TRANSPORTATION COMMITTEE AGENDA

Friday, September 1, 2017
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• MOTORIST AID SERVICES - CALL BOX RIGHT-SIZING PLAN

• TransNet ENVIRONMENTAL MITIGATION PROGRAM: FY 2018 ANNUAL FUNDING AND LAND MANAGEMENT GRANT PROGRAM CALL FOR PROJECTS

• DEVELOPMENT OF 2019 SAN DIEGO FORWARD: THE REGIONAL PLAN

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(619) 699-1900 · Fax (619) 699-1905 · sandag.org
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TRANSPORTATION COMMITTEE
Friday, September 1, 2017

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

The Transportation Committee is asked to review and approve the minutes from its July 21, 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 STATUS UPDATE (Tracy Ferchaw)

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

+4. | TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM QUARTERLY STATUS UPDATE (Sarah Pierce)

This report provides an overview of progress made by TransNet Environmental Mitigation Land Management Grant Program recipients.

+5. | SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL CHARTER UPDATE AND MEMBERSHIP APPOINTMENTS (Audrey Porcella)

The Transportation Committee is asked to: (1) approve revisions made to the Social Services Transportation Advisory Council (SSTAC) charter, and; (2) approve the appointment of five members to SSTAC.

REPORTS

6. | PROPOSED STATE ROUTE 125 2017 BOND ISSUANCE: PROCESS TO REVIEW BOND DOCUMENTS (Andre Douzdjian, Ray Traynor)

Staff will provide an update on the proposed refunding of the current Transportation Infrastructure Finance and Innovation Act and TransNet loans for State Route 125. Proposed bond documents are scheduled to be presented to the Transportation Committee and Board of Directors in September, seeking adoption of a resolution authorizing the issuance of fixed-rate refunding bonds and execution and distribution of the bond documents.
+7. **MOTORIST AID SERVICES - CALL BOX RIGHT-SIZING PLAN**  
   (Aaron Moreno, Elizabeth Cox)  

   The Transportation Committee is asked to recommend that the Board of Directors: (1) approve the proposed Call Box Right-Sizing Implementation Plan, and; (2) authorize the Executive Director to take the budget actions necessary to carry out the Implementation Schedule.

+8. **TransNet ENVIRONMENTAL MITIGATION PROGRAM: FY 2018 ANNUAL FUNDING AND LAND MANAGEMENT GRANT PROGRAM CALL FOR PROJECTS** (Keith Greer, Sarah Pierce)  

   The Transportation Committee is asked to recommend that the Board of Directors approve: (1) the allocation of $4 million in FY 2018 funding for regional land management and biological monitoring, and; (2) the release of the call for projects for the ninth cycle of the TransNet Environmental Mitigation Program Land Management Grant Program.

+9. **DEVELOPMENT OF 2019 SAN DIEGO FORWARD: THE REGIONAL PLAN** (Phil Trom)  

   The Transportation Committee is asked to provide feedback on public outreach options to inform or refine the vision, goals, and policy objectives for the 2019 Regional Plan and on the emerging transportation technologies white paper outline.

10. **CONTINUED PUBLIC COMMENTS**  

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

11. **UPCOMING MEETINGS**  

   The next meeting of the Transportation Committee is scheduled for Friday, September 15, 2017.

12. **ADJOURNMENT**  

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

JULY 21, 2017

The meeting of the Transportation Committee was called to order by Chair Jim Desmond (North County Inland) at 8:59 a.m.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Supervisor Ron Roberts (County of San Diego), and a second by Mr. Jim Janney (San Diego County Regional Airport Authority [SDCRAA]), the Transportation Committee approved the meeting minutes of June 16, 2017. Yes – Chair Desmond, Vice Chair Bill Sandke (South County), Councilmember Mark Kersey (City of San Diego), Supervisor Roberts, Councilmember Ellie Haviland (North County Coastal), Chair Harry Mathis (Metropolitan Transit System [MTS]), Vice Chair John Aguilera (North County Transit District [NCTD]), and Mr. Janney. No – None. Abstain – None. Absent – East County.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

CONSENT

3. BAYSHORE BIKEWAY WORKING GROUP CHARTER AMENDMENT AND MEMBER APPOINTMENT (APPROVE)

The Transportation Committee was asked to: (1) approve an amendment to the Bayshore Bikeway Working Group charter, in substantially the same form as attached; and (2) appoint Mike Woiwode as a new public member to the working group.

4. SPECIALIZED TRANSPORTATION GRANT PROGRAMS STATUS UPDATE (INFORMATION)

This report provided an overview of the progress made to date by the grant recipients in the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and TransNet Senior Mini-Grant programs.

Action: Upon a motion by Supervisor Roberts, and a second by NCTD Vice Chair Aguilera, the Transportation Committee approved Consent Item Nos. 3 through 4. Yes – Chair Desmond,
Vice Chair Sandke, Councilmember Kersey, Supervisor Roberts, Councilmember Haviland, MTS Chair Mathis, NCTD Vice Chair Aguilera, and Mr. Janney. No – None. Abstain – None. Absent – East County.

REPORTS

5. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 6 (ADOPT)

Sue Alpert, Associate Project Control Analyst, presented the item.

Action: Upon a motion by Vice Chair Sandke, and a second by Councilmember Kersey, the Transportation Committee adopted Resolution No. 2018-01, in substantially the same form as attached, approving Amendment No. 6 to the 2016 Regional Transportation Improvement Program. Yes – Chair Desmond, Vice Chair Sandke, Councilmember Kersey, Supervisor Roberts, Councilmember Haviland, MTS Chair Mathis, NCTD Vice Chair Aguilera, and Mr. Janney. No – None. Abstain – None. Absent – East County.

6. PROPOSED FY 2018 PROGRAM BUDGET AMENDMENT: STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY (RECOMMEND)

Mario Orso, Corridor Director, Caltrans, presented the item.

Action: Upon a motion by Mr. Janney, and a second by Councilmember Kersey, the Transportation Committee recommended that the Board of Directors approve an amendment to the FY 2018 Program Budget adding $45 million in State Transportation Improvement Program – Coordinated Border Infrastructure Program funds to finance right-of-way acquisition for the State Route 11 Otay Mesa East Port of Entry Project (Capital Improvement Program Project No. 1201101). Yes – Chair Desmond, Vice Chair Sandke, Councilmember Kersey, Supervisor Roberts, Mayor Pro Tem Jennifer Mendoza (East County), Councilmember Haviland, MTS Chair Mathis, NCTD Vice Chair Aguilera, and Mr. Janney. No – None. Abstain – None. Absent – None.

7. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 7 – ADMINISTRATIVE MODIFICATION (RECOMMEND)

Ms. Alpert presented the item.

Action: Upon a motion by Vice Chair Sandke, and a second by MTS Chair Mathis, the Transportation Committee recommended that the Board of Directors approve Amendment No. 7 – Administrative Modification to the 2016 Regional Transportation Improvement Program. Yes – Chair Desmond, Vice Chair Sandke, Councilmember Kersey, Supervisor Roberts, Mayor Pro Tem Mendoza, Councilmember Haviland, MTS Chair Mathis, NCTD Vice Chair Aguilera, and Mr. Janney. No – None. Abstain – None. Absent – None.
8. 2017 ACTIVE TRANSPORTATION PROGRAM AUGMENTATION (INFORMATION)

Jenny Russo, Senior Contract and Procurement Analyst, provided an overview of how the funding will be distributed and anticipated timelines.

Action: This item was presented for information.

9. TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: RECOMMENDED CHANGES TO CYCLE 4 CALL FOR PROJECTS (DISCUSSION)

Carolina Ilic, Senior Regional Planner, and Allison Wood, Associate Regional Planner, presented the item.

The Transportation Committee discussed the proposed program criteria and expressed support for the recommended changes to both programs for incorporation into the Cycle 4 call for projects, scheduled for release this fall.

Action: This item was presented for discussion.

10. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

11. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, August 4, 2017, at 9 a.m.

12. ADJOURNMENT

Chair Desmond adjourned the meeting at 9:51 a.m.
### CONFIRMED ATTENDANCE

**SANDAG TRANSPORTATION COMMITTEE MEETING**  
**JULY 21, 2017**

<table>
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<td>North County Coastal</td>
<td>Catherine Blakespear</td>
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<td>Georgette Gomez</td>
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<td>Harry Mathis</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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<td>San Diego Unified Port District</td>
<td>Rafael Castellanos</td>
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<td>Michael Zucchet</td>
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<td>Caltrans</td>
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<td>Ann Fox</td>
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<td>SCTCA</td>
<td>Erica Pinto</td>
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<td></td>
<td>Allen Lawson</td>
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<td>Other Attendees</td>
<td>Luz Cofresi-Howe</td>
<td>NCTD</td>
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<td>Paul Jablonski</td>
<td>MTS</td>
<td>Yes</td>
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<td></td>
<td>Ron Roberts</td>
<td>Chair, SANDAG</td>
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TRANSPORTATION COMMITTEE
SEPTEMBER 1, 2017

ACTION REQUESTED: INFORMATION

TransNet SMART GROWTH INCENTIVE PROGRAM AND
ACTIVE TRANSPORTATION GRANT PROGRAM:
QUARTERLY STATUS UPDATE

Introduction

Staff provides a quarterly progress report on TransNet Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP) projects to the Regional Planning Committee, Transportation Committee, and Independent Taxpayer Oversight Committee (ITOC).

The TransNet SGIP and ATGP Quarterly Progress Report (Attachment 1) shows progress made on each grant project for all cycles through March 31, 2017.

As of March 31, 2017, 70 percent of Cycle 3 SGIP projects are on schedule. Administrative six-month schedule extension amendments are being processed for six projects (Exhibits A and B).

As of March 31, 2017, all Cycle 3 ATGP projects are on schedule, and one project has been completed. No administrative schedule extensions are being processed (Exhibit C).

In addition, all TransNet ATGP-Active Transportation Program Funds Exchange Projects are included in the quarterly progress report provided in Attachment 1. These projects are on schedule, and one project has been completed (Exhibit D). No administrative schedule extensions are being processed.

Board Policy No. 035: Competitive Grant Program Procedures, sets forth the process to extend project completion deadlines (Exhibit E).

The TransNet SGIP and ATGP Quarterly Progress Report was provided to the ITOC on July 12, 2017, and will be provided as an information item to the Transportation Committee on September 1, 2017.

Next Steps

The next quarterly progress report is scheduled for presentation to the Regional Planning Committee, Transportation Committee, and ITOC in the November/December 2017 timeframe.

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

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

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 March 31, 2017

Introduction

This report and attached Exhibit shows progress made by each grant recipient through March 31, 2017, 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). The documents also indicate 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 December 31, 2016) to a total of 43 projects, including 23 capital grants and 20 planning grants. Of the 43 SGIP funded projects, 23 have been completed. An overview of SGIP funding Cycles 1, 2, and 3 is provided below.

Cycle 1 Smart Growth Incentive Program

In May 2009, 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 Smart Growth Incentive Program (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. Twelve of the projects have been completed. The remaining project is currently scheduled to be completed by the end of July 2018.

Cycle 3 Smart Growth Incentive Program (Exhibit B)

In July 2015, SANDAG awarded $12 million in funding to 17 projects (8 planning grants and 9 capital grants). As of March 31, 2017, no projects have yet been completed, and 70 percent of Cycle 3 SGIP projects are on schedule. At this time, six schedule extension administrative amendments\(^1\) are being processed for two National City projects, two Civic San Diego projects, one El Cajon project, and one Lemon Grove project as follows: the City of National City’s Downtown Westside Wayfinding and Community Gateways project and the Westside Mobility Improvements project; Civic San Diego’s 14th Street Pedestrian Promenade Demonstration Block and the Sixth Avenue Bridge Promenade Feasibility and Conceptual Design project; the City of El Cajon’s El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan; and the City of Lemon Grove’s Broadway Downtown Village Specific Expansion planning project.

\(^1\) Board Policy No. 035: Competitive Grant Program Procedures allows staff to process one administrative amendment per grant project for schedule extensions of up to six months.
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 64 projects, including 29 planning, bike parking, and education program grants and 35 capital grants. Of the 64 ATGP projects, 51 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 Active Transportation Grant Program

In June 2009, SANDAG awarded $7.8 million in TransNet and TDA funding to 26 projects (8 planning, bike parking, and education program grants and 18 capital grants). Twenty-five of the projects 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 Active Transportation Grant Program

In September 2012, SANDAG awarded $8.8 million in TransNet and TDA funding to 25 projects (14 planning, bike parking, and education program grants and 11 capital grants) for the second cycle of this program. As of March 31, 2017, all 25 projects have been completed. Information about these projects can be found at sandag.org/grantsummary.

Cycle 3 Active Transportation Grant Program (Exhibit C)

In July 2015, SANDAG awarded $3 million in TDA funding to 12 projects (6 planning, bike parking, and education program grants and 6 capital grants). One capital project (City of 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 capital ATGP projects (cities of Carlsbad and Solana Beach) that had received partial funding and to fully fund the next highest-ranked capital ATGP project (City of National City Midblock Crossing). In January 2017, one non-capital planning project (Civic San Diego’s Euclid and Market Complete Streets Master Plan) was withdrawn due to a loss of matching funds. On February 24, 2017, the Board of Directors approved the reallocation of the funding awarded to that project, fully funding one additional non-capital ATGP project (City of Chula Vista) and partially funding the next highest-ranked non-capital ATGP project (City of Lemon Grove). These projects have been incorporated into Exhibit C for a new total of 13 projects awarded funding; contract executions are anticipated in July 2017, and progress will be tracked in future quarterly reports. As of March 31, 2017, one project has been completed, and all Cycle 3 ATGP projects are on schedule.
**TransNet Active Transportation Grant Program-Active Transportation Program Funds Exchange Projects (Exhibit D)**

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 or every two years) 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. As of March 31, 2017, one project has been completed, and all Exchange projects are on schedule.

**Grant Monitoring and Oversight**

Staff reviews quarterly reports to ensure that grantees are making timely progress with respect to the key milestones identified in Board Policy No. 035: Competitive Grant Program Procedures (Exhibit E), governing the timely use of grant funds and their respective grant agreements. The “Watch List” column in the status summaries (Exhibits A–D) is used to identify those grantees in danger of missing their scheduled milestone dates that have not yet worked with 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), Transportation Committee, and Regional Planning Committee on a quarterly basis.

Per Section 3 of Board Policy No. 035 (Exhibit E), 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, the Regional Planning and Transportation Committees 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:  
A. Status of Cycle 2 (FY 2011 – 2013) TransNet Smart Growth Incentive Grant Program Projects  
B. Status of Cycle 3 (FY 2014 – 2016) TransNet Smart Growth Incentive Grant Program Projects  
C. Status of Cycle 3 (FY 2014 – 2016) TransNet/Transportation Development Act Active Transportation Grant Program Projects  
D. Status of TransNet Active Transportation Grant Program-Active Transportation Program Funds Exchange Projects  
E. Board Policy No. 035: Competitive Grant Program Procedures
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<th>Grantee</th>
<th>Project Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
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<th>CURRENT Contract Expiration Date*</th>
<th>Watch List**</th>
<th>Status and Amendment History</th>
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<td>San Diego</td>
<td>PLANNING: Supports mixed-use, transit-oriented development in the Mid-Coast Trolley 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>01/21/14</td>
<td>01/21/16</td>
<td>07/21/18</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (RPC) — 18 month extension Am 2 (RPC) — 12 month extension</td>
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<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>
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</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>
<td></td>
<td></td>
<td></td>
<td>Project Complete — March 2016</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>PLANNING: Proposes the transformation of the Palm Avenue/SR 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>
</tbody>
</table>

Am = Amendment
RPC = Regional Planning Committee
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</thead>
<tbody>
<tr>
<td>5 La Mesa</td>
<td>Downtown Village Streetscape Improvement Project</td>
<td>CAPITAL: Enhances the La Mesa Downtown Village area by constructing a variety of streetscape improvements and a new public plaza.</td>
<td>$2,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Project Complete — December 2015</td>
</tr>
<tr>
<td>6 Lemon Grove</td>
<td>Main Street Promenade Extension Planning Project</td>
<td>PLANNING: Proposes multimodal 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></td>
<td></td>
<td></td>
<td></td>
<td>Project Complete — October 2016</td>
</tr>
<tr>
<td>7 National City</td>
<td>Downtown-Westside Community Connections</td>
<td>CAPITAL: Enhances National City's right-of-way by providing streetscape improvements and incorporating place-making 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>8 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>9 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>
### Status of Cycle 2 (FY 2011 – 2013) TransNet Smart Growth Incentive Grant Program Projects

**Reporting period through March 31, 2017**

**Exhibit A**

<table>
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<tr>
<th>Grantee</th>
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</table>
| **10**    | San Diego Wayfinding Signage  
CAPITAL: Installs approximately 300 new wayfinding signs throughout Downtown San Diego to direct residents, visitors, and workers to popular destinations. | $335,329     |                          |                                   |                                  |              | Project Complete — September 2015            |
| **11**    | San Diego The Complete Boulevard Planning Study  
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. | $171,617     |                          |                                   |                                  |              | Project Complete — January 2017             |
| **12**    | San Marcos Armorlite Complete Street Corridor  
CAPITAL: Constructs multimodal 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. | $1,000,000   |                          |                                   |                                  |              | Project Complete — August 2016              |
| **13**    | Vista Vista Downtown Specific Plan Update  
PLANNING: Updates the Vista Downtown Specific Plan to support smart growth and multimodal connections. | $148,383     |                          |                                   |                                  |              | Project Complete — October 2015             |

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

Reporting period through March 31, 2017

### Exhibit B

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<tr>
<td>El Cajon</td>
<td>El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan</td>
<td>PLANNING: Comprehensively analyzes 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>Grantee is requesting an administrative six-month schedule extension. No Amendments</td>
<td></td>
</tr>
<tr>
<td>Escondido</td>
<td>Transit Center Active Transportation Connections</td>
<td>CAPITAL: 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 streets.</td>
<td>$1,270,000</td>
<td>12/03/15</td>
<td>06/03/19</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
<td></td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>Palm Avenue Mixed-Use and Commercial Corridor Plan West End Sector</td>
<td>PLANNING: Builds upon the 2009 Master Plan taking the plans from a 30 percent level to 100 percent construction drawings for the project area (West End Sector). Project details include public right-of-way improvements, traffic calming measures, and significant pedestrian, bicycle, and transit improvements.</td>
<td>$400,000</td>
<td>01/11/16</td>
<td>05/26/18</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
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<tr>
<td>La Mesa</td>
<td>North Spring Street Smart Growth Corridor</td>
<td>CAPITAL: Enhances public infrastructure, encourages/supports future private development, contributes to the reduction of greenhouse gases, and serves as a model smart growth project for the region. Enhancements include ADA ramps, high-visibility cross walks, lighting, safety fencing, a Class III bicycle route with sharrow markings along the corridor, a pedestrian railroad crossing, and sidewalk improvements.</td>
<td>$992,503</td>
<td>11/12/15</td>
<td>07/12/18</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>Lemon Grove Avenue Realignment</td>
<td>CAPITAL: Realigns and reconstructs segments of Lemon Grove Avenue (LGA) and North Avenue, the trolley/railroad crossing, and the LGA SR 94 entrance/exit. 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>11/20/17</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6 month extension</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>Broadway Downtown Village Specific Expansion</td>
<td>PLANNING: Considers promoting mixed-use with increased residential densities and commercial intensities within the proposed boundaries consistent with the adopted Downtown Village Specific Plan (DVSP). However, the proposed project also will 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>Grantee is requesting an administrative six-month schedule extension. No Amendments</td>
</tr>
<tr>
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</table>
| National City | Downtown Westside Wayfinding and Community Gateways  
CAPITAL: 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. | $825,000 | 12/08/15 | 09/08/17 | No | Grantee is requesting an administrative six-month schedule extension.  
No Amendments |
| National City | Westside Mobility Improvements  
CAPITAL: Enhances bicycling and pedestrian connections in the Downtown and Westside Specific Plan areas and encourages smart growth development. 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. | $2,000,000 | 12/08/15 | 12/08/17 | No | Grantee is requesting an administrative six-month schedule extension.  
No Amendments |
| National City | Downtown Specific Plan Update  
PLANNING: Provides an overall update to the original plan adopted in 2005. Incorporates new elements related to smart growth, specifically Transportation Demand Management and parking policies. Revises land use zones and urban design standards and recommends 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. | $320,000 | 12/09/15 | 06/09/17 | 12/9/2017 | No | Project IS making timely progress toward its revised milestones.  
Am 1 (staff) — 6 month extension |
<table>
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<td>Oceanside</td>
<td>Seagaze Drive Downtown Mobility Project</td>
<td>CAPITAL: Enhances the quality of Seagaze Drive and provides 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>12/02/17</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6 month extension</td>
</tr>
<tr>
<td>San Diego</td>
<td>14th Street Pedestrian Promenade Block</td>
<td>CAPITAL: Creates an approximately 30-foot wide pedestrian promenade/linear park. Plans to link City College to Barrio Logan through East Village, including connecting several existing and future park sites. Serves to connect Downtown’s densely populated neighborhoods with enhanced landscaped corridors focused on improving pedestrian and other non-vehicular circulation.</td>
<td>$1,000,000</td>
<td>12/08/15</td>
<td>07/08/18</td>
<td></td>
<td>No</td>
<td>Grantee is requesting an administrative six-month schedule extension. Am 1 (RPC) — location change</td>
</tr>
<tr>
<td>San Diego</td>
<td>San Ysidro Wayfinding Signs</td>
<td>CAPITAL: Includes the design and installation of wayfinding signs in the San Ysidro Port of Entry District to improve the area’s mobility and respond to changes in the configuration of the Port of Entry. Signs will help visitors easily locate public services, popular destinations, and transportation options.</td>
<td>$350,000</td>
<td>12/04/15</td>
<td>06/04/17</td>
<td>12/04/17</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6 month extension</td>
</tr>
</tbody>
</table>
## Status of Cycle 3 (FY 2014 – 2016) TransNet Smart Growth Incentive Grant Program Projects
### Reporting period through March 31, 2017

| 13 | San Diego | Grantville Trolley Station/Alvarado Creek Enhancement Project | PLANNING: Restores the Alvarado Creek channel to a naturalized creek with bridges and walking/cycling trails, the pedestrian and bicycle experience between future transit-oriented developments 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 |
| 14 | San Diego (Civic San Diego) | Sixth Avenue Bridge Promenade Feasibility and Conceptual Design | PLANNING: 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. | $200,000 | 12/08/15 | 12/04/17 | No | Grantee is requesting an administrative six-month schedule extension. No Amendments |
| 15 | San Diego | Pacific Beach Greenways, Parks, and Transit | PLANNING: Expands community open space and improves multimodal circulation by identifying new public spaces, improves mobility, supports transit, and fosters development in an existing smart growth area. The study effort will include the creation of public open spaces, multimodal 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. | $400,000 | 12/04/15 | 12/04/17 | 06/04/18 | No | Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6 month extension |

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### Status of Cycle 3 (FY 2014 – 2016) TransNet Smart Growth Incentive Grant Program Projects

**Reporting period through March 31, 2017**

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<tbody>
<tr>
<td>16</td>
<td>San Diego</td>
<td>Kearny Mesa Smart Growth Employment Area Plan</td>
<td>PLANNING: 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>12/04/17</td>
<td>No</td>
</tr>
<tr>
<td>17</td>
<td>Vista</td>
<td>Paseo Santa Fe Phase II</td>
<td>CAPITAL: This infrastructure and street scape project is 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; construct roundabouts at key intersections; and install decorative elements such as landscaping, street lights, street signs, and pedestrian furniture.</td>
<td>$2,000,000¹</td>
<td>11/19/15</td>
<td>05/19/19</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
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¹ This project also received $3.7 million through the Active Transportation Grant Program-Active Transportation Program Funds Exchange awarded in October 2015 (see Exhibit E).
## Status of Cycle 3 (FY 2014 – 2016) TransNet/Transportation Development Act Active Transportation Grant Program Projects
### Reporting Period through March 31, 2017

#### Exhibit C

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<tr>
<td><strong>1</strong></td>
<td>Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project</td>
<td>CAPITAL: Provides enhanced facilities for pedestrians, transit users, and bicyclists. The proposed project will establish a new standard for a pedestrian scramble, provide and demand actuated “No Turn on Red” blank out signs, modify traffic detection to count cyclists, and provide unique clearance times. Bicyclists will be provided with northbound and southbound bike boxes.</td>
<td>$270,000²</td>
<td>12/08/15</td>
<td>05/08/17</td>
<td>11/08/17</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6 month extension</td>
</tr>
<tr>
<td><strong>2</strong></td>
<td>Chula Vista Walk + Bike Chula Vista Education Encouragement Awareness Campaign</td>
<td>EDUCATION: Creates a positive multimedia campaign and coordinates and promotes new walking and biking infrastructure projects to increase awareness on bicycle and pedestrian access, educate businesses and residents, and promote alternative transportation choices and improved safety in Chula Vista.</td>
<td>$100,000</td>
<td>12/07/15</td>
<td>06/07/17</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones. No Amendments</td>
<td></td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>Chula Vista Multimodal Pedestrian/ Bikeway Master Plan</td>
<td>PLANNING: Develops plans to promote and upgrade interconnected pedestrian and bicycle transportation facilities within the City of Chula Vista.</td>
<td>$250,000</td>
<td>TBD</td>
<td>TBD</td>
<td>No</td>
<td>Contract execution anticipated in July 2017³</td>
<td></td>
</tr>
</tbody>
</table>

² The Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project received both Cycle 3 Active Transportation Grant Program Funds and 2015 Active Transportation Grant Program-Active Transportation Program Exchange Funds (see Exhibit E).

³ The Board of Directors approved the reallocation of funds toward this project on February 24, 2017.

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<th>4</th>
<th>Coronado</th>
<th>Coronado Comprehensive Active Transportation Strategy</th>
<th>PLANNING: Provides a complete multimodal transportation network in Coronado that accommodates the needs of all users and modes. Specifically, the Comprehensive Active Transportation Strategy 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.</th>
<th>$90,000</th>
<th>02/01/15</th>
<th>11/01/18</th>
<th>No</th>
<th>Project IS making timely progress towards its milestones.</th>
<th>No Amendments</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Escondido</td>
<td>Escondido Creek Trail Signalized Bike/Pedestrian Crossing at El Norte Parkway Project</td>
<td>CAPITAL: Provides active transportation connectivity for the Escondido Creek Trail in accordance with the Escondido Creek Trail Master Plan. The project also includes a bridge that will provide a sidewalk, decorative fencing, a safety barrier, bike lanes, and buffers across the Escondido Creek.</td>
<td>$335,000</td>
<td>12/03/15</td>
<td>06/03/19</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones.</td>
<td>No Amendments</td>
</tr>
<tr>
<td>6</td>
<td>Lemon Grove</td>
<td>ADA Transition Plan</td>
<td>PLANNING: Develops plans for updating ADA compliance to existing facilities within the City of Lemon Grove</td>
<td>$50,000</td>
<td>TBD</td>
<td>TBD</td>
<td>No</td>
<td>Contract execution anticipated in July 2017.4</td>
<td>---</td>
</tr>
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4 The Board of Directors approved the reallocation of funds toward this project on February 24, 2017.

