TRANSPORTATION COMMITTEE
AGENDA

Friday, February 3, 2017
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• TransNet ACTIVE TRANSPORTATION GRANT PROGRAM: PROPOSED REALLOCATION OF FUNDS FOR THIRD CYCLE OF GRANT FUNDING

• TransNet ENVIRONMENTAL MITIGATION PROGRAM ANNUAL STATUS REPORT

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San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · sandag.org
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TRANSPORTATION COMMITTEE
Friday, February 3, 2017

ITEM NO. | RECOMMENDATION
--- | ---
+1. APPROVAL OF MEETING MINUTES | APPROVE

The Transportation Committee is asked to review and approve the minutes from its January 20, 2017, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

CONSENT

+3. TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: QUARTERLY PROGRESS REPORT (Tracy Ferchaw) | INFORMATION

This report provides an overview of progress made by TransNet Smart Growth Incentive Program and Active Transportation Grant Program recipients through September 30, 2016.

REPORTS

+4. TransNet ACTIVE TRANSPORTATION GRANT PROGRAM: PROPOSED REALLOCATION OF FUNDS FOR THIRD CYCLE OF GRANT FUNDING (Tracy Ferchaw) | RECOMMEND

The Transportation Committee is asked to recommend that the Board of Directors: (1) approve the reallocation of Cycle 3 TransNet Active Transportation Grant Program funds to the next highest ranked projects able to accept funds and complete projects as proposed in the original grant applications; and (2) adopt SANDAG Resolution No. 2017-16, approving a revision to the FY 2016 Transportation Development Act Funds Article 3 Claims.

+5. TransNet ENVIRONMENTAL MITIGATION PROGRAM ANNUAL STATUS REPORT (Keith Greer and Sarah Pierce) | INFORMATION

Staff will provide an annual status update on the implementation of the TransNet Environmental Mitigation Program. The City of Chula Vista, San Elijo Lagoon Conservancy, and The Chaparral Lands Conservancy will highlight the role that grant funding has played in regional conservation.
6. 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.

7. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, February 17, 2017, at 9 a.m.

8. ADJOURNMENT

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

JANUARY 20, 2017

The meeting of the Transportation Committee was called to order by Chair Jim Desmond (North County Inland) at 9:03 a.m.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Mayor Mary Salas (South County), and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee approved the meeting minutes of December 9, 2016. Yes – Chair Desmond, Mayor Salas, Supervisor Roberts, Councilmember Bill Baber (East County), Chair Harry Mathis (Metropolitan Transit System [MTS]), Vice Chair John Aguilera (North County Transit District [NCTD]), and Mr. Jim Janney (San Diego County Regional Airport Authority [SDCRAA]). No – None. Abstain – Mayor Catherine Blakespear (North County Coastal) and Councilmember Georgette Gomez (City of San Diego). Absent – None.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Desmond shared news about the passing of former Transportation Committee member and Barona tribal elder, representing the Southern California Tribal Chairmen’s Association (SCTCA), Albert “Boxie” Phoenix.

Chair Desmond welcomed new Transportation Committee members, Ms. Dara Wheeler, Caltrans, Mayor Blakespear, and Councilmember Gomez.

Gary Gallegos, Executive Director, announced the U.S. Department of Transportation selected SANDAG, in partnership with the Cities of Chula Vista and San Diego, as an autonomous vehicle proving ground. SANDAG is designated as a Community of Practice to develop and share best practices around the safe testing, demonstration and deployment of automated vehicle technology.

John Wotzka, a member of the public, submitted written comments and spoke about various transportation matters.

CONSENT

3. REVISIONS TO THE CHARTER OF THE INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES (INFORMATION)

This report provided information to the Transportation Committee on revisions to the Interagency Technical Working Group on Tribal Transportation Issues charter.

Action: This item was presented for information.
4. **ENCINITAS COASTAL RAIL TRAIL SEGMENT 39C: CALIFORNIA ENVIRONMENTAL QUALITY ACT EXEMPTION (APPROVE)**

Chris Carterette, Associate Regional Planner, and Andrew Martin, Senior Regional Planner, presented the item.

Andy Hanshaw, San Diego Bike Coalition, spoke in favor of the item.

*Action*: Upon a motion by Mr. Janney, and a second by Councilmember Gomez, the Transportation Committee approved the California Environmental Quality Act exemption for Encinitas Coastal Rail Trail Segment 39C. Yes – Chair Desmond, Mayor Salas, Councilmember Gomez, Supervisor Roberts, Councilmember Baber, MTS Chair Mathis, Mayor Blakespear, NCTD Vice Chair Aguilera, and Mr. Janney. No – None. Abstain – None. Absent – None.

5. **PERSHING BIKEWAY PROJECT: CALIFORNIA ENVIRONMENTAL QUALITY ACT EXEMPTION (APPROVE)**

Mr. Carterette and Mr. Martin presented the item.

Randy Van Vleck, a member of the public, spoke in favor of the item.

Mr. Hanshaw spoke in favor of the item.

Kathleen Ferrier, a member of the public, spoke in favor of the item.

Charles Daniels, City of San Diego, spoke in favor of the item.

Jeff Kucharski, Bike San Diego, spoke in favor of the item.

Catherine Hardee, a member of the public, spoke in favor of the item.

Erin Stephens, San Diego Bike Coalition, spoke in favor of the item.

*Action*: Upon a motion by Councilmember Gomez, and a second by Mayor Salas, the Transportation Committee approved the California Environmental Quality Act exemption for the Pershing Bikeway Project. Yes – Chair Desmond, Mayor Salas, Councilmember Gomez, Supervisor Roberts, Councilmember Baber, MTS Chair Mathis, Mayor Blakespear, NCTD Vice Chair Aguilera, and Mr. Janney. No – None. Abstain – None. Absent – None.

6. **PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT: RIDES TO WELLNESS DEMONSTRATION AND INNOVATIVE COORDINATED ACCESS AND MOBILITY GRANTS (APPROVE)**

Danielle Kochman, Associate Regional Planner, presented the item.

*Action*: Upon a motion by Mayor Salas, and a second by Councilmember Gomez, the Transportation Committee approved an amendment to the FY 2017 Program Budget to add $160,000 of funding from the Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grants. Yes – Chair Desmond, Mayor Salas, Councilmember Gomez, Supervisor Roberts, Councilmember Baber, MTS Chair Mathis, Mayor Blakespear, and Mr. Janney. No – None. Abstain – NCTD Vice Chair Aguilera. Absent – None.
7. PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT: NORTH COUNTY TRANSIT DISTRICT COASTER TRAIN WASH OVERHAUL (APPROVE)

Bruce Schmith, Principal Design Engineer, presented the item.

Action: Upon a motion by County of San Diego Chair Roberts, and a second by Councilmember Aguilera, the Transportation Committee approved: (1) an amendment to the FY 2017 Program Budget to add a new project, NCTD COASTER Train Wash Overhaul (CIP 1146500); and (2) accepted $239,850 from NCTD to fully fund this project. Yes – Chair Desmond, Mayor Salas, Councilmember Gomez, Supervisor Roberts, Councilmember Baber, MTS Chair Mathis, Mayor Blakespear, NCTD Vice Chair Aguilera, and Mr. Janney. No – None. Abstain – None. Absent – None.

8. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NO. 1 (ADOPT)

Michelle Smith, Senior Project Control Analyst, presented the item.

Action: Upon a motion by Mayor Salas, and a second by MTS Chair Mathis, the Transportation Committee adopted Resolution No. 2017-15 approving Amendment No. 1 to the 2016 Regional Transportation Improvement Program. Yes – Chair Desmond, Mayor Salas, Councilmember Gomez, Supervisor Roberts, Councilmember Baber, MTS Chair Mathis, Mayor Blakespear, NCTD Vice Chair Aguilera, and Mr. Janney. No – None. Abstain – None. Absent – None.

9. PROPOSED FY 2017 PROGRAM BUDGET AMENDMENT: ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES VEHICLE PROCUREMENTS (RECOMMEND)

Ms. Kochman presented the item.

Action: Upon a motion by MTS Chair Mathis, and a second by Councilmember Aguilera, the Transportation Committee recommended that the Board of Directors: (1) approve an amendment to the FY 2017 Program Budget to accommodate for increased matching funds provided by grantees; and (2) accept the transfer of $364,183.14 from Home of Guiding Hands and $320,592.90 from the San Diego Metropolitan Transit System to fully fund their vehicle procurement projects. Yes – Chair Desmond, Mayor Salas, Councilmember Gomez, Supervisor Roberts, Councilmember Baber, MTS Chair Mathis, Mayor Blakespear, NCTD Vice Chair Aguilera, and Mr. Janney. No – None. Abstain – None. Absent – None.


Audrey Porcella, Regional Planner II, outlined the funding recommendations for the Federal Transit Administration Section 5310 and the TransNet Senior Mini-Grant Programs that are anticipated to be brought to the Transportation Committee and Board of Directors for approval in February.

Deborah Martin, Executive Director, ElderHelp, submitted written comments and requested scoresheets be revisited.

Action: This item was presented for information.

11. CONTINUED PUBLIC COMMENTS

There were no continued public comments.
12. **UPCOMING MEETINGS**

The next meeting of the Transportation Committee is scheduled for Friday, February 3, 2017, at 9 a.m.

13. **ADJOURNMENT**

Chair Desmond adjourned the meeting at 10:44 a.m.
### CONFIRMED ATTENDANCE

**SANDAG TRANSPORTATION COMMITTEE MEETING**  
**JANUARY 20, 2017**

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<th>NAME</th>
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<tr>
<td>North County Coastal</td>
<td>Catherine Blakespear</td>
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<td>Ellie Haviland</td>
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<td>Jim Desmond (Chair)</td>
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<td>Judy Ritter</td>
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<td>Jerry Jones</td>
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<td>Mary Salas</td>
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<td>Metropolitan Transit System</td>
<td>Harry Mathis</td>
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<td>Lorie Bragg</td>
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<td>North County Transit District</td>
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<td>John Aguilera</td>
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<td>San Diego County Regional Airport Authority</td>
<td>Jim Janney</td>
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<td></td>
<td>April Boling</td>
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### ADVISORY MEMBERS

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<tr>
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<th>Name</th>
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<tr>
<td>Caltrans</td>
<td>Laurie Berman</td>
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<td>Dara Wheeler</td>
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<td>SCTCA</td>
<td>Erica Pinto</td>
<td>Member</td>
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<td></td>
<td>Allen Lawson</td>
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<td>Other Attendees</td>
<td>Matt Tucker</td>
<td>NCTD</td>
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<tr>
<td></td>
<td>Sharon Cooney</td>
<td>MTS</td>
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<td></td>
<td>Ron Roberts</td>
<td>Chairman, SANDAG</td>
<td>Yes</td>
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TransNet SMART GROWTH INCENTIVE PROGRAM
AND ACTIVE TRANSPORTATION GRANT PROGRAM:
QUARTERLY PROGRESS REPORT

Introduction

The San Diego Association of Governments 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), Transportation Committee, and Regional Planning Committee. The TransNet SGIP and ATGP Quarterly Progress Report (Attachment 1) shows progress made on each grant project through September 30, 2016.

