MEETING NOTICE AND AGENDA

REGIONAL PLANNING TECHNICAL WORKING GROUP
The Regional Planning Technical Working Group may take action on any item appearing on this agenda.

Thursday, June 9, 2016
1:15 to 3:15 p.m.
SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101

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

Susan Baldwin
(619) 699-1943
susan.baldwin@sandag.org

AGENDA HIGHLIGHTS

• SAN DIEGO FORWARD: THE REGIONAL PLAN: PROGRESS ON IMPLEMENTATION
• STATUS REPORT ON FUNDING MEASURE
• UPDATE ON REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION

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To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Speaker’s Slip, and then present the slip to the Clerk of the Working Group. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

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

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

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如有需要，我们可以把SANDAG议程材料翻译成其他语言。

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ITEM NO. | RECOMMENDATION
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1. | WELCOME AND INTRODUCTIONS
2. | APPROVAL OF MEETING MINUTES
   +2a. April 14, 2016, Regional Planning Technical Working Group (TWG) meeting minutes.
   +2b. May 5, 2016, joint TWG and Cities/County Transportation Advisory Committee, meeting minutes.
3. | PUBLIC COMMENTS AND COMMUNICATIONS
Members of the public will have the opportunity to address the TWG on any issue within the jurisdiction of SANDAG 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 meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. TWG members also may provide information and announcements under this agenda item.

CONSENT

+4. | STATUS UPDATE ON SANDAG APPLICATIONS TO THE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (Carolina Ilic)
INFORMATION
The Strategic Growth Council has invited SANDAG to submit full applications for the two concept applications on regional bike projects proposed in March. Attached is a report to the SANDAG Board of Directors including information on the applications.

CHAIR’S REPORT

5. | SUMMARY OF ACTIONS FROM LAST REGIONAL PLANNING COMMITTEE (TWG Chair)
INFORMATION
In an effort to strengthen information-sharing between the TWG and the Regional Planning Committee, the Chair will report on items discussed at the last Regional Planning Committee meeting.
+6. SAN DIEGO FORWARD: THE REGIONAL PLAN: PROGRESS ON IMPLEMENTATION (Elisa Arias)

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

+7. STATUS REPORT ON FUNDING MEASURE (Rob Rundle)

Over the past months, the SANDAG Board of Directors has been considering a funding measure to implement San Diego Forward: The Regional Plan. Staff will present a status report, including the proposed expenditure plan discussed by the Board of Directors and current and next steps for getting the funding measure on the November 2016 ballot.

+8. REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY – UPDATE ON KEY EARLY ACTIONS (Susan Baldwin)

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

+9. UPDATE ON REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION (Carolina Illic and Stephan Vance)

A report on the implementation of the SANDAG Regional Complete Streets Policy was provided to the Regional Planning and Transportation Committees last month, and will be presented to the Board of Directors later this month. Staff will summarize the comments and input and solicit input on prioritizing upcoming steps.

10. MEMBER COMMUNICATIONS (TWG Members)

This item provides an opportunity for TWG members to provide brief updates on the latest planning projects occurring in their jurisdictions.

11. ADJOURNMENT AND NEXT MEETING

The next regularly-scheduled TWG meeting is scheduled for Thursday, July 14, 2016, at 1:15 p.m.

+ next to an agenda item indicates an attachment
APRIL 14, 2016, MEETING MINUTES

Please note: Audio files of the meeting are available on the SANDAG website, sandag.org, on the Regional Planning Technical Working Group (TWG) page.

The meeting of the TWG was called to order by Vice Chair Karen Brindley (San Marcos), at 1:17 p.m.

1. WELCOME AND INTRODUCTIONS

Attendance sheet is attached.

2. PUBLIC COMMENTS AND COMMUNICATIONS

There were no public comments or communications.

3. APPROVAL OF MEETING MINUTES (APPROVE)

Jeff Hunt (Oceanside) requested to amend Item 8 of the March 10, 2016, meeting minutes to clarify that he asked whether funding from the potential measure could be used for beach nourishment versus for open space preservation.