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<td>7 National City</td>
<td>CAPITAL: Provides additional pedestrian lighting enhancements at 14 existing mid-block pedestrian crossing locations throughout the city, 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 bulb-outs, enhanced crosswalk striping, and upgrades to the curb ramp to be ADA-compliant.</td>
<td>$625,000</td>
<td>07/01/16</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>8 National City</td>
<td>BIKE PARKING: Installs 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>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6 month</td>
</tr>
<tr>
<td>9 Oceanside</td>
<td>EDUCATION: 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 6 months and will reach approximately 600,000 people per month.</td>
<td>$90,000</td>
<td>11/30/15</td>
<td>05/30/17</td>
<td>11/30/17</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6 month</td>
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</tr>
<tr>
<td>10 Santee</td>
<td>Riverwalk Drive Crossing Project</td>
<td>CAPITAL: Installs new concrete bulb-outs, pedestrian ramps, pedestrian warning signage, a new ladder crosswalk, and enhanced area lighting. It also will 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>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<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, and Woodside Avenue North from SR 67 off-ramp to eastern city limits.</td>
<td>$156,000</td>
<td>12/03/15</td>
<td>04/03/17</td>
<td>10/03/17</td>
<td>No</td>
</tr>
<tr>
<td>12 Solana Beach</td>
<td>Stevens/Valley Avenue Corridor — Bicycle and Pedestrian Improvement Project</td>
<td>CAPITAL: Reduces 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, provide enhanced crosswalks, construct curb ramps consistent with current standards, and 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. No Amendments</td>
</tr>
</tbody>
</table>
## Status of Cycle 3 (FY 2014 – 2016) TransNet/Transportation Development Act

### Active Transportation Grant Program Projects

**Reporting Period through March 31, 2017**

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>ORIGINAL Contract Expiration Date</th>
<th>CURRENT Contract Expiration Date*</th>
<th>Watch List**</th>
<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>El Cajon</td>
<td>Be Safe, El Cajon SUPPORT: Circulate San Diego and the City of El Cajon will initiate a multimedia, multilingual, multimodal, and multifaceted education, encouragement, and awareness campaign to encourage active transportation and pedestrian safety for residents.</td>
<td>$50,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Project Complete — December 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.
## Status of TransNet Active Transportation Grant Program-Active Transportation Program Funds Exchange Projects

*Reporting period through March 31, 2017*

### Exhibit D

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>ORIGINAL Contract Expiration Date*</th>
<th>CURRENT Contract Expiration Date*</th>
<th>Watch List**</th>
<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>TRANSEND Active Transportation Grant Program-Active Transportation Program Funds Exchange Projects (In Progress)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Awarded November 2014</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 1             | Chula Vista                                                             | PLANNING: Provides a plan using Complete Street principles, improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features. | $491,000     | 08/14/15                 | 08/14/18                          | No                               | No amendments                  | Project is making timely progress toward its milestones.  
|               | F Street Promenade Streetscape Master Plan                              |                                                                                                                        |              |                          |                                   |                                  |              |                               |
| 2             | Escondido                                                               | CAPITAL: Constructs Class I and Class II bike facilities that connect the Escondido Creek Trail and Inland Rail Trail. | $1,092,000   | 09/03/15                 | 03/03/19                          | No                               | No amendments                  | Project is making timely progress toward its milestones.  
|               | 4th Street Community Corridor                                           |                                                                                                                        |              |                          |                                   |                                  |              |                               |
| 3             | Imperial Beach                                                          | CAPITAL: Constructs streetscape improvements and a 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 "Bikeway Village." | $1,800,000   | 12/01/15                 | 12/01/16                          | 06/01/17                         | No amendments                  | Project is making timely progress toward its revised milestones. Am 1 (staff) — 6 month extension |
|               | Bikeway Village Bayshore Bikeway Access Enhancement Project             |                                                                                                                        |              |                          |                                   |                                  |              |                               |
| 4             | National City                                                           | CAPITAL: Implements pedestrian improvements and installs approximately one mile of Class II buffered bike lanes along Division Street. | $875,000     | 08/21/15                 | 05/21/17                          | 11/21/17                         | No amendments                  | Project is making timely progress toward its revised milestones. AM 1 (staff) 6- month extension |
|               | Division Street Road Diet                                               |                                                                                                                        |              |                          |                                   |                                  |              |                               |
| 5             | National City                                                           | CAPITAL: Implements a road diet and provides approximately 1.7 miles of a Class II buffered bike lane along Euclid Avenue between Cervantes Avenue and East 24th Street. | $425,000     | 08/21/15                 | 05/21/17                          | No                               | No amendments                  | Project is making timely progress toward its milestones. No amendments |
|               | Euclid Avenue Bicycle and Pedestrian Enhancements                       |                                                                                                                        |              |                          |                                   |                                  |              |                               |

Am = Amendment  
RPC = Regional Planning Committee
## Status of TransNet Active Transportation Grant Program-Active Transportation Program Funds Exchange Projects

Reporting period through March 31, 2017

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
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<th>Watch List**</th>
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</thead>
<tbody>
<tr>
<td>County of San Diego</td>
<td>Active Transportation Plan</td>
<td>PLANNING: Prepares 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: Provides enhanced facilities for pedestrians, transit users, and bicyclists. The proposed project will establish a new standard for a pedestrian scramble, provide and demand actuated “No Turn on Red” 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</td>
<td>05/09/16</td>
<td>05/09/19</td>
<td></td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
</tbody>
</table>

---

5 This project also received $270,000 in Cycle 3 of the Active Transportation Grant Program (see Exhibit D).

Am = Amendment
RPC = Regional Planning Committee
### Status of TransNet Active Transportation Grant Program-Active Transportation Program Funds Exchange Projects

#### Reporting period through March 31, 2017

Exhibit D

<table>
<thead>
<tr>
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<th>Grant Amount</th>
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<th>Status and Amendment History</th>
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<tbody>
<tr>
<td>8</td>
<td>Vista</td>
<td>Paseo Santa Fe Phase II CAPITAL: This infrastructure and streetscape project is 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; construct roundabouts at key intersections; and install decorative elements such as landscaping, street lights, street signs, and pedestrian furniture.</td>
<td>$3,700,000$	extsuperscript{6}</td>
<td>04/12/16</td>
<td>10/12/19</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
<td></td>
</tr>
</tbody>
</table>

### TransNet Active Transportation Grant Program-Active Transportation Program Funds Exchange Projects (Completed)

| 9       | Del Mar | Pedestrian and Bike facilities along Camino del Mar, Jimmy Durante, and Via de la Valle CAPITAL: Constructs street, sidewalk, and bicycle lane improvements to create continuous, aligned sidewalks and improved bicycle lanes within public right-of-way for better mobility | $812,000 | | | | Project Complete — January 2017 |

---

*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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6 This project also received $2,000,000 in Cycle 3 of the Smart Growth Incentive Program (see Exhibit B).

Am = Amendment

RPC = Regional Planning Committee
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

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

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

Discussion

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

Since the program’s inception, 98 land management grants totaling approximately $14.6 million in TransNet funding have been awarded to land management entities in the region through a competitive grant program. Eligible applicants include land managers from private and nonprofit organizations, local jurisdictions, and other government agencies. On November 18, 2016, the Board of Directors awarded funding to 17 new grants.

As of April 1, 2017, 72 of the land management grants had been completed, 25 grants were active, and contract preparation was under way for one grant project. No projects were completed during this quarterly reporting period (April 1, 2017, through June 30, 2017). Attachment 1 provides the status of the 25 active land management grants. Projects under the EMP Land Management Grant Program are placed on the “watch list” if a grantee is not making timely progress toward their
milestones (which are defined in Board Policy No. 035) and the grantee has not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list. As of the date of this quarterly report, no projects are currently on the watch list.

Grant Oversight

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

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

Next Steps

The next quarterly status report of active land management grant projects (covering July 1 to September 30, 2017) is expected to be presented in December 2017 to the ITOC and Regional Planning and Transportation Committees.

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

Attachment: 1. Status of Active TransNet EMP Land Management Grant Program Projects:
Reporting period April 1, 2017, to June 30, 2017

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

**Reporting period April 1 to June 30, 2017**

<table>
<thead>
<tr>
<th>FY</th>
<th>Date BOD Approval</th>
<th>Contract #</th>
<th>IFAS Project #</th>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>Contract / Project Expiration Date</th>
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<tr>
<td>7th Cycle - FY 2015</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>2015 7/24/2015</td>
<td>5004735</td>
<td>1201301</td>
<td>Conservation Biology Institute</td>
<td>Brachypodium Phase 2</td>
<td>Control invasive grass, Brachypodium distachyon, in 4 locations by refining existing Brachypodium Best Management Practices.</td>
<td>$100,000</td>
<td>09/15/15</td>
<td>09/15/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>2</td>
<td>2015 7/24/2015</td>
<td>5004731</td>
<td>1201305</td>
<td>City of Chula Vista</td>
<td>Otay River Valley and Salt Creek Cactus Wren 3</td>
<td>Increase the amount of suitable habitat and improve connectivity for the coastal cactus wren along Otay River Valley and Salt Creek through restoration and enhancement of degraded habitat areas.</td>
<td>$189,863</td>
<td>09/17/15</td>
<td>09/17/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>3</td>
<td>2015 7/24/2015</td>
<td>5004732</td>
<td>1200397</td>
<td>Mission Resource Conservation District</td>
<td>San Luis Rey, Santa Margarita &amp; San Dieguito Watersheds</td>
<td>Re-treatment of Arundo and maintenance of the right-of-entry (ROE) database, to allow re-treatments to occur on over 350 public and private properties in these watersheds.</td>
<td>$300,000</td>
<td>09/28/15</td>
<td>09/28/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>4</td>
<td>2015 7/24/2015</td>
<td>5004738</td>
<td>1201304</td>
<td>County of San Diego</td>
<td>Furby-North Preserve</td>
<td>Addition of signage, fencing and gates on the Furby-North Property to prevent unauthorized access into and across the Property and allow for future active restoration of the unauthorized trails as outlined in the Resource Management Plan.</td>
<td>$119,046</td>
<td>10/20/15</td>
<td>08/20/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>5</td>
<td>2015 7/24/2015</td>
<td>5004730</td>
<td>1200396</td>
<td>County of San Diego</td>
<td>Otay River Valley Cactus Wren</td>
<td>Restore and enhance areas of degraded habitat along Otay River Valley to increase the amount of suitable habitat and improve connectivity for the coastal cactus wren.</td>
<td>$66,840</td>
<td>10/20/15</td>
<td>10/20/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>6</td>
<td>2015 7/24/2015</td>
<td>5004729</td>
<td>1200395</td>
<td>San Diego Audubon Society</td>
<td>Nuttall’s Lotus</td>
<td>Maintain and expand certain extant small and large populations of Nuttall’s Lotus within Mission Bay Park.</td>
<td>$110,017</td>
<td>09/14/15</td>
<td>09/14/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>7</td>
<td>2015 7/24/2015</td>
<td>5004734</td>
<td>1200399</td>
<td>San Elijo Lagoon Conservancy</td>
<td>Carlsbad Hydrologic Unit 2</td>
<td>Invasive plant re-treatments, limited new treatments, revegetation and habitat restoration, detailed mapping of invasive plants throughout the Carlsbad Hydrologic Unit.</td>
<td>$100,000</td>
<td>09/08/15</td>
<td>09/08/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>8</td>
<td>2015 7/24/2015</td>
<td>5004736</td>
<td>1201302</td>
<td>United States Fish and Wildlife Service</td>
<td>Mother Miguel Mountain</td>
<td>Protect sensitive species, including Mexican flannelbush and critical habitat on the southwestern slope of Mother Miguel Mountain, while managing public access and awareness.</td>
<td>$21,454</td>
<td>12/01/15</td>
<td>12/01/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>9</td>
<td>2015 7/24/2015</td>
<td>5004728</td>
<td>1200394</td>
<td>San Diego Zoo Global</td>
<td>Cactus Wren 2015</td>
<td>Implement active restoration of critical cactus wren habitat in the Lake Hodges area and developing a North County Cactus Nursery that will supply local native cacl to restoration projects throughout the region for 2 years.</td>
<td>$230,721</td>
<td>09/22/15</td>
<td>02/28/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>8th Cycle - FY 2017</td>
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<td></td>
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</tr>
<tr>
<td>10</td>
<td>2017 11/18/2016</td>
<td>5004942</td>
<td>1201307</td>
<td>County of San Diego</td>
<td>Quino Habitat Restoration</td>
<td>Enhance and improve Quino butterfly habitat conditions and connectivity by closing roads to vehicle activity, preventing off-road vehicle use, installing fencing and signage to limit access, and controlling and removing non-native grasses.</td>
<td>$44,000</td>
<td>1/27/17</td>
<td>7/27/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>11</td>
<td>2017 11/18/2016</td>
<td>5004943</td>
<td>1201308</td>
<td>City of Chula Vista</td>
<td>Salt Creek Cactus Wren</td>
<td>Increase the quality of habitat and improve connectivity for the coastal cactus wren along Salt Creek through shrub thinning within suitable wren habitat.</td>
<td>$49,972</td>
<td>2/13/17</td>
<td>8/13/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>12</td>
<td>2017 11/18/2016</td>
<td>5004944</td>
<td>1201309</td>
<td>County of San Diego</td>
<td>Cactus Wren 2017</td>
<td>Installation of access control fencing to protect project area for current Otay River Valley Cactus Wren grant (#5004730). Signage will be installed to notify the public that the area is closed for habitat restoration.</td>
<td>$8,855</td>
<td>1/27/17</td>
<td>9/27/17</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>13</td>
<td>2017 11/18/2016</td>
<td>5004945</td>
<td>1201310</td>
<td>City of San Diego</td>
<td>Vernal Pool Restoration</td>
<td>Installation and maintenance of 5,000 linear feet of fencing to protect vernal pools at the Spring Canyon/Goat Mesa complex from further off-road damage.</td>
<td>$50,000</td>
<td>2/15/17</td>
<td>8/15/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>14</td>
<td>2017 11/18/2016</td>
<td>5004946</td>
<td>1201311</td>
<td>City of San Diego</td>
<td>Bernardo Bay Cactus Wren</td>
<td>Enhancement of habitat for coastal cactus wren at a 20 acre site in Bernardo Bay through weed removal, Opuntia planting, and installation of fencing and signage to control access points.</td>
<td>$50,000</td>
<td>3/8/17</td>
<td>6/8/18</td>
<td>No</td>
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<tr>
<td>15</td>
<td>2017 11/18/2016</td>
<td>5004947</td>
<td>1201312</td>
<td>Chaparral Lands Conservancy</td>
<td>Crest Canyon Veldt Grass</td>
<td>Treatment of invasive purple veldtgrass throughout the Crest Canyon Preserve, achieving greater than 90% reduction.</td>
<td>$49,991</td>
<td>4/5/17</td>
<td>10/5/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>16</td>
<td>2017 11/18/2016</td>
<td>5004948</td>
<td>1201313</td>
<td>Lakeside’s River Park Conservancy</td>
<td>Riparian Restoration &amp;Arundo Removal</td>
<td>Arundo treatment and removal throughout an 11 acre parcel of “old growth” riparian forest along the San Diego River and coordinated development of a control plan to prevent re-infestation.</td>
<td>$48,895</td>
<td>2/22/17</td>
<td>8/22/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>17</td>
<td>2017 11/18/2016</td>
<td>5004949</td>
<td>1201314</td>
<td>San Elijo Lagoon Conservancy</td>
<td>Veldt Grass Removal</td>
<td>Begin phase 1 of eradication of perennial veldtgrass from SELER, reducing cover to less than 10% (100% reduction in coastal dunes).</td>
<td>$49,003</td>
<td>2/13/17</td>
<td>8/13/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>18</td>
<td>2017 11/18/2016</td>
<td>5004950</td>
<td>1201315</td>
<td>Living Coast Discovery Center</td>
<td>Pallid Bat</td>
<td>Surveying and monitoring to determine bat species composition around the Sweetwater Marsh Unit of San Diego Bay NWR. Surveys will be used to develop a site-specific management plan to be submitted for implementation by land owners.</td>
<td>$15,810</td>
<td>2/21/17</td>
<td>8/21/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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<tr>
<td>19</td>
<td>2017 11/18/2016</td>
<td>5004951</td>
<td>1201316</td>
<td>San Diego Audubon Society</td>
<td>Silverwood Wildlife Sanctuary</td>
<td>Invasive plant control in priority habitat areas within the reserve, reducing invasive cover by 90%. Approx. 65 acres of invasive species hotspots are to be treated with herbicide and 5 acres via hand management.</td>
<td>$36,301</td>
<td>2/15/17</td>
<td>8/15/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
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</tbody>
</table>

*Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Board Policy No. 035) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.
<table>
<thead>
<tr>
<th>FY</th>
<th>Date BOD Funding Approval</th>
<th>Contract #</th>
<th>IFAS Project #</th>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>Contract / Project Expiration Date</th>
<th>Watch List*</th>
<th>Status</th>
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<tr>
<td>20</td>
<td>11/18/2016</td>
<td>5004952</td>
<td>1201317</td>
<td>Lakeside's River Park Conservancy</td>
<td>San Diego River Channel</td>
<td>Work with local authorities and organizations to address homeless encampments along the San Diego River between Santee and Lakeside. Coordinate volunteer river cleanups and public education campaigns.</td>
<td>$49,530</td>
<td>2/22/17</td>
<td>8/22/18</td>
<td>No</td>
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<td>21</td>
<td>11/18/2016</td>
<td>5004953</td>
<td>1201318</td>
<td>San Diego Zoo Global Native Seed Bank</td>
<td>San Diego River Channel</td>
<td>Seed collection, processing, and maintenance for 8 plant species within for seed banking purposes in addition to bulking and propagation efforts required to provide seed for regional restoration projects; 3 of which are part of FY17 LMG cycle.</td>
<td>$492,396</td>
<td>3/13/17</td>
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<td>No</td>
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<td>22</td>
<td>11/18/2016</td>
<td>5004954</td>
<td>1201319</td>
<td>Chaparral Lands Conservancy Otay Mesa Rare Plants</td>
<td>San Diego River Channel</td>
<td>Seed collection and bulking for two rare species and the establishment of new occurrences for five MSP species through seeding, planting, and maintenance.</td>
<td>$141,319</td>
<td>4/5/17</td>
<td>4/5/22</td>
<td>No</td>
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<td>23</td>
<td>11/18/2016</td>
<td>5004955</td>
<td>1201320</td>
<td>Chaparral Lands Conservancy Proctor Valley Vernal Pools and Uplands</td>
<td>San Diego River Channel</td>
<td>Restoration of 19 acres of vernal pool and coastal sage scrub habitat in Proctor Valley specific to the needs of MSP species and the establishment of two high-priority MSP plant species through collection, bulking, seeding, and maintenance efforts.</td>
<td>$393,864</td>
<td>4/5/17</td>
<td>4/5/22</td>
<td>No</td>
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<td>24</td>
<td>11/18/2016</td>
<td>5004956</td>
<td>1201321</td>
<td>San Elijo Lagoon Conservancy North County Dunes 2</td>
<td>San Diego River Channel</td>
<td>Phase 2 of North County Dunes Restoration Project focusing on the implementation and completion of site specific plan for Cardiff State Beach and invasive management and support for existing coastal dune and bluff species at South Carlsbad State Beach Campground.</td>
<td>$197,799</td>
<td>2/13/17</td>
<td>5/13/20</td>
<td>No</td>
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</tbody>
</table>

*Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Board Policy No. 035) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
CHARTER UPDATE AND MEMBERSHIP APPOINTMENTS

Introduction

California Public Utilities Code (PUC) Section 99238 requires that a Social Services Transportation Advisory Council (SSTAC) be created and maintained in each county. The Council meets every other month to provide input on legal and practical requirements regarding accessibility at transit facilities as well as review, recommend, and promote the development and use of accessible transportation services within the San Diego region. The Council recently recommended that the Transportation Committee amend the group’s charter to clarify the purpose, responsibilities, and membership of SSTAC and define the membership selection process. The Transportation Committee is also asked to approve the appointment of five members to the SSTAC.

Discussion

Charter Update

Administrative and substantive amendments to the SSTAC Charter are being recommended, as shown in track changes in Attachment 1. Administrative amendments seek to clarify the purpose and responsibilities of SSTAC. The Charter, last updated in February 2012, includes a list of responsibilities that outline activities performed by the SSTAC as required by the PUC as well as other activities as related to SANDAG planning efforts. This list included duplicative activities. Recommended amendments seek to simplify the listed activities and clearly identify the relevant PUC Sections. Additionally, given changes in Caltrans administration of the Rural Section 5310 program, the SSTAC no longer serves a role in reviewing local applications submitted to the statewide competition.

Recommendation

The Transportation Committee is asked to:
(1) approve revisions made to the Social Services Transportation Advisory Council (SSTAC) charter in substantially the same form as Attachment 1, and;
(2) approve the appointment of five members to SSTAC, as shown in Attachment 2.
Substantive amendments seek to memorialize current practices related to membership, voting procedures, and the membership selection process. Additionally, amendments seek to give authority to the selection panel to choose new members on behalf of the Transportation Committee. The substantive amendments are summarized below.

- Clarifying the selection and voting privileges of Primary Representatives and Alternates in the Individual Members subgroup and establishing a procedure in which the Primary Representatives and Alternates switch roles on an annual basis

- Clarifying the difference of Rotating Agency Members, which serve three-year terms, and Standing Agency Members, which do not have terms and include representatives from the Consolidated Transportation Service Agency and the two transit operators

- Establishing the procedure of selecting Rotating Agency Members based on the qualifications of the agency and the individuals proposed to represent the agency and allowing Rotating Agency Members to identify a primary and alternate representative

- Clarifying the annual application and appointment process, which includes forming a selection panel

- Establishing the structure of the selection panel and giving authority to the selection panel to select new members on behalf of the Transportation Committee

- Establishing a procedure to address vacancies in membership positions

- Clarifying attendance expectations

**Membership Appointments**

Based on PUC requirements, appointments to SSTAC are set up so that roughly one-third of the membership positions are up for appointment annually. Of the 21 members currently appointed to SSTAC, 6 are Standing Agency Members without terms and the remaining 15 membership positions have three-year terms. Four membership positions had terms that expired on August 1, 2017. Additionally, one membership position recently became vacant. A total of five membership positions are available and were advertised for appointment.

Of the five available membership positions, four positions are Individual Members and one position is for a Rotating Agency Member. The Individual Member positions represent the interests of seniors, persons with limited means, or disabled transportation users who are familiar with the Americans with Disabilities Act (ADA) and Title 24 regulations. The Rotating Agency Member position represents a local social service provider for individuals with disabilities. All five members proposed for appointment represent a diversity of special interests and geographical areas, and have exhibited a continued interest in promoting social service transportation, advocacy for improving the accessibility of the transit system, and a commitment to attend regular meetings.
The expiring positions were advertised through email blasts to the SSTAC mailing list and the larger Social Services mailing list, as well as through public notices online at the SANDAG website. Nine applications were submitted to SANDAG. The applications were reviewed by a selection panel consisting of SANDAG transit planning staff and three SSTAC members that volunteered. The recommended applicants all demonstrated familiarity and strong understanding of SSTAC and its mission.

The five members recommended for appointment are listed below.

1. **Linda Haddock – At-Large Individual Member**

   Ms. Haddock is a senior from Borrego Springs and serves as the Executive Director of the Borrego Springs Chamber of Commerce and Visitors Center. She has served and continues to serve on several community groups throughout Borrego Springs, including the Borrego Springs Fire Protection District, San Diego Backcountry Economic Development Coalition, and Borrego Springs Community Emergency Response Team. She wants to help move the region forward towards expanded public transportation options for the unincorporated communities, especially for fixed-income seniors and other socioeconomically disadvantaged rural populations.

2. **Mary Birdine – At-Large Individual Member**

   Ms. Birdine is a senior who has been dependent on transit for the past year and a half. She has been an apartment manager for 10 years in San Diego County, which has helped her become aware of ADA and Title 24 regulations. She served on a committee through the Community Development Corporation of City Heights where she helped evaluate sidewalks, bike paths, and accessibility for seniors and other road users. Ms. Birdine has also held leadership roles in churches for over 50 years.

3. **Sheryl Harris – At-Large Individual Member**

   Ms. Harris is a Lead Volunteer Policy Advisor for AARP California. She was also a member of the Mayor of San Diego’s Senior Affairs Advisory Board, which is being dissolved but had focused on transportation for seniors among other topics. As a Chicago native, Ms. Harris understands the importance of having a public transit system available to those who want or need to use it. She wants to be involved in approaches to improve transportation for her community.

4. **Wayne Landon – Special Interest Individual Member**

   Mr. Landon has served on SSTAC for the past three years. He served in the U.S. Army from 1975-1978 and has been the Government Relations Director for the Paralyzed Veterans of America, Cal-Diego Chapter since 1995. Mr. Landon has experience with advocacy, working to uphold civil rights and opportunities that maximize independence of persons with disabilities. He also has experience in architecture, providing design resources for accessible buildings, homes, or places of business, including enforcement of Titles I, II, III, and IV of the ADA and Title 24 of the California state code. Mr. Landon also serves on several boards throughout San Diego, including the San Diego Police Chief Disabilities Advisory Board and San Diego Accessibility Advisory Board.
5. San Diego Center for the Blind – Rotating Agency Member for Social Service Providers for Seniors

San Diego Center for the Blind (SDCB) works with individuals with visual impairments. Transportation is a key factor in their clients’ continued independence. SDCB has identified Monica Aguirre and Rebbie Radtke as its primary and alternate representatives, respectively. Ms. Aguirre has been a past member and regular contributor to SSTAC. She has worked for SDCB for five years as an Orientation and Mobility specialist. Ms. Radtke has worked for SDCB since September 2016 also as an Orientation and Mobility Specialist. Both Ms. Aguirre and Ms. Radtke hold Masters degrees in Special Education with an Option in Orientation and Mobility as well as a California Teaching Credential.

There have been staffing changes within the Standing and Rotating Agency Member positions. Additionally, Rotating Member Agencies have identified alternates to represent their agency when the respective primary representatives are not in attendance at meetings. A summary of these staffing changes and the addition of Rotating Member Agency alternates are listed below.

1. Mary Benson will serve for Recovery Innovations as representative of social service providers for persons with disabilities.

2. Jay Washburn will serve for Metropolitan Transit System (MTS) as representative of MTS Paratransit.

3. Chris Duddy will serve for North County Transit District (NCTD) as representative of NCTD fixed-route.

4. Amy Eustace will serve for NCTD as representative of NCTD Paratransit Services.

5. Marilyn Greenblatt will serve as alternate for Jewish Family Service as representative of social service providers for seniors.

6. Tania Azevedo will serve as alternate for Access to Independence as representative of social service providers for persons with disabilities.

7. Rashid Essa will serve as alternate for International Rescue Committee as representative of social service providers for persons of limited means.

Attachment 2 includes the full SSTAC membership list as proposed.

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

Attachments: 1. SSTAC Charter
2. Proposed SSTAC Membership and Terms

Key Staff Contact: Audrey Porcella, (619) 699-1961, audrey.porcella@sandag.org
COMMITTEE/WORKING GROUP CHARTER
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

PURPOSE

The mission of the Social Services Transportation Advisory Council (SSTAC) is to review, recommend, and promote the development and use of accessible transportation services by:

• Promoting the coordination of transportation serving seniors, individuals with disabilities, and persons of limited means;

• Advising on transit transportation facilities' compliance with the requirements of the Americans with Disabilities Act (ADA), the Rehabilitation Act, and the building standards in Title 24 of the California Code of Regulations; and

• Advising on the accessibility and usability of transit transportation facilities beyond strict interpretation of regulations based on actual experience and knowledge.

LINE OF REPORTING

SSTAC reports to the SANDAG Transportation Committee, which in turn reports to the SANDAG Board of Directors.

RESPONSIBILITIES

SSTAC advises the SANDAG Board of Directors and its Transportation Committee regarding regional issues of accessible transportation provided by the public and private sector. These activities include the following:

1. Review and comment on accessible transportation issues for SANDAG's Regional Transportation Plan (RTP), San Diego Forward: The Regional Plan and other relevant SANDAG plans and programs;

2. Review and comment for the key activities required for the development of the Coordinated Public—Transit Human Services Transportation Plan (Coordinated Plan). This includes assistance with the following activities: assessing current available services; identifying areas of duplicative service and gaps in service; identifying the transportation needs of individuals with disabilities, senior citizens, and persons of limited means; developing strategies for addressing the service gaps and minimizing the duplication of services; prioritizing transportation services for funding and implementation based on resources, time, and feasibility for implementing the specific strategies identified; and reviewing the draft document for content and language;

3. Serve as the Local Review Committee (LRC) and Appeals Board for the Section 5310 federal grant program administered by the State Department of Transportation (Caltrans), which provides partial funding for vehicles for nonprofit agencies;
4.3. Serve as the region’s Social Service Transportation Advisory Council within the meaning of California Public Utilities Code Section (PUC) Sections 99238(c) and 99401.5—to advise by advising and making recommendations to SANDAG the Transportation Committee on the unmet transit needs of senior citizens and individuals with disabilities, as required by the state’s Transportation Development Act (TDA);

5.4. Fulfill the requirement in PUC Section 99238.5 that SANDAG establish and implement a public participation process to solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, persons with disabilities, and persons of limited means;

6. Participate in the annual unmet needs process and make a recommendation regarding unmet needs to the Transportation Committee per Public Utilities Code 99238(c)(2) and 99401.5;

7. Review and comment on the progress of the region’s transit operators in providing accessible transportation to senior citizens and individuals with disabilities;

8. Review and comment regarding the legal and practical requirements of transit access to be analyzed by staff and as legally required and practically feasible, incorporated into the design and construction of transit facilities;

9. Review and comment on the progress of the region’s Consolidated Transportation Services Agency (CTSA) in assisting agencies and organizations to coordinate their transportation services and in implementing other regional mobility management projects;

10. Review and comment on proposed legislation and regulations concerning transportation for seniors and individuals with disabilities;

11. Advise transit operators and other relevant entities regarding programs that promote use of existing transportation programs to better serve seniors and individuals with disabilities;

12. Advise SANDAG on any other major transit transportation issues, including the coordination and consolidation of specialized transportation services;

13. Review and comment on regional issues brought before the Committee SSTAC, which are relevant to the implementation of accessible transportation services under federal and state legislation.

14. SSTAC discusses issues of a regional nature, not specific to individual transit operators or to individual events or circumstances. Issues not appropriate to SSTAC discussion are referred to the appropriate transit operator or other organization with authority to resolve the issue.

MEMBERSHIP

Membership on SSTAC is designed to fulfill the requirements of the PUC Section 99238, of the State of California. SANDAG shall strive to attain geographic and minority representation among the membership from a broad representation of providers and the public. Membership is divided into two categories:
CITIZEN INDIVIDUAL MEMBERS

1. Primary Representatives — The following members shall be selected based on their individual qualifications.
   
   1-a. One citizen representative of potential transit users who is a senior, 60 years or older;
   
   1-b. One citizen representative of potential transit users who is disabled; and
   
   3-c. Three at-large citizen representatives of the interests of seniors, persons with limited means, or disabled transit transportation users who are well versed in familiar with the ADA and Title 24 regulations.

2. Alternates — An alternate for each of the primary representatives above will be chosen based on their individual qualifications. Alternates shall have voting privileges when the respective primary representative is not in attendance at a meeting.

Individual members shall serve a three-year term. Individual members in each category shall alternate roles between being a primary representative and an alternate on an annual basis.

AGENCY MEMBERS

1. Rotating — The following members shall be selected based on the qualifications of the agency as well as the individual proposed to represent the agency. Each agency member shall identify one primary representative and one alternate as a part of the application process. Alternates shall have voting privileges when the respective primary representatives are not in attendance at a meeting. Agency members shall serve a three-year term.

   4-a. Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists;

   5-b. Two representatives of local social service providers for individuals with disabilities, including one representative of a social service transportation provider, if one exists; and

   6-c. One representative of a local social service provider for persons of limited means.

2. Standing — The following members are standing agency members. Standing agency members shall self-appoint primary and alternate representatives at their discretion based on the representative’s role in serving the agency. Standing agency members do not have terms.

   7-a. Two representatives from the local consolidated transportation service agency, designated pursuant to Subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from a transportation service provider, if one exists;

   8-b. One representative from North County Transit District (NCTD) representing fixed-route service;
9-c. One representative from North County Transit District (NCTD) representing ADA Paratransit service;

10-d. One representative from Metropolitan Transit System (MTS) representing fixed-route service; and

11-e. One representative from Metropolitan Transit System (MTS) representing ADA Paratransit service.