As of September 30, 2016, all but four SGIP projects are on schedule. Administrative amendments are being processed for four Cycle 3 projects (see Attachment 1 and Exhibit B).

As of September 30, 2016, all but one ATGP projects are on schedule. One Cycle 3 project is on the Watch List (see Attachment 1 and Exhibit D). As of the writing of this report, this project (Civic San Diego/City of San Diego Euclid and Market Complete Streets Master Plan) has lost its match funding, and is therefore being withdrawn. A proposed reallocation of project funding to the next highest-ranked projects is included in the February 3, 2017, Transportation Committee agenda (see Item 4).

Next Steps

The TransNet SGIP and ATGP Quarterly Progress Report was provided as an information item to the ITOC on January 11, 2016, and also will be provided to the Regional Planning Committee on February 3, 2017. The next quarterly progress report will be provided in April/May 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

Reporting Period through September 30, 2016

Introduction

This report shows progress made by each grant recipient through September 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 September 30, 2016) to a total of 43 projects, including 23 capital grants and 20 planning grants. Of the 43 SGIP funded projects, 21 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 (5 planning grants and 8 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: sandag.org/grantsummary.

Cycle 2 SGIP (Exhibit A)

In June 2013, SANDAG awarded $9.6 million in funding to 13 projects (7 planning grants and 6 capital grants) for the second cycle of the SGIP. Ten of the projects have been completed. The remaining three 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 (8 planning grants and 9 capital grants). As of September 30, 2016, all but four SGIP projects are on schedule. At this time, four six-month administrative amendments\(^1\) are being processed for the City of Oceanside’s Seagaze Drive Downtown Mobility Project, the City of San Diego’s Kearny Mesa Smart Growth Employment Area Plan, the City of San Diego’s San Ysidro Wayfinding Signs Project, and the City of Lemon Grove’s Lemon Grove Avenue Realignment 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, bike parking, and education program grants; and 35 capital grants. Of the 63 ATGP projects, 50 have been completed, and 1 was transferred to the Regional Bike Plan EAP (see below, Cycle 1 ATGP). 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 $7.8 million in TransNet and TDA to 26 projects (8 planning, bike 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: sandag.org/grantsummary.

Cycle 2 ATGP (Exhibit C)

In September 2012, SANDAG awarded $8.8 million in TransNet and TDA to 25 projects (14 planning, bike parking, and education program grants; and 11 capital grants) for the second cycle of this program. As of September 30, 2016, all 25 projects have been completed.

Cycle 3 ATGP (Exhibit D)

In July 2015, SANDAG awarded $3 million in TDA funding to 12 projects (6 planning, bike parking, and education program grants; 6 capital grants). One capital 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 was reallocated to fully fund two additional capital ATGP projects (Carlsbad and Solana Beach) that had received partial funding and to partially fund the next highest-ranked capital ATGP project (National City Midblock Crossing). As of September 30, 2016, all but one ATGP projects are on schedule. The City of San Diego’s Euclid and Market Complete Streets Master Plan is on the Watch List. In August,\(^1\)

\(^1\) SANDAG Board Policy No. 035: Competitive Grant Program Procedures allows for staff to process administrative amendments for schedule extensions of up to six months.
Civic San Diego indicated that the matching funds to complete the project might not be available. At the time of the writing of this report, SANDAG staff has received official confirmation from both Civic San Diego and the City of San Diego that the matching funds will no longer be available. As a result, this project will be withdrawn and a request will be made next month to the Transportation Committee and the SANDAG Board of Directors to reallocate funding to the next highest-ranked projects. The next quarterly report will reflect these changes.

**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.

**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 is 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>
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<tr>
<th>Grantee</th>
<th>Project Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>ORIGINAL Contract Expiration Date</th>
<th>CURRENT Contract Expiration Date*</th>
<th>Watch List**</th>
<th>Status and Amendment History</th>
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<tbody>
<tr>
<td>Lemon Grove</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>San Diego</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>
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<td>San Diego</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>

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

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description of Project Activities</th>
<th>Grant Amount</th>
<th></th>
<th></th>
<th>PROJECT COMPLETE – JANUARY 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chula Vista</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></td>
<td></td>
<td>PROJECT COMPLETE – MARCH 2016</td>
</tr>
<tr>
<td>Chula Vista</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></td>
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<td></td>
</tr>
</tbody>
</table>

Am = Amendment  
RPC = Regional Planning Committee
<table>
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<tr>
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<th>Watch List**</th>
<th>Status and Amendment History</th>
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</thead>
<tbody>
<tr>
<td>Imperial Beach</td>
<td>Palm Avenue Mixed-Use &amp; Commercial Corridor Master Plan</td>
<td>PLANNING: Proposes the transformation of the Palm Avenue/State Route 75 corridor into a “Main Street” through public right-of-way improvements, traffic calming, and pedestrian, bicycle, and transit enhancements. Involves the preparation of preliminary designs and environmental documentation.</td>
<td>$400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE – JANUARY 2016</td>
</tr>
<tr>
<td>La Mesa</td>
<td>Downtown Village Streetscape Improvement Project</td>
<td></td>
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</tr>
<tr>
<td></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></td>
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<td></td>
<td></td>
<td>Te</td>
<td>PROJECT COMPLETE - DECEMBER 2015</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></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE – JULY 2016</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></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE – JULY 2016</td>
</tr>
<tr>
<td>San Diego</td>
<td>Island Avenue Green Street Mobility Improvements</td>
<td>CAPITAL: Constructs a series of widened sidewalks and corner bulb-outs along Island Avenue.</td>
<td>$1,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE – FEBRUARY 2016</td>
</tr>
</tbody>
</table>

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

**Reporting period through September 30, 2016**

#### Exhibit A

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
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<th>Watch List**</th>
<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>San Diego</td>
<td>Wayfinding Signage</td>
<td>CAPITAL: Installs approximately 300 new wayfinding signs throughout Downtown San Diego to direct residents, visitors and workers to popular destinations.</td>
<td>$335,329</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE – SEPTEMBER 2015</td>
</tr>
<tr>
<td>12</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></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE – AUGUST 2016</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

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

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Am = Amendment  
RPC = Regional Planning Committee
### Status of Cycle 3 (FY 2014 - 2016) TransNet Smart Growth Incentive Grant Program Projects

Reporting period through September 30, 2016

#### Exhibit B

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
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<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>El Cajon</td>
<td>El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan</td>
<td><strong>PLANNING:</strong> The project would comprehensively analyze the study area surrounding the El Cajon Transit Center to plan a new vision for the area to include transit-supportive land use, improved mobility options, and an enhanced public realm.</td>
<td>$400,000</td>
<td>12/14/15</td>
<td>12/14/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
<tr>
<td>2</td>
<td>Escondido</td>
<td>Transit Center Active Transportation Connections</td>
<td><strong>CAPITAL:</strong> The project fills important gaps in the Active Transportation network immediately adjacent to the Escondido Transit Center (ETC) where active transportation demand is the highest. The project connects the ETC to grocery, commercial, residential and office centers to the west by constructing a bridge for pedestrians and by providing bike lanes between Tulip and Quince Street.</td>
<td>$1,270,000</td>
<td>12/03/15</td>
<td>06/03/19</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
</tr>
</tbody>
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<tr>
<th>Grantee</th>
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</thead>
</table>
| Imperial Beach | Palm Avenue Mixed Use and Commercial Corridor Plan West End Sector  

PLANNING: This project builds upon the 2009 Master Plan taking the plans from a 30 percent level to 100 percent construction drawings for the project area (West End Sector). Project details include public right of way improvements, traffic calming measures, and significant pedestrian, bicycle, and transit improvements. | $400,000 | 01/11/16 | 05/26/18 | No | Project IS making timely progress toward its milestones.  
No Amendments |
| La Mesa       | North Spring Street Smart Growth Corridor  