Action: Bill Chopyk (Solana Beach) made a motion to approve the minutes with the incorporation of the correction made by Mr. Hunt. Mr. Hunt seconded the motion. The TWG approved the March 10, 2016 meeting minutes. Yes – Ed Batchelder (Chula Vista), Nancy Bragado (San Diego), Karen Brindley (San Marcos), Mr. Chopyk (Solana Beach), Carol Dick (La Mesa), Tyler Foltz (Imperial Beach), Mr. Hunt (Oceanside), Melanie Kush (Santee), Don Neu (Carlsbad), and Tony Shute (El Cajon). No – None. Abstain – Jesse Brown (Coronado), Joseph Lim (Poway). Absent – City of Del Mar, City of Encinitas, City of Escondido, City of Lemon Grove, City of National City, City of Vista, and County of San Diego.

CONSENT

4. REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION: REVISED LOCAL SAMPLE CHECKLIST AND JOINT WORKSHOP (INFORMATION)

Last month, the TWG provided additional input on the development of a sample checklist for local jurisdictions to use on a voluntary basis for Complete Streets implementation. Staff updated the local sample checklist based on input from the TWG and from the Cities/County Transportation Advisory Committee (CTAC). The checklist has been uploaded to the SANDAG Complete Streets
website (sandag.org/CompleteStreets). A joint workshop with CTAC focused on complete streets will be held on Thursday, May 5, 2016, from 9:30 to 11 a.m.

REPORTS

5. MEMBER COMMUNICATIONS AND HIGHLIGHTS FROM NATIONAL AMERICAN PLANNING ASSOCIATION CONFERENCE (INFORMATION)

TWG members shared highlights from the National American Planning Association conference held in Phoenix in early April 2016.

6. STATUS REPORT ON POTENTIAL FUNDING MEASURE (INFORMATION)

The SANDAG Board of Directors has been considering a potential funding measure to implement San Diego Forward: The Regional Plan (Regional Plan). Rob Rundle (SANDAG) presented the results of a public information survey that was conducted to gauge voter interest in a potential funding measure for the November 2016 ballot and updated the TWG on the Board's latest discussions. About 68 percent of probable voters supported the funding measure at the beginning of the telephone survey compared to 62 percent who supported the measure at the end of the survey after listening to opposing arguments. The SANDAG Board will continue to deliberate the measure and will make a decision on whether to place the measure on the ballot within the next several months.

7. SERIES 14 REGIONAL GROWTH FORECAST (INFORMATION)

Rachel Cortes (SANDAG) provided a progress update on the Series 14 Regional Growth Forecast, informing TWG members of major milestones expected in the coming months.

8. DRAFT TECHNICAL UPDATE OF THE SMART GROWTH CONCEPT MAP (INFORMATION)

Carolina Ilic (SANDAG) reported that a technical update to the Smart Growth Concept Map has been conducted to incorporate the updated transportation network from the Regional Plan. Areas that experienced a change in status are shown in the Site Descriptions in track changes. TWG members were asked to review the Smart Growth Opportunity Areas in their jurisdiction and provide feedback by Friday, April 22, 2016. A resource binder with the final maps and Site Descriptions will be provided to each jurisdiction at the joint TWG/CTAC meeting on May 5, 2016.

9. ESTIMATING CAPACITY FOR UPCOMING SANDAG ON-CALL PROCUREMENTS (INFORMATION)

As a resource to member agencies, SANDAG is interested in making its on-call contracts available through the SANDAG Service Bureau (the consulting arm of SANDAG). SANDAG will be soliciting consultants for upcoming on-call procurements that cover the following topics: Environmental Planning Services; Transportation, Land Use, and Socioeconomic Modeling Services; and Intelligent Transportation System Planning and Implementation Services. Cheryl Mason (SANDAG) asked TWG members to complete a survey by Monday, April 18, 2016. A link was sent separately to each jurisdiction.
10. “POWER YOUR DRIVE” SDG&E’S NEW ELECTRIC VEHICLE-GRID INTEGRATION PROGRAM FOR THE SAN DIEGO REGION (INFORMATION)

The California Public Utilities Commission recently approved San Diego Gas & Electric’s (SDG&E) program for installing grid-integrated electric vehicle charging stations in its service territory. Greg Haddow (SDG&E) presented an overview of the “Power Your Drive” program, its target locations, and timeline for program sign-up and installations. Program information is available at: www.sdge.com/PowerYourDrive.