The term of appointment shall be for three years which may be renewed for an additional three-year term.

ALTERNATES

Each of the first two citizen members shall be appointed as an alternate. For the subcategory of “at-large citizen members,” up to three alternates shall be appointed. Agency members may appoint their own voting members to represent their agency on the council, and may also appoint alternates to fill that role when the primary voting is unable to attend the meeting.

MEMBERSHIP TERM AND SELECTION FOR INDIVIDUAL MEMBERS AND ROTATING AGENCY MEMBERS

SSTAC members shall be chosen by a selection panel and shall serve a three-year term beginning and ending in the month of July. At the end of their term, members may apply for another three-year term. Three-year terms are staggered among the selected members such that annually, the terms of approximately one-third of the members expire. The membership application and selection process, therefore, occurs annually.

A selection panel shall consist of SANDAG staff and no more than three current members of the SSTAC whose membership position is not open for applications. The selection panel shall select members from a broad representation of social service agencies, transportation providers, and others representing the elderly, the disabled, and persons of limited means; and strive to attain geographic and minority representation among members.

If an agency’s representative should no longer work for the agency s/he is representing on the SSTAC during their term, the agency may appoint a new representative for the remainder of the term. If a member must be replaced, the position will remain vacant until the next selection cycle at which point the position will be advertised and filled along with other available positions.

ATTENDANCE

In the circumstance of an absence of a voting citizen member, the Chairperson will choose an alternate to participate as a voting member based on attendance record or the current needs of SSTAC. Any voting or alternate (non-voting) citizen member with an individual or rotating agency member representative is absent for three consecutive meetings without having such notice of absences to SANDAG must be excused by the Chairperson in advance of the meetings, shall have their membership revoked, the position shall be declared vacant and shall be advertised and filled along with other available positions at the earliest selection cycle. The Chairperson will choose an alternate to complete the remainder of the revoked member’s term. A voting citizen member
whose membership is revoked for non-attendance may be reinstated instead as an alternate upon a majority vote of the Council.

If an agency representative of a social service provider is absent for three (3) consecutive meetings without having such absences excused by the Chairperson, in advance of the meetings, the position shall be declared vacant. The Chairperson may then assign an agency within the same category of social service providers to complete the remainder of the term.

MEETING TIME AND LOCATION

Meetings are usually held on the third Monday of every other month from 10 a.m. to 12 noon, in a location that is at the SANDAG offices, which are accessible by public transit and in facilities within a facility accessible to individuals with disabilities. Additional meetings or time and date adjustments may be made by the Chairperson or SANDAG staff when necessary in accordance with Brown Act and other statutory requirements.

CITIZEN-PUBLIC PARTICIPATION PROCESS

SSTAC shall hold a minimum of one public hearing annually for the purposes of receiving public comment on public transit services from the transit-dependent elderly, disabled, and persons of limited means. The hearing(s) shall be scheduled to ensure broad community participation and should be rotated among the various communities within San Diego County.

UNMET TRANSIT NEEDS FINDING

The TDA of the State of California requires that the SSTAC hold a Public Hearing each year if any in which TDA funds for that year are not fully expended on public transit. The purpose of the hearings is to provide an opportunity for the public to identify potential transit needs that are not being met and are reasonable to be met with the unspent TDA funds. If there are TDA funds that are not expended for public transit in San Diego County, the SSTAC shall hold a minimum of one public hearing for the purposes of receiving public comment on unmet transit needs from the transit-dependent seniors, disabled persons, and persons of limited means.

SELECTION OF THE CHAIR

A Chair and Vice Chair, or Co-Chairs, are nominated and elected annually by the membership SSTAC to serve one-year terms. The Chair conducts meetings. The Vice Chair shall conduct the meetings in the absence of the Chair. A voting primary or “alternate at-large citizen” alternate voting member may be elected Chair or Vice Chair, but would retain their his/her status as a voting or non-voting primary or alternate voting member during his/her tenure.

STAFF LIAISON

SANDAG shall provide staff support for the SSTAC. The services to be provided by SANDAG shall include, but not be limited to, assisting the Chair in membership selections, preparing the agenda, sending out meeting notices, preparing records of meetings, and providing a summary of actions and SSTAC comments from previous meetings.
DURATION OF EXISTENCE

SSTAC is a standing working group that fulfills a state mandate and shall continue to function unless dissolved by the SANDAG Board of Directors or Transportation Committee.

Revision 1: 8/1/08
Revision 2: 5/17/10
Revision 3: 2/17/12
Revision 4: 9/1/17
# Social Services Transportation Advisory Council Membership and Terms

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<th>Member</th>
<th>Term Remaining (yrs.)</th>
<th>Term Exp. (August 1)</th>
<th>Member</th>
<th>Term Remaining (yrs.)</th>
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<td>2019</td>
<td>Wayne Landon</td>
<td>3</td>
<td>2020</td>
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<td>Mary Birdine</td>
<td>3</td>
<td>2020</td>
<td>David Jackson</td>
<td>1</td>
<td>2018</td>
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<td>Sheryl Harris</td>
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<td>Meredith Morgenroth</td>
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<td>2018</td>
<td>Jewish Family Services</td>
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<td>3</td>
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<td>San Diego Center for the Blind</td>
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<td>Rebbie Radtke (Alternate)</td>
<td></td>
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<tr>
<td>Linda Haddock</td>
<td>3</td>
<td>2020</td>
<td>Mary Birdine</td>
<td>3</td>
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<td>Sharlene Ornelas</td>
<td>1</td>
<td>2018</td>
<td>David Jackson</td>
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<tr>
<td>Kathleen Baldwin</td>
<td>2</td>
<td>2019</td>
<td>Sheryl Harris</td>
<td>3</td>
<td>2020</td>
</tr>
</tbody>
</table>

## Individual Members

### Special Interest Voting Members
- Sharon Beckas: 2 yrs., Term Exp. August 2019
- Tamara Airhart: 2 yrs., Term Exp. August 2019

### Special Interest Alternates
- Clytie Koehler: 1 yrs., Term Exp. August 2018
- Wayne Landon: 3 yrs., Term Exp. August 2020

### At-Large Voting Members
- Linda Haddock: 3 yrs., Term Exp. August 2020
- Sharlene Ornelas: 1 yrs., Term Exp. August 2018
- Kathleen Baldwin: 2 yrs., Term Exp. August 2019

### At-Large Alternates
- Mary Birdine: 3 yrs., Term Exp. August 2020
- David Jackson: 1 yrs., Term Exp. August 2018
- Sheryl Harris: 3 yrs., Term Exp. August 2020

## Rotating Agency Members

### Two (2) Representatives of Social Service Providers for Seniors
- Meredith Morgenroth (Primary): 1 yrs., Term Exp. August 2018
  - Marilyn Greenblatt (Alternate)
- Monica Aguirre (Primary)
  - Rebbie Radtke (Alternate): 3 yrs., Term Exp. August 2020

### Two (2) Representatives of Social Service Providers for Persons with Disabilities
- Ruben Ceballos (Primary)
  - Tania Azevedo (Alternate): 2 yrs., Term Exp. August 2019
- Mary Benson: 1 yrs., Term Exp. August 2018

### One (1) Representative of Social Service Providers for Persons of Limited Means
- Mary Cory (Primary)
  - Rashid Essa (Alternate): 2 yrs., Term Exp. August 2019

## Standing Agency Members

### Two (2) Representatives from the Consolidated Transportation Services Agency
- Meagan Schmidt: NA
- Arun Prem: NA

### Two (2) Representatives from Each of the Transit Operators
- Janelle Carey: NA
- Jay Washburn: NA
- Chris Duddy: NA
- Amy Eustace: NA

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The red italics represents proposed appointees.
The blue italics represents proposed changes to Standing and Rotating Agency Members.

Highlighted text indicates revision.
MOTORIST AID SERVICES – CALL BOX RIGHT-SIZING PLAN

Introduction

As a result of declining demand for the regional Call Box network, an assessment was conducted to identify opportunities to right-size the Call Box network to meet the changing needs of motorists. On October 7, 2016, the Transportation Committee discussed the assessment and explored a range of alternatives to right-size the program. The Transportation Committee selected a preferred alternative and asked that an implementation plan be developed and brought back for discussion.

On February 17, 2017, the Transportation Committee discussed the Call Box Right-Sizing Implementation Plan, which proposed removal of all Call Boxes on urban highways, and reduction of the number of Call Boxes on the region’s rural routes. Cost savings resulting from right-sizing the Call Box network were proposed to be used to increase public awareness of the mobile 511 Roadside Assistance program, and to expand Freeway Service Patrol (FSP) on two corridors to mitigate potential social equity disparities. The following report clarifies the mitigation measures proposed and provides modifications to the Implementation Plan in response to Transportation Committee comments.

Overview of the Call Box Program

At its peak, call volume from the Call Box network reached 140,000 calls per year (1993); since then, call volume has steadily declined, and leveled-off at an average of 13,000 calls per year (2015). The decline in call volume is largely attributed to the proliferation of cellular phones and the availability of in-vehicle services, such as OnStar from General Motors. For a brief overview of the region’s Motorist Aid Services Program, including the Call Box Program, please see Attachment 1.

Call Box programs operated in other regions of the state have observed similar declines in call volume and are in various stages of implementing right-sizing plans to address the changing needs of motorists. For example, the Metropolitan Transportation Commission removed all Call Boxes in the urban areas, which reduced the Bay Area Call Box network by 75 percent. Similarly, the Orange County Transportation Authority, Los Angeles County Metropolitan Transportation Authority, and Riverside County Transportation Commission are all in the process of developing or implementing right-sizing plans, which would result in the reduction of Call Boxes in their respective urban areas.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors:

1. approve the proposed Call Box Right-Sizing Implementation Plan, and;
2. authorize the Executive Director to take the budget actions necessary to carry out the Implementation Schedule.
Discussion

The original Call Box Right-Sizing Implementation Plan proposed removal of all Call Boxes on urban highways, and reduction of the number of Call Boxes on the region’s rural routes. Cost savings resulting from right-sizing the Call Box network were proposed to be used to increase public awareness of the mobile 511 Roadside Assistance program, and to expand FSP on two corridors to mitigate potential social equity disparities. The Transportation Committee directed staff to re-evaluate the removal of some of the Call Boxes on rural routes based on potential inconsistent cell phone signal coverage on rural highways and determine whether more rural Call Boxes should be retained; clarify annual operations and maintenance for rural Call Boxes; and refine the mitigation plan that addresses potential social equity impacts.

Cellular Signal Coverage on Some Rural Highways is Inconsistent; Retention of More Rural Call Boxes Proposed

Updated maps showing the location of existing Call Boxes and wireless carrier coverage areas (Attachment 2) identified a number of gaps in cellular phone service in rural areas, as shown in the areas included in the black rectangles on the map. As a result, 60 additional rural Call Box locations are recommended to be retained in those areas.

• Revised Proposal: Of the current total of 564 rural Call Boxes, remove 185 and retain 379, as shown on Attachment 3 and mapped on Attachment 4. This would result in a 33 percent reduction of rural Call Boxes. (Combined with the removal of 100 percent of the 695 urban Call Boxes, this would result in a 70 percent total reduction of all Call Boxes regionwide, resulting in the removal of 880 Call Boxes in total.)

Annual Operations and Maintenance Cost for Rural Call Boxes

The estimated annual operations and maintenance expenses averaged over two years for a single Call Box is $814. Retaining the additional 60 Call Boxes identified in the rural area is estimated at $48,840 annually.

Mitigating Potential Social Equity Impacts

To mitigate the potential impacts identified in the Social Equity Analysis, the Implementation Schedule (Attachment 3) proposes to add two roving tow trucks to the regional FSP program to provide mid-day service (10 a.m. – 2 p.m.) on Interstate 805 (I-805) South and Interstate 5 (I-5) South corridors. Motorist Aid call center data (from both 511 and Call Box calls) reveals that calls placed from these corridors are highest during the mid-day period, when there is presently no FSP available. In FY 2017, the I-5 and I-805 corridors, south of Interstate 8, averaged 31 percent greater demand for mid-day service (123 mid-day assists per month compared to the all other corridors which averaged 94 assists per month). Note: The mid-day FSP pilot project was terminated in June 2017, when grant funds were exhausted.

• Revised Proposal: Allocate $200,000 per year (FY 2018 and FY 2019) to fund expanded mid-day FSP on I-805 South and I-5 South corridors for a two-year term to mitigate potential social equity impacts. Funding would come from the cost savings resulting from implementation of the Call Box right-sizing plan.
Expanded Public Outreach and Marketing

In February 2015, SANDAG conducted a county-wide survey\(^1\) that established a baseline for the level of awareness of the mobile 511 Roadside Assistance program. The survey found that 30 percent of respondents were aware they could call 511 from their mobile phone to obtain roadside assistance.

To increase public awareness of the mobile 511 Roadside Assistance program, public outreach efforts for the 511 Roadside Assistance program are proposed to be expanded to include a two-year bilingual outreach and marketing campaign. The expanded outreach and marketing campaign would commence with the implementation of the Call Box right-sizing plan. The goal of the expanded campaign would be to increase public awareness to a level of 45 percent, as measured by a county-wide survey that would be conducted at the end of the two-year campaign.

Based on feedback from the Transportation Committee, the expanded public outreach and marketing campaign is recommended to include three phases each year for the two-year period:

1. An initial six-week phase would begin in November 2017 to precede removal of Call Boxes and build awareness of the ability to call 511 for roadside assistance. This phase would include billboards, radio and TV traffic sponsorships, digital advertising, and the addition of television commercials, with an annual budget between $130,000 and $140,000.

2. To continue the frequency of 511 messaging, a four-week phase in February 2018 would build public awareness of the overall 511 Roadside Assistance program. This phase would include billboards, radio and TV traffic sponsorships, and digital advertising, with an annual budget between $60,000 and $70,000.

3. A six-week campaign phase would coincide with the Call Box removals scheduled for spring 2018, and would mirror the first phase’s message to increase awareness of Motorist Aid services available by calling 511, with an annual budget between $130,000 and $140,000.

These three phases would be repeated in the second year of the campaign and each phase would include advertising in English and Spanish.

A regionwide bilingual telephone survey\(^2\) would be conducted at the conclusion of each phase of the two-year campaign, at an estimated annual cost of $36,000 (total of $72,000 for FY 2018 and FY 2019 combined) and would measure campaign effectiveness to increase the level of public awareness of the mobile 511 Roadside Assistance program. Survey results would be brought to the Transportation Committee to obtain guidance whether to continue the expanded outreach and marketing effort as part of the ongoing Motorist Aid program.

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\(^1\) n=1,250; +/- 2.75 percent at 95 percent confidence level
\(^2\) n=1,250 where 1,250 respondents would be surveyed
Planned outreach efforts include collaboration with the California Highway Patrol and Caltrans to increase ongoing messaging via the network of Changeable Message Signs; community safety awareness presentations; and educational brochures at the Department of Motor Vehicles offices, automotive service centers, and new/used car dealerships. Outreach activities are proposed to include a press release, updated fact sheets and web content, email blasts, distribution of brochures, social media posts and testimonials, community presentations, and sharing informational resources with member agencies.

- **Revised Proposal:** Allocate $170,000 in annual cost savings resulting from implementation of the Call Box right-sizing plan to expand public outreach and marketing efforts (FY 2018 and FY 2019). Combined with the current annual budget of $180,000, a total of $350,000 per year would be available to implement the three-phase outreach and marketing campaign recommended above.

**Roadway Signage**

In consultation with Caltrans District 11, and to support the expanded outreach and marketing campaign described above, an opportunity was identified to re-purpose existing Call Box mounting poles by installing fixed roadside signs to instruct motorists to call 511 for roadside assistance (Attachment 5). The Metropolitan Transportation Commission in the San Francisco Bay Area took a similar approach, where 400 roadside signs were installed after 1,000 Call Boxes were removed, which resulted in approximately one sign per two miles of roadway in the urban areas. Using this approach in the San Diego region, a total of 345 Call Box poles, located across the urban areas, could display 511 information signs. The initial cost for sign deployment is estimated to be $155,000 and is anticipated to result in an additional annual maintenance expense of $21,000.

- **Revised Proposal:** Allocate $155,000 (FY 2019) in cost savings resulting from the implementation of the Call Box right-sizing plan to fund production and installation of 345 roadside signs to increase public awareness of the mobile 511 Roadside Assistance program.

**Summary of Recommended Implementation Plan**

The proposed cost savings over the two fiscal years (FY 2018 and FY 2019) would cover all proposed actions in the Call Box Right-Sizing Implementation Plan. However, the majority of the cost savings would occur in the second fiscal year (FY 2019). Under this plan, a shortfall of $473,000 is projected in FY 2018, which would be balanced by the cost savings in FY 2019, as shown in Attachment 6. As a result, an amendment to the FY 2018 budget is proposed to transfer $473,000 of program reserves into the FY 2018 operating budget.

The Transportation Committee is asked to approve the Call Box Right-Sizing Implementation Plan that includes the elements described in detail above and summarized below:

- **Removal of all Call Boxes in the urban areas**
- **A 33 percent reduction of Call Boxes in the rural areas, resulting in a regional network of 379 Call Boxes in the rural areas**
• A two-year Social Equity Mitigation plan consisting of:
  o Expanded FSP in the I-805 and I-5 South corridors; and
  o Increased outreach and marketing efforts that include a two-year bilingual public
    outreach and marketing campaign and a bilingual telephone survey upon conclusion of
    the public awareness campaign

• Roadway signage across the region to increase public awareness of the mobile 511 Roadside
  Assistance program

• Amend the FY 2018 Budget to transfer $473,000 from the Motorist Aid – Call Box Program
  Reserve Fund

**Next Steps**

If recommended by the Transportation Committee, staff will present the Call Box Right-Sizing
Implementation Plan to the Board of Directors for action this fall. Pending Board action,
implementation would occur beginning in October 2017 through June 2018 as shown in
Attachment 3.

RAY TRAYNOR
Director of Operations

Attachments: 1. Background of the San Diego Region’s Motorist Aid Services Program
  2. Map of Existing Call Boxes with Cellular Service Overlay and Areas Proposed for
     Additional Call Box Retention
  3. Call Box Right-Sizing Plan and Implementation Schedule
  4. Proposed Call Box Map
  5. Proposed Roadway Sign Conversions
  6. Estimated Call Box Maintenance Cost Savings

Key Staff Contact: Aaron Moreno, (619) 710-4052, aaron.moreno@sandag.org
Background of the San Diego Region’s Motorist Aid Services Program

The San Diego Association of Governments (SANDAG) administers the regional Motorist Aid Services Program to enhance mobility by providing assistance to stranded motorists, thereby reducing congestion and improving safety on the region’s urban and rural highways. The Motorist Aid Services provided in the region include:

- **Call Box Program** – A network of 1,259 Call Boxes located on the region’s urban and rural highways enabling motorists in need to obtain assistance from police, fire, ambulance, towing, and other service personnel (695 urban Call Boxes and 564 rural Call Boxes). Attachment 2 illustrates the region’s current Call Box network overlaid with cellular service levels.

- **511 Roadside Assistance** – A component of the region’s one-stop travel resource system, 511, that enables motorists in need to obtain assistance from police, fire, ambulance, towing, and other service personnel directly from a cell phone. 511 also provides up-to-the minute information on traffic conditions; incidents and driving times; schedule, route, and fare information for public transportation; carpool and vanpool referrals; biking information; and more.

- **Regional Helicopter** – As specifically permitted under Assembly Bill 1572 (2012), the Motorist Aid Services Program also contributes funding for the Regional Helicopter Program, operated jointly by the City and the County of San Diego.

- **Freeway Service Patrol** – A fleet of roving tow trucks that patrol the region’s urban highways during peak commute periods, assisting stranded motorists with a gallon of gas; changing a flat tire; or towing a stranded vehicle, at no charge to the motorist, to a safe, pre-determined location designated by the California Highway Patrol.
### Call Box Right-Sizing Plan

<table>
<thead>
<tr>
<th>Region</th>
<th>Current Call Box Network</th>
<th>February 2017 Proposal</th>
<th>Revised 2017 Proposal</th>
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<tbody>
<tr>
<td>Rural</td>
<td>564</td>
<td>319</td>
<td>379</td>
</tr>
<tr>
<td>Urban</td>
<td>695</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>1,259</td>
<td>319</td>
<td>379</td>
</tr>
<tr>
<td>Rural Reduction (%)</td>
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<td>0</td>
<td>43%</td>
</tr>
<tr>
<td>Urban Reduction (%)</td>
<td></td>
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<tr>
<td>Total Reduction (%)</td>
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### Call Box Right-Sizing Implementation Schedule

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<td>Call Box Decommissioning</td>
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<td>4.3</td>
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<tr>
<td>Phase 3</td>
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</tr>
<tr>
<td>5.2</td>
<td></td>
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</table>

### Current Call Box Network

- **Rural**: 564
- **Urban**: 695

### Total Reduction

- **Rural**: 319
- **Urban**: 0
- **Total**: 319

### Total Reduction (%)

- **Rural**: 43%
- **Urban**: 100%
- **Total**: 75%
70% Reduction Total

100% Urban Call Box Removal
33% Rural Network Reduction

- 379 Call Boxes Retained in Rural Regions

Source: SanGIS, 2010 U.S. Census
### Estimated Call Box Maintenance Cost Savings
(In Thousands)*

<table>
<thead>
<tr>
<th>Region</th>
<th>Current Call Box Network</th>
<th>Proposed Call Box Removals</th>
<th>% Call Box Reduction</th>
<th>Revised Call Box Network</th>
<th>FY 2018</th>
<th>FY 2019</th>
<th>Estimated Total*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural</td>
<td>564</td>
<td>N/A</td>
<td>N/A</td>
<td>564</td>
<td>$ 230</td>
<td>$ 237</td>
<td>$ 467</td>
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<tr>
<td>Urban</td>
<td>695</td>
<td>N/A</td>
<td>N/A</td>
<td>695</td>
<td>$ 283</td>
<td>$ 291</td>
<td>$ 574</td>
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<tr>
<td>Total</td>
<td>1,259</td>
<td>N/A</td>
<td>N/A</td>
<td>1,259</td>
<td>$ 513</td>
<td>$ 528</td>
<td>$ 1,041</td>
</tr>
</tbody>
</table>

- Call Box Removals (Rural) $ - $ - $ -
- Call Box Removals (Urban) $ - $ - $ -
- 3G Upgrade (Rural) $ - $ 451 $ 451
- 3G Upgrade (Urban) $ - $ 556 $ 556

**Est. Total Current Expense** $ 513 $ 1,535 $ 2,048

| 33% Rural 100% Urban Proposed | Rural | 564 | 185 | 33% | 379 | $ 212 | $ 161 | $ 373 |
| Urban | 695 | 695 | 100% | 0   | $ 213 | - $ | $ 213 |
| Total | 1,259 | 880 | 70% | 379 | $ 425 | $ 161 | $ 586 |

- Call Box Removals (Rural) $ 33 $ - $ 33
- Call Box Removals (Urban) $ 122 $ - $ 122
- 3G Upgrade (Rural) $ - $ 303 $ 303
- 3G Upgrade (Urban) $ - $ - $ -

| Expanded Freeway Service Patrol | $ 200 | $ 200 | $ 400 |
| Expanded Public Outreach & Marketing | $ 170 | $ 170 | $ 340 |
| Survey | $ 36 | $ 36 | $ 72 |
| Roadway Signage | $ - $ | 155 | $ 155 |

**Est. Total Revised Expense** $ 986 $ 1,025 $ 2,011

**Estimated Cost Savings** $ (473) $ 510 $ 37
**Introduction**

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

Each year the SANDAG Board of Directors allocates $4 million toward implementation of regional land management and biological monitoring pursuant to a Memorandum of Agreement (MOA) with state and federal agencies on the implementation of the EMP. The purpose of this report is to present proposed recommendations for the allocation of FY 2018 funding and the call for projects for the ninth cycle of the TransNet Environmental Mitigation Program Land Management Grant Program.

**Discussion**

Originally signed on February 22, 2008, and most recently amended on April 26, 2013, the Board of Directors entered into the MOA with state and federal resource agencies on the implementation of the EMP. A provision of the MOA allocates $4 million annually through FY 2018 to implement regional habitat management and monitoring efforts to help maintain the region’s biological integrity, with the intention of avoiding future listings of endangered species. Allocation of the $4 million is done on an annual basis by the Board of Directors pursuant to a work plan that was last approved by the Board of Directors in September 2016. The work plan is designed to strategically allocate funding for land management and monitoring activities under the EMP. As part of the FY 2017-2018 Work Plan, $2 million is available for the next cycle of land management grants. Recommendations to amend the MOA will be brought to Policy Advisory Committees and Board of Directors for consideration in early 2018.
A. Fiscal Year 2018 Annual Funding Allocation

In May 2017, the Environmental Mitigation Program Working Group (EMPWG), created an Ad Hoc Committee to discuss the annual recommendation for funding allotments under the TransNet EMP and a ninth cycle of land management grants. In July 2017, the EMPWG met to discuss the Ad Hoc Committee’s recommendations. The EMPWG has reviewed the SANDAG Board approved FY 2017-2018 Work Plan and is recommending no new tasks be added at this time. Funding totaling $4 million is being recommended for regional land management and biological monitoring as shown in Attachment 1. The allocation of the $4 million dollars will implement the two-year work plan adopted by the Board of Directors in September 2016 for FY 2018.

The EMPWG is recommending the initiation of a ninth cycle of land management grants. The call for projects described below proposes to utilize the $1 million previously allocated in FY 2017 along with the proposed $1 million allocated for FY 2018 (Attachment 1, Task 2.7, Column D). Proposed grant funds will be used to focus on threat reduction stewardship and species and habitat recovery activities as discussed below.

B. Land Management Grant Program Call for Projects

In July 2017, the EMPWG also discussed the Ad Hoc Committee’s recommendations on the eligibility, submittal, and evaluation criteria for the ninth cycle of the land management grants. The EMPWG is recommending minor changes to the weighting of evaluation criteria that will help to align the competitive grant program to better reflect the most at risk habitats and species, while still maintaining some funding for habitat stewardship activities.

The EMPWG recommends that the $2 million of recommended funding proposed for the ninth cycle of EMP land management grants be allocated to projects within the following funding categories:

1. Threat Reduction Stewardship ($800,000 recommended)

2. Species and Habitat Recovery ($1.2 million recommended)

These funding categories are the same as those included as part of the eighth grant cycle; however, additional funding is proposed for the Species and Habitat Recovery category and the funding cap for activities in both categories is proposed to be slightly increased to help facilitate more comprehensive project proposals.

Details on eligible project activities and the evaluation criteria are described in Attachment 2. In addition, individual applications have been drafted for projects in each category and tailored to reflect each category’s evaluation criteria (Attachments 3 and 4). Successful applicants will be required to enter into a formal agreement with SANDAG outlining the project’s scope of work and timeline (Attachment 5).

It is anticipated that contracts will be awarded for projects chosen for funding in fall 2018, which would allow projects to begin before the critical early spring season for work.
The EMPWG unanimously recommended support for the call for projects at its July 2017 meeting.

**Next Steps**

The FY 2018 funding allocation and Land Management Grant Program call for projects will be presented to the Transportation Committee, Independent Taxpayer Oversight Committee, and Board of Directors in September 2017. If approved by the Board of Directors, staff will release the call for projects in October 2017.

