (FY 2011 - 2013) TransNet Smart Growth Incentive Grant Program Projects

**Reporting period through June 30, 2016**

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>ORIGINAL Contract Expiration Date</th>
<th>CURRENT Contract Expiration Date*</th>
<th>Watch List**</th>
<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>San Marcos</td>
<td>Armorlite Complete Street Corridor</td>
<td>CAPITAL: Constructs multi-modal improvements along Armorlite Drive, a Class I bike path on the North side of the street, and the extension of Class II or III bike facilities to the Mission Sports Park.</td>
<td>$1,000,000</td>
<td>12/30/13</td>
<td>08/30/15</td>
<td>08/31/16</td>
<td>No</td>
</tr>
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</table>

#### Cycle 2 Smart Growth Incentive Grant Program Projects (Completed)

<table>
<thead>
<tr>
<th>No</th>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Implementation Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Chula Vista</td>
<td>Healthy Communities Program</td>
<td>PLANNING: Develops a city-wide Healthy Communities Program to inform amendments to the General Plan and other key implementation documents. Also includes the preparation of design concepts for a Healthy Corridors Pilot Project.</td>
<td>$100,000</td>
<td>PROJECT COMPLETE – JANUARY 2016</td>
</tr>
<tr>
<td>8</td>
<td>Chula Vista</td>
<td>Third Avenue Streetscape Implementation Project Phase 2</td>
<td>CAPITAL: Implements streetscape enhancements, traffic calming, and improved pedestrian crossings in Chula Vista's Third Avenue Village.</td>
<td>$1,344,671</td>
<td>PROJECT COMPLETE – MARCH 2016</td>
</tr>
<tr>
<td>9</td>
<td>Imperial Beach</td>
<td>Palm Avenue Mixed-Use &amp; Commercial Corridor Master Plan</td>
<td>PLANNING: Proposes the transformation of the Palm Avenue/State Route 75 corridor into a &quot;Main Street&quot; through public right-of-way improvements, traffic calming, and pedestrian, bicycle, and transit enhancements. Involves the preparation of preliminary designs and environmental documentation.</td>
<td>$400,000</td>
<td>PROJECT COMPLETE – JANUARY 2016</td>
</tr>
<tr>
<td>10</td>
<td>La Mesa</td>
<td>Downtown Village Streetscape Improvement Project</td>
<td>CAPITAL: Enhances the La Mesa Downtown Village area by constructing a variety of streetscape improvements and a new public plaza.</td>
<td>$2,000,000</td>
<td>PROJECT COMPLETE - DECEMBER 2015</td>
</tr>
</tbody>
</table>

RPC = Regional Planning Committee
Status of Cycle 2 (FY 2011 - 2013) TransNet Smart Growth Incentive Grant Program Projects

Reporting period through June 30, 2016

Exhibit A

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description of Project Activities</th>
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<th>Watch List**</th>
<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Diego</td>
<td>CAPITAL: Constructs a series of widened sidewalks and corner bulb-outs along Island Avenue.</td>
<td>$1,000,000</td>
<td></td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE – FEBRUARY 2016</td>
</tr>
<tr>
<td>San Diego</td>
<td>CAPITAL: Installs approximately 300 new wayfinding signs throughout Downtown San Diego to direct residents, visitors and workers to popular destinations.</td>
<td>$335,329</td>
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<td></td>
<td>PROJECT COMPLETE – SEPTEMBER 2015</td>
</tr>
<tr>
<td>Vista</td>
<td>PLANNING: Updates the Vista Downtown Specific Plan to support smart growth and multi-modal connections.</td>
<td>$148,383</td>
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<td></td>
<td>PROJECT COMPLETE - OCTOBER 2015</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

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

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<tr>
<td>El Cajon</td>
<td>PLANNING: The project would comprehensively analyze the study area surrounding the El Cajon Transit Center to plan a new vision for the area to include transit-supportive land use, improved mobility options, and an enhanced public realm.</td>
<td>$400,000</td>
<td>12/14/15</td>
<td>12/14/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
<td></td>
</tr>
<tr>
<td>Escondido</td>
<td>CAPITAL: The project fills important gaps in the Active Transportation network immediately adjacent to the Escondido Transit Center (ETC) where active transportation demand is the highest. The project connects the ETC to grocery, commercial, residential and office centers to the west by constructing a bridge for pedestrians and by providing bike lanes between Tulip and Quince Street.</td>
<td>$1,270,000</td>
<td>12/03/15</td>
<td>06/03/19</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
<td></td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>PALM AVENUE MIXED USE AND COMMERCIAL CORRIDOR PLAN WEST END SECTOR</td>
<td>$400,000</td>
<td>01/11/16</td>
<td>05/26/18</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
<td></td>
</tr>
</tbody>
</table>
### Status of Cycle 3 (FY 2014 - 2016) TransNet Smart Growth Incentive Grant Program Projects