11. THE SAGE PROJECT: COMMUNITY ENGAGEMENT FOR SUSTAINABLE CITIES (INFORMATION)

The Sage Project is a partnership between San Diego State University (SDSU) and local governments in the San Diego region. Students from across SDSU assist local governments with projects that address their livability and sustainability goals. Jessica Barlow, Sage Project Director, provided TWG members with an overview of the program, discussed past and current partnerships with the City of National City, City of Santee, and City of San Diego, and informed TWG members of how their jurisdiction could participate. Ms. Kush discussed the City of Santee’s experience with the Sage Project and encouraged other local jurisdictions to participate. Kiran Kaur (SANDAG) spoke about her experiences as an SDSU student in the program.

12. ADJOURNMENT AND NEXT MEETINGS (INFORMATION)

Vice Chair Brindley adjourned the meeting at 3:21 p.m. The next TWG meeting will be held on May 5, 2016, from 9:30 to 11 a.m. in the SANDAG Board Room as a joint workshop with CTAC focused on complete streets.
## REGIONAL PLANNING TECHNICAL WORKING GROUP
### MEETING ATTENDANCE FOR APRIL 14, 2016

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<td>Patsy Chow</td>
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**ADVISORY MEMBERS LISTED BELOW (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)**

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<td>Dahvia Lynch</td>
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<td>Denis Desmond</td>
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<td>Jason Giffen</td>
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<td>Keith Wilschetz</td>
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<td>Dana Friehauf</td>
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<td>U.S. Dept. of Defense</td>
<td>Anna Shepherd</td>
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<td>Robert Barry, AICP</td>
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**OTHER ATTENDEES**

- Jessica Barlow, SDSU
- Cameron Celeste, City of Chula Vista
- Krissy Maier, City of San Diego
- Daichi Pantaleon, City of San Diego
- Dan Wery, Michael Baker International

**SANDAG STAFF MEMBERS LISTED BELOW**

- Ellison Alegre
- Eve Angle
- Susan Baldwin
- Rachel Cortes
- Clint Daniels
- Susan Freedman
- Katie Hentrich
- Carolina Ilic
- Kiran Kaur
- Cheryl Mason
MAY 5, 2016, MEETING MINUTES – JOINT WORKSHOP WITH THE CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE

Please note: Audio files of the meeting are available on the San Diego Association of Governments (SANDAG) website, sandag.org, on the Regional Planning Technical Working Group page.

1. WELCOME AND INTRODUCTIONS

This joint meeting of the Regional Planning Technical Working Group (TWG) and the Cities/Counties Transportation Advisory Committee (CTAC) was co-chaired by TWG Chair Brad Raulston (National City) and CTAC Chair Frank Rivera (City of Chula Vista). The meeting was called to order by Chair Raulston at 9:34 a.m. Self-introductions were made.

2. PUBLIC COMMENTS AND COMMUNICATIONS

The following public comments were made:

Greg Konar (American Planning Association and Complete Streets Task Force) expressed gratitude towards SANDAG and other member agencies for their efforts in working towards complete streets, and highlighted the importance of collaboration between planners, traffic engineers, landscape architects, and environmental professionals in these efforts.

Kathleen Ferrier (Circulate San Diego and Complete Streets Task Force) circulated a report released by the Complete Streets Task Force regarding Complete Streets and the implementation of Senate Bill 743 (Steinberg, 2013).

Allison Wood (SANDAG) informed TWG and CTAC members of upcoming training focused on the permitting and inspection of electric vehicle charging stations. Ms. Wood highlighted five workshops that will be hosted by SANDAG in the last two weeks of May. More information on these workshops can be found at sandag.org/pluginsd.