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

Attachments:  
1. FY 2018 Funding Allocation  
2. Cycle 9 Land Management Grants – Draft Program Overview and Instructions  
3. Cycle 9 Land Management Grant Application – Draft Threat Reduction Stewardship  
4. Cycle 9 Land Management Grant Application – Draft Species and Habitat Recovery  
5. Cycle 9 Land Management Grants – Draft Sample Agreement

Key Staff Contacts: Keith Greer, (619) 699-7390, keith.greer@sandag.org  
Sarah Pierce, (619) 699-7312, sarah.pierce@sandag.org
<table>
<thead>
<tr>
<th>No.</th>
<th>Strategic Goal</th>
<th>Approved Prior Years FY 06-17</th>
<th>EMPWG FY 18 Recommendation</th>
<th>Comments</th>
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<tbody>
<tr>
<td>1</td>
<td>Promote key sensitive species</td>
<td></td>
<td></td>
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<tr>
<td>1.1</td>
<td>Rare and Endemic Plant Monitoring and Recovery</td>
<td>$1,015,000</td>
<td>$400,000</td>
<td>Continue to fund Rare Plant Coordinator and gap surveys. Fund willowy monardella hydrological study. Coordinate efforts with local Cities/County regarding hydrology studies as part of storm water permits.</td>
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<td>1.2</td>
<td>Vertebrate Monitoring and Recovery</td>
<td>$5,955,000</td>
<td>$500,000</td>
<td>Continue to fund long-term monitoring studies on arroyo toad, southwestern pond turtle, cactus wren, golden eagle, and willow flycatcher.</td>
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<tr>
<td>1.3</td>
<td>Invertebrate Monitoring and Recovery</td>
<td>$1,010,000</td>
<td>$175,000</td>
<td>Develop long-term monitoring programs for Quino &amp; Hermes butterflies and continue surveys.</td>
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<td>1.4</td>
<td>Other Species Monitoring (Priority 2 species)</td>
<td>$490,000</td>
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<td>No additional funding required. Phase out this category.</td>
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<td>General Stressors and Threats Management</td>
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<td>$125,000</td>
<td>Development of Biocontrol Strategic Plan for invasive species.</td>
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<td><strong>Subtotal</strong></td>
<td><strong>$10,025,000</strong></td>
<td><strong>$1,200,000</strong></td>
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<tr>
<td>2</td>
<td>Promote native vegetation communities</td>
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<tr>
<td>2.1</td>
<td>Vegetation Community Monitoring and Recovery</td>
<td>$1,145,000</td>
<td>$150,000</td>
<td>Develop BMP for grazing as a management tool to maintain native habitat as done in other regions. The scope of work will be developed with USGS, US Forest Service, CDFW, and USFWS in FY 2018 and implemented in FY 2019. Implement a pilot regional vegetation monitoring strategy.</td>
</tr>
<tr>
<td>2.2</td>
<td>Pro-active Wildfire Planning and Management</td>
<td>$3,000,000</td>
<td>$100,000</td>
<td>Implementation of Fire and Wildlife Strategic Plan. Begin development of Resource Avoidance Area Maps using existing staff and use US Forest Service maps as a template in coordination with Cal Fire and SD Fire Authority.</td>
</tr>
<tr>
<td>2.3</td>
<td>Invasive Plant Species Management</td>
<td>$990,000</td>
<td>$0</td>
<td>No funding required. Continue to work with County Agriculture Dept to remove exotic plant species pursuant to the Invasive Plan Strategic Plan.</td>
</tr>
<tr>
<td>2.4</td>
<td>Updated Vegetation Mapping</td>
<td>$850,000</td>
<td>$0</td>
<td>No additional funding required.</td>
</tr>
<tr>
<td>2.5</td>
<td>Enforcement</td>
<td>$1,000,000</td>
<td>$200,000</td>
<td>Continue to work with local jurisdictions on development of pilot projects.</td>
</tr>
<tr>
<td>2.6</td>
<td>Preserve level management plan standardization</td>
<td>$450,000</td>
<td>$0</td>
<td>No additional funding is required.</td>
</tr>
<tr>
<td>2.7</td>
<td>Land Management Implementation (e.g., grants)</td>
<td>$15,710,000</td>
<td>$1,000,000</td>
<td>Initiate a 9th round of land management grants. Funds will focus on threat reduction stewardship and species and habitat recovery within the MSP Area.</td>
</tr>
<tr>
<td>2.8</td>
<td>Emergency Land Management Fund</td>
<td>$350,000</td>
<td>$50,000</td>
<td>The addition of $50K is consistent with past Board direction.</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td><strong>$23,495,000</strong></td>
<td><strong>$1,500,000</strong></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Improve wildlife movement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>Wildlife Corridor and Linkages Monitoring</td>
<td>$1,945,000</td>
<td>$300,000</td>
<td>Continue work on mountain lions movement, implement improvements recommended in the SR67 &amp; SR94 plans, expand monitoring into North County while working to implement functional improvements in wildlife linkages.</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td><strong>$1,945,000</strong></td>
<td><strong>$300,000</strong></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Promote regional coordination</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1</td>
<td>Program Administrator</td>
<td>$1,770,000</td>
<td>$220,000</td>
<td>Continue to fund program administrator through existing contract.</td>
</tr>
<tr>
<td>4.2</td>
<td>Management &amp; Monitoring Coordinator</td>
<td>$1,650,000</td>
<td>$180,000</td>
<td>Continue to fund monitoring and management coordinator through contract.</td>
</tr>
</tbody>
</table>

1. Unencumbered funding allocated by the SANDAG Board of Directors during past fiscal years would be carried over and used in conjunction with the allocations proposed for FY 2018 to implement the recommended activities.
# Recommended FY 2018 Funding Allocation for Habitat Conservation Fund

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No.</td>
<td>Strategic Goal</td>
<td>Approved Prior Years FY 06-17</td>
<td>EMPWG FY 18 Recommendation</td>
</tr>
<tr>
<td>---</td>
<td>-----</td>
<td>---------------------------</td>
<td>-------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>4.3</td>
<td></td>
<td>Biologist</td>
<td>$1,070,000</td>
<td>$180,000</td>
</tr>
<tr>
<td>4.4</td>
<td></td>
<td>GIS Support</td>
<td>$1,085,000</td>
<td>$65,000</td>
</tr>
<tr>
<td>4.5</td>
<td></td>
<td>Database Development and Support</td>
<td>$910,000</td>
<td>$275,000</td>
</tr>
<tr>
<td>4.6</td>
<td></td>
<td>Conserved Lands Database Management</td>
<td>$275,000</td>
<td>$0</td>
</tr>
<tr>
<td>4.7</td>
<td></td>
<td>Administrative &amp; Science Support</td>
<td>$675,000</td>
<td>$80,000</td>
</tr>
<tr>
<td></td>
<td>Subtotal</td>
<td>$7,435,000</td>
<td>$1,000,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL FUNDING STRATEGY</td>
<td>$42,900,000</td>
<td>$4,000,000</td>
<td></td>
</tr>
</tbody>
</table>

1. Unencumbered funding allocated by the SANDAG Board of Directors during past fiscal years would be carried over and used in conjunction with the allocations proposed for FY 2018 to implement the recommended activities.
CALL FOR PROJECTS FOR THE EIGHTH NINTH CYCLE OF THE TransNet ENVIRONMENTAL MITIGATION PROGRAM LAND MANAGEMENT GRANT PROGRAM OVERVIEW AND INSTRUCTIONS

Program Description

The TransNet Extension Ordinance and Expenditure Plan, as approved by the voters on November 2, 2004, includes an Environmental Mitigation Program (EMP). The EMP is a funding allocation category for the costs to mitigate habitat impacts for regional transportation projects. The EMP is a unique component of the TransNet Extension in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities as needed to help implement regional habitat conservation plans.

On February 26 DATE, 20162017, the SANDAG Board of Directors approved the call for projects for the eighth ninth cycle of the EMP Land Management Grant Program with a budget of $1.82 million. Two funding categories have been identified or the eighth ninth cycle of EMP Land Management Grants. Approximately $800,000 will be allocated to short-term threat reduction projects by land managers and approximately $1,000,000 to $1,200,000 will be allocated to long-term (three- to five-year) species and habitat recovery projects pursuant to the Management Strategic Plan for Conserved Lands in Western San Diego (MSP).

Eligible Project Proposals

To be eligible for funding, proposed projects must be located within the MSP Area (MSPA) on lands conserved for habitat preservation and must include activities within one of the categories below:

1. **Threat Reduction Stewardship (approximately $800,000 available).** Eligible activities include management stewardship actions to reduce threats to MSP species and their habitats on existing conserved lands. Projects must demonstrate that future funding is available (if needed) and that the project will maintain benefits long-term. Highest priority will be given to projects that focus on SL 1 and SO 2 species. Example stewardship activities include, but are not limited to: control of invasive plant 3 and animal species; erosion control; trail maintenance needed to protect MSP species; signage and directional fencing; enforcement; linkage improvement, and access control. Applicants should use the SDMMP portal to research species-specific threats and management objectives (https://portal.sdmmp.com/species.php). Threats are noted in each species' profile.

Projects in the Threat Reduction Stewardship category should be short-term projects in need of one-time funding necessary to fill existing budget gaps for specific tasks. Projects should be completed within 18 months of receiving a notice to proceed (NTP). The maximum amount of funding that can be awarded for a project in this category is $80,000 to $50,000.

---

1 Category SL Species: species whose persistence in the MSPA is at high-risk of loss without immediate management action above and beyond that of daily maintenance activities.
2 Category SO Species: species whose persistence of one or more significant occurrences in the MSPA is at high-risk of loss without immediate management action above and beyond that of daily maintenance activities.
3 Invasive plant species: species that are determined to be impacting MSP SL or SO species, as identified in the Management Priorities for Invasive Non-native Plants, A Strategy for Regional Implementation.
2. **Species and Habitat Recovery (approximately $1,000,000 to $2,000,000 available).** Eligible activities include habitat restoration and enhancement projects with a focus on MSP priority species and their habitats. Highest priority will be given to projects that focus on SL¹ and SO² species. Example activities include, but are not limited to: habitat restoration including control of invasive plant³ and animal species and planting and seeding of areas with native vegetation; minimization of wildfire ignition and fuel sources to reduce intensity of spread and increase viability of MSP species; and management actions as identified through **MSP Roadmap’s Management Objectives** the implementation of inspect and manage (IMG) objectives to reduce impacts to SL or SO species. These projects should promote the goals and objectives identified in the MSP for those species. **Funding will not be granted to projects being pursued to fulfill a permit obligation.**

Projects in the Species and Habitat Recovery category should be completed within three to five years of receiving a NTP. The **maximum amount of funding that can be awarded for a project in this category is $1,000,000 to $2,000,000, but applicants are encouraged to phase their projects into discrete tasks because full funding is not always awarded.**

**Projects that are not ready to begin work within 12 months of submission of the proposal to SANDAG will not be eligible for this funding cycle.** Project proposals approved by the SANDAG Board of Directors for funding that do not begin work within one year will be at risk of losing their funding. The total length of time funded should be appropriate to the proposed project. All requests for extensions to proposed project schedules within final executed grant agreements are subject to SANDAG Board Policy No. 035: Competitive Grant Program Procedures, which can be found at sandag.org/legal.

**Process for Allocating Funds**

SANDAG will accept project proposals from land managers in San Diego County that will benefit regional conservation planning under the Natural Communities Conservation Planning Program. The applicant must own the land, or be designated to manage the land by the land owner under a contract or other written form of legal documentation, and should have any applicable state and federal permits prior to the initiation of work. The land must be conserved as open space for natural resources. Representatives of the land owner and land manager must be identified on the Grant Application Form (Attachment 2 or 3) and be authorized in writing to enter into a grant agreement with SANDAG.

Applicants applying for funding in the **Threat Reduction Stewardship** category must complete a Grant Application Form (Attachment 2) that does not exceed eight pages. The project proposal will include the purpose of the proposed project, the scope of work, costs, and schedule. Applicants must clearly identify: (1) their proposed tasks in the scope of work, (2) funding requested for each task, (3) start and end dates of the tasks, and (4) deliverables. Any required supplementary materials (with the exception of right-of-entry permit and indirect cost proposal, if applicable) will be counted toward the eight-page maximum. Letters of support should **NOT** be included with the project application materials.

Applicants applying for funding in the **Species and Habitat Recovery** category must complete a Grant Application Form (Attachment 3) that does not exceed 12 pages. The project proposal will include the purpose of the proposed project, the scope of work, costs, and schedule. Applicants must
clearly identify; (1) their proposed tasks in the scope of work, (2) funding requested for each task, (3) start and end dates of the tasks, and (4) deliverables. Any required supplementary materials (with the exception of right-of-entry permit and indirect cost proposal, if applicable) will be counted towards the 12-page maximum. Letters of support should NOT be included with the project application materials.

All project proposals will be reviewed for eligibility, ranked, and prioritized as described below. A list of recommended project proposals will be submitted for review and recommendation to the Environmental Mitigation Program Working Group (EMPWG), Regional Planning Committee, and Transportation Committee; for information and review for consistency with the TransNet Extension Ordinance to the Independent Taxpayer Oversight Committee; and for final approval by the SANDAG Board of Directors.

Successful applicants will then be required to enter into a grant agreement with SANDAG for grant funding. The grant agreement signed by the parties will be in substantially the same form as the Sample Grant Agreement (Attachment 4) included in the call for projects. Successful applicants will be required to submit quarterly invoices and reports on their progress. In addition, a final report of the project’s contribution to promote habitat conservation in the region along with the final invoice and all remaining deliverables will be submitted at the conclusion of the grant term. Quarterly report and final report templates will be sent to the grantee after the contract agreement is executed and a notice to proceed is issued.

**Who Will Score the Project Proposals?**

An evaluation committee made up of EMPWG Working Group members and/or other qualified individuals who do not have an affiliation with any of the proposed projects will score and rank the proposals, in conformance with the criteria and values listed below. The committee will be comprised of individuals with knowledge of the regional preserve system and land management.

**Protests**

A protest by any adversely affected applicant must be made in writing and must be mailed or hand delivered to the SANDAG Protest Administrator, Charles “Muggs” Stoll, at 401 B Street, Suite 800, San Diego, California 92101, within five business days after an applicant is notified by SANDAG that its proposal is not being recommended for funding. A protest which does not strictly comply with the SANDAG protest procedures will be rejected. The Competitive Grant Program Protest Procedures can be found at the SANDAG EMP Grants webpage available at sandag.org/empgrants.
Project Proposal Evaluation and Ranking

The following evaluation and ranking criteria will be used by the evaluation committee.

**Eligible Activity: 1. Threat Reduction Stewardship (18-month Projects)**

<table>
<thead>
<tr>
<th>Project Proposal Evaluation Criteria</th>
<th>Point Range</th>
<th>Maximum Score Possible</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed project addresses a high-priority MSP species and their habitats. SL or SO species will be given higher priority.</td>
<td>0-1020</td>
<td>2040</td>
<td></td>
</tr>
<tr>
<td>Proposed project will address an urgent need and includes actions that will reduce or manage an identified threat.</td>
<td>0-1020</td>
<td>2040</td>
<td></td>
</tr>
<tr>
<td>Success criteria have been identified and will be monitored and reported.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Success of proposed project is likely with clear, measurable, proven results that will promote conservation.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Any activities necessary to maintain the proposed project after the 18-month grant period have been identified and funding for those activities has been secured.</td>
<td>0-10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>5070</strong></td>
<td></td>
</tr>
</tbody>
</table>
### Eligible Activity: 2. Species and Habitat Recovery (Three- to Five-Year Projects)

<table>
<thead>
<tr>
<th>Project Proposal Evaluation Criteria</th>
<th>Point Range</th>
<th>Maximum Score Possible</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed project addresses a high-priority MSP species and their habitats. SL or SO species will be given higher priority.</td>
<td>0-20</td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>
| The degree to which actions proposed meet MSP objectives and actions to be implemented will benefit targeted species. Species occurrence(s) are clearly identified within project proposal. | 0-30 | 10 | 2010  
| Long-term success of management activities is likely.                                                   | 0-20 | 20 | 2010  
| Success criteria have been identified and will be monitored and reported.                             | 0-10 | 10 |  
| Proposed project is synergistic with other larger and ongoing efforts to recover a priority species and/or sensitive habitat. | 0-10 | 10 |  
| Matching funds are available to implement the proposed project.                                       | 0-10 | 10 |  
| **Total**                                                                                              | **100**     | **60**                 | **1060**     |

4 Scores for matching funds will be based on the following scale: 1 point for 1-10 percent match; 2 points for 11-20 percent match; 3 points for 21-30 percent match; 4 points for 31-40 percent match; 5 points for 41-50 percent match; 6 points for 51-60 percent match; 7 points for 61-70 percent match; 8 points for 71-80 percent match; 9 points for 81-90 percent match; and 10 points for 91-100 percent match. For example, if $500,000 of grant funding is requested and $200,000 in matching funds are identified, the project will receive 4 points because matching funds total 40 percent of the grant amount requested.
Proposed Timeline  
*(dates proposed are subject to change)*

**March 7, 2016 - October 2, 2017** – A call for projects is provided to interested stakeholders included in SANDAG’s *TransNet* EMP stakeholder database. A call for projects also will be posted on the SANDAG EMP Grants webpage, sandag.org/empgrants.

**April 20, 2016 - November 8, 2017** – A public workshop will be provided to address any questions related to the call for projects and proposal processes. SANDAG staff will provide information and address questions on the eligibility, approval, contracting, and specific requirements of this grant program. The meeting will be held from 9:30 to 11:30 a.m. in the SANDAG Board Room.

**June 10, 2016 - January 12, 2018** – Proposals are due to SANDAG. **One (1) signed hard copy and unsigned electronic file** must be received by 4 p.m. Postmarks will not be accepted in lieu of this requirement.

Mail hard-copy submittal to:

SANDAG
Attn: Sarah Pierce
401 B Street, Suite 800
San Diego, CA 92101

Email electronic submittal to: sarah.pierce@sandag.org, or use SANDAG’s We Transfer site for large files: https://sandag.wetransfer.com/

**June – July, 2018** – The evaluation committee will review and rank project proposals following the criteria above and forward the list of prioritized project proposals to the EMPWG for consideration.

**September – May, 2018** – The EMPWG will recommend a list of prioritized project proposals to the Regional Planning and Transportation Committees. **The list of prioritized project proposals also will be provided to the Independent Taxpayer Oversight Committee to review for consistency with the TransNet Extension Ordinance.**

**October – June, 2018** – The Regional Planning and Transportation Committees will be provided a list of prioritized project proposals for review and information. **The list of prioritized project proposals also will be provided to the Independent Taxpayer Oversight Committee to review for consistency with the TransNet Extension Ordinance.**

**November – July, 2018** – The Regional Planning and Transportation Committees will be asked to recommend a list of prioritized project proposals for funding to the SANDAG Board of Directors.

**November, 2016 – July, 2018** – The SANDAG Board of Directors will be asked to approve a list of prioritized project proposals for funding.
CALL FOR PROJECTS FOR THE EIGHTH NINTH CYCLE OF THE TransNet ENVIRONMENTAL MITIGATION PROGRAM LAND MANAGEMENT GRANT PROGRAM THREAT REDUCTION STEWARDSHIP GRANT APPLICATION FORM

Grant Application Form and required supplementary materials (hereafter referred to as “proposal”) cannot exceed eight pages.

Applicant Name¹: ____________________________________________________________
Address: ________________________________________________________________
Phone and Email Address: __________________________________________________
Name of Property: __________________________________________________________
General Location: __________________________________________________________
Jurisdiction: ______________________________________________________________
Total Acres: ______________________________________________________________
Estimated Acres Requiring Management: ______________________________________
Owner(s) of Property²: _____________________________________________________
Land manager(s) of property (include name[s]): __________________________________

**Brief Project Summary that includes your primary goal and objectives** *(200-word maximum)*

**Quantify Expected Results** *(add bullets as necessary)*

- 
- 
- 

**Brief Description of dedicated staff and/or consultants that would work on Project** *(200-word maximum)*

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¹ While collaboration is encouraged in the development of the grant proposal, the proposal must identify one organization as the lead entity that will enter into an Agreement with SANDAG.

² If the applicant is not the landowner, please submit a letter or right-of-entry permit from the land owner granting permission to perform the land management duties as outlined in the proposal. Failure to provide the letter or right-of-entry permit will lead to disqualification of the proposal. **Attached letter or right-of-entry permit (if applicable) does not count toward eight-page maximum.**
**Funding Needs Summary**

Please indicate how much funding is being requested from SANDAG.

<table>
<thead>
<tr>
<th>Budget Item</th>
<th>Requested Funding Amount</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel Expenses Staff</td>
<td>$</td>
<td>Includes staff time for non-administrative work on the project</td>
</tr>
<tr>
<td>Personnel Administrative Expenses</td>
<td>$</td>
<td>Includes all staff time to administer the contract</td>
</tr>
<tr>
<td>Consultant Expenses</td>
<td>$</td>
<td>Includes all costs for consultant services</td>
</tr>
<tr>
<td>Other Direct Expenses</td>
<td>$</td>
<td>Includes all equipment, supplies, mileage, etc.</td>
</tr>
<tr>
<td>Indirect Costs(^3)</td>
<td>$</td>
<td>All indirect charges (e.g., overhead) on the project, if any.</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$</strong></td>
<td></td>
</tr>
</tbody>
</table>

*if applicable

**PROJECT PROPOSAL**

The proposal will include (A) the purpose of the project, (B) the scope of work by tasks, (C) the proposed budget by task, and (D) a schedule for each task. Applicants must clearly identify their proposed tasks in the scope of work, funding requested for each task (please identify staff hours and cost separately from consultant costs), start and end dates of the tasks, and deliverables. Applicants are encouraged to identify phasing and prioritization of tasks in their proposal in case full funding for the project is not available.

**A. Project Purpose**

Please describe how the proposed project meets the following criteria:

1. The proposed project addresses a high-priority Management Strategic Plan (MSP) species and their habitats. Refer to the MSP for Conserved Lands in Western San Diego County.

2. The proposed project will address an urgent need and includes actions that will reduce or manage an identified threat.

\(^3\) Indirect Costs are only allowable if: (1) applicant has an indirect cost allocation plan audit approved by a qualified independent auditor or (2) the applicant’s proposed method for allocating indirect costs is submitted with the proposal in accordance with OMB guidelines and approved by SANDAG. Indirect costs will not be reimbursed until one of the two conditions above are satisfied and indirect cost allocation plans must be renewed annually. The indirect cost methodology included with the application does not count toward eight-page maximum.
3. Success criteria have been identified and will be monitored and reported.

4. Success of the proposed project is likely with clear, measurable, proven results that will promote conservation.

5. Any activities necessary to maintain the proposed project after the 18-month grant period have been identified and funding for those activities has been secured. Please explain what source of funding (if any) has been used to fund this activity in the past and what kind of funding is available to support this work in the future (if needed).

6. To be eligible for funding, the proposed project must be on lands conserved for native habitat within the MSP area. Where is the project located? (Attach a map)

B. Scope of Work by Task

Please break down the proposal into discrete tasks and include a task name, description of each task, quantifiable expected results, and discrete deliverables for each task. Note: make sure to list tasks for quarterly reporting on the status of the grant project and a final report on the outcome of the grant project. You may add or subtract rows as needed.

Exhibit A – Proposed Project Scope of Work

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Name</th>
<th>Task Description</th>
<th>Quantifiable Results/Deliverables</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Name of Task</td>
<td>Describe Task</td>
<td>List the quantifiable results and deliverables</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
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<td></td>
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<td>4</td>
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<td>....</td>
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<td></td>
</tr>
<tr>
<td>....</td>
<td>Administrative</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

C. Budget by Task

Please include a specific budget for each task described in the Scope of Work (Section B above). This funding category is intended to fund short-term threat reduction projects in need of one-time funding necessary to fill existing funding gaps for specific tasks and will not cover ongoing annual costs within applicant’s organization.
Exhibit B – Proposed Project Budget

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Name</th>
<th>Grant Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Name of Task</td>
<td>$</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>5</td>
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</tr>
<tr>
<td>....</td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>....</td>
<td>Administrative</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td><strong>$</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Indirect Cost (___%)</strong></td>
<td><strong>$</strong></td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
</tr>
</tbody>
</table>

D. Project Schedule

Please include start and end dates relative to the anticipated Notice to Proceed (NTP) (assumes winter 2016-2017Fall 2018) for each task described in the Scope of Work (Section B above). Please list tasks for quarterly reporting on the status of the grant project and a final report on the outcome of the grant project. You may add or subtract rows as needed. All tasks must be completed within 18 months of the NTP.

Exhibit C – Proposed Project Schedule (Assumes winter 2016-2017Fall 2018 NTP)

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Name</th>
<th>Proposed Start Date</th>
<th>Months Needed to Complete Task</th>
<th>Task End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months Months from NTP</td>
<td>MM/DD/YYYY</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months Months from NTP</td>
<td>MM/DD/YYYY</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months Months from NTP</td>
<td>MM/DD/YYYY</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months Months from NTP</td>
<td>MM/DD/YYYY</td>
<td></td>
</tr>
<tr>
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<td>Administrative</td>
<td>&quot;n&quot; Months from NTP</td>
<td>&quot;n&quot; Months Months from NTP</td>
<td>MM/DD/YYYY</td>
</tr>
</tbody>
</table>

Note: Please explain why and how much additional time would be needed in the event of any delays due to NTP being provided beyond winter 2016-2017Fall 2018 and/or unexpected weather conditions such as drought that could occur during the proposed project implementation.
NOTICE REGARDING PREVAILING WAGES

SANDAG’s Environmental Mitigation Program (EMP) Land Management Grant Program projects are funded with TransNet revenues consistent with the TransNet Extension Ordinance adopted by the voters in November 2004 (SANDAG Ordinance 04-01). Although SANDAG Ordinance 04-01 does not require payment of prevailing wages, California law may require that public works projects pay prevailing wages for workers.

Applicant acknowledges that SANDAG has strongly encouraged Applicant to seek legal counsel regarding whether the Proposed Project will require applicant to pay prevailing wages and agrees that SANDAG will have no liability for conducting this analysis.  □ Yes  □ No

Applicant acknowledges that if awarded an EMP Land Management Grant, the grant agreement between SANDAG and the grantee requires grantee’s compliance with all federal, state, and local laws and ordinances applicable to the Agreement.  □ Yes  □ No
REQUIRED STATEMENTS FROM APPLICANT

☐ Yes  ☐ No  The applicant has read and understands the Sample Grant Agreement (Agreement) and Invoice Template (Attachment 4).

☐ Yes  ☐ No  If the SANDAG Board of Directors approves the proposed project proposal, the proposed applicant agrees to sign and return the Agreement to SANDAG, without exceptions or amendments, within 45 days of receipt.

☐ Yes  ☐ No  The applicant agrees to comply with SANDAG’s Board Policy No. 035, Competitive Grant Program Procedures, which outlines “Use-it-or-lose-it” project milestone and completion deadlines. Board Policy No. 035 is included in the Agreement, and also is on SANDAG’s website at the following link: sandag.org/organization/about/pubs/policy_035.pdf

☐ Yes  ☐ No  The applicant understands that 10 percent of all invoices will be retained until the completion of the proposed project.

☐ Yes  ☐ No  The applicant understands that all invoices must be accompanied by written, documented support of the charges for requested reimbursement of grant funds and payment will not be made by SANDAG until all documents are satisfactorily submitted.

☐ Yes  ☐ No  The applicant understands that invoices and reports must be submitted on a quarterly basis within three weeks after the period covering January 1 to March 31; within three weeks after the period covering April 1 to June 30; within three weeks after the period covering July 1 to September 30; and within three weeks after the period covering October 1 to December 31.

☐ Yes  ☐ No  The applicant understands that the EMP quarterly report template (to be sent to the grantee after NTP is issued) must be used to document quarterly progress and that invoices with errors will be returned to the grantee for correction prior to being processed by SANDAG staff.

☐ Yes  ☐ No  The applicant understands that the final invoice must be accompanied by written, documented support of the charges for requested reimbursement of grant funds; a final report (prepared in accordance with the final report template to be sent to grantee after NTP is issued); and all outstanding deliverables in order to receive final payment and have retained funds released.

☐ Yes  ☐ No  The applicant understands that to be considered eligible for funding, a resolution complying with the requirements of Board Policy No. 035, Section 4.1, must be submitted to SANDAG at least two weeks prior to the recommendation by the Regional Planning Committee of the list of prioritized project proposals. SANDAG will provide applicants with advance notice of the Regional Planning Committee’s anticipated meeting date.

☐ Yes  ☐ No  The applicant agrees to submit all project data/information to SANDAG in a format compatible with the regional management database.

I have the authorization to submit this proposal (Grant Application Form and required supplementary materials) on behalf of my organization.

Applicant Name/Title (print or type)  

mm/dd/yyyy

Applicant Signature  Date

CFP for the Eighth-Ninth Cycle of the TransNet EMP Land Management Grant Program – Threat Reduction Stewardship Grant Application Form
CALL FOR PROJECTS FOR THE EIGHTH NINTH CYCLE OF THE TransNet ENVIRONMENTAL MITIGATION PROGRAM LAND MANAGEMENT GRANT PROGRAM SPECIES AND HABITAT RECOVERY GRANT APPLICATION FORM

Grant Application Form and required supplementary materials (hereafter referred to as “proposal”) cannot exceed 12 pages.

Applicant Name¹:

Address:

Phone and Email Address:

Name of Property:

General Location:

Jurisdiction:

Total Acres:

Estimated Acres Requiring Management:

Owner(s) of Property²:

Land manager(s) of property (include name[s]):

Brief Project Summary that includes your primary goal and objectives (200-word maximum)

Quantify Expected Results (add bullets as necessary)

•

•

•

Brief Description of dedicated staff and/or consultants that would work on Project (200-word maximum)

¹ While collaboration is encouraged in the development of the grant proposal, the proposal must identify one organization as the lead entity that will enter into an Agreement with SANDAG.

² If the applicant is not the landowner, please submit a letter or right-of-entry permit from the land owner granting permission to perform the land management duties as outlined in the proposal. Failure to provide the letter or right-of-entry permit will lead to disqualification of the proposal. Attached letter or right-of-entry permit (if applicable) does not count towards 12-page maximum.
Funding Needs Summary

Please indicate how much funding is being requested from SANDAG and any matching funding proposed.

<table>
<thead>
<tr>
<th>Budget Item</th>
<th>Requested Funding Amount</th>
<th>Proposed Matching Funds*</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel Expenses Staff</td>
<td>$</td>
<td>$</td>
<td>Includes staff time for non-administrative work on the project</td>
</tr>
<tr>
<td>Personnel Administrative Expenses</td>
<td>$</td>
<td>$</td>
<td>Includes all staff time to administer the contract</td>
</tr>
<tr>
<td>Consultant Expenses</td>
<td>$</td>
<td>$</td>
<td>Includes all costs for consultant services</td>
</tr>
<tr>
<td>Other Direct Expenses</td>
<td>$</td>
<td>$</td>
<td>Includes all equipment, supplies, mileage, etc.</td>
</tr>
<tr>
<td>Indirect Costs³</td>
<td>$</td>
<td>$</td>
<td>All indirect charges (e.g., overhead) on the project, if any.</td>
</tr>
<tr>
<td>Totals</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
</tbody>
</table>

*if applicable

Are there matching funds available? ☐ Yes  ☐ No

If yes, how are the matching funds assured (100-word maximum)?

Attach a letter from the organization/partner that ONLY provides confirmation that they are committed to providing the matching funds proposed for this project. (General letters of support not related to commitment of matching funds will NOT be accepted and will NOT be considered as part of the proposal).

---

³ Indirect Costs are only allowable if: (1) applicant has an indirect cost allocation plan audit approved by a qualified independent auditor or (2) the applicant’s proposed method for allocating indirect costs is submitted with the proposal in accordance with OMB guidelines and approved by SANDAG. Indirect costs will not be reimbursed until one of the two conditions above are satisfied and indirect cost allocation plans must be renewed annually. The indirect cost methodology (if applicable) included with the application does not count toward the 12-page maximum.
PROJECT PROPOSAL

The proposal will include (A) the purpose of the project, (B) the scope of work by tasks, (C) the proposed budget, including matching funds, by task, and (D) a schedule for each task. Applicants must clearly identify their proposed tasks in the scope of work, funding requested for each task (please identify staff hours and cost separately from consultant costs), start and end dates of the tasks, and deliverables. Applicants are encouraged to identify phasing and prioritization of tasks in their proposal in case full funding for the project is not available.