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, & safety fencing, class III bicycle route with sharrow markings along the corridor and a pedestrian railroad crossing and sidewalk improvements. | $992,503 | 11/12/15 | 07/12/18 | No | Project IS making timely progress toward its milestones.  
No Amendments |
<table>
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<tr>
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<tr>
<td>Lemon Grove</td>
<td>Lemon Grove Avenue Realignment</td>
<td>CAPITAL: The project realigns and reconstructs segments of Lemon Grove (LGA) and North Avenues, trolley/railroad crossing and the LGA State Route 94 entrance/exit and upgrades existing substandard improvements at the trolley/railroad crossing; water and storm drains; and underground SDG&amp;E, Cox and AT&amp;T transmission and/or distribution overhead lines.</td>
<td>$805,000</td>
<td>11/20/15</td>
<td>05/20/17</td>
<td></td>
<td>No</td>
<td>Grantee is requesting an administrative six-month schedule extension. No Previous Amendments</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>Broadway Downtown Village Specific (DVSP) Expansion</td>
<td>PLANNING: The expansion would consider promoting mixed-use with increased residential densities and commercial intensities within the proposed boundaries consistent with the adopted Downtown Village Specific Plan. However, the proposed project will also consider a form-based code for the expansion as well as areas of the existing DVSP. This area falls within a walkable distance to the Lemon Grove Trolley Depot and several bus stops.</td>
<td>$175,000</td>
<td>11/20/15</td>
<td>11/20/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>National City</td>
<td>Downtown Westside Wayfinding and Community Gateways</td>
<td>CAPITAL: The project includes the installation of new wayfinding/gateway signs throughout the Downtown and Westside Communities. The visually unified street space will attract and support future development and serve as a model example for smart growth in the region.</td>
<td>$825,000</td>
<td>12/08/15</td>
<td>09/08/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
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<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></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></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>Oceanside</td>
<td>Seagaze Drive Downtown Mobility Project</td>
<td>CAPITAL: This project will enhance the quality of Seagaze Drive and provide much needed continuity with Mission Avenue through innovative smart growth supporting infrastructure including: pedestrian bulb-outs, ADA ramps with truncated domes, rectangular rapid flashing beacons, enhanced crosswalks, and a raised pork-chop median.</td>
<td>$357,497</td>
<td>12/02/15</td>
<td>06/02/17</td>
<td></td>
<td>No</td>
<td>Grantee is requesting an administrative six-month schedule extension. No Previous Amendments</td>
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| 11       | San Diego (Civic San Diego) | 14th Street Pedestrian Promenade Demonstration Block | **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. | $1,000,000 | 12/08/15 | 07/08/18 | No | Project IS making timely progress toward its milestones.  
Am1 (RPC) – Location Change |
| 12       | San Diego | San Ysidro Wayfinding Signs | **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. | $350,000 | 12/04/15 | 06/04/17 | No | Grantee is requesting an administrative six-month schedule extension.  
No Previous Amendments |
| 13       | San Diego | Grantville Trolley Station/Alvarado Creek Enhancement Project | **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. | $400,000 | 12/04/15 | 08/04/17 | No | Project IS making timely progress toward its milestones.  
No Amendments |
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<tr>
<td>14 San Diego (Civic San Diego)</td>
<td>Sixth Avenue Bridge Promenade Feasibility and Conceptual Design</td>
<td>PLANNING: The project will complete a Feasibility and Conceptual Design study for an enhanced pedestrian connection between Downtown and Bankers Hill/Balboa Park. The preliminary concept for this project includes an enhanced pedestrian pathway or promenade from Downtown to Balboa Park with treatments such as widened sidewalks, landscaping, benches, and trellises.</td>
<td>$200,000</td>
<td>12/08/15</td>
<td>12/04/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>15 San Diego</td>
<td>Pacific Beach Greenways, Parks and Transit</td>
<td>PLANNING: The Pacific Beach Greenways, Parks and Transit Plan expands community open space and improve multi-modal circulation by identifying new public spaces, improve mobility, supports transit and foster development in an existing smart growth area. The study effort will include the creation of public open spaces, multi-modal infrastructure improvements that improve safety for all modes of travel and expand beach access, improvements to the beach boardwalk, and integration of arts and culture in urban design.</td>
<td>$400,000</td>
<td>12/04/15</td>
<td>12/04/17</td>
<td>06/04/18</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am1 (staff) – six-month extension</td>
</tr>
<tr>
<td>16 San Diego</td>
<td>Kearny Mesa Smart Growth Employment Area Plan</td>
<td>PLANNING: The Kearny Mesa Smart Growth Employment Area Plan will produce an updated land use and zoning strategy to expand employment potential of the Project Area and allow complementary residential uses in a mixed-use context.</td>
<td>$105,000</td>
<td>12/04/15</td>
<td>06/04/17</td>
<td></td>
<td>No</td>
<td>Grantee is requesting an administrative six-month schedule extension. No Previous Amendments</td>
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### Status of Cycle 3 (FY 2014 - 2016) TransNet Smart Growth Incentive Grant Program Projects

**Reporting period through September 30, 2016**

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<tbody>
<tr>
<td>17</td>
<td>Vista</td>
<td>Paseo Santa Fe Phase II is an infrastructure and street scape project located in Vista's Town Center on South Santa Fe Avenue. It is a complete and livable streets revitalization project that includes a road diet that will reduce the street width from five lanes to two lanes; install new curbs, gutters, and enhanced sidewalks; construction of roundabouts at key intersections; and, install decorative elements such as landscaping, street lights, street signs, and pedestrian furniture.</td>
<td>$2,000,000</td>
<td>11/91/15</td>
<td>05/19/19</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
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# Status of Cycle 2 (FY 2011 - 2013) TransNet/TDA Active Transportation Grant Program Projects

Reporting period through September 30, 2016

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<tr>
<td>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></td>
<td>PROJECT COMPLETED – JANUARY 2016</td>
</tr>
<tr>
<td>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>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JULY 2013</td>
</tr>
<tr>
<td>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>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JANUARY 2015</td>
</tr>
<tr>
<td>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>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MAY 2015</td>
</tr>
<tr>
<td>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>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2015</td>
</tr>
<tr>
<td>Grantee</td>
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</tr>
<tr>
<td>Del Mar</td>
<td>Bike Parking Facilities</td>
<td>BIKE PARKING: Planning and implementation of bike parking facilities, including bike racks and lockers, throughout the city.</td>
<td>$25,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2014</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>Eco-Bikeway 7th &amp; Seacoast</td>
<td>CAPITAL: Provides construction of Class II and Class III bikeways, and expands the local pedestrian network along Palm Avenue. Provides an important connection from the Bayshore Bikeway to Seacoast Drive.</td>
<td>$1,500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - NOVEMBER 2013</td>
</tr>
<tr>
<td>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>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETED – MARCH 2016</td>
</tr>
<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>
<td></td>
<td></td>
<td></td>
<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>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></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE – SEPTEMBER 2016</td>
</tr>
<tr>
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</tr>
<tr>
<td>12 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>
<td></td>
<td></td>
<td>PROJECT COMPLETE – JUNE 2016</td>
</tr>
<tr>
<td>13 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>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - SEPTEMBER 2014</td>
</tr>
<tr>
<td>14 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>15 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></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE – SEPTEMBER 2016</td>
</tr>
<tr>
<td>16 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>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE – MAY 2016</td>
</tr>
<tr>
<td>Grantee</td>
<td>Project</td>
<td>Description of Project Activities</td>
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<td>Status and Amendment History</td>
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</tr>
<tr>
<td>17</td>
<td>San Diego</td>
<td>Chollas Creek to Bayshore Bikeway - Multi-Use Path Design</td>
<td>$441,250</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - DECEMBER 2015</td>
</tr>
<tr>
<td>18</td>
<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>19</td>
<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>20</td>
<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>21</td>
<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>
### Status of Cycle 2 (FY 2011 - 2013) TransNet/TDA Active Transportation Grant Program Projects

**Reporting period through September 30, 2016**

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
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<th>Watch List**</th>
<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>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>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>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>PROJECT COMPLETE - JANUARY 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.
### Status of Cycle 3 (FY 2014 - 2016) TransNet/TDA Active Transportation Grant Program Projects

**Reporting Period through September 30, 2016**

**Exhibit D**

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description of Project Activities</th>
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</thead>
<tbody>
<tr>
<td><strong>Cycle 3 Active Transportation Grant Program Projects (In Progress)</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>
| 1 | **Carlsbad** | **Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project**  
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. | **$270,000** | **12/08/15** | **05/08/17** | **No** | Project IS making timely progress towards its milestones.  
No Amendments |
| 2 | **Chula Vista** | **Walk + Bike Chula Vista Education Encouragement Awareness Campaign**  
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. | **$100,000** | **12/07/15** | **06/07/17** | **No** | Project IS making timely progress towards its milestones.  
No Amendments |
| 3 | **Coronado** | **Coronado Comprehensive Active Transportation Strategy**  
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. | **$90,000** | **12/01/15** | **11/01/18** | **No** | Project IS making timely progress towards its milestones.  
No Amendments |

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

**Reporting Period through September 30, 2016**

<table>
<thead>
<tr>
<th>Grantee</th>
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</tr>
</thead>
<tbody>
<tr>
<td>4 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 toward its milestones. No Amendments</td>
</tr>
<tr>
<td>5 Escondido</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 toward its milestones. No Amendments</td>
</tr>
<tr>
<td>National City</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 toward its milestones. No Amendments</td>
</tr>
<tr>
<td>Grantee</td>
<td>Project</td>
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<tr>
<td>7 National City</td>
<td>National City Bicycle Parking Enhancements</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>06/09/17</td>
<td>No</td>
</tr>
<tr>
<td>8 Oceanside</td>
<td>Bike/Bus Safety Public Outreach Project</td>
<td>SUPPORT: Creates public service messages (aka bus wraps) on 15 buses to: (1) educate the public on the meaning of “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>
</tr>
<tr>
<td>9 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>Yes</td>
</tr>
<tr>
<td>10 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>
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Am = Amendment
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<tr>
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</tr>
</thead>
<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 toward its milestones</td>
<td>No Amendments</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 toward its milestones</td>
<td>No Amendments</td>
</tr>
</tbody>
</table>

*Contract Expiration Date = Project Completion Date

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### Status of TransNet ATGP-ATP Funds Exchange Projects

**Reporting period through September 30, 2016**

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<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> Chula Vista</td>
<td>F Street Promenade Streetscape Master Plan</td>
<td>PLANNING: Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features.</td>
<td>$491,000</td>
<td>08/14/15</td>
<td>08/14/18</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td><strong>2</strong> Del Mar</td>
<td>Pedestrian and Bike facilities along Camino del Mar, Jimmy Durante, and Via de la Valle</td>
<td>CAPITAL: construct street, sidewalk, and bicycle lane improvements to create continuous, aligned sidewalks and improved bicycle lanes within public right-of-way for better mobility.</td>
<td>$812,000</td>
<td>07/14/15</td>
<td>01/14/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td><strong>3</strong> Escondido</td>
<td>4th Street Community Corridor</td>
<td>CAPITAL: Construct Class I and Class II bike facilities that connect the Escondido Creek Trail and Inland Rail Trail.</td>
<td>$1,092,000</td>
<td>09/03/15</td>
<td>03/03/19</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td><strong>4</strong> Imperial Beach</td>
<td>Bikeway Village Bayshore Bikeway Access Enhancement Project</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>06/01/17</td>
<td>No</td>
</tr>
<tr>
<td><strong>5</strong> National City</td>
<td>Division Street Road Diet</td>
<td>CAPITAL: Implement pedestrian improvements and install approximately one mile of Class II buffered bike lanes along Division Street.</td>
<td>$875,000</td>
<td>08/21/15</td>
<td>05/21/17</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
</tbody>
</table>

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Am = Amendment

**TransNet Active Transportation Grant Program – Active Transportation Program Funds Exchange Projects (In Progress)**

**Awarded November 2014**
<table>
<thead>
<tr>
<th>Grantee</th>
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<th>Description of Project Activities</th>
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</tr>
</thead>
<tbody>
<tr>
<td>National City</td>
<td>Euclid Avenue Bicycle and Pedestrian Enhancements</td>
<td>CAPITAL: Implement a road diet and provide approximately 1.7 miles of Class II buffered bike lane along Euclid Avenue between Cervantes Avenue and East 24th Street.</td>
<td>$425,000</td>
<td>08/21/15</td>
<td>05/21/17</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Active Transportation Plan</td>
<td>PLANNING: Prepare a comprehensive master plan and policy document for the unincorporated 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>$1,054,000 1</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>
</tbody>
</table>

1 Project also received $270,000 in Cycle 3 of the ATGP. (See Exhibit D)
### Status of TransNet ATGP-ATP Funds Exchange Projects
**Reporting period through September 30 2016**

Exhibit E

<table>
<thead>
<tr>
<th>Grantee</th>
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</thead>
<tbody>
<tr>
<td>9 Vista</td>
<td>Paseo Santa Fe Phase II</td>
<td>CAPITAL: Paseo Santa Fe Phase II is an infrastructure and streetscape project located in Vista’s Town Center on South Santa Fe Avenue. It is a complete and livable 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>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
<td></td>
</tr>
</tbody>
</table>

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² Project also received $2,000,000 in Cycle 3 of the SGIP (See Exhibit B)

Am = Amendment
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
Introduction

In July 2015, the SANDAG Board of Directors approved project awards for the third cycle of grant funding available through the TransNet Active Transportation Grant Program (ATGP).