3. SMART GROWTH CONCEPT MAP TECHNICAL UPDATE (INFORMATION)

Carolina Ilic (SANDAG) announced that staff completed a technical update to the Smart Growth Concept Map to incorporate the transportation network from San Diego Forward: The Regional
Plan. A resource binder was provided to the primary TWG and CTAC member from each jurisdiction. Contents of the resource binder can be found at sandag.org/SmartGrowth.

WORKSHOP

4. SPECIAL FOCUS ON COMPLETE STREETS (INFORMATION/DISCUSSION)

A. Regional Context

Charles “Muggs” Stoll (SANDAG) provided TWG and CTAC members with an overview of SANDAG’s Regional Complete Streets Policy and highlighted the importance that these concepts will play in the future of the San Diego region. Mr. Stoll acknowledged the implementation challenges implementation and expressed appreciation for all who were able to attend the workshop.

B. State Laws, Regional Policies, and the Local Sample Checklist

Stephan Vance (SANDAG) and Ms. Ilic provided TWG and CTAC members with a brief overview of legislation adopted at the national, regional, and local levels. Staff also provided a status report on the implementation of SANDAG’s Complete Streets Policy. Various resources are available at sandag.org/CompleteStreets to assist local jurisdictions and interested stakeholders. Staff also provided visual simulations to highlight examples in the San Diego region.

C. Best Practices: Featuring Local Jurisdiction Efforts to Implement Complete Streets in the San Diego Region

Staff members from local jurisdictions highlighted local projects and best practices happening in their localities. David DiPierro (City of Oceanside) shared techniques during the implementation of the Coast Highway Road Diet in Oceanside. Nancy Graham (City of San Diego) and Tanner French (City of San Diego) highlighted the City’s experiences during the adoption of the Palm Avenue Revitalization Plan. Ed Batchelder (City of Chula Vista) and Chair Rivera shared various examples in Chula Vista, including Third Avenue and Broadway.

D. Break-Out Discussions and Reporting Back

Due to time constraints, rather than breaking out into separate discussions, Coleen Clementson (SANDAG) facilitated a group discussion between TWG and CTAC members focused on key barriers and potential solutions to implementing complete streets. Major themes included transit operations, funding, maintenance, barriers to implementation, and potential solutions.

E. Next Steps

Staff provided a summary of anticipated next steps, including additional training opportunities, and informed TWG and CTAC members of upcoming workshops.

5. ADJOURNMENT AND NEXT MEETING (INFORMATION)

Chair Raulston adjourned the meeting at 11:01 a.m.

The next TWG meeting will be held on June 9, 2016, from 1:15 to 3:15 p.m.
## REGIONAL PLANNING TECHNICAL WORKING GROUP
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<td>Karen Brindley (TWG Vice Chair)</td>
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<td>Saima Qureshy</td>
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**ADVISORY MEMBERS LISTED BELOW (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)**

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<td>Local Agency Formation Commission</td>
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<td>Dana Friehauf</td>
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<td>Lucy Contreras</td>
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<td>U.S. Dept. of Defense</td>
<td>Anna Shepherd</td>
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**OTHER ATTENDEES**

- Yazmin Arellano, City of El Cajon
- Cameron Celeste, City of Chula Vista
- Sharon Cooney, MTS
- Miranda Evans, City of Lemon Grove
- Kathleen Ferrier, Circulate San Diego, Complete Streets Task Force
- Tanner French, City of San Diego
- Nancy Graham, City of San Diego
- Everett Houser, County of San Diego
- John Keating, LLG Engineers
- Greg Konar, APA, Complete Streets Task Force
- Erik Ruehr, VRPA Technologies
- Tim Thiele, City of Del Mar

**SANDAG STAFF MEMBERS LISTED BELOW**

- Charles “Muggs” Stoll
- Coleen Clementson
- Carolina Ilic
- Susan Baldwin
- Kiran Kaur
- Alex Estrella
- Stephan Vance
- Tracy Ferchaw
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<td>Doug Bilse</td>
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<td>Frank Rivera</td>
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<td>Dave Kaplan</td>
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<td>Eric Minicilli</td>
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<td>Mario Sanchez</td>
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<td>Ed Deane</td>
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<td>Kipp Hefner</td>
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<td>Julie Procopio</td>
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<td>Mark Thomsen</td>
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<td>North County Transit District</td>
<td>Johnny Dunning, Jr.</td>
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STATUS UPDATE ON SANDAG APPLICATIONS TO THE
AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Introduction