A. Project Purpose

Address the following in the proposal:

1. Describe the proposed management activity(ies) and how it relates to the Management Strategic Plan (MSP) for Conserved Lands in Western San Diego County. Is there current management occurring or has past management occurred on the property (please describe)? If the proposed management activity is based on the results from past field inspections of the species occurrence, describe the conditions and management needs identified and whether or not the data has been provided to the San Diego Management and Monitoring Program. If implementing fire management actions, describe the management technique being used and whether a fire plan currently exists.

2. Which MSP species and their habitats will benefit from the proposed management activity? Which specific MSP objective(s) and action(s) will be implemented (please reference the relevant MSP volume and page number)? Name the specific MSP species occurrence(s) to benefit from the management activity, if applicable.

3. To be eligible for funding, the proposed project must be within the MSP area. In which Management Unit is the project located? (Attach a map)

4. Describe the stressors and/or threats to the MSP species and their habitats in the project area that will be addressed through implementation of this project proposal.

5. Describe the management techniques proposed, including whether they have been previously used successfully and where. Are there any negative effects to MSP and other sensitive species and their habitats that could result from the proposed management action?

6. What strategic approach will be used to ensure the successful, long-term outcome of the proposed project (e.g. upstream exotic removal prior to downstream, future ongoing maintenance)? Which adjacent conserved lands will not be included and why?

7. What are the goals and objectives for the proposed project? What criteria/metrics will be used to measure success? If applicable, what quantitative monitoring data will be collected to evaluate success? Who will be collecting the monitoring data and what are their qualifications?
8. How will the applicant manage the data collected? What software will be used to house the data? Who will be responsible for compiling and transferring the data to SANDAG? Who will be preparing the required quarterly, final, and all other reports?

9. Has the proposed project received TransNet Environmental Mitigation Program (EMP) funds previously? If so, what was accomplished with the funds and why are additional funds being requested?

10. Is the proposed activity being done on land that was previously set aside as mitigation? If yes, please elaborate.

B. Scope of Work by Task

Please break down the proposal into discrete tasks and include a task name, description of each task, quantifiable expected results, and discrete deliverables for each task. Note: make sure to list tasks for quarterly reporting on the status of the grant project and a final report on the outcome of the grant project. You may add or subtract rows as needed.

Exhibit A – Proposed Project Scope of Work

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Name</th>
<th>Task Description</th>
<th>Quantifiable Results/Deliverables</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Name of Task</td>
<td>Describe Task</td>
<td>List the quantifiable results and deliverables</td>
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<td>....</td>
<td>Administrative</td>
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</tbody>
</table>

C. Budget by Task

Please include a specific budget for each task described in the Scope of Work (Section B above). This should include both requested SANDAG funds and any matching funds proposed for each project year. If matching funds are proposed, please distribute the match commitment proportionately¹. Applicants are encouraged to identify phasing in their proposal in case full funding for the project is not available. You may add or subtract rows and columns as needed. This funding category is intended to fund restoration and enhancement projects taking place over a three- to five-year period and will not cover ongoing annual costs within applicant’s organization.
Throughout the Project, Matching Funds must be proportionate to Total Project Costs (Grant Request and Matching Funds combined). For example, if a proposed project Year 1 Grant Request is $80,000 and proposed Year 1 Matching Funds are $20,000, the Total Year 1 Project Costs are $100,000. Therefore, the required proportionate matching funds to provide per invoice during Year 1 of the project are 20 percent (e.g. invoice submitted for $8,000 grant amount reimbursement and $2,000 matching funds submitted). However, if the Year 2 Grant Request is $70,000 and proposed Year 2 Matching Funds are $30,000, while the Total Year 2 Project Costs also are $100,000, the required proportionate matching funds increases per invoice during Year 2 of the project to 30% (e.g. invoice submitted for $7,000 grant amount reimbursement and $3,000 matching funds submitted). Retention will be withheld beyond the 10 percent retention for each invoice submittal that does not meet the proportionate matching funds requirement. These additional matching funds retained will not be released until the proportionate matching funds are reached for the project to-date.
D. Project Schedule

Please include start and end dates relative to the anticipated Notice to Proceed (assumes winter 2016-2017 Fall 2018) for each task described in the Scope of Work (Section B above). Please list tasks for quarterly reporting on the status of the grant project and a final report on the outcome of the grant project. You may add or subtract rows as needed.

Exhibit C - Proposed Project Schedule (Assumes winter 2016-2017 Fall 2018 Notice to Proceed [NTP])

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Name</th>
<th>Proposed Start Date</th>
<th>Months Needed to Complete Task</th>
<th>Task End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>&quot;n&quot; Months from NTP</td>
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<td>MM/DD/YYYY</td>
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Notes: Please explain why and how much additional time would be needed in the event of any delays due to NTP being provided beyond winter 2016-2017 Fall 2018 and/or unexpected weather conditions such as drought that could occur during the proposed project implementation.

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Applicant acknowledges that SANDAG has strongly encouraged Applicant to seek legal counsel regarding whether the Proposed Project will require applicant to pay prevailing wages and agrees that SANDAG will have no liability for conducting this analysis. □ Yes □ No

Applicant acknowledges that if awarded an EMP Land Management Grant, the grant agreement between SANDAG and the grantee requires grantee’s compliance with all federal, state and local laws and ordinances applicable to the Agreement. □ Yes □ No
REQUIRED STATEMENTS FROM APPLICANT

☐ Yes  ☐ No The applicant has read and understands the Sample Grant Agreement (Agreement) and Invoice Template (Attachment 4).

☐ Yes  ☐ No If the SANDAG Board of Directors approves the proposed project proposal, the proposed applicant agrees to sign and return the Agreement to SANDAG, without exceptions or amendments, within 45 days of receipt.

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☐ Yes  ☐ No The applicant understands that 10 percent of all invoices will be retained until the completion of the proposed project.

☐ Yes  ☐ No The applicant understands that for proposed projects with matching funds, retention will be withheld beyond the 10 percent retention for each invoice submittal that does not meet the proportionate matching funds requirement. These additional matching funds will not be released until proportionate matching funds are reached for the project to-date.

☐ Yes  ☐ No The applicant understands that all invoices must be accompanied by written, documented support of the charges for requested reimbursement of grant funds and payment will not be made by SANDAG until all documents are satisfactorily submitted.

☐ Yes  ☐ No The applicant understands that invoices and reports must be submitted on a quarterly basis within three weeks after the period covering January 1 to March 31; within three weeks after the period covering April 1 to June 30; within three weeks after the period covering July 1 to September 30; and within three weeks after the period covering October 1 to December 31.

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☐ Yes  ☐ No The applicant agrees to submit all project data/information to SANDAG in a format compatible with the regional management database.

I have the authorization to submit this proposal (Grant Application Form and required supplementary materials) on behalf of my organization.

__________________________________________________________

Applicant Name/Title (print or type)

__________________________________________________________

Applicant Signature  Date

CFP for the Eighth-Ninth Cycle of the TransNet EMP Land Management Grant Program – Species and Habitat Recovery Grant Application Form 24
FOR INFORMATION ONLY DO NOT FILL OUT

TransNet ENVIRONMENTAL MITIGATION PROGRAM CYCLE 9
SAMPLE GRANT AGREEMENT [AGREEMENT NUMBER] BETWEEN
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
AND [INSERT NAME] REGARDING [INSERT DESCRIPTION]

THIS GRANT AGREEMENT ("Agreement") is made this [Day] day of [Month], [Year], by and
between the San Diego Association of Governments ("SANDAG"), 401 B Street, Suite 800, San
Diego, California, and [Land Management Organization], ("Grantee"), [address]. This Agreement
expires on [Month] [Day], [Year], unless amended in writing by mutual agreement of the parties.

The following recitals are a substantive part of this Agreement:

A. The TransNet Extension Ordinance, which became effective April 1, 2008, contains provisions
   for the creation of an Environmental Mitigation Program (EMP).

B. The SANDAG Board of Directors has allocated EMP monies to a Regional Habitat
   Conservation Fund, and awards these monies through a competitive grant process to
   provide funding for regional habitat management and monitoring activities.

C. On [Month] [Day], [Year], SANDAG issued a request for proposals from entities wishing to
   apply for a portion of the TransNet EMP Regional Habitat Conservation funds for use on
   environmental land management grant projects meeting certain criteria.

D. On [Month] [Day], [Year], the Board of Directors approved the award of $1,520,000 in
   TransNet EMP Regional Habitat Conservation funds for this FY 2019 Cycle 9 program.

E. Grantee successfully applied for EMP Regional Habitat Conservation funds for the following
   project: [Project Name] ("Project").

F. The purpose of this Agreement is to establish the terms and conditions for SANDAG to
   provide Grantee with funding to implement the Project ("TransNet Ordinance Assistance").

G. Although SANDAG will be providing financial assistance to Grantee to support the Project,
   SANDAG will not take an active role in managing the Project or retain substantial control
   over any portion of the Project. Therefore, this Agreement is characterized as a funding
   agreement rather than a cooperative agreement.

H. In January 2010, the SANDAG Board of Directors approved Board Policy No. 035,
   Competitive Grant Program Procedures ("Board Policy No. 035"), which is included as Exhibit
   D. This grant award, Agreement and the Grantee's performance thereunder is subject to
   Board Policy No. 035, which includes multiple “use it or lose it” provisions.

NOW, THEREFORE, it is agreed as follows:

I. DEFINITIONS

A. Application means the signed and dated grant application, including any amendment
   thereto, with all explanatory, supporting, and supplementary documents filed with SANDAG
by or on behalf of the Grantee and accepted or approved by SANDAG. All of Grantee’s application materials, not in conflict with this Agreement, are hereby incorporated into this Agreement as though fully set forth herein.

B. **Agreement** means this grant agreement, together with all attachments hereto, which are hereby incorporated into this Agreement and which contain additional terms and conditions that are binding upon the parties.

C. **Approval, Authorization, Concurrence, Waiver** means a conscious written statement (transmitted in typewritten hard copy or electronically) of a SANDAG official authorized to permit the Grantee to take or omit an action required by this Agreement, which action may not be taken or omitted without such permission. Except to the extent that SANDAG determines otherwise in writing, such approval, authorization, concurrence, or waiver permitting the performance or omission of a specific action does not constitute permission to perform or omit other similar actions. An oral permission or interpretation has no legal force or effect. (See also Notice to Proceed, below at Paragraph G in this Section)

D. **Approved Project Budget** means the most recent statement of the costs of the Project, the maximum amount of assistance from SANDAG for which the Grantee is currently eligible, the specific tasks (including specific contingencies) covered, and the estimated cost of each task that has been approved by SANDAG.

E. **Grantee** means that, even if a single organization or division within a legal entity has executed this Agreement as the Grantee, the entire legal entity is the Grantee. If the Grantee is a consortium, partnership, or other multi-party entity, each participant in, member of, or party to that consortium, partnership, or multi-party entity is deemed “Grantee” for purposes of compliance with applicable requirements of the Agreement for the Project.

Note to SANDAG Contracts Staff: Please complete Section F. “Maximum Percentage of SANDAG Participation” only if grantee committed matching funds in its grant application. If grantee did not commit matching funds in its application, please delete Section F, and adjust the Section letters, below, accordingly. Thank you.

F. **Maximum Percentage of SANDAG Participation**

Grantee submitted an application and was evaluated based on its representation that it would provide matching funds for the Project. Grantee agrees to provide ___ percent, or $_______ of the Approved Project Budget as matching funds from resources other than the EMP Regional Habitat Conservation funds. Therefore, the maximum percentage that SANDAG will pay Grantee for amounts invoiced under this Agreement is _____ percent, or $_______, whichever is the lesser of these two amounts.

G. **Notice to Proceed** means a written notice from SANDAG issued to the Grantee authorizing the Grantee to proceed with all or a portion of the work described in the Scope of Work. Grantee shall not proceed with the work, and shall not be eligible to receive payment for work performed, prior to SANDAG’s issuance of a Notice to Proceed.

H. **Subgrantee** means any contractor or consultant, at any tier, paid directly or indirectly with funds flowing from this Agreement for the Project.
II. PROJECT IMPLEMENTATION

A. General

The Grantee agrees to carry out the Project as follows:

1. Project Description

   Grantee agrees to perform the work as described in the Scope of Work attached as Exhibit A.

2. Effective Date

   The effective date of the Agreement or any amendment thereto is the date on which this Agreement is fully executed. The Grantee agrees to undertake Project work promptly after receiving a Notice to Proceed.

3. Grantee's Capacity

   The Grantee agrees to maintain or acquire sufficient legal, financial, technical, and managerial capacity to: (a) plan, manage, and complete the Project and provide for the use of any Project property; (b) carry out the safety and security aspects of the Project, and (c) comply with the terms of the Agreement and all applicable laws, regulations, and policies pertaining to the Project and the Grantee, including but not limited to the TransNet Ordinance.

4. Project Schedule

   The Grantee agrees to complete the Project in a timely manner. Nevertheless, SANDAG and the Grantee agree that milestone dates and other Project completion dates set forth in the Project Schedule attached hereto as Exhibit B are to be treated as good faith estimates rather than precise and firm legal requirements. Changes to Exhibit B or any other Exhibit to the Agreement, shall require written approval from SANDAG and compliance with Board Policy No. 035.

5. Use It or Lose It Policy

   Grantee agrees to comply with Board Policy No. 035, attached hereto as Exhibit D. The Project is subject to any amendments to Board Policy No. 035 occurring after the execution of the Agreement, which are incorporated herein by reference.

6. Media and Community Outreach Coordination

   The Grantee agrees to notify SANDAG of any media and community outreach efforts, including presentations to community groups, other agencies, and elected officials. The Grantee agrees to assist SANDAG with media or community events related to the grant-funded project, such as ground breakings, and ribbon cuttings, and community workshops. Press materials shall be provided to SANDAG staff before they are distributed. SANDAG and TransNet logos should be included in press materials and other project collateral, but may never be included in such documents without advance approval from SANDAG.
As part of the quarterly reports submitted to SANDAG, the Grantee agrees to provide project milestone information to support media and communications efforts. This includes before and after photos, project milestone photos, and photos taken throughout different planning or construction phases and throughout the length of the project. The photos should be high resolution (at least 4 inches by 6 inches with a minimum of 300 pixels per inch) and contain captions with project descriptions, dates, locations, and the names of those featured, if appropriate. Before and after photos should be taken from similar angles to showcase how a particular area has been transformed over time, or photos of plans (for planning projects) should be provided from various angles. SANDAG reserves the right to use the information provided by the Grantee for any combination of the following: social media posts, online photo albums, videos, press releases, PowerPoint presentations, web updates, newsletters, and testimonials. The Grantee agrees to release the rights to these photos to SANDAG.

B. Application of Laws

Should a federal or state law pre-empt a local law, regulation, or the TransNet Ordinance, the Grantee must comply with the federal or state law and implementing regulations. No provision of the Agreement requires the Grantee to observe or enforce compliance with any provision, perform any other act, or do any other thing in contravention of federal, state, territorial, or local law, regulation, or ordinance. If compliance with any provision of the Agreement violates or would require the Grantee to violate any law, the Grantee agrees to notify SANDAG immediately in writing. Should this occur, SANDAG and the Grantee agree that they will make appropriate arrangements to proceed with or, if necessary, terminate the Project or affected portions thereof expeditiously.

C. Notice Regarding Prevailing Wages

SANDAG’s EMP grants are funded with TransNet revenues consistent with the TransNet Extension Ordinance adopted by the voters in November 2004 (SANDAG Ordinance 04-01). Although SANDAG Ordinance 04-01 does not require payment of prevailing wages, California law may require that Grantee’s public works projects pay prevailing wages for workers. Grantee acknowledges that SANDAG has strongly encouraged Grantee to seek legal counsel regarding whether the Project will be subject to prevailing wage laws consistent with Labor Code Section 1720, et seq. This Agreement requires Grantee’s compliance with all federal, state, and local laws and ordinances as applicable.

D. Significant Participation by a Subgrantee

Although the Grantee may delegate any or almost all Project responsibilities to one or more subgrantees, the Grantee agrees that it, rather than any subgrantee, is ultimately responsible for compliance with all applicable laws, regulations, and compliance with this Agreement.

E. Third-Party Contracting

1. Grantee shall not award contracts over $3,000 on the basis of a noncompetitive procurement for work to be performed under this Agreement without the prior written approval of SANDAG. Contracts awarded by Grantee, if intended as local
match credit, must meet the requirements set forth in this Agreement regarding local match funds.

2. Any subagreement, lease, third-party contract or other legally binding document entered into by Grantee as a result of this Agreement shall mandate that travel and per diem reimbursements and third party contract reimbursements to subgrantees, lessees or third party contractors will be allowable as Project costs only after those costs are incurred and paid for by the subgrantee, lessee or third party contractor and only to the extent they do not exceed the rates found at: www.dot.ca.gov/hq/asc/travel/ch12.htm.

F. Grantee's Responsibility to Extend Agreement Requirements to Other Entities

1. Entities Affected

Grantee agrees to take appropriate measures necessary to ensure that all Project participants comply with all applicable federal laws, regulations, and policies affecting Project implementation. In addition, if an entity other than the Grantee is expected to fulfill any responsibilities typically performed by the Grantee, the Grantee agrees to assure that the entity carries out the Grantee’s responsibilities as set forth in this Agreement.

2. Documents Affected

The applicable provisions of laws, regulations, and policies determine the extent to which those provisions affect an entity (such as a subgrantee) participating in the Project through the Grantee. Thus, the Grantee agrees to use a written document to ensure that each entity participating in the Project complies with applicable laws, regulations, and policies.

   a. Required Clauses

   The Grantee agrees to use a written document (such as a subagreement, lease, third-party contract or other legally binding document) including all appropriate clauses stating the entity’s responsibilities under applicable laws, regulations, or policies.

   b. Flowdown

   The Grantee agrees to include in each document (subagreement, lease, third-party contract, or other) any necessary provisions requiring the Project participant (third-party contractor, subgrantee, or other) to impose applicable laws, Agreement requirements and directives on its subgrantees, lessees, third-party contractors, and other Project participants at the lowest tier necessary.

G. No SANDAG Obligations to Third Parties

In connection with the Project, the Grantee agrees that SANDAG shall not be subject to any obligations or liabilities to any subgrantee, lessee, third-party contractor, or other person or entity that is not a party to the Agreement for the Project. Notwithstanding that SANDAG
may have concurred in or approved any solicitation, subagreement, lease, or third-party contract at any tier, SANDAG has no obligations or liabilities to any entity, including any subgrantee, lessee, or third-party contractor at any tier, other than the Grantee.

H. Changes in Project Performance (i.e., Disputes, Breaches, Defaults, or Litigation)

The Grantee agrees to notify SANDAG immediately, in writing, of any change in local law, conditions (including its legal, financial, or technical capacity), or any other event that may adversely affect the Grantee’s ability to perform the Project in accordance with the terms of the Agreement, and as required by Board Policy No. 035. The Grantee also agrees to notify SANDAG immediately, in writing, of any current or prospective major dispute, breach, default, or litigation that may adversely affect SANDAG’s interests in the Project; and agrees to inform SANDAG, also in writing, before naming SANDAG as a party to litigation for any reason, in any forum. At a minimum, the Grantee agrees to send each notice to SANDAG required by this subsection to SANDAG’s Office of General Counsel.

I. Standard of Care

The Grantee expressly warrants that the work to be performed pursuant to this Agreement shall be performed in accordance with the applicable standard of care. Where approval by SANDAG, the Executive Director, or other representative of SANDAG is indicated in the Scope of Work, it is understood to be conceptual approval only and does not relieve the Grantee of responsibility for complying with all laws, codes, industry standards, and liability for damages caused by negligent acts, errors, omissions, noncompliance with industry standards, or the willful misconduct of the Grantee or its subgrantees.

III. ETHICS [For Federal agency grantees, this section may be subject to modification]

A. Grantee Code of Conduct/Standards of Conduct

The Grantee agrees to maintain a written code of conduct or standards of conduct that shall govern the actions of its officers, employees, board members, or agents engaged in the award or administration of subagreements, leases, or third-party contracts supported with TransNet Ordinance Assistance. The Grantee agrees that its code of conduct or standards of conduct shall specify that its officers, employees, board members, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from any present or potential subgrantee, lessee, or third-party contractor at any tier or agent thereof. Such a conflict would arise when an employee, officer, board member, or agent, including any member of his or her immediate family, partner, or organization that employs, or intends to employ, any of the parties listed herein has a financial interest in an entity competing for award. The Grantee may set de minimis rules where the financial interest is not substantial, or the gift is an unsolicited item of nominal intrinsic value. The Grantee agrees that its code of conduct or standards of conduct shall also prohibit its officers, employees, board members, or agents from using their respective positions in a manner that presents a real or apparent personal or organizational conflict of interest or appearance of personal gain. As permitted by state or local law or regulations, the Grantee agrees that its code of conduct or standards of conduct shall include penalties, sanctions, or other disciplinary actions for violations by its officers, employees, board members, or their agents, or its third-party contractors or subgrantees or their agents.
1. Personal Conflicts of Interest

The Grantee agrees that its code of conduct or standards of conduct shall prohibit the Grantee's employees, officers, board members, or agents from participating in the selection, award, or administration of any third-party contract or subagreement supported by TransNet Ordinance Assistance if a real or apparent conflict of interest would be involved. Such a conflict would arise when an employee, officer, board member, or agent, including any member of his or her immediate family, partner, or organization that employs, or intends to employ, any of the parties listed herein has a financial interest in a firm competing for award.

2. Organizational Conflicts of Interest

The Grantee agrees that its code of conduct or standards of conduct shall include procedures for identifying and preventing real and apparent organizational conflicts of interest. An organizational conflict of interest exists when the nature of the work to be performed under a proposed third party contract or subagreement may, without some restrictions on future activities, result in an unfair competitive advantage to the third-party contractor or subgrantee or impair its objectivity in performing the contract work.

B. SANDAG Code of Conduct

SANDAG has established policies concerning potential conflicts of interest. These policies apply to Grantee. For all awards by SANDAG, any practices which might result in unlawful activity are prohibited including, but not limited to, rebates, kickbacks, or other unlawful considerations. SANDAG staff is specifically prohibited from participating in the selection process when those staff have a close personal relationship, family relationship, or past (within the last 12 months), present, or potential business or employment relationship with a person or business entity seeking a contract. It is unlawful for any contract to be made by SANDAG if any individual board member or staff has a prohibited financial interest in the contract. Staff also is prohibited from soliciting or accepting gratuities from any organization seeking funding from SANDAG. SANDAG’s officers, employees, agents, and board members shall not solicit or accept gifts, gratuities, favors, or anything of monetary value from consultants, potential consultants, or parties to subagreements. By signing this Agreement, Grantee affirms that it has no knowledge of an ethical violation by SANDAG staff or Grantee. If Grantee has any reason to believe a conflict of interest exists with regard to the Agreement or the Project, it should notify the SANDAG Office of General Counsel immediately.

C. Bonus or Commission

The Grantee affirms that it has not paid, and agrees not to pay, any bonus or commission to obtain approval of its TransNet Ordinance Assistance application for the Project.

D. False or Fraudulent Statements or Claims

The Grantee acknowledges and agrees that by executing the Agreement for the Project, the Grantee certifies or affirms the truthfulness and accuracy of each statement it has made, it makes, or it may make in connection with the Project.
IV. Amount of Funding Assistance

The Grantee agrees that SANDAG will provide TransNet Ordinance Assistance for the Project equal to the smallest of the following amounts: (a) the “Maximum SANDAG Amount Approved” of $___________, or (b) the amount calculated in accordance with the “Maximum Percentage(s) of SANDAG Participation,” which is ___ percent. SANDAG’s responsibility to make payments under this Agreement is limited to the amounts listed in the Approved Project Budget for the Project. Grantee’s estimate in its application for funding from SANDAG for the Project is the amount that forms the basis upon which SANDAG determines the “Maximum SANDAG Amount Awarded” and “Maximum Percentage(s) of SANDAG Participation.”

Note to SANDAG Contracts Staff: If grantee did not commit matching funds in the grant application, please delete Section V. “Matching Funds” from the agreement, and renumber following sections accordingly. Thank you.

V. MATCHING FUNDS

Grantee has proposed to provide matching funds for the Project and therefore agrees as follows:

A. Duty to Obtain Matching Funds

The Grantee agrees to provide sufficient funds or approved in-kind resources, together with the TransNet Ordinance Assistance awarded, that will assure payment of the actual cost of each Project activity covered by the Agreement for the Project. The amount of matching funds and percentage(s) of matching funds Grantee shall provide are set forth in the Approved Project Budget. The Grantee agrees to complete all proceedings necessary to provide its share of the Project costs at or before the time the matching funds are needed for Project costs.

B. Prompt Payment of Matching Funds

The Grantee agrees to provide the proportionate amount of the matching funds promptly as it incurs Project costs or Project costs become due.

C. Reduction of Matching Funds

The Grantee agrees that no refund or reduction of the amount of matching funds may be made unless, at the same time, a reduction of the proportional amount of the TransNet Ordinance Assistance provided is made to SANDAG in order to maintain the Maximum Percentage(s) of SANDAG Participation.

VI. APPROVED PROJECT BUDGET

The Grantee and SANDAG have agreed to a Project budget that is designated the “Approved Project Budget.” The Grantee will incur obligations and make disbursements of Project funds only as authorized by the Approved Project Budget. An amendment to the Approved Project Budget requires the issuance of a formal amendment to the Agreement, unless the reallocation of funds among budget items or fiscal years does not increase the total amount of the TransNet Ordinance Assistance awarded for the Project, does not negatively impact the benefits obtained from the Project and is consistent with applicable laws, regulations, and policies. However, a formal amendment to the Agreement is required for all amendments to the Approved Project Budget once
cumulative transfers of funds among budget items or fiscal years exceed 10 percent of the total budget. Prior SANDAG approval is still required for transfers of funds between non-construction and construction categories or when, in non-construction grants, cumulative transfers of funds between budget items or fiscal years amount to less than 10 percent of the total budget.

VII. PAYMENTS

A. Grantee's Request for Payment When Matching Funds Are Required

The Grantee will demonstrate or certify that it will provide adequate matching funds such that, when combined with payments from SANDAG, will cover all costs to be incurred for the Project. Except to the extent that SANDAG determines, in writing, that the Grantee may defer its provision of matching funds for the Project, a Grantee is required under the terms of this Agreement to provide matching funds for the Project and agrees that it will not:

1. Request or obtain matching funds exceeding the amount justified by the matching share previously provided, or
2. Take any action that would cause the proportion of TransNet Ordinance Assistance made available to the Project at any time to exceed the percentage authorized by the Agreement for the Project.

B. Payment by SANDAG

Upon receiving a request for payment and adequate supporting information, SANDAG will make payment for eligible amounts to Grantee within 30 days if Grantee has complied with the requirements of the Agreement, has satisfied SANDAG that the TransNet Ordinance Assistance requested is needed for Project purposes in that requisition period, and is making adequate progress toward Project completion consistent with Board Policy No. 035. After the Grantee has demonstrated satisfactory compliance with the preceding requirements, SANDAG may reimburse the Grantee’s apparent allowable costs incurred (or to be incurred in the requisition period), as set forth in the Approved Project Budget for the Project. Grantee shall use the Sample Invoice Template, attached hereto as Exhibit E, when submitting invoices to SANDAG. [For federal agency grantees, the following sentence will be removed] SANDAG shall retain 10 percent from the amounts invoiced until satisfactory completion of work. SANDAG shall promptly release retention amounts to Grantee following Grantee’s satisfactory completion of work, receipt of Grantee’s final invoice and all required documentation.

C. Costs Reimbursed

The Grantee agrees that Project costs eligible for TransNet Ordinance Assistance must comply with all the following requirements, unless SANDAG determines otherwise in writing. To be eligible for reimbursement, Project costs must be:

1. Consistent with the Project Description, the Approved Project Budget, and other provisions of the Agreement
2. Necessary in order to accomplish the Project
3. Reasonable for the goods or services purchased
4. Actual net costs to the Grantee (i.e., the price paid minus any refunds, rebates, or other items of value received by the Grantee that have the effect of reducing the cost actually incurred, excluding program income)

5. Incurred for work performed after the Effective Date of the Agreement, and following Grantee’s receipt of a Notice to Proceed from SANDAG

6. Satisfactorily documented

7. Treated consistently in accordance with accounting principles and procedures approved by SANDAG for the Grantee, and with accounting principles and procedures approved by the Grantee for its third-party contractors and subgrantees

8. Eligible for TransNet Ordinance Assistance as part of the EMP

9. Indirect Costs are only allowable with prior SANDAG approval. Grantee must submit the following documentation as part of the grant proposal: (1) an indirect cost allocation audit approved by a qualified independent auditor or (2) the proposed method for allocating indirect costs is in accordance with OMB guidelines. Indirect cost allocation plans must be reviewed and renewed annually.