**Reporting period through June 30, 2016**

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</thead>
<tbody>
<tr>
<td>La Mesa</td>
<td>CAPITAL: The project will enhance public infrastructure, encourage/support future private development, contribute to the reduction of greenhouse gases, and serve as a model smart growth project for the region. Enhancements include ADA ramps, high visibility cross walks, lighting, &amp; safety fencing, class III bicycle route with sharrow markings along the corridor and a pedestrian railroad crossing and sidewalk improvements.</td>
<td>$992,503</td>
<td>11/12/15</td>
<td>07/12/18</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
<td></td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>CAPITAL: The project realigns and reconstructs segments of Lemon Grove (LGA) and North Avenues, trolley/railroad crossing and the LGA State Route 94 entrance/exit and upgrades existing substandard improvements at the trolley/railroad crossing; water and storm drains; and underground SDG&amp;E, Cox and AT&amp;T transmission and/or distribution overhead lines.</td>
<td>$805,000</td>
<td>11/20/15</td>
<td>05/20/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
<td></td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>PLANNING: The expansion would consider promoting mixed-use with increased residential densities and commercial intensities within the proposed boundaries consistent with the adopted Downtown Village Specific Plan. However, the proposed project will also consider a form-based code for the expansion as well as areas of the existing DVSP. This area falls within a walkable distance to the Lemon Grove Trolley Depot and several bus stops.</td>
<td>$175,000</td>
<td>11/20/15</td>
<td>11/20/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
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<td>Grantee</td>
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<tr>
<td>National City</td>
<td>Downtown Westside Wayfinding and Community Gateways</td>
<td>CAPITAL: The project includes the installation of new wayfinding/gateway signs throughout the Downtown and Westside Communities. The visually unified street space will attract and support future development and serve as a model example for smart growth in the region.</td>
<td>$825,000</td>
<td>12/08/15</td>
<td>09/08/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>National City</td>
<td>Westside Mobility Improvements</td>
<td>CAPITAL: This project enhances bicycling and pedestrian connections in the Downtown and Westside Specific Plan areas and encourages smart growth development. The project includes the installation of Class II bicycle facilities, intersection curb bulb-outs at key intersections, and ADA-compliant curb ramps at intersections with improved crosswalks.</td>
<td>$2,000,000</td>
<td>12/08/15</td>
<td>12/08/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>National City</td>
<td>Downtown Specific Plan Update</td>
<td>PLANNING: The Downtown Specific Plan Update will provide an overall update to the original plan adopted in 2005. The plan will incorporate new elements related to Smart Growth, specifically Transportation Demand Management and parking policies. The Specific Plan Update will revise land use zones, urban design standards and recommend future implementation programs/projects in a manner that will provide direction for development that will create a unique sense of place in National City's vibrant Downtown core.</td>
<td>$320,000</td>
<td>12/09/15</td>
<td>06/09/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
</tbody>
</table>
## Status of Cycle 3 (FY 2014 - 2016) TransNet Smart Growth Incentive Grant Program Projects

**Reporting period through June 30, 2016**

### Exhibit B

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<tr>
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<th>Project</th>
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<tbody>
<tr>
<td><strong>10</strong> Oceanside</td>
<td>Seagaze Drive Downtown Mobility Project</td>
<td>CAPITAL: This project will enhance the quality of Seagaze Drive and provide much needed continuity with Mission Avenue through innovative smart growth supporting infrastructure including: pedestrian bulb-outs, ADA ramps with truncated domes, rectangular rapid flashing beacons, enhanced crosswalks, and a raised pork-chop median.</td>
<td>$357,497</td>
<td>12/02/15</td>
<td>06/02/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td><strong>11</strong> San Diego (Civic San Diego)</td>
<td>14th Street Pedestrian Promenade Demonstration Block</td>
<td>CAPITAL: The promenade would create an approximately 30-foot wide pedestrian promenade/linear park. It will link City College to Barrio Logan through East Village, including connecting several existing and future park sites. It will serve to connect Downtown’s densely populated neighborhoods with enhanced landscaped corridors focused on improving pedestrian and other non-vehicular circulation.</td>
<td>$1,000,000</td>
<td>12/08/15</td>
<td>07/08/18</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. AM1 (RPC) – Location Change</td>
</tr>
<tr>
<td><strong>12</strong> San Diego</td>
<td>San Ysidro Wayfinding Signs</td>
<td>CAPITAL: The project includes the design and installation of wayfinding signs in the San Ysidro Port of Entry District to improve the area’s mobility and respond to changes in the configuration of the Port of Entry. Signs will help visitors easily locate public services, popular destinations, and transportation options.</td>
<td>$350,000</td>
<td>12/04/15</td>
<td>06/04/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
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<tr>
<td>San Diego</td>
<td>PLANNING: This project restores the Alvarado Creek channel to a naturalized creek with bridges and walking/cycling trails, the pedestrian and bicycle experience between future TODs and the transit stop will be greatly enhanced. The station’s full potential cannot be fully realized without supporting amenities such as a restored creek.</td>
<td>$400,000</td>
<td>12/04/15</td>
<td>08/04/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
<td></td>
</tr>
<tr>
<td>(Civic San Diego)</td>
<td>PLANNING: The project will complete a Feasibility and Conceptual Design study for an enhanced pedestrian connection between Downtown and Bankers Hill/Balboa Park. The preliminary concept for this project includes an enhanced pedestrian pathway or promenade from Downtown to Balboa Park with treatments such as widened sidewalks, landscaping, benches, and trellises.</td>
<td>$200,000</td>
<td>12/08/15</td>
<td>12/04/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>PLANNING: The Pacific Beach Greenways, Parks and Transit Plan expands community open space and improve multi-modal circulation by identifying new public spaces, improve mobility, supports transit and foster development in an existing smart growth area. The study effort will include the creation of public open spaces, multi-modal infrastructure improvements that improve safety for all modes of travel and expand beach access, improvements to the beach boardwalk, and integration of arts and culture in urban design.</td>
<td>$400,000</td>
<td>12/04/15</td>
<td>12/04/17</td>
<td></td>
<td>No</td>
<td>Grantee IS requesting an administrative six month schedule extension. No Previous Amendments</td>
<td></td>
</tr>
</tbody>
</table>
### Status of Cycle 3 (FY 2014 - 2016) TransNet Smart Growth Incentive Grant Program Projects