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

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

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

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

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

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

Introduction

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

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

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

Discussion

Applications from the San Diego Region

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

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

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

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

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

**Next Steps**

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

GARY L. GALLEGOS  
Executive Director

Attachment: 1. Resolution No. 2016-28

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

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

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

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

BE IT RESOLVED that the Board of Directors:

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

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

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

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

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

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

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

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

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

File Number 3100400

Introduction

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

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

Discussion

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

Next Steps

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

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

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

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

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

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<th>Continuing Actions</th>
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<td>1</td>
<td>Continue to provide and/or expand incentive programs that support the reduction of greenhouse gas emissions; protect open space and farmland; and create great places to live, work, and play</td>
<td>As of May 2016 the TransNet Smart Growth Incentive Program and Active Transportation Grant Program have provided more than $55 million through a competitive grant program to support more than 100 smart growth and active transportation plans, programs, and projects. These two TransNet grant programs received an award of planning excellence from the San Diego Chapter of the American Planning Association in May 2016. As of May 2016, the TransNet Environmental Mitigation Program (EMP) has provided $12.8 million through a competitive grant program to support land management throughout the region through a competitive land management grant program. In addition, the EMP has provided $150 million to acquire 8,600 acres of sensitive habitat and open space. An eighth cycle of a competitive land management grant program was approved by the SANDAG Board of Directors, and allocated an additional $1.8 million dollars to mitigate impacts of regional transportation projects.</td>
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<td>2</td>
<td>Through incentives and collaboration, continue to work to increase the supply and variety of housing types affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services</td>
<td>In November 2015, SANDAG collaborated with the San Diego Housing Federation to bring together affordable housing developers, local planning and public works staff, transit operators, regional bike and transit planners, and Strategic Growth Council staff to discuss the Affordable Housing and Sustainable Communities (AHSC) Program, a statewide competitive grant program funded by Cap-and-Trade proceeds that provides funding for housing and transportation projects that will reduce greenhouse gas emissions. Six applications submitted to the AHSC from the San Diego region were invited to submit full applications, which are due June 20, 2016.</td>
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<td>3</td>
<td>Continue to support wildlife and habitat conservation through the acquisition, management, and monitoring of the region’s habitat preserve areas through the <em>TransNet</em> Environmental Mitigation Program incentive program and implementation of the Multiple Species Conservation Program and Multiple Habitat Conservation Program</td>
<td>As of May 2016, the <em>TransNet</em> EMP has supported the acquisition of 39 properties throughout the region, totaling more than 8,600 acres. In early 2016 alone, approximately 2,380 acres of habitat were acquired. These land purchases are done strategically according to targets set in regional habitat conservation plans.</td>
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<td>4</td>
<td>Promote the use of both zero-emission vehicles and alternative fuels and ensure that we have the infrastructure to support these innovations</td>
<td>Since Plan adoption, SANDAG has executed a new five-year contract with San Diego Gas &amp; Electric to continue the <em>Energy Roadmap Program</em>, which provides free energy assessments and energy management plans to SANDAG member agencies, with a focus on implementation and expanding subregional efforts. In support of plug-in electric vehicle (PEV) adoption and implementation of the San Diego Regional Plug-in Electric Vehicle Readiness Plan, SANDAG has partnered with the Center for Sustainable Energy to launch Plug-in SD and provide local stakeholders strategic and technical guidance to help ensure the San Diego region is PEV ready.</td>
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| 5 | Continue to seek funding for transportation investments that provide a variety of choices, and which reduce greenhouse gas emissions and promote healthy lifestyles through more active transportation | The SANDAG Board of Directors is developing a funding measure for the November 2016 ballot to help in the implementation of San Diego Forward: The Regional Plan.  
In addition, in 2016 SANDAG submitted two Concept Applications for funding from the statewide Cap-and-Trade AHSC Program – one for the Inland Rail Trail bike project in Vista and another in partnership with a local housing developer for a regional bike project in the Mid-City and North Park communities. Both of these bike projects are included in the Regional Bike Early Action Program. Additionally, a grant application for the Transit Oriented Development Strategy implementation was submitted to Caltrans.  
In response to a Notice of Funding Opportunity for the Department of Transportation’s Transportation Investment Generating Economic Recovery grant, SANDAG, in partnership with the U.S. General Services Administration, submitted an application to fund the final design and construction phases for pedestrian facility enhancements to connect the Otay Mesa transit center to the existing Otay Mesa Port of Entry. The total grant amount requested was $3 million. |
<p>| 6 | Support the development of policies, programs, and funding for moving goods in the state and nation, as well as for infrastructure in the region that supports moving goods | SANDAG staff has worked with the U.S. Department of Transportation regarding the National Strategic Freight Plan to ensure that the San Diego region’s freight infrastructure is adequately represented within national surface transportation programs including Moving Ahead for Progress in the 21st Century and Fixing America's Surface Transportation Act. SANDAG staff has participated in the California Sustainable Freight Initiative through the California Freight Advisory Committee, white paper development, pilot project development, and through the submission of comment letters on discussion documents and technical reports. |</p>
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<td>7</td>
<td>Continue to leverage our crossborder economic relationships with binational and global interests to become more globally competitive and strengthen our megaregion</td>
<td>In April 2016, SANDAG, in partnership with Caltrans and the Imperial County Transportation Commission, initiated a study to evaluate the economic and air quality/climate impacts of delays at the California-Baja California ports of entry. Also in April 2016, SANDAG Board members and staff participated in the 11th annual California-Mexico Trade Initiative in Mexico City. Participants met with federal officials and business and trade representatives to discuss border infrastructure, renewable energy projects, and other relevant crossborder issues.</td>
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As our region grows, preserving what we love about where we live is important. In November, voters countywide will be asked to invest in transit, highway, open space, bike, and pedestrian projects throughout the community by increasing the region’s local sales tax by one-half cent. This funding measure is designed to provide a stable source of local revenue that stays in San Diego County and will go towards specific projects.