D. Excluded Costs

1. In determining the amount of TransNet Ordinance Assistance SANDAG will provide for the Project, SANDAG will exclude:
   a. Any Project cost incurred by the Grantee before the Effective Date of the Agreement or applicable Amendment thereto
   b. Any cost that is not included in the latest Approved Project Budget
   c. Any cost for Project property or services received in connection with a subagreement, lease, third-party contract, or other arrangement that is required to be, but has not been, concurred in or approved in writing by SANDAG
   d. Any cost ineligible for SANDAG participation as provided by applicable laws, regulations, or policies

2. The Grantee understands and agrees that payment to the Grantee for any Project cost does not constitute SANDAG’s final decision about whether that cost is allowable and eligible for payment under the Project and does not constitute a waiver of any violation by the Grantee of the terms of the Agreement for the Project. The Grantee acknowledges that SANDAG will not make a final determination about the allowability and eligibility of any cost until the final payment has been made on the Project or the results of an audit of the Project requested by SANDAG or its Independent Taxpayers’ Oversight Committee (ITOC) has been completed, whichever occurs latest. If SANDAG determines that the Grantee is not entitled to receive any portion of the TransNet Ordinance Assistance requested or paid, SANDAG will notify the Grantee in writing, stating its reasons. The Grantee agrees that Project closeout will not alter the Grantee’s responsibility to return any funds due to SANDAG as a
result of later refunds, corrections, or other similar transactions; nor will Project closeout alter SANDAG's right to disallow costs and recover funds provided for the Project on the basis of a later audit or other review.

E. Federal Claims, Excess Payments, Disallowed Costs, including Interest

1. Grantee's Responsibility to Pay

Upon notification to the Grantee that specific amounts are owed to SANDAG, whether for excess payments of TransNet Ordinance Assistance, disallowed costs, or funds recovered from third parties or elsewhere, the Grantee agrees to promptly remit to SANDAG the amounts owed, including applicable interest, penalties, and administrative charges.

VIII. ACCOUNTING RECORDS

In compliance with applicable laws, regulations, and policies, the Grantee agrees as follows:

A. Project Accounts

The Grantee agrees to establish and maintain for the Project either a separate set of accounts or separate accounts within the framework of an established accounting system that can be identified with the Project. The Grantee also agrees to maintain all checks, payrolls, invoices, contracts, vouchers, orders, or other accounting documents related in whole or in part to the Project so that they may be clearly identified, readily accessible, and available to SANDAG upon request and, to the extent feasible, kept separate from documents not related to the Project.

B. Documentation of Project Costs and Program Income

Except to the extent that SANDAG determines otherwise, in writing, the Grantee agrees to support all costs charged to the Project, including any approved services or property contributed by the Grantee or others, with properly executed payrolls, time records, invoices, contracts, or vouchers describing in detail the nature and propriety of the charges, including adequate records to support the costs the Grantee has incurred underlying any payment SANDAG has agreed to participate in based upon a “payable” milestone.

IX. Reporting, Record Retention, and Access

A. Types of Reports

The Grantee agrees to submit to SANDAG all reports required by law and regulation, policy, this Agreement, and any other reports SANDAG may specify.

B. Report Formats

The Grantee agrees that all reports and other documents or information intended for public availability developed in the course of the Project and required to be submitted to SANDAG must be prepared and submitted in electronic and/or typewritten hard copy formats, as SANDAG may specify. SANDAG reserves the right to specify that records be submitted in particular formats.
C. **Record Retention**

During the course of the Project and for three years thereafter from the date of transmission of the final expenditure report, the Grantee agrees to maintain, intact and readily accessible, all data, documents, reports, records, contracts, and supporting materials relating to the Project as SANDAG may require.

D. **Access to Records of Grantees and Subgrantees**

The Grantee agrees to permit, and require its subgrantees to permit, SANDAG or its authorized representatives, upon request, to inspect all Project work, materials, payrolls, and other data, and to audit the books, records, and accounts of the Grantee and its subgrantees pertaining to the Project.

E. **Project Closeout**

The Grantee agrees that Project closeout does not alter the reporting and record retention requirements of this Agreement.

F. **Quarterly Reports**

It shall be the responsibility of Grantee to advise SANDAG on a quarterly basis of the progress of its work, expenditures incurred, and information regarding whether the Project is projected to comply with the fee payment schedule and Project budget limits. The quarterly progress report shall be submitted in writing to SANDAG within three weeks after the periods covering January 1 to March 31; April 1 to June 30; July 1 to September 30; and October 1 to December 31. Grantee shall document the progress and results of work performed under this Agreement to the satisfaction of SANDAG and, if applicable, to the satisfaction of any government agency as directed by SANDAG. This may include progress and final reports, plans, specifications, estimates, or other evidence of attainment of the Agreement objectives, which are requested by SANDAG or ITOC. Grantee may be required to attend meetings of SANDAG staff and committees, including but not limited to ITOC, the Regional Planning Committee, and the SANDAG Board of Directors, to report on its progress and respond to questions.

X. **PROJECT COMPLETION, AUDIT, SETTLEMENT, AND CLOSEOUT**

A. **Project Completion**

Within 90 calendar days following Project completion or termination by SANDAG, the Grantee agrees to submit a final certification of Project expenses and audit reports, as applicable.

B. **Audit of Grantee**

The Grantee agrees to have financial and compliance audits performed as SANDAG may require. If performed, these financial and compliance audits must comply with the provisions of OMB Circular A-133, dated March 2014, and any further revision or supplement thereto. The Grantee also agrees to obtain any other audits required by SANDAG. The Grantee agrees that these audits will be conducted in accordance with U.S. Government Accountability Office “Generally Accepted Government Auditing Standards.” The Grantee agrees that Project closeout will not alter the Grantee’s audit responsibilities. Audit costs are allowable Project costs.
C. **Performance Audit**

The Grantee agrees to cooperate with SANDAG or ITOC with regard to any performance audit that is performed on the Project pursuant to the *TransNet* Ordinance.

D. **Project Closeout**

Project closeout occurs when SANDAG notifies the Grantee that SANDAG has closed the Project, and either forwards the final *TransNet* Ordinance Assistance payment or acknowledges that the Grantee has remitted the proper refund. The Grantee agrees that Project closeout by SANDAG does not invalidate any continuing requirements imposed by the Agreement or any unmet requirements set forth in a written notification from SANDAG.

XI. **TIMELY PROGRESS AND RIGHT OF SANDAG TO TERMINATE**

A. Grantee shall make diligent and timely progress toward completion of the Project within the timelines set forth in the Project Schedule (Exhibit C) and consistent with Board Policy No. 035. If timely progress is not achieved, SANDAG may review the status of the Project to determine if the funds should be reallocated to another eligible project. Grantee understands and agrees that any failure to make reasonable progress on the Project or violation of the Agreement that endangers substantial performance of the Project shall provide sufficient grounds for SANDAG to terminate the Agreement for the Project.

B. Upon written notice, the Grantee agrees that SANDAG may suspend or terminate all or any part of the *TransNet* Ordinance Assistance to be provided for the Project if the Grantee has violated the terms of this Agreement, or if SANDAG determines that the purpose of the laws or policies authorizing the Project would not be adequately served by the continuation of *TransNet* Ordinance Assistance for the Project.

C. In general, termination of *TransNet* Ordinance Assistance for the Project will not invalidate obligations properly incurred by the Grantee before the termination date to the extent those obligations cannot be canceled. If, however, SANDAG determines that the Grantee has misused *TransNet* Ordinance Assistance by failing to make adequate progress, failing to make reasonable and appropriate use of Project property, or failing to comply with the terms of this Agreement, SANDAG reserves the right to require the Grantee to refund the entire amount of *TransNet* Ordinance Assistance provided for the Project or any lesser amount as SANDAG may determine.

D.Expiration of any Project time period established in the Project Schedule will not, by itself, automatically constitute an expiration or termination of this Agreement for the Project; however, Grantee must request and SANDAG may agree to amend the contract if the Project Schedule will not be met. An amendment to the Project Schedule may be made at SANDAG’s discretion, consistent with Board Policy No. 035, if Grantee provides documentation that the Project is delayed due to factors external to the control of Grantee.

XII. **CIVIL RIGHTS**

The Grantee agrees to comply with all applicable civil rights laws, regulations, and policies and shall include the provisions of this Section XII in each subagreement, lease, third-party contract or other
legally binding document to perform work funded by this Agreement. Applicable civil rights laws, regulations and policies include, but are not limited to, the following:

A. **Nondiscrimination**

SANDAG implements its programs without regard to income level, disability, race, color, and national origin in compliance with the Americans with Disabilities Act and Title VI of the Civil Rights Act. Grantee shall prohibit discrimination on these grounds, notify the public of their rights under these laws, and utilize a process for addressing complaints of discrimination. Furthermore, Grantee shall make the procedures for filing a complaint available to members of the public and will keep a log of all such complaints. Grantee must notify SANDAG immediately if a complaint is lodged that relates to the Project or program funded by this grant.

B. **Equal Employment Opportunity**

During the performance of this Agreement, Grantee and all of its subcontractors, if any, shall not unlawfully discriminate, harass, or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, disability (including HIV and AIDS), mental disability, medical condition (cancer), age (over 40), marital status, denial of family and medical care leave, denial of pregnancy disability leave, veteran status, or sexual orientation. Grantee and its subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Grantee and its subcontractors shall comply with the provisions of the Fair Employment and Housing Act (California Government Code Section 12900, et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285.0, et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing California Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by this reference and are made a part hereof as if set forth in full. Grantee and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

XIII. **OWNERSHIP OF WORK PRODUCT**

SANDAG shall own any deliverables created in whole or in part for SANDAG’s benefit pursuant to the Scope of Work for the Project. The term “deliverables” includes, but is not limited to, all original drawings, reports, photos, and other documents, including detailed calculations and other work product developed for the Project or services performed on the Project.

XIV. **DISPUTES AND VENUE**

A. **Choice of Law**

This Agreement shall be interpreted in accordance with the laws of the State of California.

B. **Dispute Resolution Process**

In the event Grantee has a dispute with SANDAG during the performance of this Agreement, Grantee shall continue to perform unless SANDAG informs Grantee in writing
to cease performance. The dispute resolution process for disputes arising under this Agreement shall be as follows:

Grantee shall submit a statement of the grounds for the dispute, including all pertinent dates, names of persons involved, and supporting documentation, to SANDAG’s Project Manager. The Project Manager and other appropriate SANDAG staff will review the documentation in a timely manner and reply to Grantee within 20 calendar days. Upon receipt of an adverse decision by SANDAG, Grantee may submit a request for reconsideration to SANDAG’s Executive Director. The request for reconsideration must be received within ten calendar days from the postmark date of SANDAG’s reply. The Executive Director will respond to the request for reconsideration within ten working days. The written decision of the Executive Director shall be final.

C. Venue

If any action is brought to interpret or enforce any term of this Agreement, the action shall be brought in a state or federal court situated in the County of San Diego, State of California. In the event of any such litigation between the parties, the prevailing party shall be entitled to recover all reasonable costs incurred, including reasonable attorney’s fees, litigation and collection expenses, witness fees, and court costs as determined by the court.

XV. ASSIGNMENT

Grantee shall not assign, sublet, or transfer (whether by assignment or novation) this Agreement or any rights under or interest in this Agreement.

XVI. INSURANCE

Grantee shall procure and maintain during the period of performance of this Agreement, and for 12 months following completion, policies of insurance from insurance companies authorized to do business in the State of California or the equivalent types and amounts of self-insurance, as follows:

A. General Liability

Combined single limit of $1,000,000 per occurrence and $2,000,000 general aggregate for personal and bodily injury, including death, and broad form property damage. The policy must include an acceptable “Waiver of Transfer Rights of Recovery Against Others Endorsement.” The policy must name SANDAG as an additional insured in the endorsement. A deductible or retention may be utilized, subject to approval by SANDAG.

B. Automobile Liability

For personal and bodily injury, including death, and property damage in an amount not less than $1,000,000.

C. Workers’ Compensation and Employer’s Liability

Policy must comply with the laws of the State of California. The policy must include an acceptable “Waiver of Right to Recover from Others Endorsement” naming SANDAG as an additional insured.
D. Other Requirements

Grantee shall furnish satisfactory proof by one or more certificates (original copies) that it has the foregoing insurance. The insurance shall be provided by an acceptable insurance provider, as determined by SANDAG, which satisfies the following minimum requirements:

1. An insurance carrier qualified to do business in California and maintaining an agent for service of process within the state. Such insurance carrier shall maintain a current A.M. Best rating classification of “A-” or better, and a financial size of “$10 million to $24 million (Class V) or better,” or

2. An insurance carrier qualified to do business in California and a policy provision for an agent for service of process in California.

Certificates of Insurance (COI) shall be filed with SANDAG. These policies shall be primary insurance as to SANDAG so that any other coverage held by SANDAG shall not contribute to any loss under Grantee’s insurance. Insurance policies shall not be canceled without first giving thirty days advance written notice to SANDAG. For purposes of this notice requirement, any material change in the policy prior to its expiration shall be considered a cancellation.

E. Insurance Certificate Submittal

Grantee shall submit proof of insurance directly to SANDAG. If Grantee is a self-insured entity, Grantee will work directly with SANDAG regarding all insurance coverage. If Grantee is not a self-insured entity, SANDAG will use myCOI to track and verify insurance coverage. The Agreement between Grantee and SANDAG shall not be executed unless Grantee is registered with myCOI and compliant (COIs have been received. Grantee shall ensure its insurance agent(s) will comply with requests for updated information from myCOI. Grantee is responsible for ensuring that its agents send SANDAG updated certificates of insurance throughout the term of the Agreement via myCOI. Grantee shall include the Agreement number and/or task order number on all insurance-related correspondence submitted to myCOI (i.e., the insurance certificate itself).

[For federal agencies, the following language will be used in place of the language above:

The [name of federal agency] is self-insured. Its employees are compensated for injuries on the job by the Federal Employees’ Compensation Act, codified as 5 U.S.C. 8101 et seq.

XVII. INDEMNIFICATION AND HOLD HARMLESS

A. Generally

With regard to the Grantee’s performance in connection with or incidental to the Project, the Grantee agrees to defend, indemnify, protect, and hold SANDAG and its Board of Directors, agents, officers, and employees harmless from and against any and all claims, including, but not limited to, prevailing wages claims against the Project, asserted or established liability for damages or injuries to any person or property, including injury to the Grantee’s or its subgrantees’ employees, agents, or officers, which arise from or are connected with or are caused or claimed to be caused by the negligent, reckless, or willful acts or omissions of the Grantee and its subgrantees and their agents, officers, or
employees, in performing the work or services herein, and all expenses of investigating and defending against same, including attorney fees and costs; provided, however, that the Grantee’s duty to indemnify and hold harmless shall not include any claims or liability arising from the established sole negligence or willful misconduct of SANDAG, its Board of Directors, agents, officers, or employees.

B. **Intellectual Property**

Upon request by SANDAG, the Grantee agrees to indemnify, save, and hold harmless SANDAG and its Board of Directors, officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Grantee of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under the Project. The Grantee shall not be required to indemnify SANDAG for any such liability caused solely by the wrongful acts of SANDAG employees or agents.

**XVIII. INDEPENDENT CONTRACTOR**

A. **Status of Grantee**

Grantee shall perform the services provided for within this Agreement as an independent contractor, and not as an employee of SANDAG. Grantee shall be under the control of SANDAG as to the result to be accomplished and not the means, and shall consult with SANDAG as provided for in the Scope of Work. The payments made to Grantee pursuant to this Agreement shall be the full and complete compensation to which Grantee is entitled. SANDAG shall not make any federal or state tax withholdings on behalf of Grantee. SANDAG shall not be required to pay any workers’ compensation insurance on behalf of Grantee. Grantee agrees to indemnify SANDAG for any tax, retirement contribution, social security, overtime payment, or workers’ compensation payment which SANDAG may be required to make on behalf of Grantee or any employee of Grantee for work done under this Agreement.

B. **Actions on behalf of SANDAG**

Except as SANDAG may specify in writing, Grantee shall have no authority, express or implied, to act on behalf of SANDAG in any capacity whatsoever, as an agent or otherwise. Grantee shall have no authority, express or implied, to bind SANDAG or its members, agents, or employees, to any obligation whatsoever, unless expressly provided for in this Agreement.

**XIX. INTEGRATION**

This Agreement represents the entire understanding of SANDAG and Grantee as to those matters contained in it. No prior oral or written understanding shall be of any force or effect with respect to those matters covered hereunder. This Agreement may not be modified or altered except in writing, signed by SANDAG and the Grantee.
XX. SEVERABILITY

If any provision of this Agreement is determined invalid, the remainder of that Agreement shall not be affected if that remainder would continue to conform to the requirements of applicable laws or regulations.

XXI. NOTICE

Any notice or instrument required to be given or delivered by this Agreement may be given or delivered by depositing the same in any United States Post Office, registered or certified, postage prepaid, addressed to:

San Diego Association of Governments
Attention: Katie Levy, Sarah Pierce
401 B Street, Suite 800
San Diego, CA 92101

Grantee:
Attention: [Grantee Project Manager]
[Grantee’s Address]
[City, State, ZIP]

and shall be effective upon receipt thereof.

XXII. SIGNATURES

The individuals executing this Agreement represent and warrant that they have the legal capacity and authority to do so on behalf of their respective legal entities.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date written above.

SAN DIEGO ASSOCIATION OF GOVERNMENTS  [GRANTEE]

KIM KAWADA [FULL NAME]
Chief Deputy Executive Director [Title]

APPROVED AS TO FORM:

Office of General Counsel
<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Name</th>
<th>Task Description</th>
<th>Quantifiable Results / Deliverables</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Name of Task</td>
<td>Describe Task</td>
<td>List the quantifiable results and deliverables</td>
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</table>
Grantee agrees to submit invoices to SANDAG on a quarterly basis within three weeks after the period covering January 1 to March 31; within three weeks after the period covering April 1 to June 30; within three weeks after the period covering July 1 to September 30; and within three weeks after the period covering October 1 to December 31; covering the costs of the work done by task during that time period. Invoices should include backup material on the matching funds and the requested TransNet funds.

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Name</th>
<th>Year 1 Grant Amount</th>
<th>Year 1 Matching Funds(^1)</th>
<th>Year 2 Grant Amount</th>
<th>Year 2 Matching Funds(^1)</th>
<th>Year 3 Grant Amount</th>
<th>Year 3 Matching Funds(^1)</th>
<th>Total Grant Amount</th>
<th>Total Matching Funds</th>
<th>Total Project Cost</th>
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\(^1\) Throughout the Project, Matching Funds must be proportionate to Total Project Costs (Grant Request and Matching Funds combined). For example, if a proposed project Year 1 Grant Request is $80,000 and proposed Year 1 Matching Funds are $20,000, the Total Year 1 Project Costs are $100,000. Therefore, the required proportionate matching funds to provide per invoice during Year 1 of the project are 20% (e.g. invoice submitted for $8,000 grant amount reimbursement and $2,000 matching funds submitted). However, if the Year 2 Grant Request is $70,000 and proposed Year 2 Matching Funds are $30,000, while the Total Year 2 Project Costs also are $100,000, the required proportionate matching funds increases per invoice during Year 2 of the project to 30% (e.g. invoice submitted for $7,000 grant amount reimbursement and $3,000 matching funds submitted). Retention will be withheld beyond the ten percent (10%) retention for each invoice submittal that does not meet the proportionate matching funds requirement. These additional matching funds retained will not be released until the proportionate matching funds are reached for the project to-date.
# EXHIBIT C
## PROJECT SCHEDULE

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Name</th>
<th>Start Date</th>
<th>Months Needed to Complete Task</th>
<th>Task End Date</th>
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<td>&quot;n&quot; Months from NTP</td>
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Assumes Notice to Proceed (NTP) is **winter 2016-2017 Fall 2018**.
EXHIBIT D
SANDAG BOARD POLICY NO. 035

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
EXHIBIT E
SAMPLE INVOICE

TRANSENTEMP GRANT PROGRAM ITEMIZED INVOICE

To: Sarah Pierce
SANDAG
401 "B" Street, Suite 800
San Diego, CA 92101-4231

From:

Grant Number: ___________________________
Project Name: ___________________________
Grant Invoice Number: _____________________
Billing Period: FROM ______ TO _______
Invoice Date: ____________________________

<table>
<thead>
<tr>
<th>PROJECT TASK</th>
<th>EXPECTED MATCHING FUNDS</th>
<th>PREVIOUS EXPENDED MATCHING FUNDS</th>
<th>CURRENT EXPENDED MATCHING FUNDS</th>
<th>EXPENDED MATCHING FUNDS THIS PERIOD</th>
<th>REMAINING MATCHING FUNDS</th>
<th>BEGINNING GRANT BALANCE</th>
<th>PREVIOUS GRANT EXPENDITURES</th>
<th>CURRENT GRANT EXPENDITURES THIS PERIOD</th>
<th>GRANT EXPENDITURES TO DATE</th>
<th>REMAINING GRANT BALANCE</th>
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Indirect Cost % (if any)

$ -                      | $ -                              | $ -                              | $ -                                | $ -                      | $ -                      | $ -                        | $ -                              | $ -                       | $ -                    |

Total: $ -                      | $ -                              | $ -                              | $ -                                | $ -                      | $ -                      | $ -                        | $ -                              | $ -                       | $ -                    |

Total Current Expenditures: $   _______  -  
10% Retention Withheld: $   _______  -  
Total Amount Due this Invoice: $   _______  -  

CERTIFICATION OF GRANTEE

I hereby certify that the above costs were incurred in performance of the work required under the arrangement of the grant and are consistent with the amounts evidenced by supporting documents and expenditures.

Signature: ___________________________
Printed Name and Title: ___________________________
Date: ___________________________

Summary of Deliverables Provided with Invoice

50
RESOLUTION NO. NUMBER
AUTHORIZING AN APPLICATION FOR
ENVIRONMENTAL MITIGATION LAND MANAGEMENT GRANT PROGRAM FUNDS TO
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
FOR PROJECT NAME, COMMITTING TO PROVIDE MATCHING FUNDS, AND AUTHORIZING
STAFF TO ACCEPT GRANT FUNDS AND EXECUTE GRANT AGREEMENT

WHEREAS, in November 2004, the voters of San Diego County approved SANDAG Ordinance 04-01, which extended the TransNet 1/2 cent sales and use tax through 2048 (TransNet Ordinance); and

WHEREAS, the TransNet Extension Ordinance contains provisions for the creation of an Environmental Mitigation Program (EMP), which began being funded by the TransNet Ordinance on April 1, 2008; and

WHEREAS, in Month Day, Year, SANDAG issued its eighth Cycle 9 call for projects from entities wishing to apply for a portion of the EMP Regional Habitat Conservation grant funds for use on environmental land management projects meeting certain criteria; and

WHEREAS, Name of Organization wishes to receive $Insert Amount in EMP Regional Habitat Conservation grant funds for the following project: Project Name; and

WHEREAS, Name of Organization understands that the EMP Regional Habitat Conservation grant funding is fixed at the programmed amount, and therefore project cost increases that exceed the grant awarded will be the sole responsibility of the grantee.

NOW, THEREFORE, BE IT RESOLVED by Governing Board Name that Name of Organization is authorized to submit an application to SANDAG for Name of the Grant Program funding in the amount of $Insert Amount for Project Name; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund Project Name, Governing Board commits to providing $Insert Amount Even if Zero of matching funds and/or in-kind contributions as set forth in its grant application; authorizes Name of Organization staff to accept the grant funds; and authorizes execution of the Grant Agreement included in the Cycle 9 call for projects with SANDAG without exceptions.

PASSED AND ADOPTED by Name of Organization’s Governing Board this Insert Date of Insert Month and Year.

Ayes: ______________________________
Nayes: ______________________________
Absent/Abstention: _______________________

____________________________________________
Signature of Governing Board’s Chair/Director

ATTEST:

Clerk or Secretary of the Governing Board of Name of Organization
**Note to Grant Applicant:** This Sample Resolution satisfies the requirements of SANDAG Board Policy No. 035, Competitive Grant Program Procedures, Sections 4.1.1 and 4.1.2.

Failure to submit a resolution that includes all of the provisions above, including those from Sections 4.1.1 and 4.1.2 of SANDAG’s Board Policy No. 035, 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. Board letters, minute orders, meeting minutes, or any other document that is not a resolution, will not satisfy Sections 4.1.1 and 4.1.2 of Board Policy No. 035.

Please delete these three paragraphs before presenting this resolution to your governing body. Thank you.
DEVELOPMENT OF 2019 SAN DIEGO FORWARD:
THE REGIONAL PLAN

Introduction

SANDAG is updating San Diego Forward: The Regional Plan, and anticipates Board adoption in fall 2019. The updated plan will be known as “2019 San Diego Forward: The Regional Plan” (commonly referenced as the Regional Plan). The framework of the Regional Plan will be built around its vision, goals, and policy objectives. The plan will use these foundational elements to create an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050.

Transportation currently is undergoing a major shift toward using more technological solutions to meet existing mobility needs and safety concerns. The Policy Advisory Committees and the Board of Directors have discussed potential impacts of emerging technology on the San Diego region and how technological innovations could be integrated into future plans. Since emerging transportation technologies are expected to play a large role in the update of the Regional Plan, staff has developed an outline for a white paper to explore the potential role of technology in the 2019 Regional Plan. The outline also includes information about ongoing efforts related to the Future Mobility Research Program and the Advanced Technologies Urban Area Transit Strategy (AT-UATS), both activities that are summarized in this report.

The Transportation Committee is asked to provide feedback on public outreach options to inform or refine the vision, goals, and policy objectives for the 2019 Regional Plan and on the emerging transportation technologies white paper outline.

Discussion

Vision, Goals, and Policy Objectives

The development of the vision and goals contained in the 2015 Regional Plan was based on the evaluation of feedback received from the Board, Policy Advisory Committees, the public, local jurisdictions, focus groups, working groups, and a regionwide survey. The resulting feedback indicated a preference for prioritizing the economy and job opportunities, maintaining and improving the transportation system, and supporting environmental preservation and healthy communities. The current vision and goals, as adopted in the 2015 Regional Plan, are illustrated on the right and the policy objectives are included below.
**Policy Objectives**

The policy objectives for *San Diego Forward: The Regional Plan* provide a broad context in which local and regional decisions can be made that foster a healthy environment, a vibrant economy, and a high quality of life for all. They also provide a framework for specific actions that the region can take to achieve the plan’s goals, realize its vision, and measure progress.

- Provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play.
- Take advantage of new technologies to make the transportation system more efficient and environmentally friendly.

- Invest in transportation projects that provide access for all communities to a variety of jobs with competitive wages.
- Build infrastructure that makes the movement of freight in our community more efficient and environmentally friendly.

- Create great places for everyone to live, work, and play.
- Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking.

- Focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less developed areas.
- Protect and restore our region’s urban canyons, coastlines, beaches, and water resources.

- Collaborate with Native American tribes, Mexico, military bases, neighboring counties, infrastructure providers, the private sector, and local communities to design a transportation system that connects to the mega-region and national network, and works for everyone and fosters a high quality of life for all.
- As we plan for our region, recognize the vital economic, environmental, cultural, and community linkages between the San Diego region and Baja California.

- Make transportation investments that result in cleaner air, environmental protection, conservation, efficiency, and sustainable living.
- Support energy programs that promote sustainability.
Input on Public Outreach Options to Inform or Refine the Vision, Goals, and Policy Objectives

The current vision, goals, and policy objectives are the result of the extensive public outreach effort that was conducted for the 2015 Regional Plan. In July, the Board received information on the updated Public Involvement Plan (PIP) for the 2019 Regional Plan, which provides a menu of outreach options to be selected depending on the audiences and evolving circumstances. Examples of outreach practices from the updated PIP include focus groups, public opinion surveys, SANDAG Board and Policy Advisory Committee meetings, public workshops, partnership network with regional community-based organizations to reach low income and minority communities, and web-based interactive communications. Staff is seeking input about what additional public outreach options are desired to further inform/refine the Vision, Goals, and Policy Objectives for the Regional Plan update.

White Paper Updates

For the 2019 Regional Plan, staff proposes to revisit and update the 2015 white papers, which focused on public health, economic prosperity, climate change and adaptation, and emerging technologies. A proposed outline of the Emerging Transportation Technologies White Paper is included as Attachment 1 of this staff report and described below. Two new efforts, also described below, will help inform the Emerging Transportation Technologies White Paper.

Emerging Transportation Technologies White Paper

Based on the premise that better information yields better planning, the Emerging Transportation Technologies white paper will seek to enhance the understanding of transportation technologies so that the Regional Plan can better anticipate their implications on transportation investments and operations. More specifically, the introduction of connected and/or autonomous vehicles (CV/AVs) is predicted to be so significant that it will require planners and decision makers, alike, to rethink various capital investments, operations assumptions, as well as the interactions between transportation and land use.

Automakers and private mobility providers are introducing pilot programs and announcing partnerships at a rapid pace, fueling the advancement of transportation technologies. This revolution is disrupting transportation services as we know them today and placing cities and regions at the forefront of these changes. The objective of the Emerging Transportation Technologies white paper is to delineate potential assumptions that could be made in the Regional Plan about the adoption and application of technologies to improve transportation network decision-making. The draft white paper outline is included as Attachment 1, and will be supplemented by information resulting from the efforts described below. Staff is seeking feedback on the draft outline.

Future Mobility Research Program

In tandem with the development of the white paper, the four largest Metropolitan Planning Organizations (MPOs) in California (SANDAG, Metropolitan Transportation Commission, Sacramento Area Council of Governments, Southern California Association of Governments) have partnered to establish the Future Mobility Research Program with the purpose of jointly conducting research on the potential impacts of transportation technologies, and identifying policy issues and appropriate roles for the MPOs in relation to emerging transportation technologies.

This cooperative effort ensures a consistent approach for evaluating the range of potential changes to travel behavior associated with emerging technologies, and will provide recommendations on how
to model travel behavior and incorporate technology into Regional Transportation Plans and Sustainable Communities Strategies. The Emerging Transportation Technologies white paper will be informed by findings of the Future Mobility Research Program related to identifying technologies that are disrupting transportation planning and recommending analytical methods for evaluating these technology innovations and supportive programs for future plans.