In Cycle 3, $390,000 was available for the Non-Capital Planning projects. Eight applications were submitted in this category and were ranked using criteria adopted by the SANDAG Board of Directors. The rankings are shown in the table below, and funding was awarded to the two top-ranked projects, with full funding awarded to the Coronado and Civic San Diego/ City of San Diego projects shown in green and bold italic.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Jurisdiction</th>
<th>Project Title</th>
<th>Funding Requested</th>
<th>Funding Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Coronado</td>
<td>Coronado Comprehensive Active Transportation Strategy</td>
<td>Request: $90,000</td>
<td>$90,000</td>
</tr>
<tr>
<td>2</td>
<td>Civic San Diego/ City of San Diego</td>
<td>Euclid and Market Complete Streets Master Plan</td>
<td>Request: $300,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>3</td>
<td>Chula Vista</td>
<td>Multi-Modal Pedestrian/ Bikeway Master Plan</td>
<td>Request: $250,000</td>
<td>$0</td>
</tr>
<tr>
<td>4</td>
<td>Santee</td>
<td>Santee Bike Master Plan Update</td>
<td>Request: $125,000</td>
<td>$0</td>
</tr>
<tr>
<td>5</td>
<td>Lemon Grove</td>
<td>ADA Transition Plan</td>
<td>Request: $150,000</td>
<td>$0</td>
</tr>
<tr>
<td>6</td>
<td>Del Mar</td>
<td>Coast to Crest Trail Railroad Underpass Design Study</td>
<td>Request: $70,000</td>
<td>$0</td>
</tr>
<tr>
<td>7</td>
<td>Del Mar</td>
<td>Del Mar Comprehensive Active Transportation Strategy</td>
<td>Request: $85,000</td>
<td>$0</td>
</tr>
<tr>
<td>8</td>
<td>Poway</td>
<td>Poway Comprehensive Active Transportation Strategy</td>
<td>Request: $160,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors: (1) approve the reallocation of Cycle 3 TransNet Active Transportation Grant Program funds to the next highest ranked projects able to accept funds and complete projects as proposed in the original grant applications; and (2) adopt SANDAG Resolution No. 2017-16, approving a revision to the FY 2016 Transportation Development Act Funds Article 3 Claims.
Discussion

In August 2016, Civic San Diego indicated that the matching funds to complete the Euclid and Market Complete Streets Master Plan might not be available. In January 2017, both Civic San Diego and the City of San Diego confirmed the loss of matching funds and resulting withdrawal of the project.

This frees up the $300,000 in ATGP funds initially approved for this project, and reallocation of funding to the next highest ranked projects is proposed. Staff reached out to each of the next applicants in order of ranking to determine whether those jurisdictions would be able to accept the funds, provide the match funding, and complete the projects as proposed in the applications.

Chula Vista confirmed its interest in receiving full funding for the Multi-Modal Pedestrian/ Bikeway Master Plan ($250,000). That would leave $50,000 in remaining funds, which would be insufficient to fully fund any of the remaining projects. Staff contacted the next jurisdiction, the City of Santee, to offer partial funding. The City of Santee declined the funds given that they were not able to complete the project as proposed in the application with the funds being offered. Next on the list, the City of Lemon Grove indicated that it would be able to accept the partial funding of $50,000 and complete the ADA Transition Plan as proposed in the application. Of its own accord (not under contract with SANDAG), Lemon Grove staff started work on initial components of the ADA Transition Plan, and to date, has spent approximately $100,000 in staff time and project costs; the additional $50,000 of grant funding that has become available would be used toward tasks that were included in the grant application, including mapping facility upgrade needs and preparing cost estimates for facility rehabilitation, which would complete the project as originally proposed. Lemon Grove’s match will remain consistent at $10,000, thus increasing the match percentage from 6 percent as originally proposed to 17 percent.

Proposed Reallocation of ATGP Non-Capital (Planning) Grant Awards in Order of Rankings

<table>
<thead>
<tr>
<th>Rank</th>
<th>Jurisdiction</th>
<th>Project Title - ATGP Non-Capital – Planning Category</th>
<th>Funding Request</th>
<th>Revised Funding Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Civic San Diego/City of San Diego</td>
<td>Euclid and Market Complete Streets Master Plan</td>
<td>Request: $300,000</td>
<td>$300,000 (project withdrawn)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Match: $100,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total: $400,000</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Chula Vista</td>
<td>Multi-Modal Pedestrian Bikeway Master Plan</td>
<td>Request: $250,000</td>
<td>$250,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Match: $100,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total: $350,000</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Santee</td>
<td>Santee Master Bike Plan Update</td>
<td>Request: $125,000</td>
<td>partial funding declined</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Match: $0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total: $125,000</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Lemon Grove</td>
<td>ADA Transition Plan</td>
<td>Request: $150,000</td>
<td>partial funding accepted ($50,000)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Match: $10,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total: $160,000</td>
<td></td>
</tr>
</tbody>
</table>

Total Proposed Reallocation for ATGP Non-Capital (Planning) Projects: $300,000

RECOMMENDED FOR FULL FUNDING | RECOMMENDED FOR PARTIAL FUNDING | FUNDING WITHDRAWN OR DECLINED

As part of today’s action, the Transportation Committee is asked to recommend that the Board of Directors adopt Resolution No. 2017-16, approving a revision to the FY 2016 Transportation Development Act Funds Article 3 Claims (Attachment 1). The resolution reallocates the full $300,000
from the Civic San Diego/City of San Diego Euclid and Market Complete Streets Master Plan to the cities of Chula Vista and Lemon Grove as identified above.

**Next Steps**

Pending the Transportation Committee’s action, the Board of Directors would be asked to approve the proposed reallocation at its February 24, 2017, meeting and approve the TDA Resolution reallocating the funds. Staff would finalize agreements with the local jurisdictions and report back on the final reallocation as part of a future quarterly update for the grant programs.

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

Attachment:  1. Resolution No. 2017-16, Approving the Revision to the FY 2016 Transportation Development Act Funds Article 3 Bicycle and Pedestrian Facilities and Programs

Key Staff Contact: Tracy Ferchaw, (619) 699-1977; tracy.ferchaw@sandag.org
RESOLUTION NO. 2017-16

APPROVING THE ALLOCATION OF REVISION TO FY 2016
TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 3 BICYCLE AND PEDESTRIAN FACILITIES AND PROGRAMS

WHEREAS, the Transportation Development Act (TDA) claims to the Fiscal Year 2016 TDA funds pursuant to Chapter 4, Article 3, Section 99234 of the California Public Utilities Code (PUC) listed below require revisions; and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), SANDAG has analyzed these claims and determined that it conforms substantially to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, SANDAG finds the claim to be consistent with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to CGC 29532 and PUC 99234, does hereby approve the revision to the claims as shown below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Previous Allocation</th>
<th>Adjustment</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>16011010</td>
<td>City of San Diego Euclid and Market Complete Streets Master Plan</td>
<td>$300,000</td>
<td>-$300,000</td>
<td>$0</td>
</tr>
<tr>
<td>16011010</td>
<td>City of Chula Vista Multi-Modal Pedestrian/Bikeway</td>
<td></td>
<td>+$250,000</td>
<td>$250,000</td>
</tr>
<tr>
<td>17011001</td>
<td>Master Plan</td>
<td></td>
<td>+$50,000</td>
<td>$50,000</td>
</tr>
<tr>
<td>17011002</td>
<td>City of Lemon Grove ADA Transition Plan</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. That the Board does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 10th day of February 2017.

ATTEST: ____________________________
CHAIRPERSON

______________________________
SECRETARY

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

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
Introduction

The TransNet Extension Ordinance and Expenditure Plan, approved countywide by voters in November 2004, includes an Environmental Mitigation Program (EMP), which is a funding allocation category for the cost to “create a reliable approach for funding required mitigation for future transportation improvements thereby reducing costs and accelerating project delivery (TransNet Extension Ordinance Section D).”

On February 22, 2008, the SANDAG Board of Directors authorized a Memorandum of Agreement (MOA) with Caltrans, the California Department of Fish and Wildlife, and the U.S. Fish and Wildlife Service to establish the process to implement the goals of the TransNet EMP over a ten-year period. The MOA, executed on March 19, 2008, memorialized a Plan of Finance strategy of $440 million over ten years for the Biological Mitigation Fund and $40 million for the Regional Habitat Conservation Fund. The MOA was amended in August 2013 and will expire in February 2018 unless amended.

This report provides an annual status update of the implementation of the EMP for fiscal years 2016 and 2017, to date. In addition to this report, information has been made available to the public at KeepSanDiegoMoving.com highlighting the current status of the program and key accomplishments.

Discussion

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

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

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

Attachment 1 provides key achievements of the program.
**Biological Mitigation Fund**

*Current Status*

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

Acquisition for mitigation has been far below the $60,000 per acre cost estimated at the time the *TransNet* Extension Ordinance was adopted. This has resulted in significant cost-savings over the first nine years of the program. In turn, these cost savings have enabled SANDAG to complete a competitive land acquisition grant program to acquire additional habitat lands as described below. To date, 39 properties totaling 8,669 acres, with a total value of $157.6 million, have been acquired directly through the *TransNet* EMP ($127.2 million) or by leveraging non-*TransNet* EMP funding ($30.4 million).

Since the last annual report was provided to the Board of Directors on February 23, 2016, initiation of mitigation efforts identified in the North Coast Corridor Public Works Plan have commenced. Three acres of historic fill was removed from tidal wetlands in the Agua Hedionda Lagoon, restoring coastal wetland habitat for native birds and fish in September 2015; monitoring is now under way to document this project’s success. In December 2016, the San Elijo Lagoon restoration project received a Coastal Development Permit from the California Coastal Commission. The pending lagoon restoration in combination with the railroad double tracking and extension of the Interstate 5 (I-5) High-Occupancy Vehicle Lanes will promote the comprehensive vision of Senate Bill 468 (Kehoe, 2011) through the implementation of the North Coast Corridor Public Works Plan.