**SANDAG expects the proposed half-cent sales tax increase will:**
- Invest in our region’s future transportation system to support the growing population
- Create local jobs
- Provide local control for municipalities to fix roads and fill potholes
- Have transparent oversight by local taxpayers to make sure funds are spent responsibly
- Help address fire safety through open space management and road improvements

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**What projects are included?**

**Transit Capital and Operations: $7.5 billion**
Building and operating a new Trolley line from San Ysidro to Kearny Mesa; adding more than a dozen new Rapid routes to provide fast and frequent transit service around the region; double-tracking at various locations on the North Coast rail corridor; replacing vehicles for COASTER, SPRINTER, Rapid, and local bus routes; and enhancing local bus, COASTER and SPRINTER, and Blue and Orange line Trolley services with increased frequencies and longer hours of operation.

**Highways, Managed Lanes, Connectors: $2.6 billion**

**Local Funds: $4.3 billion**
Funds distributed based on population proportion can be used by local cities for fixing potholes, repairing and building roads and streets including sidewalks and bike paths; transit capital and operations; open space; ADA accessibility; beach sand maintenance and replenishment; implementation of transportation-related greenhouse gas reduction and climate adaptation measures; and watershed management measures, including projects that improve water quality.

**Open Space: $2 billion**
Open space acquisition and management to reduce the risk of wildfires

**Active Transportation: $540 million**
Bike and pedestrian improvements including bike lanes, sidewalks, crosswalks, and projects such as underpasses that separate trains and Trolleys from bike and pedestrian crossings

Visit [sandag.org/priorities](http://sandag.org/priorities) to view our interactive map of transit and highway projects that could be completed near you.
THE “KEEP SAN DIEGO MOVING FORWARD” MEASURE

Why is a new sales tax needed?
San Diego Forward: The Regional Plan was approved by the SANDAG Board of Directors in October 2015 after three years of extensive public engagement. The process resulted in a plan that includes a careful balance of projects and programs that will continue to build choices into our transportation system. Our region’s population continues to grow, meaning there are more people that need to go to work, school, and run errands, and whether they choose to go by bus, train, car, bike, or walk, a new local funding source is needed to implement projects and programs in the Regional Plan. The sales tax measure must pass by two-thirds majority of the voters. If the proposed measure is not approved, these projects might not be implemented or the San Diego region would need to find other ways to pay for these projects.