Reporting period through June 30, 2016

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<tr>
<td>San Diego</td>
<td>Kearny Mesa Smart Growth Employment Area Plan</td>
<td>PLANNING: The Kearny Mesa Smart Growth Employment Area Plan will produce an updated land use and zoning strategy to expand employment potential of the Project Area and allow complementary residential uses in a mixed-use context.</td>
<td>$105,000</td>
<td>12/04/15</td>
<td>06/04/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
<td></td>
</tr>
<tr>
<td>Vista</td>
<td>Paseo Santa Fe Phase II</td>
<td>CAPITAL: Paseo Santa Fe Phase II is an infrastructure and street scape project located in Vista's Town Center on South Santa Fe Avenue. It is a complete and livable streets revitalization project that includes a road diet that will reduce the street width from five lanes to two lanes; install new curbs, gutters, and enhanced sidewalks; construction of roundabouts at key intersections; and, install decorative elements such as landscaping, street lights, street signs, and pedestrian furniture.</td>
<td>$2,000,000</td>
<td>11/91/15</td>
<td>05/19/19</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
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### Status of Cycle 2 (FY 2011 - 2013) TransNet/TDA Active Transportation Grant Program Projects

**Reporting period through June 30, 2016**

#### Exhibit C

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<tr>
<td><strong>Cycle 2 Active Transportation Grant Program Projects (In Progress)</strong></td>
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<td></td>
<td></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>1 Oceanside</td>
<td>North Coast Transit Station Bike Station</td>
<td>BIKE PARKING: Provides a 200 sq. ft. bike station for 30 bicycles to provide secure, indoor bike parking, which bicyclists can access 24 hours a day, 7 days a week.</td>
<td>$100,000</td>
<td>03/13/13</td>
<td>10/31/15</td>
<td>10/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am1 (TC) – 12 months</td>
</tr>
<tr>
<td>2 San Diego</td>
<td>Linda Vista CATS</td>
<td>PLANNING: Develops a Comprehensive Active Transportation Strategy (CATS) for the Linda Vista Community Planning Area, providing direct and convenient connections to various destinations, while increasing bicyclist and pedestrian safety.</td>
<td>$300,000</td>
<td>02/21/13</td>
<td>03/31/16</td>
<td>09/30/16</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am1 (TC) – 6 months</td>
</tr>
<tr>
<td><strong>Cycle 2 Active Transportation Grant Program Projects (Completed)</strong></td>
<td></td>
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</tr>
<tr>
<td>3 Carlsbad</td>
<td>Active Village Campaign</td>
<td>SUPPORT: Develops a multi-media campaign to promote the benefits of walking and biking in Carlsbad and Carlsbad Village, and aims to increase bicycling and walking for everyday trips, improve connectivity and create a pilot program that is scalable for other cities in the region.</td>
<td>$271,211</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETED – JANUARY 2016</td>
<td></td>
</tr>
<tr>
<td>4 Carlsbad</td>
<td>Bike the Village: 100 Racks</td>
<td>BIKE PARKING: Builds upon the Carlsbad Village’s Bike Rack Pilot Program and other related capital improvement projects in the vicinity and installs 80 additional custom racks and 6 bike corrals.</td>
<td>$33,000</td>
<td></td>
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<td>PROJECT COMPLETE - JULY 2013</td>
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<tr>
<td>5 Carlsbad</td>
<td>Coastal Rail Trail - Reach 1</td>
<td>CAPITAL: Enhances safety and improves circulation and access for all modes of transportation between Carlsbad and Oceanside across a natural barrier and completes the northern sections of the Coastal Rail Trail into Oceanside.</td>
<td>$800,000</td>
<td></td>
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<td>PROJECT COMPLETE - JANUARY 2015</td>
</tr>
<tr>
<td>6 Carlsbad</td>
<td>Carlsbad CATS</td>
<td>PLANNING: Develops a comprehensive active transportation implementation strategy (CATS) for livable streets. The plan will be tested by implementing up to five pilot projects.</td>
<td>$150,000</td>
<td></td>
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<td></td>
<td></td>
<td>PROJECT COMPLETE - MAY 2015</td>
</tr>
<tr>
<td>7 Chula Vista</td>
<td>Main Street Streetscape Master Plan</td>
<td>PLANNING: Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features.</td>
<td>$299,981</td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2015</td>
</tr>
<tr>
<td>8 Del Mar</td>
<td>Bike Parking Facilities</td>
<td>BIKE PARKING: Planning and implementation of bike parking facilities, including bike racks and lockers, throughout the city.</td>
<td>$25,000</td>
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<td>PROJECT COMPLETE - JUNE 2014</td>
</tr>
<tr>
<td>9 Imperial Beach</td>
<td>Eco-Bikeway 7th &amp; Seacoast</td>
<td>CAPITAL: Provides construction of Class II and Class III bikeways, and expands the local pedestrian network along Palm Avenue. Provides an important connection from the Bayshore Bikeway to Seacoast Drive.</td>
<td>$1,500,000</td>
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<td>PROJECT COMPLETE - NOVEMBER 2013</td>
</tr>
<tr>
<td>10 National City</td>
<td>4th Street Community Corridor</td>
<td>CAPITAL: Provides roughly 2.0 miles of Class II bicycle facilities, including bicycle detector loops and bicycle boxes. The project includes installation of high-visibility crosswalks, and traffic calming elements.</td>
<td>$450,000</td>
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<td>PROJECT COMPLETED – MARCH 2016</td>
</tr>
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<tr>
<td>National City</td>
<td>D Avenue Corridor</td>
<td>CAPITAL: Provides approximately 2.5 miles of Class II and III bicycle facilities, including bicycle detector loops and bicycle boxes at all signalized intersections. The project also includes installation of high-visibility crosswalks and traffic calming elements.</td>
<td>$600,000</td>
<td></td>
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<td>PROJECT COMPLETE – JUNE 2016</td>
</tr>
<tr>
<td>National City</td>
<td>Bicycle Parking Enhancements</td>
<td>BIKE PARKING: Installs bicycle racks throughout National City’s bicycle network, providing cyclists with secure and convenient parking for end-of-trip storage.</td>
<td>$50,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE – JUNE 2016</td>
</tr>
<tr>
<td>Oceanside</td>
<td>2 Year Education, Encouragement, and Awareness Project</td>
<td>SUPPORT: Provides adult and student education for active transportation skills and concepts, bilingual Public Service Announcements, and bike route maps of Oceanside bike facilities.</td>
<td>$180,808</td>
<td></td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE – JUNE 2016</td>
</tr>
<tr>
<td>Oceanside</td>
<td>Oceanside Boulevard Transit Access &amp; Beautification</td>
<td>CAPITAL: Improves the sidewalk and landscaping along Oceanside Boulevard, facilitating pedestrian access to transit stations and destinations.</td>
<td>$400,000</td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2014</td>
</tr>
<tr>
<td>Oceanside</td>
<td>Mission Avenue Improvements</td>
<td>CAPITAL: Provides a mix of bicycle, pedestrian, and roadway improvements including: increased sidewalk width with curb bulb-outs, streetscape improvements, and Class III bicycle improvements.</td>
<td>$1,500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JULY 2014</td>
</tr>
<tr>
<td>San Diego</td>
<td>Downtown Complete Streets Mobility Plan</td>
<td>PLANNING: Establishes a comprehensive Complete Streets approach for downtown San Diego.</td>
<td>$300,000</td>
<td></td>
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<td>PROJECT COMPLETE – MAY 2016</td>
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## Status of Cycle 2 (FY 2011 - 2013) TransNet/TDA Active Transportation Grant Program Projects