On February 27, 2015, the SANDAG Board of Directors authorized $20 million through a competitive grant process to acquire key open space properties. As of the date of this report, seven properties totaling 4,161 acres have been acquired using $14.3 million of *TransNet* funds and $18.3 million of matching funds. One property is still in the process of being acquired, and is expected to close escrow by the end of the FY 2017.

**Future Focus**

Additional major lagoon enhancement and restoration is anticipated to start in the San Elijo and San Dieguito Lagoons in the fall of 2017 and 2018, respectively. In December 2016, a 10-acre expansion of an existing 1.75 acre wetland restoration site in the Tijuana River Valley was started to accommodate the mitigation needs for the Mid-Coast Corridor Transit Project and heavy rail improvement projects. This project will continue to be monitored and managed over the next five years to achieve its success criteria. Additional wetland mitigation sites are being explored for the development of a formal wetland mitigation bank. SANDAG staff also is completing a final Environmental Impact Report on the potential enhancement of the Buena Vista Lagoon.

**Habitat Conservation Fund**

*Current Status*

The Habitat Conservation Fund has enabled SANDAG to help fill in the funding gaps for land managers throughout the region. Through eight cycles of land management grants, SANDAG has
been able to provide 98 grants totaling $14.6 million. The TransNet funding is being matched with $9.4 million by the grantees. These land management grants allow land managers to restore, enhance, and protect endangered species and their habitat. Seventy-one grants have been completed and twenty-seven remain active (this includes seventeen grants pending execution this month).

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

SANDAG also is working with the federal and state wildlife agencies, the U.S. Geological Survey, and universities to monitor the existing conditions of the preserve, the pending threats to biological conservation, and actions to promote regional conservation of sensitive species and their habitats. These efforts have led to updated goals and objectives for regional management and monitoring which can be viewed at https://portal.sdmmp.com.

Future Focus

Pursuant to the MOA, SANDAG has been allocating $4 million per year since 2008. The MOA is set to expire in February 2018. Over the next year, SANDAG staff will be developing reports on the cost savings (i.e., economic benefit) resulting from the implementation of the EMP and a status report of regional management and monitoring efforts. These reports will allow staff to make recommendations on any necessary revisions to the current MOA for the SANDAG Board’s consideration. These EMP-related reports also will be included in the future ten-year comprehensive review of all projects and programs implemented under the TransNet Program.

Next Steps

This report is a yearly status update of the EMP as of January 2017. Staff will return with a ten-year report on the economic and environmental accomplishments of the EMP, along with recommendations for revisions to the implementing MOA in February 2018.
Overview

Since its inception in 2008, the TransNet Environmental Mitigation Program (EMP) has played a vital role in habitat conservation, scientific research, and land management across San Diego County.

Through the TransNet EMP, the San Diego Association of Governments (SANDAG) purchases, conserves, and restores native habitat to offset potential impacts from the development of transportation projects. TransNet, the regional half-cent sales tax for transportation approved by San Diego County voters, dedicated $850 million to fund the EMP. The TransNet Independent Taxpayer Oversight Committee closely monitors program expenditures to ensure public accountability.

As of January 2017, the EMP has helped acquire more than 8,600 acres of valuable open space in partnership with other government agencies and conservation groups. The program also has provided nearly 100 grants to local organizations and jurisdictions for land management efforts, such as invasive species removal.

In recognition of its innovative approach to environmental mitigation, the California Chapter of the American Planning Association conferred its Best Practices Award on the EMP in 2012.

Accomplishments

How big is 8,669 acres?

- **39 sites** preserved
- **8,669 total acres** preserved by TransNet EMP and partners
- **5,310 acres** preserved by TransNet
- **$157 million** (including leveraged funds) in open space investments
- **$39 million** in leveraged funds from conservation partners
- **98 land management grants** totaling $14.6 million awarded to local organizations

Accomplishments as of January 2017

Preserved by TransNet EMP and partners

To see pictures and locations of all the land acquisitions, check out the EMP TransNet interactive story map on KeepSanDiegoMoving.com.

Videos of conservation projects also are available on the same website.
Scientific Research

EMP funds make it possible for scientists to conduct a host of cutting-edge field studies in the San Diego region. These studies include: tracking the movement of mountain lions with GPS collars to discover the routes they use to travel between conserved areas; conducting genetic tests to help reverse the decline of the coastal cactus wren; using radio telemetry data to better understand golden eagles’ nesting and foraging behavior; and documenting wildlife activities with motion sensor cameras to find ways to improve linkages between habitats.

Habitat Conservation

The open space conserved by the EMP helps to expand existing parks and preserves and creates continuous wildlife corridors that benefit a variety of species, including the California gnatcatcher, Ridgeway’s clapper rail, Hermes copper butterfly, least Bell’s vireo, Otay Mesa mint, arroyo toad, coastal cactus wren, and burrowing owl. EMP land acquisitions are located in strategic areas countywide, and help to close gaps between conserved areas.

In its early years, the EMP focused on acquisition of uplands. Now focus is shifting to acquisition and restoration of wetlands, including coastal lagoons identified under the North Coast Corridor Public Works Plan. Additional efforts will aim to identify and restore freshwater wetlands.

Historic agricultural fill material was removed from the northeastern edge of the Agua Hedionda Lagoon, which restored the natural tidal flow and provides important refuge for fish and birds.

SANDAG partnered with the U.S. Department of Defense and the Endangered Habitats Conservancy to preserve the 410-acre Lakeside Downs property in East County – home to the threatened California gnatcatcher and rare Hermes copper butterfly.

A male golden eagle was released on Dec. 17, 2015 at the San Diego Jamul Ecological Reserve, adjacent to the San Diego Wildlife Refuge. U.S. Geological Survey (USGS) biologists used GPS to study golden eagles in the area with the U.S. Fish and Wildlife Service since October 2014. The research was made possible by an EMP grant.

The U.S. Geological Survey is analyzing photos of wildlife taken by motion sensor cameras to better understand the impediments to habitat connectivity and opportunities for improvement.
Environmental Stewardship

EMP grants support land management activities, coordination, and collaboration across the region. Activities funded by the grants include but are not limited to invasive plant removal, trail restoration, protective fencing, habitat restoration, and monitoring of animals and plants.

Regional Coordination

As part of the EMP, a working group of land managers and conservationists meet regularly to discuss regional environmental issues, share insights and findings with each other, and collaborate on strategic planning for species and habitat management.

In 2016, land managers, stakeholders, community members, and elected officials from local jurisdictions participated in multiple workshops and discussions focused on updating the Management Strategic Plan which will provide a road map to prioritize regional management efforts and address threats to the San Diego region's natural resources.

For more information about the San Diego Management & Monitoring Program, visit portal.sdmmp.com.

"Cielo Del Norte contains some of the most biologically sensitive habitat in the Escondido Creek watershed. After a quarter century of working toward the preservation of this property, the Escondido Creek Conservancy is ecstatic that the land is now preserved forever as open space."

Leonard Wittwer, who co-founded the Escondido Creek Conservancy with his wife, Martha Blane

"The long-standing effective cooperation between the SANDAG and the U.S. Fish and Wildlife Service was instrumental in the acquisition of the largest remaining block of wildlife habitat within the San Diego National Wildlife Refuge and many other wildlife habitats in San Diego County."

Andy Yuen, project leader of the San Diego National Wildlife Refuge Complex

A major effort was undertaken to coordinate the monitoring of more than 30 rare plant species. Twenty groups, including land managers and land owners, came together to establish a monitoring baseline to track future changes to these species and prioritize management needs.

Previously thought to be extinct in the San Diego region, badgers have recently been spotted in more than 50 locations thanks to help from ordinary citizens. The U.S. Geological Survey (USGS) is currently studying badgers with EMP funding.

Working with state land managers and non-profits, SANDAG funded efforts to determine the most effective method for removing non-native grasses to help reduce wildfire risk and restore native habitat. Activities such as rotary mowing (pictured) have the potential for cost-effective, large scale applications.
Environmental Mitigation Program
Annual Status Report
Transportation Committee | February 3, 2017

Large scale acquisition and management
Reduced cost
Accelerated delivery
Implement habitat plans
Listing of species

Luce Creek, Jan '16 – acquired May 2016
Environmental Mitigation Program Costs
(In millions, 2002 dollars)

- Transportation Project Mitigation Fund $650 million
- Major Highway and Transit Project Mitigation $450
- Local Transportation Project Mitigation $200
- Regional Habitat Conservation Fund $200 million
- $50
- $150

Total program $850 million

Plus up to $30 million in financing costs for advanced habitat acquisition

Biological Mitigation Fund

- 39 properties
- 8,669 acres total
  - 5,310 acres TransNet
  - 3,359 acres matching
- $157 million total
  - $127 million TransNet
  - $30 million leveraged
- 400 acres restored

KeepSanDiegoMoving.com/EMP
How big is 8,669 acres?

San Diego Zoo
100 acres

City of Solana Beach
2,253 acres

Mission Bay Park
4,600 acres

Acres preserved by TransNet EMP
8,669 acres

Habitat Conservation Fund

Wildfire Recovery

Invasive Species Management

Wildlife Movement

Species Recovery

Habitat Restoration

Land Management Grants
Land Management Grant Program

- Eight cycles
- 98 grants awarded
- $24 million total
  - $14.6 million TransNet
  - $9.4 million leveraged
- 2015 internal audit
  - 100% of projects provided long-term benefits
  - Increased resiliency
  - Cost-effective management
  - Reduction of unauthorized activities

Guest Speakers

- Cheryl Goddard, City of Chula Vista
- Barry Lindgren, San Elijo Lagoon Conservancy
- David Hogan, The Chaparral Lands Conservancy
Salt Creek Coastal Cactus Wren Habitat Restoration Project

Coastal Cactus Wren

Conservation Status:
CDFW Species of Concern

Threats to Survival:
Habitat loss and fragmentation

Photo by Steve Brand
Salt Creek Coastal Cactus Wren Habitat Restoration Project

Otay Ranch Preserve
Salt Creek Coastal Cactus Wren Habitat Restoration Project

Otay Ranch Preserve

Restoration Sites

Grant Work: 2008 – 2018

Acreage: ~35 acres

TransNet EMP Funding: $545,000
Salt Creek Coastal Cactus Wren Habitat Restoration Project

**Identify Locations for Plantings**

**Cuttings Collected & Transported**
Salt Creek Coastal Cactus Wren Habitat Restoration Project

**Cactus Stockpiled & Allowed to Callus**

Salt Creek Coastal Cactus Wren Habitat Restoration Project

**Planting**
Salt Creek Coastal Cactus Wren Habitat Restoration Project

Removal of Invasive Species

Follow-up Herbicide Treatment
Salt Creek Coastal Cactus Wren Habitat Restoration Project

Invasive Species Control

Outreach – CV High Tech High Middle School
Salt Creek Coastal Cactus Wren Habitat Restoration Project

Results

NORTH COUNTY DUNES RESTORATION
SAN ELIJO LAGOON WEST BASIN
Before and after restoration efforts (2011 vs. 2015)

CARDIFF LIVING SHORELINE
Photo simulation of dune creation
David Hogan, Executive Director

The Chaparral Lands Conservancy
Construction & Habitat Restoration
What’s Next?