How does a half-cent add up?
Every time you shop or dine in San Diego County, a half-cent sales tax could be invested in our transportation system and other local projects. It may not seem like much, but it adds up over time.

Together with taxes paid by your friends, neighbors, and other taxpayers in the region, these pennies add up to $18 billion over 40 years that could fund hundreds of projects to keep you moving. The proposed half-cent sales tax is a sales and use tax charged on retail purchases; it does not apply to purchases such as groceries, household utilities, and prescription medicine and medical supplies.

Connect and #AskSANDAG
SANDAG welcomes your questions and comments as the Board of Directors reviews and publicly discusses draft ballot and ordinance language. Visit sandag.org/priorities to submit a question or comment or email info@sandag.org. Staff will answer questions and post as many responses as possible so you can learn what other residents have asked and weigh in with your own questions.

Your tax dollars at work
Thanks to TransNet, the voter-approved half-cent sales tax for transportation projects, San Diego County is considered a “self-help” county – our local sales tax has already helped to attract matching state and federal transportation dollars to complete a variety of projects. Over the last quarter century, TransNet helped complete more than 650 highway, transit, bike and pedestrian, open space conservation, local street repairs, and grant projects and programs totaling more than $13.7 billion. TransNet funds, and those from the potential new sales tax, stay right here in San Diego to address our region’s priorities; they cannot be taken away by Sacramento.

View our interactive story map at KeepSanDiegoMoving.com/TransNet and learn how every TransNet dollar invested in completed projects helped leverage three dollars from state, federal, and other funding sources.

1Estimated revenue collected based on Series 13 forecast of taxable retail sales, net Board of Equalization fees, in 2015 dollars.

2SANDAG financial records of TransNet expenditures and leveraged funds from state, federal, and other funding sources, as noted on TransNet Story Map located at KeepSanDiegoMoving.com/TransNet.

This information is offered as a public information service by SANDAG, the San Diego Association of Governments. As a council of governments, SANDAG provides the public forum for decision making on regional issues such as growth, transportation, housing, the economy, the environment, and public safety. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the San Diego region’s 18 cities and county government.

In compliance with the Americans with Disabilities Act (ADA), this document is available in alternate formats by contacting the SANDAG ADA Coordinator, the Director of Administration at (619) 699-1900 or (619) 699-1904 (TTY).
REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY – UPDATE ON KEY EARLY ACTIONS

Introduction

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

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

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

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

Discussion

**Progress on Key Early Actions**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Next Steps

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

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

Key Staff Contact: Susan Baldwin, (619) 699-1943, susan.baldwin@sandag.org
UPDATE ON REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION

Introduction

The Board of Directors adopted the Regional Complete Streets Policy (Policy) in December 2014. The Policy defines Complete Streets for use by SANDAG in its role as implementer of regional transportation projects. The Policy includes implementation actions for SANDAG to provide tools, training, and procedures to ensure regional transportation projects consider Complete Streets and assist local jurisdictions in implementing Complete Streets with local transportation plans and projects.

Over the past several months, SANDAG has been working with the Regional Planning Technical Working Group (TWG) and the Cities/County Transportation Advisory Committee (CTAC) on the implementation actions. Last month, a joint TWG/CTAC workshop was held, where three cities (Oceanside, San Diego, and Chula Vista) provided examples of complete street projects in their local communities and working group members discussed key barriers and potential solutions for further consideration. The presentations and handouts from the joint workshop are available as resource materials at sandag.org/CompleteStreets.

Also last month, an implementation status report was provided to the Regional Planning and Transportation Committees. The report included a matrix summarizing the progress made related to each of the Policy's implementation actions (Attachment 1). The progress report will be provided to the Board of Directors later this month.

This item summarizes feedback from each of the meetings. The TWG is asked to provide input on priorities for further action.