Reporting period through June 30, 2016

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<tr>
<td>San Diego</td>
<td>Chollas Creek to Bayshore Bikeway - Multi-Use Path Design</td>
<td>$441,250</td>
<td></td>
<td></td>
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<td></td>
<td>PROJECT COMPLETE - DECEMBER 2015</td>
</tr>
<tr>
<td>San Diego</td>
<td>San Diego River Bike Path &amp; Mission Center Boulevard Improvement: Pedestrian Hybrid Beacon</td>
<td>$293,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2015</td>
</tr>
<tr>
<td>San Diego</td>
<td>Microwave Bicycle Detection (The Intersector)</td>
<td>$200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - OCTOBER 2014</td>
</tr>
<tr>
<td>San Marcos</td>
<td>Bicycle and Pedestrian Master Plan</td>
<td>$80,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT IS COMPLETE - JUNE 2015</td>
</tr>
<tr>
<td>San Marcos</td>
<td>San Marcos Boulevard Complete Street Multi-Way Boulevard</td>
<td>$124,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - FEBRUARY 2015</td>
</tr>
</tbody>
</table>

TC = Transportation Committee
<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
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<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>22 Santee</td>
<td>San Diego River Trail - South Side of the San Diego River</td>
<td>CAPITAL: Improves trail by installing a Class I bike path with decomposed granite shoulders for pedestrians.</td>
<td>$281,750</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT IS COMPLETE - MAY 2015</td>
</tr>
<tr>
<td>23 Santee</td>
<td>Town Center Parkway/ Olive Lane/ Prospect Avenue Bike Project</td>
<td>CAPITAL: Improves safety for bicyclists by installing Class II bike lanes, narrowing vehicle lanes, adding bike lanes at intersections and adjusting video detection to detect bicycles.</td>
<td>$134,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2014</td>
</tr>
<tr>
<td>24 Solana Beach</td>
<td>Comprehensive Active Transportation Strategy (CATS)</td>
<td>PLANNING: Comprehensive update of the bicycle master plan, and consideration of pedestrian facilities and traffic calming needs, especially around schools, transit and commercial neighborhoods.</td>
<td>$136,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT IS COMPLETE - JUNE 2015</td>
</tr>
<tr>
<td>25 Vista</td>
<td>Bicycle Master Plan</td>
<td>PLANNING: Updates the City of Vista’s 2002 Bicycle Master Plan. Provides connections to neighboring bikeways in adjacent communities of Oceanside, Carlsbad, San Marcos, and unincorporated parts of the County.</td>
<td>$150,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JANUARY 2015</td>
</tr>
</tbody>
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<tbody>
<tr>
<td>Carlsbad</td>
<td>Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project</td>
<td>CAPITAL: Provide enhanced facilities for pedestrians, transit users and bicyclists. The proposed project will establish a new standard for a pedestrian scramble, provide and demand actuated NTOR blank out signs, modify traffic detection to count cyclists and provide unique clearance times. Bicyclists will be provided with northbound and southbound bike boxes.</td>
<td>$270,000</td>
<td>12/08/15</td>
<td>05/08/17</td>
<td></td>
<td>No</td>
<td>Project is making timely progress towards its milestones. No Amendments</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Walk + Bike Chula Vista Education Encouragement Awareness Campaign</td>
<td>SUPPORT: Creates a positive multimedia campaign, coordinates and promotes new walking and biking infrastructure projects to increase awareness on bicycle and pedestrian access, educate businesses and residents, and promote alternative transportation choices and improved safety in Chula Vista.</td>
<td>$100,000</td>
<td>12/07/15</td>
<td>06/07/17</td>
<td></td>
<td>No</td>
<td>Project is making timely progress towards its milestones. No Amendments</td>
</tr>
<tr>
<td>Coronado</td>
<td>Coronado Comprehensive Active Transportation Strategy</td>
<td>PLANNING: Provides a complete multi-modal transportation network in Coronado that accommodates the needs of all users and modes. Specifically, the CATS will include a pedestrian master plan component, an updated bicycle master plan component, and the development of Safe Routes to School and traffic calming recommendations for the City of Coronado.</td>
<td>$90,000</td>
<td>12/01/15</td>
<td>11/01/18</td>
<td></td>
<td>No</td>
<td>Project is making timely progress towards its milestones. No Amendments</td>
</tr>
<tr>
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<td>Description of Project Activities</td>