**Advanced Technologies Urban Area Transit Strategy**

Additionally, the Urban Area Transit Strategy, first developed for the 2011 Regional Transportation Plan, is being updated to look at existing and emerging transit technologies and their applications to operational improvements, first/last mile solutions, and transit opportunity areas. A primary focus of the update is to better understand how advanced technologies would influence the interconnectivity of modes and maximize use and need of major trunk transit routes. The AT-UATS would seek to understand how transit could adapt to incorporating possible options such as autonomous transit vehicles, flexible/on-demand routes, integration with ridesourcing, or on-demand ridesharing companies (Uber, Lyft), and how new technologies could help enhance transit service within the urban core. Consideration will be given to the benefit of operations technologies (e.g. Universal Transportation Accounts) and their impact on the regional transit system. The study also will discuss potential co-benefits of combined transit technology applications. Similar to the Future Mobility Research Program, the AT-UATS will inform the development of the Emerging Transportation Technology white paper where feasible. The scope of work for the AT-UATS study includes the following key topics:

- Development and evaluation of network alternatives including low and high levels of technology components (the following is a list of potential transportation technologies that could be applied, at varying degrees, to help shape the transit component of the transportation networks.)
  - CV/AV technology to be deployed with Shared Mobility Services and public transit
  - Mobility Hubs
  - Roadway infrastructure and capital investment strategies that enhance a technology alternative.
  - Transportation Demand Management or Intelligent Transportation Strategies or programs that could enhance the alternatives.
  - CV/AV technology solutions that could increase the overall capacity of Managed Lanes/Express Lanes
  - Transportation Network Connections or a “smart system” that could recognize the interconnectivity of other modes and associated benefits of interconnectivity (health benefits, cost savings, travel time savings, etc.).
  - Transit Signal Priority (Smart signals, signal interconnect, adaptive signals)
  - Freeway Shoulder Use with Technology Assistance (Smart Meters, overhead changeable or variable message signage)
  - Optimizing trunk services (COASTER, SPRINTER, Trolley, *Rapid*) with flexible services from ridesourcing companies
Restructuring existing transit infrastructure to support technology innovations

Universal fare systems

Zero emission vehicles

• Development of capital and operating costs for network alternatives

• Expert panel to review and provide input on draft study findings

Next Steps

The Board also will be asked for input on outreach options to inform or refine the vision, goals, and policy objectives for the 2019 Regional Plan as well as input for the Emerging Transportation Technologies white paper outline in September 2017. The draft white paper, as well as white papers on other topics, would be presented to the SANDAG working groups, Policy Advisory Committees, and Board, as well as to interested stakeholders and the public, in fall 2017 and winter 2018, to help inform the update of the Regional Plan.

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


Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org
Emerging Transportation Technologies White Paper – Draft Outline

Background and Need

The pace of technology is moving more rapidly than anyone could have predicted. In the early 20th century, it took nearly 75 years for evolutionary technologies such as the telephone or automobile to reach market penetration. Today revolutionary technologies, like the cell phone and smart phone are being absorbed by the market at a far quicker rate. As of 2016, 95 percent of Americans owned a cell phone and the number of Americans that own smartphones is 77 percent, up from 35 percent according to a 2011 Pew Research Center survey\(^1\). Technology is influencing every aspect of our lives including how we travel. On-demand mobility services, like Uber and Lyft, did not exist a decade ago but now these services are available in hundreds of cities across the world disrupting the transportation industry. Additionally, nearly every major auto manufacturer in the world is racing towards production of autonomous vehicles (AVs) anticipating to have AVs commercially available as early as 2020. To the extent possible, planning for technology today will help the region prepare, adapt, and benefit from technology in a comprehensive and coordinated fashion. The objective of this white paper is to outline potential assumptions that could be made in the San Diego Forward: The Regional Plan (Regional Plan) about the adoption and application of technologies to improve transportation network decision-making.

Sections

The following represent some of the major transportation disruptors that may have the greatest impact on mobility and long-range transportation planning processes.

Transportation Disruptors

1. **Shared Mobility Services**: New transportation models and changing attitudes on mobility present significant opportunities for shared mobility to expand and private automobile ownership to decline in the United States. One of the major unknown factors surrounding shared mobility is how local/state governments will regulate these services in terms of Americans with Disabilities Act accessibility, geographic coverage, parking, and data sharing to name a few. Other unknowns include how autonomous technology will influence these services.

- On-demand ridesharing services (e.g., Uber, Lyft) link passengers with available drivers based on a trip’s origin and destination while determining the most efficient route. These services have largely spawned as unregulated entities through which regulations came after they were in operation. While the future of these services is unknown, their popularity continues to grow and their business model is expanding into areas including pooled trips, subscription services, and even food delivery. As the popularity of these services grow, so do concerns about the impact they might have on traffic congestion, curb space, and transit ridership. To address these concerns, public agencies are beginning to establish partnerships and demonstration projects that attempt to use these services to bridge gaps in the existing public transportation network and reduce reliance on the private automobile. Additionally, Uber and Lyft’s recent investment in the advancement of vehicle automation could speed the

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adoption of AVs, lowering the cost of ridesharing service and potentially reducing vehicle ownership, especially in the most urban areas.

- Bikesharing is relatively new to the United States but has experienced substantial growth in the past decade with new models of publicly and privately operated bikeshare services emerging. Though various models exist today, the most successful bikeshare programs are in urban cores or activity centers and purposefully integrated with the larger public transportation system to provide a convenient first/last mile solution.

- Carshare and scootershare services offer access to motorized, neighborhood-based vehicle fleets 24 hours a day, seven days a week. Websites or mobile apps help users locate available vehicles within a specified service area that may include transit stations. These services provide connections beyond the first/last mile while offering viable alternatives to personal vehicle ownership. Various service models exist that may require policy changes to re-allocate curb space. One unknown factor is how automated vehicles will affect the prevalence of personally operated shared services.

- Microtransit services provide a flexible mobility option for a group of travelers. Often targeting peak period commute travel, microtransit can supplement fixed-route transit services by offering a demand-based mobility option in areas where high frequency transit is not warranted or too costly to operate. These services obtain mobile app ride requests from passengers and directs them to meet at a common location or at specified points along the vehicle’s route. Examples include the Free Ride Everywhere Downtown (FRED) service in downtown San Diego, the Bay Area’s Google Bus for Google employees, and other currently operating private microtransit companies like Chariot, Lyft Shuttle, and Via. The long-term viability of these services is not clear.

- Mobility as a Service (MaaS) is an emerging concept that supports the integration of public and private shared mobility services into a single smartphone platform for trip planning, trip booking, and payment. Many unknowns exist as to how this model could work given the complexities around data sharing, integrated payment systems, and ensuring equitable access for all populations. However, if MaaS is achieved, it could completely transform transportation with an integrated system of door-to-door shared services that are affordable, accessible, and convenient.

2. **Zero-Emission Vehicles (ZEVs):** By taking advantage of opportunities to implement existing and proven alternative fuels and vehicle technologies, the San Diego region can realize the significant benefits of decreasing its reliance on petroleum-based transportation fuels. Alternative fuels include electricity, biofuels, hydrogen, natural gas, and propane. As more research and subsequent outreach on alternatively fueled vehicles and their energy sources emerges, local governments and regional stakeholders can help support the deployment of both the vehicles and fueling infrastructure needed to reach critical mass within the market. While ZEVs are evolving at a fast pace in terms of charge/refuel time, range, and retail and maintenance costs, the viability of alternative fuels and vehicle technologies are expected to become increasingly evident as adoption grows. Innovative vehicle fueling technologies could significantly alter the auto industry and reduce the environmental impact of transportation in the United States. However, the impact of clean energy vehicles on vehicle miles traveled (VMT) is still to be determined.
3. **Connected Vehicles:** Although the technology of fully connected cars has not been developed or deployed, there have been many speculations on the potential costs and benefits they might have on society. Many aspects of how connected vehicles will be deployed remain unknown including: how they will interact with different landscapes, what changes will need to happen within the built environment of cities, and how connected vehicles will be protected against cyber security threats. The incorporation of connected vehicles into the vehicle fleet will present an opportunity to rethink traditional ideas about roadway capacity yielding an opportunity to improve network efficiencies. It also is anticipated that connected vehicles could dramatically reduce injuries and fatalities associated with automobile crashes.

4. **Autonomous Vehicles:** In the past decade, the speed and volume of technology developing around driverless vehicles has been vast and seen across many industries. There are major unknowns surrounding AVs – when they will be commercially available, rates of adoption and market penetration, whether they will be introduced in shared fleets or exacerbate VMT, what federal regulations will exist around them, how this technology will handle moral situations, and which party will be liable if there is a collision. Further, the way in which AVs are deployed and regulated is anticipated to be a major influence on the transportation system, parking demand, land use, and goods movement.

### Development of Key Findings for Inclusion into the Regional Plan

The key findings from the white paper will be integrated into the 2019 Regional Plan. This may include sharing how the mobility landscape is evolving rapidly and how this may impact planned investments (both capital and operations) necessary to absorb these changes. Findings from the white paper can reflect potential positive and negative impacts of emerging technologies, policy considerations, and opportunities to integrate combinations of transportation disruptors into the suite of transportation modeling tools.

### Benefits and Risks of Emerging Technologies

Many unknowns still exist about the implications of technology on transportation. Developing an understanding of when these technologies will reach critical mass and the potential impacts they will have on mobility and land use will be relevant for regional transportation decision-making. These services are changing the way we travel, how we travel, and when we travel, yielding both positive impacts and unintended consequences. The white paper could explore the assumptions we can reasonably make about the adoption of these technologies and include a discussion of the opportunities and challenges that will need to be considered.

### Policy Considerations

In order to maximize future benefits and minimize potential negative impacts, various policies could help shape the implementation of emerging technologies into our transportation system. This section could explore opportunities for policies, partnerships, and investments that will encourage innovation and private sector involvement while protecting the public good.

### Integration of Emerging Technologies into Transportation Models

The integration of emerging technologies into regional travel demand modeling can estimate benefits or consequences of various technologies through the use of performance metrics. Given the
uncertainty of vehicle and system functionality related to these technologies, a range of applications can be explored as well as potential combinations of these elements into possible transportation network scenarios. This work could include testing variables related to the transportation disruptors including personal value of time, auto ownership predictions, operating costs changes, vehicle congestion and delay, and corridor throughput.

**Integration with the Future Mobility Research Program and Advanced Technologies Urban Area Transit Strategy**

The white paper will describe the integration of these two parallel activities with Emerging Transportation Technologies. These efforts, as they develop, will help shape how the various transportation technologies are evaluated in, and incorporated into, the Regional Plan.
SR 125 REFUNDING TRANSACTION UPDATE
Toll Revenue First Senior Lien Bonds, 2017 Series A
Transportation Committee - September 1, 2017

BACKGROUND: SOUTH BAY EXPRESSWAY SR 125 TOLL ROAD

- 10-mile toll road through eastern Chula Vista
- Originally developed as a public-private partnership
- Traffic and revenue didn’t meet previous owners’ expectations which led to bankruptcy
- In December 2011, SANDAG purchased the franchise from creditors, including the U.S. Dept. of Transportation
  - Renegotiated the outstanding TIFIA loan; obtained the Commission loan
SANDAG OWNERSHIP OF SOUTH BAY EXPRESSWAY

- SANDAG Board made a strategic acquisition to improve mobility by:
  - Reducing tolls to optimize use and grow traffic on the road
  - Reducing congestion on nearby arterials and parallel routes
  - Reducing the need for infrastructure improvements on parallel routes

- Since taking ownership:
  - Traffic and revenues have increased beyond initial expectations
  - Reserve balances have grown sufficiently - enabling major maintenance projects, identified during the acquisition, to proceed
  - Five years of solid operating history

- Strengthened financial position allowed us to approach TIFIA to discuss refinancing the debt

OPPORTUNITY TO REFINANCE

- Refinance at current rates to reduce cost (much lower today)
- Provide more flexibility
- Refinancing plan was presented to the Board of Directors (February 2017)
- A team of underwriters and legal counsel was assembled to identify best practices and to prepare the various documents required
- Issue new Toll Revenue Bonds - pay back the TIFIA and Commission loans
SR 125 CURRENT DEBT SERVICE

- Current debt consists of four TIFIA loans with varying interest rates, and one Commission fixed-rate loan

<table>
<thead>
<tr>
<th>Subseries</th>
<th>Value as of 06/30/2017</th>
<th>Interest Rate</th>
<th>Value at Maturity</th>
<th>Amortization (FY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. TIFIA Tranche A2</td>
<td>$55,063,101</td>
<td>7.00%-9.00%</td>
<td>n/a</td>
<td>2017-2026</td>
</tr>
<tr>
<td>2. TIFIA Tranche B2</td>
<td>$52,591,223</td>
<td>9.00%</td>
<td>$119,307,035</td>
<td>2027-2035</td>
</tr>
<tr>
<td>3. TIFIA Tranche C2</td>
<td>$4,698,254</td>
<td>10.00%</td>
<td>$25,925,727</td>
<td>2035-2036</td>
</tr>
<tr>
<td>4. TIFIA Series D</td>
<td>$3,052,568</td>
<td>14.00%</td>
<td>$96,265,064</td>
<td>2043</td>
</tr>
<tr>
<td>5. Commission Loan</td>
<td>$62,352,510</td>
<td>4.25%</td>
<td>n/a</td>
<td>2021-2037</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$177,757,656</strong></td>
<td><strong>7.03%</strong></td>
<td></td>
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</tbody>
</table>

1 Reflects full accreted value of loan principal amounts

SR 125 CURRENT DEBT SERVICE (CONTINUED)

- Debt service is upward sloping and reliant on revenue growth for adequate debt service coverage

Debt Repayment Schedule

2 Excluding Series D loan average interest rate is 6.89%
ESTIMATED REFUNDING RESULTS

Prior Debt Service vs. Refunding Debt Service

<table>
<thead>
<tr>
<th>Years</th>
<th>Prior Debt Service</th>
<th>Refunding Debt Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>2019</td>
<td>$10</td>
<td>$10</td>
</tr>
<tr>
<td>2020</td>
<td>$20</td>
<td>$20</td>
</tr>
<tr>
<td>2021</td>
<td>$30</td>
<td>$30</td>
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<td>2022</td>
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<td>$50</td>
</tr>
<tr>
<td>2024</td>
<td>$60</td>
<td>$60</td>
</tr>
<tr>
<td>2025</td>
<td>$70</td>
<td>$70</td>
</tr>
<tr>
<td>2026</td>
<td>$80</td>
<td>$80</td>
</tr>
<tr>
<td>2027</td>
<td>$90</td>
<td>$90</td>
</tr>
<tr>
<td>2028</td>
<td>$100</td>
<td>$100</td>
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</table>

ESTIMATED REFUNDING RESULTS (CONTINUED)

Sources and Uses

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Par</td>
<td>204,430,000</td>
</tr>
<tr>
<td>Premium</td>
<td>27,723,634</td>
</tr>
<tr>
<td>Cash Contribution</td>
<td>14,629,750</td>
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<tr>
<td><strong>Total Sources</strong></td>
<td><strong>246,783,384</strong></td>
</tr>
<tr>
<td>TIFIA Loan Defeasance</td>
<td>167,980,000</td>
</tr>
<tr>
<td>Commission Loan Defeasance</td>
<td>62,352,510</td>
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<tr>
<td>Debt Service Reserve Fund</td>
<td>14,629,750</td>
</tr>
<tr>
<td>Cost of Issuance</td>
<td>1,821,124</td>
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<tr>
<td><strong>Total Uses</strong></td>
<td><strong>246,783,384</strong></td>
</tr>
</tbody>
</table>

Summary Statistics

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Net Cash Flow Savings</td>
<td>110,216,197</td>
</tr>
<tr>
<td>Net Present Value (NPV) Savings</td>
<td>54,920,256</td>
</tr>
<tr>
<td>NPV Savings as a % of Refunded Par</td>
<td>20.8%</td>
</tr>
<tr>
<td>All-In TIC</td>
<td>3.77%</td>
</tr>
<tr>
<td>Max Annual Debt Service</td>
<td>14,553,275</td>
</tr>
<tr>
<td>Average Life</td>
<td>15.1</td>
</tr>
<tr>
<td>Net Revenues 2017</td>
<td>27,436,220</td>
</tr>
<tr>
<td>MADS Coverage</td>
<td>1.89x</td>
</tr>
</tbody>
</table>

3 Includes $96 million accreted value of Series D at the end of its term for the purpose of savings calculation.
STATUS OF REFINANCE

- Traffic and revenue study prepared
- Proforma financial model developed
- Bond documents being drafted
- Rating agency meetings held August 29th
  - One notch upgrade from current ‘A-‘ rating on the existing credit
- Final approval on the TIFIA loan payoff amount underway

Best practices: Inform decision making and provide transparency

- Debt policy
  - Confirms the commitment to adhere to sound financial management practices
- Toll policy
  - Charge and collect tolls in a manner that to the greatest extent possible improves mobility while generating sufficient revenue to meet debt obligations; O&M requirements; fund capital projects; and maintain traffic congestion and infrastructure needs

NEXT STEPS

<table>
<thead>
<tr>
<th>Action</th>
<th>PAC / Board</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Process overview</td>
<td>Transportation</td>
<td>September 1</td>
</tr>
<tr>
<td>Review/Recommend Policies</td>
<td>Executive</td>
<td>September 8</td>
</tr>
<tr>
<td>Review Draft Documents</td>
<td>Board of Directors</td>
<td>September 8</td>
</tr>
<tr>
<td>Review/Recommend</td>
<td>Transportation</td>
<td>September 15</td>
</tr>
<tr>
<td>Adopt Resolution</td>
<td>Board of Directors</td>
<td>September 22</td>
</tr>
<tr>
<td>Bond Pricing &amp; Closing</td>
<td></td>
<td>October 2017</td>
</tr>
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</table>
Motorist Aid Services
Call Box Right-Sizing Implementation Plan
Transportation Committee - September 1, 2017

Motorist Aid Services Program

CALL BOX PROGRAM
511 SAN DIEGO
REGIONAL HELICOPTER
FREEWAY SERVICE PATROL
February 2017 Proposal

Re-evaluate Call Boxes in Rural Areas
Revised Proposal

Revised Call Box Right-Sizing Plan

<table>
<thead>
<tr>
<th>Region</th>
<th>Current Call Box Network</th>
<th>February 2017 Proposal</th>
<th>Revised 2017 Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural</td>
<td>564</td>
<td>319</td>
<td>379</td>
</tr>
<tr>
<td>Urban</td>
<td>695</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>1259</td>
<td>319</td>
<td>379</td>
</tr>
<tr>
<td>Rural Reduction (%)</td>
<td>0%</td>
<td>43%</td>
<td>33%</td>
</tr>
<tr>
<td>Total Reduction (%)</td>
<td>0%</td>
<td>75%</td>
<td>70%</td>
</tr>
</tbody>
</table>

- Estimated annual maintenance expense for each call box: $814
Revised Mitigation Measures

Awareness of Motorist Aid Services

2015 Survey Results:
Call 511 for Roadside Assistance

- Two-year goal: Increase awareness of the ability to call 511 for Roadside Assistance to 45 percent
Recommended Marketing Mix

- Outdoor
  - Billboards
- Radio and TV
  - Traffic sponsorships
  - TV commercials and PSAs
- Digital
  - Urban highway travelers
  - Emails
  - Social media
- Ongoing outreach through partners

Roadway Signage

- Permanent messaging
- Fixed signs on existing poles
  - 345 roadway signs on call box poles
Call Box Right-Sizing Implementation Plan

- Total call box reduction
  - All call boxes removed in urban area
  - 33 percent reduction of call boxes in rural areas
- Mitigation measures (two-year plan)
  - Freeway Service Patrol
  - Increased outreach and marketing efforts
  - Roadway signage
  - Survey

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors:

1. approve the proposed Call Box Right-Sizing Implementation Plan; and
2. authorize the Executive Director to take the budget actions necessary to carry out the Implementation Schedule.
1. Allocate $4 million in funding for FY 2018 according to the FY 2017-2018 Work Plan for regional land management and biological monitoring and;

2. Release of the call for projects for the ninth cycle of the *TransNet* Environmental Mitigation Program Land Management Grant Program.
**TransNet Environmental Mitigation Program**

Large scale acquisition, management, and monitoring → Reduce cost, accelerate delivery, implement habitat plans, and reduce listing of species

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**Environmental Mitigation Program Costs**

*(In millions, 2002 dollars)*

- **Total program**
  - $850 million

- **Major Highway and Transit Project Mitigation**
  - $450 million

- **Local Transportation Project Mitigation**
  - $200 million

- **Transportation Project Mitigation Fund**
  - $650 million

- **Regional Habitat Conservation Fund**
  - $200 million

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

Implementation Process

$4 million annually through FY 18

Two-year work plan

Annual funding approved by SANDAG Board of Directors

Contracts and land management grants

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FY 2018 Funding

Strategic goals
- Promote key sensitive species
- Promote native vegetation communities
- Improve wildlife movement
- Promote regional collaboration
Land Management Grants

- Eight previous cycles
- 98 grants awarded
- $14.6 million awarded
- $9.4 million in matching funds
- EMP Working Group recommends a ninth grant cycle

Threat Reduction Stewardship

- $800,000
- 18 months
- “Gap funding”
- $80,000 cap per grant
- Eight-page application

Species and Habitat Recovery

- $1.2 million
- Three to five years
- Habitat restoration/enhancement projects
- $1.2 million cap per grant
- 12-page application
Next Steps

If approved, staff would implement the management and monitoring activities for Fiscal Year 2018 and issue the call for projects for the Land Management Grant Program in October 2017

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve:

1. The allocation of $4 million in FY 2018 funding for regional land management and biological monitoring and;

2. The release of the call for projects for the ninth cycle of the TransNet Environmental Mitigation Program Land Management Grant Program.
Today we are seeking Committee input on:

- Revisiting the vision, goals, and policy objectives
- The Emerging Transportation Technologies white paper outline
2015 San Diego Forward: The Regional Plan Vision & Goals

To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.

San Diego Forward Policy Objectives (2015)

- Mobility Choices
- Partnerships/Collaboration
- Healthy and Complete Communities
- Environmental Stewardship
- Regional Economic Prosperity
- Habitat and Open Space Preservation
San Diego Forward Policy Objectives (2015)

Mobility Choices
- More travel choices
- New technologies to make transportation more efficient and accessible

Environmental Stewardship
- Protect the environment
- Promote sustainability

San Diego Forward Policy Objectives (2015)

Regional Economic Prosperity
- Provide access for all communities
- Make freight more efficient and environmentally friendly

Partnerships/Collaboration
- Design transportation collaboratively
- Recognize vital economic, environmental, cultural, and community linkages
San Diego Forward Policy Objectives (2015)

Healthy and Complete Communities
- Create great places
- Connect communities through a variety of transportation choices

Habitat and Open Space Preservation
- Set aside more open space
- Protect and restore our region’s urban canyons, coastlines, beaches, and water resources

Vision, Goals, and Policy Objectives

Options for the 2019 Regional Plan
- Reaffirm current vision, goals, and policy objectives
- Revisit vision, goals, and policy objectives
Discussion – Vision and Goals

Are the vision statement and goal areas still relevant for the 2019 Regional Plan?

To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.

Discussion – Policy Objectives

Is there anything missing from the current policy objectives?
Emerging Technologies White Paper

Purpose:
To enhance the understanding of transportation technologies so that the Regional Plan can better anticipate their implications on transportation investments and operations.

Transportation Technologies

Shared Mobility Services | Connected Vehicles
---|---
[Car icon] | [Connected car icon]
[Shared mobility icon] |

Zero Emission Vehicles | Autonomous Vehicles
---|---
[Electric car icon] | [Autonomous vehicle icon]
[Zero emission icon] |
Shared Mobility Services

Zero Emission Vehicles (ZEVs)
Transportation Technologies

Connected Vehicles

Transportation Technologies

The Five Levels of Autonomous Driving

- Level 0: Zero Automation - Driving as Usual
- Level 1: Driver Assisted/Function-Specific - Intelligent features add layer of safety and comfort
- Level 2: Partial Automation/Combined Autonomous Functions - Key automated capabilities become standard but driver still in control
- Level 3: Conditional Automation/Limited Self-Driving - The car becomes a co-pilot
- Level 4: High Automation - Capable of performing all safety-critical driving functions while monitoring environments/conditions in defined use cases
- Level 5: Fully Autonomous - Vehicle is completely driverless
Concurrent Efforts on Emerging Technologies

Future Mobility Research Program (Statewide)
• Research potential impacts of transportation technologies and how to incorporate them into Regional Plans

Advanced Technologies Urban Area Transit Strategy (San Diego Region)
• Evaluate advanced transit technologies
• Explore the interconnectivity of modes
• Integrate with autonomous vehicle technology

Discussion
• Are these the right areas to explore? Are there any missing?
• Is this the right approach?
Next Steps

• Regional Planning Committee and Board will be asked to provide input on:
  – Vision, goals, and policy objectives
  – Emerging transportation technologies white paper outline

• Fall 2017: Draft Emerging Transportation Technologies white paper released
9-1-17 Transportation Committee Meeting

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

1.1 Roads

A fire broke out at the 87-story Torch Tower in Dubai, UAE and burned 38 of 676 apartments and 64-floors of the facade. The same building caught fire 2.5-years ago. This building and other’s fires, have been linked to flammable building cladding that was used in the London’s Grenfell Tower with flammable insulation.

Ref: The San Diego U-T pp. A9

1.1.2 Interstate

Article on Atlanta’s new $1.5E9 stadium project that has 2.0E6-ft\(^2\) and a 14.5-acre convertible roof that opens and closes at its center.

Ref: ENR, July 24/31, 2017 pp. 28-35

1.1.2.1 Truck Issues

Chanje’s will start selling and leasing all electric trucks in Los Angeles, CA, says Bryan Hansel, chief executive. There are some 7.0E6 medium-duty trucks in the U.S. and some 500E3 are sold each year, says Antti Lindstrom with HIS Markit. The company is 49% owned by FDG Electric Vehicles in Hong Kong—maker of battery cells, battery packs, and vehicles in China. There is a 4.0E6-ft\(^2\) factory in Hongzhou, China producing shuttle buses with a variable underlying platform to accommodate different lengths and body styles that are smaller than Tesla’s trucks that will come with some self-driving capacity. Trucks sold by Chanje will be imported from the Hangzhou plant and will they will assemble them in the U.S. in the future. Chanje’s roots go back to Smith Electronics, in 1920 with Ice cream and milk trucks.

Ref: The San Diego U-T 8-10-17 pp. C1 & C4

• Four months after opening the gates at 4-less-than-truckload terminals in PA and NJ, multiregional carrier Saia is preparing a 5th northeastern facility to open in summer 2017 in Laurel, MD off I-95. They are planning to add 4 to 5 terminals in the northeast each year, until it has about 20-terminals in the region.

Ref: The Journal of Commerce, July 24, 2017 pp. 29-31

• A program designed to identify unsafe U.S. trucking companies and rate carriers is sound, but requires changes, says the National Academy of Sciences, Engineering, and Medicine—NAS—says. NAS suggests federal regulators take parts of the Compliance, Safety, Accountability initiative back for an upgrade and in the meantime, carrier “scores” in safety categories are likely to remain private.

Ref: The Journal of Commerce, July 24, 2017 pp. 33-34

• Article on how e-commerce models of industrial distributors—the third-party companies that stock and deliver components and supplies, especially to manufacturers and construction companies, are doing. The technology-based logistics startups want to get between forwarders and brokers, to cut out the middleman—like Amazon.com’s one-click shipping platform, to traditional retailers.
Ref: The Journal of Commerce, July 24, 2017 pp. 35-38

1.1.3 State, County, and City

On July 17, 2017, the MA DOT Board voted to grant a 4.5-acre Fenway Center project with a 99-year lease to build 2-towers alongside the 8-lane turnpike and a deck to support a 27-story tower over the road is still undecided. There is also a proposed air-rights project planned for 100 Boylston St. in the works.

Ref: ENR, July 24/31, 2017 pp. 10

1.2 Rail

1.2.1 Interstate Freight Systems

The Trump Administration scrapped a proposal that required truck and bus drivers and railroad engineers be tested for sleep apnea. It has been the probable cause of 10-highway and rail accidents investigated by the NTSB in the last 17-years.

Ref: The San Diego U-T 8-9-17 pp. A4

1.2.4 Urban Light Rail Systems

A passenger train was struck by another on 8-12-17 outside Alexander, Egypt, killing 43 and injuring 122. A train from Cairo hit the back of a one sitting still at Khorshid, just after arriving from Port Said on the northern tip of the Suez Canal.

Ref: The San Diego U-T 8-12-17 pp. A3

- Israel's supreme court resolved a dispute over a government award of a $500E6 rail-electrification contract to Spain's, Sociedad Espanola de Montaies—SEMI—to share the award with France's Alstom, and Israeli partner Afcon. The contract is for 420-km on 13-lines and covers 60% of Israel's Railways existing and planned network. Afcon will become project subcontractor and Alstom was awarded 50% of the maintenance work for the 23-year contract.

Ref: ENR, July 24/31, 2017 pp. 4

- A federal appeals court granted a $5.6E6 light-rail system, issuing an emergency stay to allow construction to start on the Purple Line while lawsuits are resolved. The largest issue is over validity of ridership projections for the 16-mi line in the Washington D.C. suburbs.

Ref: ENR, July 24/31, 2017 pp. 12

1.3 High-Speed Rail—HSR—

1.3.1 Highspeed

1.3.1.2 International

The U.K started Europe's biggest transportation projects with $8.6E9 for publicly funded contracts awarded on July 17, 2017 for the 1st phase of the 565-km, HS2 high-speed railroad between London, and points of northeast and northwest England. Britain's other program—the 3.320-GW Hinkley
Point C nuclear power plant project that includes private financing, has trouble mounting, as construction begins. The first phase HS2 contacts to cover 225-km of track and 47-km of tunnels between London and Birmingham will launch the $73E9, 3-planned phases, with 16E3-jobs and thousands of companies. The Hinkley Point C nuclear plant is a higher risk in a changing market. Contracts started in 2016, say Nuclear New Build Generation Co. Ltd, will build and operate the plant. It is 66.5% owned by EDF, and China General Nuclear Power Group own the rest. The government in 2013 agreed to a $122/MW cost at 2012 prices, for 35-years, and Nuclear New Build bears all construction risks. The track record of the EPR pressurized water reactor design is also being questioned.