Feedback Received from Recent Meetings

Joint TWG/CTAC Workshop on May 5, 2016

At the joint workshop held in early May, TWG and CTAC members made the following observations:

- Recognition that Complete Streets is not a “one-size-fits-all” endeavor. Designs can look different in different communities and can even vary along a single corridor.

- Early and frequent community involvement and city council support is important when significant changes are being considered.
• The implementation of Complete Streets can be advanced through pilot projects using paint, which is inexpensive and does not require environmental review.

• A suggested strategy is to start in areas where communities want the improvements, and then use the completed examples to build support for additional projects in different areas.

• Communities and decision-makers need to have information regarding the economic benefits of Complete Streets. SANDAG could assist by developing case studies on the financial benefits.

• Experience so far with Complete Streets projects suggests that there is often roadway capacity that can be repurposed to support a variety of modes. That means that Complete Streets projects do not necessarily have to restrict car traffic.

• The response to Complete Streets projects in the region seems to be positive, though it is reasonable to anticipate that some people will not like that their community has changed.

• To maximize effectiveness, promotion of Complete Streets and technical training efforts should be on-going.

• Complete Streets can benefit communities in a variety of ways, such as attracting private investment and commercial activity, improving storm water systems, improving safety, etc.

• Project involvement should be extended to early and frequent consultation with key stakeholders to identify and understand possible constraints and develop areas of opportunities – from planning through implementation.

**Regional Planning Committee Meeting on May 6, 2016**

The Regional Planning Committee provided the following observations and potential future actions for consideration:

• Guidance on how to manage maintenance costs for landscaping (such as tree-trimming, watering, etc.), including how design and recycled water can help minimize these costs, is needed.

• Guidance or examples of best practices for how to minimize the impacts of project construction on local businesses would be helpful.

• Consider how the landscaping that enhances the pedestrian realm may also serve as a strategy for implementing local climate action plans.

• Survey local jurisdictions about locations and lessons learned regarding roundabouts in the region.
Transportation Committee Meeting on May 20, 2016

The Transportation Committee provided the following observations and potential future actions for consideration:

- It is important to preserve the ability of transit vehicles to move around effectively on local streets and is critical to the operation of the transit system.

- Concerns about pedestrian and bike conflicts with transit vehicles.

- Local jurisdictions are asked to consult the transit operators when planning modifications to local streets and roads to find solutions that work for all users of the streets.

- Transit operators request that local jurisdictions avoid painting sharrows in transit lanes.

- Local jurisdictions are seeing net gains on local streets where Complete Streets projects have been completed, including revitalization of buildings, businesses improving storefronts, more activity on local streets, and visual improvements.

- Landscape maintenance costs are a concern for local jurisdictions. Although many areas handle these costs through maintenance assessment districts, there are limitations. SANDAG may be able to assist through its legislative program to seek greater flexibility in program requirements.

- Along major travel corridors, it remains important to keep traffic moving.

Input on Priorities

SANDAG will continue to work with member agencies, the transit operators, and Caltrans to implement the Regional Complete Streets Policy actions. This year, in addition to focusing on the actions included in the Policy, such as identifying additional training opportunities for SANDAG and member agency staff; developing a scope for a regional database and mapping tool to facilitate coordinated development of local and regional Complete Streets plans; and monitoring and reporting implementation of the Policy; TWG and CTAC members are asked to discuss the outcomes of the three meetings described above and provide input in terms of determining additional priorities given limited resources. The action included in the Policy related to developing a protocol for evaluating cost sharing of regional projects with local agency Complete Streets efforts will be postponed until this winter, pending the results of the 2016 ballot measure being discussed by the Board of Directors.

Attachment:  1. Implementation Matrix

Key Staff Contacts:  Carolina Ilic, (619) 699-1989, carolina.ilic@sandag.org
                      Stephan Vance, (619) 699-1924, stephan.vance@sandag.org
In December 2014, the SANDAG Board of Directors adopted a Regional Complete Streets Policy (Policy), which was incorporated into San Diego Forward: The Regional Plan upon the plan’s adoption in October 2015.

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

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

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

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