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</tr>
<tr>
<td>El Cajon</td>
<td>Be Safe, El Cajon</td>
<td>SUPPORT: Circulate San Diego and the City of El Cajon will initiate a multi-media, multi-lingual, multi-modal, and multi-faceted education, encouragement and awareness campaign to encourage active transportation and pedestrian safety for residents.</td>
<td>$50,000</td>
<td>12/14/15</td>
<td>12/14/16</td>
<td></td>
<td>No</td>
<td>Project is making timely progress towards its milestones. No Amendments</td>
</tr>
<tr>
<td>Escondido</td>
<td>Escondido Creek Trail Signalized Bike/Pedestrian Crossing at El Norte Parkway Project</td>
<td>CAPITAL: Provides active transportation connectivity for the Escondido Creek Trail. Provides active transportation connectivity for the Escondido Creek Trail in accordance with the Escondido Creek Trail Master Plan. The project also includes a bridge that will provide a sidewalk, decorative fencing, safety barrier, bike lanes and buffers across the Escondido Creek.</td>
<td>$335,000</td>
<td>12/03/15</td>
<td>06/03/19</td>
<td></td>
<td>No</td>
<td>Project is making timely progress towards its milestones. No Amendments</td>
</tr>
<tr>
<td>National City</td>
<td>Citywide Midblock Crossing Enhancements Project</td>
<td>CAPITAL: Provides additional pedestrian lighting enhancements at 14 existing mid-block pedestrian crossing locations throughout the city and creates a safe environment for pedestrians through complete street design principles and encourages the development for a well-connected pedestrian network. Improvements include new solar-powered lights and curb bulbouts, enhanced crosswalk striping, and upgrades to curb ramp to be ADA-compliant.</td>
<td>$625,000</td>
<td>7/01/16</td>
<td>12/31/17</td>
<td></td>
<td>No</td>
<td>Project is making timely progress towards its milestones. No Amendments</td>
</tr>
</tbody>
</table>
# Status of Cycle 3 (FY 2014 - 2016) TransNet/TDA Active Transportation Grant Program Projects

**Reporting Period through June 30, 2016**

## Exhibit D

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
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</thead>
<tbody>
<tr>
<td>National City</td>
<td>National City Bicycle Parking Enhancements (Bike Parking)</td>
<td>BIKE PARKING: The project will install bicycle racks throughout National City’s bicycle network. The bicycle racks will provide cyclists with safe, secure, and convenient parking for end-of-trip storage and enhance regional and local bicycle networks.</td>
<td>$50,000</td>
<td>12/09/15</td>
<td>12/09/16</td>
<td></td>
<td>No</td>
<td>Grantee IS requesting an administrative six month schedule extension. No Previous Amendments</td>
</tr>
<tr>
<td>Oceanside</td>
<td>Bike/Bus Safety Public Outreach Project</td>
<td>SUPPORT: Creates public service messages (aka bus wraps) on 15 buses to: (1) educate the public on the meaning of “Sharrows” and (2) alert cyclists to the danger of attempting to pass buses on the right side. Program funding will allow wraps on 15 buses for six months and reach approximately 600,000 people per month.</td>
<td>$90,000</td>
<td>11/30/15</td>
<td>05/30/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress towards its milestones. No Amendments</td>
</tr>
<tr>
<td>San Diego</td>
<td>Euclid and Market Complete Streets Master Plan</td>
<td>PLANNING: The plan improves pedestrian and bicycle connectivity and facilities, safety, and equitable access to transit and amenities. The project location on Market and Euclid overlays a planned Community Facilities District (CFD), implementing the Complete Streets Master Plan and transportation infrastructure needed to attract businesses, improve safety, boost economic development and fulfill the smart growth vision for the neighborhood.</td>
<td>$300,000</td>
<td>12/08/15</td>
<td>04/08/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress towards its milestones. No Amendments</td>
</tr>
<tr>
<td>Santee</td>
<td>Riverwalk Drive Crossing Project</td>
<td>CAPITAL: The project will install new concrete bulbouts, pedestrian ramps, pedestrian warning signage, a new ladder crosswalk and enhanced area lighting. It will also add parking lanes to narrow the lanes and add sharrows down the length of the project.</td>
<td>$216,900</td>
<td>12/03/15</td>
<td>07/03/18</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress towards its milestones. No Amendments</td>
</tr>
</tbody>
</table>
### Status of Cycle 3 (FY 2014 - 2016) TransNet/TDA Active Transportation Grant Program Projects
#### Reporting Period through June 30, 2016