Ten-year evaluation
- Determination of cost-saving/economic benefit
- Evaluation of the current status of the Preserve and how EMP funding has contributed
- Revised MOA will expire in February 2018

Quarterly updates on land management grants
2-3-17 Transportation Committee Meeting

1.0 Roads, Rail, High-Speed Rail, Bridges, buses, and Bicycle Issues

1.1 Roads

1.1.1 Road and Construction materials

San Marcus will get a traffic light and median along, South Twin Oaks Valley Road, south of Route 78, near the new development project, Corner @ 2 Oaks.


1.1.6 Fatalities

Traffic deaths were 27,875 in the first three-quarters of 2016, compared to 25,808 in the same period of 2015.

Ref: The San Diego U-T 1-15-17 pp. A27

1.2 Rail

1.2.1 Interstate Freight System

In comments filed with the Surface Transportation Board, regarding Reciprocal Switching, STB Ex Parte No. 711 [Sub-No. 1] the Association of American Railroads, said the proposed rules are “unlawful” and “contrary to established law dating back well before the Staggers Act”.

Ref: Railway Age, December 2016 pp. 10

• Despite a soft market for anthracite coal, Reading & North RR reported its freight traffic has grown over its basic 2015 base. It’s merchant traffic—non-coal, is up 15%, passenger service up 15%, and they added 6-locomotives for a total of 36 now.

Ref: Railway Age, December 2016 pp. 14

• CP RR provided notice to the Teamsters Canada Rail Conference, that it will be seeking changes by Transport Canada, that would reduce by 33%, their maximum permissible hours the Canadian-based running trades employees can spend at the controls of a train.

Ref: Railway Age, December 2016 pp. 17

• Norfolk Southern will put a plan together to compete with trucks. For the most part, trucks and trains often complement each other’s service, but the real competition is for some 10% of available cargo. Fuel costs are a major factor, and when diesel prices climb, the rails take an advantage in rates for transport pricing.

Ref: Trains, February 2017 pp. 8

• Railroads hauling carbon-based commodities have lost coal shipments carloads to natural gas conversions, that are delivered by pipelines. Clean coal would have a difficult time competing against natural gas that dropped from $10 in 2008 to $1.49 in March 2016 to $2.26/1.0E6-Btu [MMBtu]. CVSX lost
$2.0E9 in coal revenues during the past 5-years. AAR says petroleum and petroleum-products carloads were also down 22% at the end of 2016, as crude is half the price it was in 2014. Railroad’s hauling of ethanol has grown to 220E6-bbl in 2015 and liquefied petroleum gases are moving up, as pipelines become over loaded. Railroads will benefit from hauling of plastic pellets made from cheap natural gas and will benefit BNSF and UP’s operators in Dallas-Fort Worth to trans-load bulk, plastic pellets to intermodal containers to the West Coast’s ports.

Ref: Trains, February 2017 pp. 12

- Chile’s slim-gauge, GE box-cabs Ferrcarril Tocopilla al Toco railroad has shut down, after rains washed out large sections of the main line in the Atacama Desert. The trains hauled nitrates, that will now be moved by truck. Vandals have stripped the trains of accessible equipment.

Ref: Trains, February 2017 pp. 14

- Article on the effects of driverless trucks on railroads that are expected in 2020 to 2022 in the form of truck platooning.

Ref: Trains, February 2017 pp. 16

- Article on the 6-year upgrade of UP’s, Gulf, Mobile & Ohio’s route between Chicago and St. Louis to 110-mph standards with $1.5E9 in stimulus grants. The idea was for a single-track railroad certification process to prove reliability will last well into 2017 or longer. Lockheed spent $66E6 on a system that was deemed unworkable. IL will be among the first states to deploy Siemens’ 125-mph capable, Charger-locomotives, and it will take longer to get to the top speeds.

Ref: Trains, February 2017 pp. 24-25

- Some 23-people were killed when a train derailed in Southern India in the Vizianagaram district of Andhra Pradesh on 1-21-17. 7-coaches of the Hirakand Express derailed.

Ref: The San Diego U-T 1-22-17 pp. A17

1.2.1.1 Locomotives

After 2-years of development and testing, Indiana Rail Road—INRD—SD90-43MAC No. 1919, the first heavy-haul freight locomotive equipped with a Cummins 16-cylinder, 4,400-hp, Tier 4-compliant, QSK95 high-speed diesel power plant, is operating as a “mobile laboratory” says, INRD Senior VP Operations and Business Development, Bob Babcock.

Ref: Railway Age, December 2016 pp. 12

- Tier 4 emission regulations have been in effect for 2-years to achieve stringent standards for locomotives. Tier 0 covers locomotives built between 1973-2001, Tier 1-2002-2004, Tier 2-2005-2011, Tier 3-2012-2014, and Tier 4-2015-present. Methodology used is Diesel Oxidation Catalyst to reduce CO and hydro carbons; Diesel Particulate Filter, that reduces particle matter in filters with passive reaeration; Exhaust Gas Recirculation—a recirculation system that takes a portion of exhaust gas, cools it, and routes it into the air intake where it is mixed with fresh air for combustion, that reduces nitrogen oxide; and Selective Catalytic Reduction that requires an additive called DEF—a urea and water solution that is sprayed into the exhaust before entering the catalyst. When the solution mixes with the hot exhaust gas
it is converted to ammonia, and reacts with catalysts to reduce some hydrocarbons, CO₂, and particulate matter.

Ref: Trains, February 2017 pp. 20

1.2.2 Construction Materials

Article on the railroad coupler that has had continued improvements, since its mandate by the 1893 Safety Appliance Act and is under the regulation of the AAR.

Ref: Railway Age, December 2016 pp. 31-33

1.2.4 Urban Light Rail Systems

The San Diego MTS, awarded Siemens a contract for 45-new S70 light rail vehicles—now totaling 244, since 1981. Article has a good picture.

Ref: Railway Age, December 2016 pp. 8

• The San Francisco MTA customers had free rides, the weekend after Thanksgiving, November 25-27, 2016 because hackers took over most of the transit agencies computer systems and demanded $73E3 to unlock them.

Ref: Trains, February 2017 pp. 23

• The Dallas Area Rapid Transit Blue Line, added 3-mi and opened new stations at Camp Wisdom and UNT Dallas. This completes the 1995 Transit System Plan, with 93-miles and 64-stations.

Ref: Railway Age, December 2016 pp. 13

1.2.5 Amtrak

Amtrak has rolled out new dining cars—the Viewliner II, in Miami in November 2016. The cars were delayed by production problems at the CAF USA plant in Elmira, NY.

Russia is set to re-introduce nuclear missile trains in November 2016. The military has test fired the new Barguzin RS-24 Yars ² Inter-continental ballistic missile that will be transported by train. 5-trains, each with 6-missiles are expected in service between 2018 and 2020.

² google.com: barguzin rs-24 yars intercontinental ballistic missile

Ref: Trains, February 2017 pp. 9

• The Texas Eagle, passenger service of Amtrak, called on Missouri’s Arcadia Valley Station for the first time at 11:21 p.m. on November 17, 2016.

Ref: Trains, February 2017 pp. 25

2.0 Port and Military Issues

2.1 Ports

2.1.1 Container Ships
Discussions by 3-shippers on consolidation, new alliances, the regulatory environment, and other concerns in 2017. Talk of renegotiating NAFTA and loss of the Trans-Pacific Partnership, are of concern. Labor relations seem to be holding their own ground. There is a need for longer and more high-speed highway systems, to connect the coasts with the middle of the country. The front end of ports, needs upgrades to better manage ports effectively by cutting congestion.

Ref: The Journal of Commerce, January 9, 2017 pp. 9-20

• On the issue of over-capacity, Maersk Group CEO said that by 2022, container shipping supply and demand could be in a better position and global demand would require 97% of the 23E6-TEUs of capacity to be on the water in 5-years. South Korea’s government will provide financing of up to 6.5E12 won [$5.5315E9] to build new ships. Iran Shipping Lines will order 4-14E3-TEU ships, from South Korea, with financing from the South Korean government. A 50E9-won ship will get you a design life of 17-years.


• The realignment of the 4-global vessel-sharing alliances, into three larger and more powerful alliances was done to reduce costs and increase leverage in a cutthroat environment. Vessel sizes in the Trans-Pacific Agreement are likely to increase with ships of 20E3-TEUs. The alliances are: Ocean Alliance, THE Alliance, and 2M Alliance.

Ref: The Journal of Commerce, January 9, 2017 pp. 51

• U.S. ports are facing a historically challenging 2017, with new alliances, consolidation, and escalating ship capacity in competition between ports for cargo.

Ref: The Journal of Commerce, January 9, 2017 pp. 58, 60, & 62-64

• The Atlantic container trade is heading for another year of fine tuning, as major carriers focus on the pivotal Asia-Europe and Trans-Pacific route, ahead of the Spring launch of two new mega-alliances. The Latin American and Middle East Trades, are trapped in a vicious cycle of tumbling rates and stalling traffic. The U.S. and 28-nation E.U. market, are uncertain, and instable going into 2017. The U.K.’s break away, accounts for 45% of the U.S. shipments of the U.S., to the E.U., and puts the Atlantic Trade at the mercy of currency movements more than most other trades, because the dollar has surged to a 30-year high against the pound, following the Brexit, and should reach parity with the weakening euro soon.