#### Exhibit D

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<tbody>
<tr>
<td>11 Santee</td>
<td>Citywide Bike Lanes Project</td>
<td>CAPITAL: Provides for bike lanes along Fanita Parkway from Mast Boulevard to Carlton Oaks Boulevard; Cuyamaca Street from Riverpark Drive to Mast Boulevard; El Nopal from Magnolia Avenue to eastern City limits; Fanita Drive from Prospect Avenue to southern City limits; Riverview Parkway from Mission Gorge Road to Town Center Boulevard; Woodside Avenue North from SR 67 offramp to eastern City limits.</td>
<td>$156,000</td>
<td>12/03/15</td>
<td>04/03/17</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones</td>
<td></td>
</tr>
<tr>
<td>12 Solana Beach</td>
<td>Stevens/Valley Avenue Corridor – Bicycle and Pedestrian Improvement Project</td>
<td>CAPITAL: This project will reduce the number of lanes on Stevens/Valley Avenue in order to provide for bike lanes along all of Stevens/Valley Avenue; to construct sidewalks in missing locations; to provide enhanced crosswalks; to construct curb ramps consistent with current standards; and to provide traffic calming features to slow down traffic.</td>
<td>$500,000</td>
<td>11/12/15</td>
<td>05/12/18</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones</td>
<td></td>
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### Status of TransNet ATGP-ATP Funds Exchange Projects

Reporting period through June 30, 2016

<table>
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<tr>
<th>Grantee</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>TransNet Active Transportation Grant Program – Active Transportation Program Funds Exchange Projects (In Progress)</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Awarded November 2014</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Chula Vista F Street Promenade Streetscape Master Plan</td>
<td>PLANNING: Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features.</td>
<td>$491,000</td>
<td>08/14/15</td>
<td>08/14/18</td>
<td>No</td>
<td>Project is making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>2</td>
<td>Del Mar Pedestrian and Bike facilities along Camino del Mar, Jimmy Durante, and Via de la Valle</td>
<td>CAPITAL: construct street, sidewalk, and bicycle lane improvements to create continuous, aligned sidewalks and improved bicycle lanes within public right-of-way for better mobility.</td>
<td>$812,000</td>
<td>07/14/15</td>
<td>01/14/17</td>
<td>No</td>
<td>Project is making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>3</td>
<td>Escondido 4th Street Community Corridor</td>
<td>CAPITAL: Construct Class I and Class II bike facilities that connect the Escondido Creek Trail and Inland Rail Trail.</td>
<td>$1,092,000</td>
<td>09/03/15</td>
<td>03/03/19</td>
<td>No</td>
<td>Project is making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>4</td>
<td>Imperial Beach Bicycle Parking Enhancements</td>
<td>CAPITAL: Construct streetscape improvements and Class II bike facility along 13th Street. Improvements will be implemented in conjunction with the adaptive reuse of two commercial warehouse structures into a commercial/retail-serving &quot;Bikeway Village.&quot;</td>
<td>$1,800,000</td>
<td>12/01/15</td>
<td>12/01/16</td>
<td>No</td>
<td>Grantee is requesting an administrative six month schedule extension. No Amendments</td>
</tr>
<tr>
<td>5</td>
<td>National City Division Street Road Diet</td>
<td>CAPITAL: Implement pedestrian improvements and install approximately one mile of Class II buffered bike lanes along Division Street.</td>
<td>$875,000</td>
<td>08/21/15</td>
<td>05/21/17</td>
<td>No</td>
<td>Project is making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>6</td>
<td>National City Euclid Avenue Bicycle and Pedestrian Enhancements</td>
<td>CAPITAL: Implement a road diet and provide approximately 1.7 miles of Class II buffered bike lane along Euclid Avenue between Cervantes Avenue and East 24th Street.</td>
<td>$425,000</td>
<td>08/21/15</td>
<td>05/21/17</td>
<td>No</td>
<td>Project is making timely progress toward its milestones. No Amendments</td>
</tr>
</tbody>
</table>
### Status of TransNet ATGP-ATP Funds Exchange Projects

Reporting period through June 30 2016

#### Exhibit E

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<tr>
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<tbody>
<tr>
<td>County of San Diego</td>
<td>Active Transportation Plan</td>
<td>PLANNING: Prepare a comprehensive master plan and policy document for the unincorporated area to guide the development and maintenance of active transportation infrastructure and supportive programs.</td>
<td>$500,000</td>
<td>06/12/15</td>
<td>06/12/18</td>
<td></td>
<td>No</td>
<td>Project is making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project</td>
<td>CAPITAL: Provide enhanced facilities for pedestrians, transit users and bicyclists. The proposed project will establish a new standard for a pedestrian scramble, provide and demand actuated NTOR blank out signs, modify traffic detection to count cyclists and provide unique clearance times. Bicyclists will be provided with northbound and southbound bike boxes.</td>
<td>$1,054,000¹</td>
<td>5/9/2016</td>
<td>5/9/2019</td>
<td></td>
<td>No</td>
<td>Project is making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>Vista</td>
<td>Paseo Santa Fe Phase II</td>
<td>CAPITAL: Paseo Santa Fe Phase II is an infrastructure and street scape project located in Vista's Town Center on South Santa Fe Avenue. It is a complete and livable streets revitalization project that includes a road diet that will reduce the street width from five lanes to two lanes; install new curbs, gutters, and enhanced sidewalks; construction of roundabouts at key intersections; and, install decorative elements such as landscaping, street lights, street signs, and pedestrian furniture.</td>
<td>$3,700,000²</td>
<td>4/12/2016</td>
<td>10/12/2019</td>
<td></td>
<td>No</td>
<td>Project is making timely progress toward its milestones. No Amendments</td>
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¹ Project also received $270,000 in Cycle 3 of the ATGP. (See Exhibit D)  
² Project also received $2,000,000 in Cycle 3 of the SGIP (See Exhibit B)
COMPETITIVE GRANT PROGRAM PROCEDURES

Applicability and Purpose of Policy

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

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

Procedures

1. Project Milestone and Completion Deadlines

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

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

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

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

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

2. Project Milestone and Completion Deadline Extensions

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

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

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

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

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

3. Project Delays and Extensions in Excess of Six Months

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

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

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

4. Resolution and Execution of the Grant Agreement

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

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

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

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

5. Increased Availability of Funding Under this Policy

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

Adopted: January 2010
Amended: November 2014
ENVIRONMENTAL MITIGATION PROGRAM

Land Management Grant Program
Project Rankings and Funding Recommendations

Regional Planning Committee | November 4, 2016
Threat Reduction Stewardship

- Three- to five-year projects
- Habitat restoration/enhancement projects
- Five projects recommended totaling $1,297,643

Species and Habitat Recovery

- 18-month projects
- “Gap funding”
- $50,000 cap per grant
- 12 projects recommended totaling $502,356
**Recommendation**

The Regional Planning Committee is asked to recommend that the Board of Directors award funding for the Eighth Cycle of the *TransNet* Environmental Mitigation Program Land Management Grants as shown in Attachments 1 and 2.
Roll-Out of Additional Energy Roadmap Services

Regional Planning Committee

November 4, 2016

Energy Roadmap Program

- Extended from 2016-2020
- Energy Roadmap implementation
- Climate planning support
Energy Roadmap Implementation

- Energy audit and project implementation
- Engineering and technical support
- Project management and procurement assistance
- Training and recognition
- Performance monitoring
- Feasibility studies

Climate Planning: Regional Framework

- Guide for climate planning support
- Topics:
  - Data collection and management
  - GHG inventories and projections
  - Quantification of GHG reductions
  - Economic analysis of GHG reduction measures
  - Monitoring and evaluating CAP progress
  - CEQA and climate planning
Climate Planning: Member Agency Support

- GHG emissions inventories
- GHG emissions forecasts
- CAP assistance and measure analysis
- CAP monitoring reports
- Trainings

Next Steps

- Work with cities to identify energy engineering and climate planning needs
- Use consultant services to offer support through the Energy Roadmap Program
- Regional framework development in 2016-2017
Roll-Out of Additional Energy Roadmap Services

Regional Planning Committee

November 4, 2016
Smart Growth Incentive Program and Active Transportation Grant Program Projects
La Mesa Downtown Village Streetscape Improvement Project
Greg Humora, Director of Public Works/City Engineer
Downtown Village Streetscape Improvement Project

Scope of Work

- Improve walkability: new sidewalks, bulb outs, ped ramps, cross walks, bollards (removable)
- New landscaping: new street trees, Silva cells, stormwater BMPs (gutter inlets and permeable gutters)
- New lighting: historic style concrete lights, gateway and intersection string lights

Enhanced Tree Root Development Areas
Silva Cells
• Bulb outs
• Brick crosswalks (organic feel)
• Reduced roadway crown
• Removable bollards
- 10 Foot wide ped ramps
- Bollards behind the ped ramps

- Custom bike racks
- Custom benches
- New trees
• LED string lights
• Gateway string lights

Downtown Village Streetscape Improvement Project

Project Construction Funding
$2,000,000  SANDAG Smart Growth
$1,061,000  La Mesa Parking Fund
$ 630,000  Transit Development Administration
$ 417,000  La Mesa Sewer Fund
$1,650,000  TransNet
$ 100,000  Gas Tax
$5,858,000  TOTAL

Thank you!
Downtown Village Streetscape Improvement Project

Project Awards

- American Public Works Association
  Transportation Project of the Year
- American Society of Civil Engineers
  Outstanding Water Quality/Flood Control Project
- Circulate San Diego
  Momentum Award for Complete Streets Placemaking

Thank you!
East Village Green - General Development Plan
14th Street Promenade Master Plan

The Office of James Burnett (Nathan Elliott, Principal)

General Development Plan
• Establishes overall design;
• Guides future improvements; and
• Serves as the basis from which all future phases of the Project will be developed.