Ref: The Journal of Commerce, January 9, 2017 pp. 64-65

• Prices in the engineering procurement and construction industry is staying low. Breakbulk carries are also in a slump, because they have too many ships, for too little demand. In better position, are operators of the 900, or so multipurpose ships with lifting capacities of more than 100-tons, or premium project carriers that lift 250-tons. These ships carry cargos for large construction projects and steel and aluminum. Ro-ro carriers have made long-term investments aimed at breakbulk cargo, that can now accommodate loads up to 500-tons and adjustable decks that can handle large cargos such as windmill blades, and construction modules. Some ships are now equipped with dynamic positioning technology, enabling a ship to hold a fixed position during delivery’s or during installation of structures, such as windmills. Scraping ships would return the supply and demand to balance. Breakbulk carriers are also facing postponement of oil, gas, and petrochemical projects, that lower prices, made uneconomical.
2.1.1.1 Regulation

Article on Elaine Chao—the new Secretary of Department of Transportation. President Trump named Elaine Chao, as Secretary of Transportation. She was the 24th U.S. Secretary of Labor, under Geo W. Bush. The American Maritime Partnership, said her experience with their industry that advances the nation’s economic and national security will benefit from her appointment. The Seafarers International Union say she is well qualified for the job.


• U.S. container imports stayed on an upward trend of 3.6% in 2016, with 20.4E6-TEUs. China accounted for 46.8% of the total U.S. inbound trade, unchanged from 2015. U.S. containerized imports are expected to expand 4 to 5% in 2017 to 21.4E9-TEUs. The rising of protectionist populism, increase in interest rate, and a stronger dollar are undesirable, and will slow global trade growth. In Europe, Trumps Presidency could embolden right-wing populist parties in the E.U. The Asia-Pacific region will take time to adjust and could see a TPP expansion of less than 2% in 2017.

Ref: The Journal of Commerce, January 2017 pp. 46 & 48

• Federal maritime regulators are on the forefront of monitoring the market for anti-competitive practices, while nudging stakeholders to make containerized supply chains more efficient and reliable.


2.1.2 Cruise Ships

Wärtsilä recently unveiled offerings for dry waste treatment, in cruise ships. The industry has a system for wet waste. The overall full treatment solution will provide the vessels with an environmentally clean, safe, and energy efficient means for handling garbage and effluent [sewage/liquid wastes], and will be installed in the British cruise operator Saga Cruises. The system is compliant with IMO Resolution MEPC 227 [64], including ch. 4.2 nutrient removal [Helcom], MARPOL annex IV Reg. 9.2 and 11.B. The Alaska Murowski Standard USCG/Alaska continuous discharge standard and Alaska General Permit, and the USA EPA VGP 2013.

Ref: Marine Log, December 2016 pp. 27

2.1.4 U.S.

Article on the use of autonomous and unmanned vessels, robotics, and the use of drones in the marine industry. Wärtsilä relaunched its Wärtsilä Nacos Platinum platform, of navigation automation, and control systems.

Ref: Marine Log, December 2016 pp. 22-23

• Article on the one remaining commercial shipbuilder of large ocean-going ships on the U.S. East Coast, Philly Shipyard Inc. 1, a subsidiary of Philly Shipyard ASA. The shipyard initiated a three-year apprenticeship program in 2004, and now has 23% of the workforce. They hired 50-apprentices and another 50 will be hired in 2017.
1 google.com: philly shipyard-wikipedia

Ref: Marine Log, December 2016 pp. 24-25

2.1.4.1 Inland Waterways

Article on waterways that are expected to carry 29E9 more tons of additional freight by 2040 on 10 % of the waterways by the Waterways Council Inc. In 2009 President Obama passed a $840E9 stimulus plan, but only $105E9 was devoted to infrastructure, with only $450E6 or 0.05% going to lock and dam funding. In December, Congress passed a 5-year $305E9 bill, to extend the Highway Program. Within the inland waterways, estimates are that some $8.0E9—or 38.5% times less than what was spent on the highway program for just 5-years. In the Trump administration and Congress, WCI will continue to work to ensure federal support and funding for ports and inland waterways navigation improvements of national importance.

Ref: Marine Log, December 2016 pp. 8

- Two projects in the Gulf Coast of LA, TX, FL, AL, and MS received $200E6 for design and engineering work to move 75E3-ft³/sec of sediment-laden Mississippi River water into Barataria Basin to create new land and the mid-Brenton sediment-diversion project for the project to move 35E6-ft³/sec of river water to rebuild the Breton Sound. A third project to manage opposite sides, will also receive funding for Plaquemines Parish, of $1.3E9 mid-Baratania sediment-diversion project.

Ref: ENR, Nov 28/Dec 5, 2016 pp. 18

2.1.4.2 Drayage Truck Issues

Autonomous trucks, 3D printing, and drones are moving into the transportation world.

Ref: The Journal of Commerce, January 9, 2017 pp. 96

- Article on third-party logistics providers in 2016 that had a 4.2% growth rate to $168E9, says Armstrong & Associates. Amazon’s value-added warehousing and distribution is now 100.6E6-ft²—3rd in the world. DHL Supply Chain and Global Forwarding has 248E6-ft² and XPO Logistics has 151E6-ft².


2.1.5 International

The bull-run of the industrial real estate sector in 2016, will continue into 2017, as importers and exporters seek quality warehouses and distribution centers, close to seaports, inland hubs, and secondary markets. Ports such as LA, Chicago and Central NJ, with vacancy rates of 0.9%, 3.9%, and 3.4% will compete with the Inland Empire, areas west of Chicago, and Lehigh Valley in eastern PA, respectively. Overall, space increased for the 26th consecutive quarter, says CBRE. Houston, and Dallas-Fort-Worth have vacancy rates of 5.3% and 5.8% respectively.

Ref: The Journal of Commerce, January 9, 2017 pp. 120 & 122

- Article on the best ships of 2016 that includes: offshore wind vessels, LNG dual-fueled ice-breaker, cruise ships, heavy-lift pipelay vessel, ferries, tugs, methanol-fueled vessel, field support vessel, ATB barge unit, tour vessel, fishing longliner with Tier III emissions standards.
2.1.6 Maintenance Operations

Article on the life of a track gang, on a $1.0E9 investment on 21E3-mi of track, from South Florida to the Midwest, and New England.

Ref: Trains, February 2017 pp. 48-55

- Article on the new Cat Tier 4 engines for McAllister Tugs.

Ref: Marine Log, December 2016 pp. 27

- Article on the Metal Shark’s 25-acre, Franklin, LA shipyard on the Gulf, that is building vessels—of the 19 being built by Metal Shark, the Horizon vessel, is expected to be delivered by Spring of 2017. In 2017, a 45-ft pilot boat for a Caribbean operator, a multi-boat Navy contract for a 50-ft high-speed vessels, a 64-ft survey boat for a northeast operator, and a 158-ft Incat Crowther—designed catamaran for a private client will be in production.

Ref: Marine Log, December 2016 pp. 9

- Article on salvage company, Ardent that removed the jack-up Trool Solution—offshore supply ship/maintenance vessel that was working on wells off Mexico, and sunk, from the seabed of Mexico’s Bay of Campeche.

Ref: Marine Log, December 2016 pp. 10

- Norway’s Optimarin was issued the first U.S. type-approved certificate, for a ballast water management system—BWMS—by the U.S. Coast Guard, and it meets the requirements contained in 46 C. F. R. § 162.060. Other ways the vessels can comply with U.S. BWMS regulations are: use of a foreign type-approved BWMS that has been accepted by the U.S. Coast Guard as an alternative management system with a 5-year limitation, if installed in compliance with 33 CFR Part 151; use of ballast water obtained exclusively from a U.S. public water systems discharge of ballast water, to a reception facility, or no discharge of unmanaged ballast water inside 12-nautical miles.

Ref: Marine Log, December 2016 pp. 10

2.2 Military

2.2.1 Ships and Planes

The Navy F-35C Lightning II fighter jet reached the Navy finally. Present Trump selected longtime private equity fund manager Philip Bilden to be the next Secretary of the Navy. Bilden ran the Hong Kong branch of the private equity firm Harbourvest Partners since 1996.

Ref: The San Diego U-T 1-26-17 pp. A10

2.2.2 International Issues

The Obama Administration expanded the power of the National Security Agency too share globally intercepted personal communications with the government and 16 other intelligence agencies before applying privacy protections. Rules for surveillance operations are largely unregulated.
The Trump Administration is proposing a 40% reduction in voluntary U.S. support for the UN and other global bodies that do not serve the U.S.'s interests, following a draft of a fourth coming order.

Two recent Americans have been held in North Korea. Otto Warmber is being held over a theft of a propaganda banner and was sentenced to 15-years of hard labor, under the “wartime law”, and American tourist Jeffrey Fowle that left a bible in a nightclub was also charged, but released after 6-months.

Benjamin Netanyahu, Prime minister of Israel has been invited to the White House by President Trump.

European leaders are worried about the split with the U.S. over issues of the Trans-Atlantic relations and NATO’s connection to the current era.

President-elect Trump would keep sanctions imposed on Russia until President Putin shows he can be an ally.

A Navy destroyer fired 3-warning shots at armed Iranian patrol boats, as they sped toward the American warship.

President Trump’s, National Security Advisor Michael Flynn and Ambassador Segey Kislyak spoke on December 29, 2016 on Russian issues.

France is hosting 70-countries on 1-15-17, to meet for discussions on the Palestinian State and Israel’s settlements.

Taiwan scrambled F-16 fighter jets to the Taiwan strait on 1-11-17, as China’s sole aircraft carrier moved into the waterway. President Tsai ingwen leads a political party that has traditionally supported Taiwan’s formal independence, but the U.S. has recognized the government in Beijing as the sole government in the area since 1979 under “One China“ policy. President Tsai is visiting Central America and made two calls to officials in Taiwan seeking updates. President-elect Trump spoke to her on the phone after his election victory.

3.0 Water Issues

3.3 Reservoirs and Aqueducts
Report on water levels, snowpack, and degree of drought in the state. Good graphics and volume of ground water, snow, and percent capacity 37 to 89%, and percent of historic average -53 to +51%.

Ref: The San Diego U-T 1-23-17 pp. A1 & A8

3.5 Recycled Water

A large recycled water treatment plant will be built at the southeast corner of Washington Ave. and Ash street in Escondido. It will allow partially treated water, to be further desalinated, and piped east where it will be used for irrigating 3.0E3-acres of avocado groves, and eliminate a $500E6 expense at an outfall-pipe to take the treated water to the ocean.

Ref: The San Diego U-T 1-15-17 pp. B7

3.5.2 Desalination

Article on an adsorption desalination and cooling plant, in Solar Village at Riyadh, Saudi Arabia—at KACST-www.kacst.edu.sa. The prototype plant is a 1.0-MW cooling capacity and production of 100-m³/d of desalinated water with electricity consumption of less than 1.2-kWh/m³—75% lower than reverse osmosis, that is used for pumps and valves. Cost of operations is $0.40/m³ of water.

Ref: Chemical Engineering, November 2016 pp. 10

4.0 Pipeline and Tunnel Issues

4.1 Pipelines

4.1.5 Oil and Gas

President Trump cleared the way for two new pipelines that were blocked: the Keystone Pipeline and the last section of the pipeline in ND of the, Dakota Access Pipeline. He also is ordering construction of a Mexican border wall, crackdown on immigrants, slashing the number of refugees, and blocking Syrians and others from terror-prone nations. In a meeting at the Department of Homeland Security, he will sign an executive order to direct funds to the building of the wall on the southern border.

Ref: The San Diego U-T 1-25-17 pp. A1 & A8

4.1.5.1 U.S.

President Obama’s Administration scaled back new safety measures for a pipeline that crisscrosses the U.S. on 1-13-17, that will cover some 200E3-mi of pipelines that transport oil, gasoline, and hazardous materials, that will be subject to review by Congress in the incoming Trump Administration.

Ref: The San Diego U-T 1-15-17 pp. A27

4.1.5.1.1 U.S.

SoCalGas on 1-24-17 asked customers to reduce use of natural gas until further notice because of shortages of gas caused by limited supplies from Aliso Canyon’s, gas storage wells. SoCalGas has 21.6E6 customers in southern California, and their forecasted peak gas demand is 5.2E9-ft³/d [bcfd]. On January 6 2017 it delivered 4.05E9-ft³ with 2.9E9-ft³ from pipelines and 1.2E9-ft³ from storage. CA regulators moved to reopen the Aliso Canyon, natural gas storage facility, that was closed in 2015 because
of a methane leak. The gas stored will be limited to 33% of the site's capacity. The site can hold 83E9E9-ft$^3$. They will also be required to keep 15.4E9-ft$^3$ on reserve and it currently holds 15E9-ft$^3$. 34-wells are approved and 79 are out of service and being inspected.


4.2 Tunnels

4.2.1 Transportation

The 5-Class I railroads have 852 tunnels, with UP at 300, CSX-230, NS-158, BNSF-89 and CP-75 tunnels each. An article on the Louisville-Nashville tunnel under Shades Crest Mountain, south of Birmingham, AL [pp. 26-27]. Article on Switzerland's Gotthard Base Tunnel ³, also known as the New Railway Link through the Alps—the world's longest rail tunnel at 57-km—35.4-mi., that is part of 151.84-km [94.3-mi] of tunnels, shafts, and passage ways that also include the Ceneri Tunnel that is set to open in 2020. The old 1882-route will host the SBB's Gotthard Panorama Express tourist passenger train. [pp. 28-37]. Article on the new enlarged Virginia Avenue Tunnel in southeast Washington D.C., that will be completed in early 2018, that started in May 2015. The first tunnel, known as the Navy Yard Tunnel, was built between 1870 and 1872 under Virginia Ave.

³ googlé.com: Gotthard base tunnel

Ref: Trains, February 2017 pp. 4, 26-27, 28-37 and 38-45

- Eldon Musk plans to build a tunnel to reduce Los Angeles's traffic. The "Boring Company" will do the work.

Ref: The San Diego U-T 1-26-17 pp. C2

5.0 Transportation Environmental Issues

5.3 NOx Emissions

The Toxins Release Inventory Report by the U.S. EPA, says toxic chemicals being released into the air by industrial facilities has been cut in half since 2005. The release of hydrochloric acid, sulfuric acid, toluene, and mercury is on the decline. Industries are required by the Pollution Prevention Act, to report information on the release of toxic chemicals. Data reports show 27E9-lbs of chemical waste was managed by industrial facilities nationwide in 2015, of which only 12%—3.3E9-lbs was disposed of, or released to the environment, thanks to recycling, energy recovery, and treatment. CA released or disposed of some 31.2E6-lbs—46th out of 56-states and territories. In San Diego, 80-fatalities reported toxins, with Camp Pendleton, with the highest amount of 559.211-lbs of disposables, followed by General Dynamics, and North Island Naval Air Station.

Ref: The San Diego U-T 1-17-17 pp. B2

6.0 Transportation Financial Issues

6.1 Ports
The EPA has held-fast to Obama’s corporate average Fuel Energy Standards put in place in 2012. The action keeps in place pollution reduction targets for 2022-2025 and requires new cars to have an average millage of 51.4-mpg by 2025, up from 33.2-mpg in 2015.

Ref: The San Diego U-T 1-14-17 pp. C2

6.2 Container Ships

U.S. shippers enjoyed a truck price windfall in 2016, as lower freight demand, lower fuel prices, and abundance of available truckload capacity led the best rate for shippers since 2009. With the U.S. expansion at less than 2% for 3-quarters, truck rates lowered to fill the rucks.

Ref: The Journal of Commerce, January 9, 2017 pp. 92-95

6.5 Rail, HSR, and Light Rail

In 2014 the Pittsburgh Downtown Partnership produced a report advocating an increase in Amtrak rail service plan called, “On Track to Accessibility”, because ridership was up 14% between FY2010 and FY2015. The additional service would cost between $10.0E6 and $13.0E6/yr. On October 24, 2016 PA’s House of Transportation Committee adopted Resolution 1103 on October 24, 2016 to conduct a study of adding 2-additional trips, between Pittsburgh and Harrisburg and its impact on existing freight rail service. The people of Pittsburgh are still waiting, now at the 2017 legislative session in their city.

Ref: Railway Age, December 2016 pp. 27-29

7.0 Airport and Global Space Issues

7.1 Airports

7.1.1 Planes

Airbus Group booked 320-jetliner orders in December 2016, for a total of 731-planes in 2016. Airbus has had a lead on Boeing since 2012. Boeing said sales for 2016 were 668-aircraft.

Ref: The San Diego U-T 1-12-17 pp. C2

7.1.4 Air Freight

Large populations with rising household incomes in China, India, and the Southeast Asian countries are driving the need for deliveries of increasing numbers of the latest generation of Airbus and Boeing Airlines B777s and A330s. Boeing expects 9,100-widebody airplanes to join global fleets between 2017 and 2035. The additional capacity is keeping heavy pressure on freight rates and dragging down all-important cargo yields. Hong Kong and Shanghai have reported solid increases in volumes as China’s import/export demand pushes up their trans-shipment figures. Passenger traffic has been up 6% a year for the last 6-years and cargo capacity is up 40% in the same period for high-value consumer goods. Belly cargo revenues bring up the profit line for passenger service, but for freight flights, a certain amount of cargo is needed to justify even taking off, to cover the costs of transport. 50% of airfreight cargo is by freight planes and increased by 8% between 2010 and 2015.

7.1.1 International

Southwest Airlines will start flights to Los Cabos, Mexico, from the San Diego International Airport on April 25, 2017. They will serve San Jose del Cabo and Cabo San Lucas

Ref: The San Diego U-T 1-18-17 pp. C1 & C4

7.1.5 Safety

A Turkish Boeing 747 cargo plane crashed at 7:04 a.m. local time, as it was approaching Manas Airport, killing some 37-people on the plane and the ground.

Ref: The San Diego U-T 1-17-17 pp. A3

7.2.2 U.S.

The SpaceX falcon 9 with 10 Iridium NEXT Communications satellites aboard, lifted off from Vandenberg Airforce Base on 1-14-17. Iridium will replace its entire global network with 70-next generation satellites. Its jettisoned first stage landed upright some 9-minutes later, on a drone-ship, in the Pacific Ocean, south of Vandenberg.

Ref: The San Diego U-T 1-15-17 pp. A4

• NASA’s safety advisory group will scrutinize SpaceX’s rocket fueling process of super-chilled liquid oxygen.

Ref: The San Diego U-T 1-14-17 pp. C2

7.2.6 Deep Space

NASA’s Dawn spacecraft orbiting Ceres since March 2015 following a 14-month study of Vesta, says the dwarf planet is about 10% water, compared to Vesta that is dry.


8.0 Border and Culture Issues

8.1 Border

8.1.1 Import/Export

Mexico’s inflation rate jumped 4.78%, due to the recent gasoline price rise and the peso drop—the highest in 18-years.

Ref: The San Diego U-T 1-25-17 pp. C2

• The first legal cargo from Cuba in more than 50-years arrived in the U.S. Two containers of artisanal marabu-charcoal arrived on 1-24-17 at the Port Everglades in Fort Lauderdale on the Crowley Maritime—K-Storm. The charcoal is made from Cuban marabu—a invasive woody species from Africa that is a nuisance on the island, by a cooperative.

Ref: The San Diego U-T 1-25-17 pp. C2
• Mexico's, Economy Secretary, Ildefonso Guajardo, suggested that Mexico may leave NAFTA if talks over its changes are unsatisfactory and it would be impossible to sell something at home, unless it has clear benefits for Mexico.

Ref: The San Diego U-T 1-25-17 pp. A3

• GM will add 5,000 new jobs and keep 7,000 in the U.S. over the next few years, to meet President-elect Trump's demands. The company is being held solvent by the U.S. Treasury Department, due to its bankruptcy.

Ref: The San Diego U-T 1-18-17 pp. C2

• Toyota will invest $10.0E9 in the U.S. in the next 5-years and build a plant in Central Mexico in 2019. Fiat-Chrysler will invest $1.0E9. Ford will not build a plant in Mexico for small cars, because of issues with Donald Trump. BMW in 2019 and Nissan in 2017 are planning new assembly plants in Mexico.

Ref: The San Diego U-T 1-11-17 pp. C2

• Present-elect Trump appointed Peter Navarro to head a White House trade council.

Ref: The San Diego U-T 12-22-22 pp. A4

8.1.2 Ports of Entry

President Trump ordered to withhold federal funding from "sanctuary cities" that protect illegals. No cities in San Diego County identify themselves as sanctuary cities, but San Francisco, Los Angeles, and Chicago enthusiastically have. San Diego is noted for nonenforcement of federal immigration enforcement laws. The Executive Order is titled "Enhancing Public Safety in the Interior of the United States".

President Trump mandated construction of a wall between the U.S. and Mexico. Mexican President Enrique Peña Nieto said he regrets and rejected the decision. More on Trumps move to send federal police to Chicago to deal with the shooting issues in the city if they do not go down.

Ref: The San Diego U-T 1-26-17 pp. A1 & A6 and A7

• Mexico's new ambassador to the U.S. will be Geronimo Gutierrez of the Center-Right National Action Party.

Ref: The San Diego U-T 1-14-17 pp. A15

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