East Village Green

EVG- Project History
Fall 2014 – Consultant Selection for GDP and Phase 1 Construction Document Preparation
The Office of James Burnett
(Nathan Elliott, Principal)

EAST VILLAGE GREEN GENERAL DEVELOPMENT PLAN
East Village Green

Project History

- November 2015 – General Development Plan approved by Park and Recreation Board

East Village Green

Phase 1 Improvements

- Central Multi-Purpose Lawn
- Community Center
- Children's Park
- Performance Pavilion
- Interactive Water Feature
- Café Building
- Off-Leash Dog Park
- 14th Street Plaza
- Groves and Casual Park Areas
- Public Restrooms
- Underground Parking Garage
- Relocation and Rehabilitation of the Historic Buildings
**East Village Green**

### TASK - CONSTRUCTION DOCUMENTS

<table>
<thead>
<tr>
<th>Activity</th>
<th>Estimated Dates*</th>
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<tbody>
<tr>
<td>Notice to Proceed</td>
<td>January 2017</td>
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<tr>
<td>Construction Document Preparation</td>
<td>February 2018</td>
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<tr>
<td>Permitting</td>
<td>July 2018</td>
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<tr>
<td>Bidding</td>
<td>July 2018 - August 2018</td>
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<tr>
<td>Construction</td>
<td>August 2018 – June 2020</td>
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### TASK – DESIGN, BID AND CONSTRUCTION

<table>
<thead>
<tr>
<th>Phases 2 and 3</th>
<th>Estimated Dates*</th>
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<td>To be Determined</td>
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* Dates provided are subject to change and project phasing is dependent upon availability of funding and acquisition of outstanding parcels.
14th Street Promenade Master Plan

Downtown Community Plan

Existing Conditions

Downtown Mobility Plan

14th Street Promenade Master Plan

Barrio Logan  Fault Line Park  East Village Green  City College

11/7/2016
14th Street Promenade Master Plan

Demonstration Block Design and Construction

<table>
<thead>
<tr>
<th>Funding Source – Demonstration Block</th>
<th>Amount</th>
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<tbody>
<tr>
<td>SANDAG Smart Growth Incentive Program Grant</td>
<td>$1,000,000</td>
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<tr>
<td>Grant Match – FAR Bonus Fund</td>
<td>$250,000</td>
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<tr>
<td>Total</td>
<td>$1,250,000</td>
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**TASK – DEMONSTRATION BLOCK DESIGN, BID AND CONSTRUCTION**

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<tr>
<th>Task</th>
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<td>Prepare Construction Documents</td>
<td>August 2016 – June 2017</td>
</tr>
<tr>
<td>Bid, Award and Issue Notice to Proceed</td>
<td>June 2017 – October 2017</td>
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<tr>
<td>Construction</td>
<td>October 2017 – July 2018</td>
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</tbody>
</table>
TransNet Smart Growth Incentive Grant Program (FY 2013 Cycle)

City of National City
Downtown-Westside Community Connections

Grant Agreement #5004283

Regional Planning Committee
November 4, 2016

Project Study Area

Project Goal: Stimulate Smart Growth redevelopment by creating a contiguous complete streets network of “Community Corridors” that connects Downtown National City with the Westside Community
Smart Growth Areas

National City Bike Master Plan
Project Improvements

- Phase I – Coolidge Ave: enhanced crosswalks with high intensity signing and striping; new, wider sidewalks and pedestrian curb ramps for ADA compliance; new lighting, landscaping and storm water bioretention areas; decorative benches and bike racks; and traffic calming measures such as corner bulb-outs
- Phase II – "A" Avenue: low-impact development (LID) storm water infiltration areas; enhanced crosswalks with pedestrian refuge islands and corner bulb-outs for traffic calming, pedestrian actuated flashing crosswalk signs, and high intensity signing and striping; new sidewalks and pedestrian curb ramps for ADA compliance; and an educational creek-themed art wall.
- Phases III & IV – Plaza Blvd & 14th St: enhanced crosswalks with corner bulb-outs and high intensity signing and striping; pedestrian curb ramps for ADA compliance; new bike sharrows with signage; new street lights; wayfinding signage; LID storm water infiltration areas; decomposed granite pedestrian plaza with drought tolerant landscaping and benches

Project Timeline & Budget

- Execute Grant Agreement #5004283: August 15, 2013
- SANDAG issues Notice to Proceed: August 26, 2013
- Final Design & Engineering: August 2013 – December 2015
- Phase I Construction Completion: July 11, 2015
- Phase II Construction Completion: April 16, 2016
- Phases III & IV Construction Completion: August 12, 2016
- Executed two Amendments to Grant Agreement extending the project schedule to August 15, 2016
- SGIP Grant Award: $2,000,000
- Matching Funds: $2,000,000 (City local match and Prop 84 Storm Water grant)
Project Completion Photos
Phase I – Coolidge Ave

Project Completion Photos
Phase II – “A” Avenue
Project Completion Photos
Phases III & IV – Plaza Blvd & 14th St

Questions?
See our Progress at:
nationalcityprojects.com

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engineering@nationalcityca.gov