Ref: July 24/31, 2017 pp. 8

1.4 Bridges

1.4.3 State, County, and City

The Community and Bridge Collaborative for Suicide Prevention, is pressuring Caltrans to install suicide-prevention barriers on the Coronado Bridge, after some 400-people have committed suicide off the bridge. The study will look at methods in other cities to prevent the suicides.

Ref: The San Diego U-T 8-14-17 pp. A1 & A5

- The lighting of the San Diego Coronado Bridge will move into its 2\textsuperscript{nd} phase on 8-7-17 with funding of $481,717.00 for detailed design work by a design team and Caltrans. They will hold public workshops to get ideas as well. The project is expected to cost some $10.0E6 and be completed by 2019.

Ref: The San Diego U-T 8-4-17 pp. B1

2.0 Port and Military Issues

2.1 Ports

2.1.1 Container Ships

The sale of Orient Overseas [international] Ltd. to Cosco Shipping Holdings and Shanghai International Port Group—SIPG—could end a furry of container line mergers. Asia-Europe BCOs say the mergers have pushed them into 3-main alliances, limiting choices of cargo shippers. The new alliance will have 400-ships with total capacity of 2.9E6-TEUs including ships on order, and be the 2\textsuperscript{nd} largest mover of U.S. containerized goods, says PIERS and HIS Markit.

Ref: The Journal of Commerce, July 24, 2017 pp. 6

- Yildirim Holdings wants to buy Ports America, a U.S. terminal operator, and could offload it’s 25% stake in CMA CGM to get funding for the acquisition, and it is part of the Turkish terminal operator’s effort to be one of the Top 10 global terminal operators by 2025. They hired China Citic Bank to find a buyer in the Persian Gulf or Asia.

• SM Line headquartered in Seoul, the South Korean carrier that was created in March 2017 after the Hanjin Shipping Collapse plans to add 9-vessels to its fleet by the end of 2017, and deploy them in the intra-Asia and trans-Pacific trades. SM Line started operating in March 2017 after acquiring some of Hanjin’s trans-Pacific and intra-Asia asset and services. They are considering the acquisition of more terminal assets, particularly in the U.S., South Korea, China, and Vietnam, says president Kim Chil-bong and senior vice president Ki Hun Kwon.

Ref: The Journal of Commerce July 24, 2017 pp. 24 & 25

2.1.2 Cruise Ships

Cruise Critic San Diego, rated San Diego as one of the top ports in the U.S. and Canada, at #4, behind Bar Harbor, ME, San Francisco, CA, and Quebec City, Canada in 2017.

Ref: The San Diego U-T 8-10-17 pp. C1 & C4

2.1.4 U.S.

Article on the cyberattack at APM terminals, Elizabeth, New Jersey, facilities’ Maersk Group that crippled the facility for 3-days and clogged operations for 11-more.

Ref: The Journal of Commerce, July 24, 2017 pp. 10-14, and 46

• A project to deepen Boston Harbor passed the lawsuit over underwater electrical cables issues of its depth, by Eversource Energy, and the Massachusetts Water Resources Authority. The U.S. ACE’s 2017 civil-works construction work plan, includes $18.2E6 for the harbor deep-draft improvements project. ACE’s FY-2018 requests in May 2017, include $58E6 more for the project, and with approval will start in FY-2018. The total cost will be $340E6 and the port will fund $130E6. It will deepen 5-channels and one anchorage to 40 to 51-ft, by removing 500E3-yd³ of rock and 11.5E6-yd³ of other materials.

Ref: ENR, July 24/31, 2017 pp. 10

• The ILWU efforts to organize, management superintendents at individual marine terminals in Los Angeles, Long Beach, if successful, could allow them to control the entire terminal without management oversight. Terminal operators consider superintendents to be their public face for—shipping they supervise the union supervisors on the docks. Ray Familathe of ILWU says, there has been an explosion of new superintendents hired by terminal operators with computerization of operations and he feels the work belongs to marine clerks.

Ref: The Journal of Commerce, July 24, 2017 pp. 16 & 18

• U.S. importers are expected to encounter a tightening of vessel space and occasional equipment shortages, but rate increases are expected to remain stable in the eastbound Pacific route this year.


• New alliances are causing loss of business. In Southern CA, California United Terminals, the operating sister company of Hyundai Merchant Marine—HMM—is planning to shut down its operations at the Port of Los Angeles, effective August 31, 2017. HMM also has a facility in Tacoma, WA, United Terminals, but there hasn’t been notice of its closure and Northwest Seaport Alliance had no comments.
• U.S. BCOs, forwarders, and other transportation intermediaries, are struggling with hours-long slowdowns and other glitches, with the Automated Commercial Environment—the new electronic filing system that is 3-years behind schedule, and more than $1.0E9 over budget.

Ref: The Journal of Commerce, July 2017 pp. 32-33

• Article on compaction between Amazon and Wal-Mart in logistics, from the first to last mile deliveries. Wal-Mart could start deliveries and Uber and Airnb as well.

Ref: The Journal of Commerce, July 24, 2017 pp. 38

• Issues of underground debris fields at the Gulf of Gulfport, are the cause of a $50E6 federal lawsuit against the Mississippi Development Authority and 8-engineering and construction consultants, over cost overruns.

Ref: ENR, July 24/31, 2017 pp. 13

2.1.4.2 Drayage Truck Issues

Executive from companies of truckload and Less-than-truckload, say it is getting harder to find drivers as the U.S. economy expands, and freight demand picks up.

Ref: The Journal of Commerce, July 24, 2017 pp. 41

2.2 Military

2.2.1 Ships and Planes

A F-18 fighter jet, suffering engine problems crash landed at Bahrain International Airport, and its pilot ejected from the aircraft after it ran off the runway. The island nation off the coast of Saudi Arabia is home to the U.S. Navy’s 5th Fleet. The F-18 took off from the Nimitz now in the Persian Gulf, says Cmdr. Bill Urban.

Ref: The San Diego U-T 8-13-17 pp. A7 and Google.com: Bahrain

• USMC Gen. Robert B. Neller ordered all squadrons to ground flights for 24-hours after a MV-22B Osprey crashed in Australia’s Shoalwater Bay on August 5, 2017, a Hercules KC-1307 aircraft crashed in MS, and lightning struck mechanics while working on an MV-22B Osprey in ND.

Ref: The San Diego U-T 8-12-17 pp. A3

• The Littoral Combat Ships program has been stabilized and 4-more ships will be added each year through 2020.

Ref: The San Diego U-T 8-11-17 pp. A5

• The USS Constitution is back, after a 2-year of restoration in Boston and will be open in September 2017. The original ship was meant to last 10-20-years.

Ref: The San Diego U-T 7-30-17 pp. A26
• More on the $1.5E9 new guided-missile destroyer Rafael Peefael at North Island.

• An Iranian QOM-1 and U.S. FIA-18E Super Hornet came within 100-ft of one another, as the Hornet circled above the Nimitz. U.S. Central Command declared the incident “unsafe and unprofessional” and a breach of international maritime customs and laws. It was the 13th run-in with Iran in 2017.
Ref: The San Diego U-T 8-9-17 pp. A3

• Prime Minister Shinzo Abe of Japan appointed a new cabinet on 8-3-17, hoping for new life in his conservative government. He suggested a change in issues of the economy and away from politically contentious ones. Abe has driven to amend the Pacifist Constitution and return to the Spirit of 2012.
Ref: The San Diego U-T 8-4-17 pp. A3

2.2.2 International Issues

An unarmed Minuteman III ICBM was launched on 8-3-17 from Vandenberg Air Force Base to check the systems readiness and was not a response to North Korea’s recent nuclear tests. The missiles reentry vehicle traveled some 4,200-mi over the Pacific Ocean, to the Kwajalein Atoll in the Marshall Islands, and was described in a way to verify the accuracy and reliability of the ICBM.

Andrel Lankov—Professor of Korean Studies at Kookmin University in Seoul says, denuclearization is not possible with Kim Jong-un in power.
Ref: The San Diego U-T 8-3-17 pp. A1 & A4

• China called on North Korea to halt its missile and nuclear tests. For the U.S. it was a long-awaited sign of progress, for Trump’s strategy of trying to squeeze North Korea diplomatically, and economically. Chinese Foreign Minister Wang Yi, met with North Korea’s diplomat Ri Yong Ho, but Tillerson who was also at the Summit in Manila did not meet with Ri Yong Ho.
Ref: The San Diego U-T 8-7-17 pp. A3

• The U.N. put more sanctions on coal, lead, iron, and seafood exports to deny North Korea $.1.0E9 in revenues out of their trade of $3.0E9/yr. The U.N. would also cap the programs, of farming out labors to other countries.
Ref: The San Diego U-T 8-5-17 pp. A3 and 8-6-17 pp. A5

• North Korea’s Kim Jong-un took a step backward and said he will watch more and wait on his nuclear war rhetoric, as he viewed photos of Anderson Air Force Base on Guam. Kin also visited the Strategic Force of the Korean People’s Army facility that is an evolution from developments of Russian 1960s rockets and 1965 Hamhûng Military Academy achievements to the 1984 production of the Hwasong-5 rocket with a range of 320-km to recent improvements of ICBMs.

• Senior U.S. National Security officials said on 8-13-17, that a military confrontation with North Korea is not eminent, but the possibility of war is greater than it was a decade ago. CIA director, Mike Pompeo and
Army Lt. Gen. H.R. McMaster, security advisor to Trump says, a conflict is avoidable, but they cannot stand by as North Korea pushes ahead with ICBM developments that could become a threat to security. The U.S. is pursuing “a very determined diplomatic effort” led by Secretary of State Rex Tillerson, that’s coupled with new financial sanctions to dissuade Kim Jong-un from provocation’s. Top U.S. military officer, Marine Corps Gen. Joseph Dunford is traveling in Asia and is expected to meet with leaders in South Korea, Japan, and China, said Dunford, the Chairman of the Joint Chiefs of Staff, where he will discuss military options.

Ref: The San Diego U-T 8-14-17 pp. A3

• North Korea plans to launch a salvo of missiles toward Guam as a rehearsal for war, as the U.S. and South Korea plan to move ahead later this month with military exercises. Pyongyang says its ready to fire off 4-“Hwasong-12” missiles toward Guam, after being approved by Kim Jong-un before the exercises began. Called Ulchi-Freedom Guardian, the exercises are expected to run from August 21-31-2017 and involve tens of thousands of American and South Korean troops on ground, sea, and air. North Korea conducted its 5th nuclear test days after 2016’s exercises. Recent exercises have included training for “decapitation strikes” to kill Kim Jong-un and his top lieutenants. Pyongyang is bringing in large numbers of foreign journalists to get global attention for the event, in honor of its ruling Kim family on Mount Paektu, a spiritual home of the regime. Some 40E3-troops will participate in the event.

Ref: The San Diego U-T 8-11-17 pp. A6

• After Trumps “fire and fury” Secretary of State Rex Tillerson stressed diplomacy and reassured Americans they could sleep at night”, while James Mattis said North Korea risked “the end of its regime and the destruction of its people” if it did not “stand down”. Guam, home to a strategic U.S. air base is only 12-mi at its widest point, is a territory of the U.S., and is a hot seat point, in north Korea’s view of a threat to their sovereignty, because of U.S. military operations there.

Ref: The San Diego U-T 8-10-17 pp. A1 & A6

• North Korea vowed to continue its nuclear arsenal and gain revenge of a “thousand-fold” against the U.S. over recent tough U.N. sanctions of a ban on coal, and other exports. U.S. ambassador to the U.N. Nikki Haley says the sanctions are the equaevent of Japan’s isolation in the 14th Century. The Chicago Council on Global Affairs says, 75% of Americans support military action if North Korea attacks South Korea.

3Google.com: muromachi period, japan

Ref: The San Diego U-T 8-8-17 pp. A1 & A8

• Secretary of State Tillerson and North Korean Foreign Minister Ri Yong Ho are both attending a Southeast Asian Summit, that will focus on regional concerns about North Korea.

Ref: The San Diego U-T 8-3-17 pp. A3

• Secretary of State Rex Tillerson called for dialogue with North Korea and said relations with Russia have worsened. He said the U.S. does not aim to depose the government in Pyongyang or use military force.

Ref: The San Diego U-T 8-2-17 pp. A8
• The U.S. flew two supersonic bombers over the Korean Peninsula on 7-30-17 to show a sense of force to North Korea. The B-1 bombers, were escorted by South Korean fighter jets near Seoul, and returned to Anderson Air Force Base in Guam, say U.S. Pacific Air Forces.

Ref: The San Diego U-T 7-31-17 pp. A3

• Chinese President Xi Jinping inspected his troops on Sunday at the Zhurihe Training Base, and said the Peoples Liberation Army—PLA— is ready to defeat all “invading enemies” as they celebrated the 90th anniversary. The PLA was founded on August 1, 1927 during the Nanchang Uprising and it’s 2017 budget is $151E9.

1 Google.com: China’s Zhurihe training base in Inner Mongolia

2 Google.com: China’s, Peoples Liberation Army

Ref: The San Diego U-T 7-31-7 pp. A6

• South Korea will start talks with the Trump Administration about allowing Seoul to build more powerful ballistic missiles to combat the North, but would not solve the threat of hitting CA and beyond. President Moon Jae-in, called for relaxation of limits on its missile arsenal after the North’s, ICBM went 2,200-mi into space and landed just off the coast of Hokkaido. Experts say the ICBMs could reach Los Angeles, Chicago, and New York. South Korea wants Moon’s Security Adviser, Chung Eul-yong called White House Gen. H.R. McMaster to propose the allies start negotiations, to permit the South to build up its missile capabilities and McMaster agreed. The U.S. has lived with ICBMs threats from Russia and China for decades. China has opposed the THAAD missile defense system in South Korea because it threatens their systems too.

Ref: The San Diego U-T 7-30-17 pp. A1 & A15

• North Korea tested a ICBM on 7-28-17 and it appeared it could have reached the West Coast of the U.S. It’s the 2nd in 25-days and was aloft for 47-min, says South Korea and Japanese officials, on its step trajectory that took it 2,300-mi into space where it turned and ascended down into the sea, near the Japanese Island Hokkaido. U.S. NORAD said it was not a threat.

Ref: The San Diego U-T 7-29-17 pp. A1 & A8

• A 2nd attack on a NATO Convoy hit a patrol near Qarabagh—18-mi north of Kabul, the capital of Afghanistan.

Ref: The San Diego U-T 8-5-17 pp. A3

• President Vladimir Putin said on 7-30-17 that the U.S. diplomatic mission in Russia must reduce its staff by 755-employees as a response to new U.S. sanctions that seemed reprehensive of the Cold War. Putin said Russia had waited long enough and the staff reductions was not meant to cause discomfort for Washington and its representatives in Moscow of 1,000-employees, diplomats, and technical workers.

Ref: The San Diego U-T 7-31-17 pp. A1 & A9

• Working with Russia, Trump has reopened consideration of long-rejected plans to give the Ukraine lethal weapons, to combat Russia’s intransigence on the Ukraine.
Ref: The San Diego U-T 8-14-17 pp. A7

- The Pentagon and State Department proposed to supply the Ukraine with anti-tank missiles and other arms, says the defense Department.

Ref: The San Diego U-T pp. A3

- President Trump will sign a package of sanctions against Russia and it passed in the Congress. Moscow ordered a reduction in the number of diplomats in Russia and closing the U.S. Embassy’s recreation retreat.

Ref: The San Diego U-T 7-29-17 pp. 4

- Report on the battle at Raqqa in Syria that is grinding to its lowest level of house to house and suicide attacks, says Mustafa Bai, spokesman for the Kurdish-dominated militia—Syrian Democratic Forces, that is backed by Washington to defeat ISIS, as “they are fighting to the death”.

The San Diego U-T 8-8-17 pp. A8

- Iran could restart its nuclear program and has voted to increase spending on its ICBM program.

Ref: The San Diego U-T 8-16-17 pp. A3

- Iran’s elite Revolutionary Guard said the U.S. aircraft carrier Nimitz fired warning shots at Iranian vessels.

Ref: The San Diego U-T 7-30-17 pp. A5

- The U.S. hit 6-Iranian entities of Shahid Hemmat Industrial Group with sanctions, after they launched a satellite carrying rocket, into space.

Ref: The San Diego U-T 7-29-17 pp. A3

- The Trump Administration hit Venezuela with sanctions on 7-31-17 that would lead to increased gasoline prices in the U.S. The U.S. Department of Treasury, will also freeze any personal assets that Nicola’s Maduro has under U.S. jurisdiction. Venezuela possesses one of the world’s largest reserves of crude oil, is a member of OPEC, and the nation’s economy is falling apart. Crude oil prices went up 1% on 7-31-17.

Ref: The San Diego U-T 8-1-17 pp. C1 & C4

- President Trump may use military action in Venezuela’s political chaos, as President Nicolás Maduro’s takes over the government.


- Presidential adviser Jared Kushner and 2-aids will visit Israel, The West Bank, and several Arab capitals, to explore Mideast peace negotiations for several days in August 2017.

Ref: The San Diego U-T 8-12-17 pp. A4

- Qatar signed a $5.9E9 deal to purchase seven naval vessels from Italy.

Ref: The San Diego U-T 8-3-17 pp. A3
• Story of one foreign-born man that joined the Marines, of some 110E3 that have joined varies branches of the military.


• Climate Change is tied with the Islamic State as the most identified security threat in the world, but in the U.S., cyber-attacks are considered a worst threat.

Ref: The San Diego U-T 8-2-17 pp. A3

3.0 Water Issues

3.1 Regulation

3.1.2 Conservation Mandates

U.S. water managers said on 8-15-17, there will be no water cut-backs in 2018 for residents served by the Lake Mead reservoir behind the Hoover Dam. January water lines are expected to be 8-ft over the level that triggers a drought declaration.

Ref: The San Diego U-T 8-16-17 pp. A2

3.1.3 Funding

The U.S. EPA selected 12-projects to apply for the first-ever water Infrastructure Finance and Innovation Act, loans on July 19, 2017. The invitees are in 9-states, an CA got 4-projects. The 12-projects were chosen from 43 that submitted letters of interest, and they seek $2.3E9 in loans. EPA said in May 2017 that it’s $25E6 in direct 2017 federal WIFIA funding will support $1.5E9 in loans, and the projects total costs are $5.1E9. WIFIA is designed for public and private utilities to get lower cost funding, than they can get from the open market.

Ref: ENR, July 24/31, 2017 pp. 12

3.2 Rivers and Lakes

Many residents near or along the Oroville Dam have filed law suits against the state of CA for losses along the dam’s spillway from a crippled spillway collapse in February, that caused water flow into the Feather River.

Ref: The San Diego U-T 8-6-17 pp. A4

3.5 Recycled Water

3.5.1 Municipal Waste

Process to extract phosphorous from waste water and reduce runoff into waterways while avoiding the need to get the element form mined minerals. A process that will extract 1.5-times more phosphorus from sewage sludge than from conventional technologies and recovering brushite for agricultural fertilizer.

Ref: Chemical Engineering, June 2017 pp. 10
• The U.S. EPA and San Diego RWQCB approved the city’s permit application on 8-7-17 to operate the Point Loma Waste Water Treatment Plant for another 5-years, that does not meet federal clean water standards. The permit waiver is in a deal to save money for the Pure Water San Diego Recycling Program.

Ref: The San Diego U-T 8-8-17 pp. B2

3.5.3 Storm Drain

The U.S. beach communities are targeting the section of the International Boundary and Water Commission, a binational agency that regulates quality of water released from sewage facilities in Mexico into ocean waters, that are causing beach closures along the U.S.-Mexican border.

Ref: The San Diego U-T 8-11-17 pp. A2

• Imperial Beach officials say they are preparing to take legal action against the federal government concerning the continued flow of polluted water from Tijuana into San Diego County, via the U.S. section of the International Boundary and Water Commission that overseas water treaties between the U.S. and Mexico.

Ref: The San Diego U-T 8-2-17 pp. B1 & B3

3.6 Municipal Water System Contamination

San Diego County is testing most schools for lead contamination in drinking water.

Ref: The San Diego U-T 7-31-17 pp. B1 & B6

4.0 Pipeline and Tunnel Issues

4.1 Pipelines

4.1.2 Sewer Lines

New studies indicate the source of bacterial pollution in the counties rivers, bays and beaches—triggering swimming advisories up and down the regions shorelines for 72-hours after rains is human waste, from leaking sewers and homeless encampments near rivers and streams. Dana Point is seeing more homeless encampments.

Ref: The San Diego U-T 7-31-17 pp. A1 & A10 and A2

4.1.3 Storm Lines

Santee is moving quickly on fixing broken corrugated-metal storm drains in the city that were damaged during storms last winter. The city council agreed to spend $725E3 for the repairs, although they do not own the drainage easements, because they are on private property. There are some 95-private corrugated-metal pipe storm drain systems in the city, totaling 19E3-ft. The storms broke the pipes, flooding streets to 8-ft depths, and sinkholes formed in some yards.

Ref: The San Diego U-T 8-15-17 pp. B4

4.1.5 Oil and Gas

4.1.5.1 U.S.
The Aliso Canyon natural gas storage facility is partially back on line and the Santa Monica watchdog is questioning Gov. Brown's relationship with Sempra Energy. The CPUC and Division of Oil, Gas and Geothermal Resources have restructured the facility to 28% of its capacity.

Ref: The San Diego U-T 8-2-17 pp. C1 & C4

- A CA appeals court judge ruled on late 7-29-17 that SoCalGas can resume operations at its Aliso Canyon natural gas storage facility, but on 7-28-17 another LA County court granted a restraining order to halt the reopening, but it was lifted on 7-29-17 after SoCalGas filed a motion opposing the 7-28-17’s order.

Ref: The San Diego U-T 7-31-17 pp. A3

- The CA appeals court judge temporarily blocked the Southern CA operations at Aliso Canyon on 7-28-17 by order of the 2nd District Court of Appeals. Last week regulators gave approval for the company to pump gas into underground wells, after overhaul and testing. It has been out of commission since October 2015.

Ref: The San Diego U-T 7-29-17 pp. A11

- Developers of a proposed 600-mi natural gas pipeline through several mid-Atlantic states are set to begin clearing trees in the route in fall 2017, after a final environmental review from FERC. The Atlantic Coast Pipeline, being developed by Dominion Energy, Duke Energy, Piedmont Natural Gas, and Southern Gas, will move 1.5E6-ft³ of fracked natural gas in a pipeline from the Marcellus and Utica shale regions through WV, VA, and NC. Construction will create 17E3-jobs.

Ref: ENR, July 24/31, 2017 pp. 11

4.2 Tunnels

4.2.1 Transportation

Caltrans could tunnel under UTC to cut congestion on freeways in the area.

Ref: The San Diego U-T 8-16-17 pp. A1 & A10

- The TBM “Angeli”, a 22-ft-di TBM broke through its termination point at 4th and Flower streets in downtown Los Angeles on July 19, 2017. It will allow construction of the $1.7E9, 1.9-mi Regional Connector project, that will connect existing rail lines for seamless rides throughout Los Angeles County. It completed the 1st of twin tunnels between Little Tokyo, west to downtown in 5-months, will be disassembled over 5-weekends, and brought back to the original site to begin the 2nd tunnel this fall. Wireless sensors helped navigate Angeli through the route of utilities jungle and tight spaces.

Ref: ENR, July 24/31, 2017 pp. CA30-CA32

5.0 Transportation Environmental Issues

5.7 Industrial and Commercial

Developers in San Diego face enforcement at construction sites that could pollute rivers and streams, including fires, and stop work orders came from a settlement, San Diego officials entered with water quality regulators, that will require the city to pay $3.2E6, and step up policing of the development. The
San Diego RWQCB brought up a civil liability complaint against the city for alleged violations of its storm-water permit in 2017.

Ref: The San Diego U-T 8-10-17 pp. B1 & B10

5.8 Surface Transportation Emissions

5.8.1 Rail

The U.S. law does not allow state-owned rail projects to completely bypass CA’s environmental regulations, says the state supreme court on 7-27-17, for issues on the $64E9 Bullet Train between LA and San Francisco. The issues came up over freight trains added on a northern CA rail line, by local farmers.

Ref: The San Diego U-T 7-28-17 pp. A6

6.0 Transportation Financial Issues

6.1 Ports

Canada’s Ports of Halifax, Montreal, Prince Rupert, and Vancouver, will invest $2.0E9 in marine terminal and transportation connections, to reliability handle the growing volume and larger ships—the biggest so far 13E3-TEUs. The ports growths in the 1st-Q-2017, were: 14.3, 2.7, 8.3, and 5.1% respectively. Volume through the ports rose 4.6% yr-over-yr in 2016 to 5.1E6-TEUs.

Ref: The Journal of Commerce, July 24, 2017 pp. 18

6.3 Federal Highway Trust Fund

The Trump Administration is expected to include an expanded Transportation Infrastructure Finance and Innovation Act—TIFIA—loan program of $1.0E12, 10-year infrastructure plan.

Ref: ENR, July 24/31, 2017 pp. 5

6.4 State, county, and City

As voters from Los Angeles to Santa Clara, to Seattle, passed tax increases in November to pay for new transportation projects, San Diegan’s rejected such a ballot proposal, and budgets are strained for highways to trolley tracks, to bike lanes. Assembly woman Lomenta Gonzalez Fletcher wants a bill that would restructure SANDAG’s balance of power and appoint an outside auditor.

Ref: The San Diego U-T 8-7-17 pp. A1 & A12-13

7.0 Airport and Global Space Issues

7.1 Airports

Air cargo demand across Asia-Pacific is fueling a global rally. WorldACD, says in the last 4-months the region recorded double-digit yr-over-yr volume increases, up 14% from 2016—50% from China and Hong Kong, and 31% from Vietnam.

Ref: The Journal of Commerce, July 24, 2017 pp. 8

7.1.6 U.S.
Against opposition from several airlines, Denver officials say the $1.8E9 upgrade to the main airport terminal will be approved on August 7, 2017. The contract with Ferrovial Airports, Madrid-based leader of P3 Great Hall Partners, has been negotiating for 10-months and if extended beyond September 1, 2017, will cost the airport and city $9E6 in penalties, and there are no provisions to recoup costs already spent beyond that amount, that are $1.5E6/month. The P3 is for $650 to $775E6, and extend for 30-years of operations. It will boost security and extend capacity to 80E6-passengers/yr.

Ref: ENR, July 24/31, 2017 pp. 9

- The $10.0E9 project to redevelop New York City’s John F. Kennedy International Airport, started on July 18, 2017 with a request for proposals for the multifaceted engineering and design services. Gov. Andrew M. Cuomo says the upgrade at Queens, is expected to rely heavily on private investment, to upgrades of the airport. The state of New York has also committed to $1.5E9 for new travel lanes to the Van Wyck Expressway, to JFK, and exchange work to alleviate congestion. Renovations are also underway at LaGuardia Airport.

Ref: ENR, July 24/31, 2017 pp. 14

7.2 Global and Space

7.2.2 U.S.

U.S. veteran Marine Randy Bresnik reached the ISS on 7-28-17 with E.U. Paolo Nespoli and Russian Sergey Ryazanskiy in a Soyug spacecraft from Baikonur Cosmodrome in Kazakhstan.

Ref: The San Diego U-T 7-29-17 pp. B2

8.0 Border and Culture Issues

The federal government raised the limit on visas for temporary or seasonal workers in nonagricultural industries by some 15E3 or 23%, but employers must prove, under penalty of perjury, that their business are likely to suffer irreparable harm, without the workers. The U.S. Department of Homeland Security and Labor on July 12, jointly announced the increase in H-2B visas. On March 17, 2017, the H-2B petitions reached the cap of 66E3 positions.

Ref: ENR, July 24/31, 2017 pp. 4

8.1 Border

8.1.1 Import-Export

Vice President Pence went to Cartagena, Columbia to talk about the deepening crisis in neighboring Venezuela along a weekly trip to South and Central America on what he plans, to reinforce U.S. trade and security partnerships, and increase pressure to restore democracy in Venezuela.

Ref: The San Diego U-T 8-14-17 pp. A4

- The NAFTA renegotiation process will begin in Washington D.C. on 8-16-17. Commercial exchange between San Diego and Tijuana is estimated to be at $2.1E6/d. Since 1994 U.S.-Mexico, and Canada trade has been some $1.0E12, and increased 4-fold. Unions say jobs have been lost, cross-border trucking is a problem with substandard trucks from Mexico. The U.S. has a $62.6E9 trade deficit with Mexico, and
$8.0E9 surplus with Canada. Sempra has subsidiary Enova in Mexico that in 2016 completed $5E9 in transactions and energy infrastructure worth $1.1E9. Canada is the largest energy trading partner of the U.S. with sales of $1.4E9 in 2013 and they have some 80-pipelines and 30 electric transmission lines connecting Canada and the U.S. The Smart Borders Coalition wants to modernize NAFTA to accelerate cargo movements, pedestrians, and vehicles congestion, that costs $6E9/yr.


- A group of mayors representing communities along the U.S.-Mexican border on 8-27-17 agreed on a modernization plan of NAFTA at their "binational summit". They say they cannot wait for Mexico and Washington to rescue them.


- Sempra Energy says the Cameron LNG facility is behind schedule, it’s second delay. Debra Reed—Sempra CEO, says Train 1 could be delayed into 2019. Heavy rain and flooding were blamed for the delays. The Cameron project is a partnership with Sempra, Mitsui, Mitsubishi of Japan, and French-based ENGIE. Sempra’s 2nd-Q-2017 earnings were $259E6, up $16E6 on revenues of $2.533E9. Earnings were also up at SDG&E and in their Mexican investments.

Ref: The San Diego U-T 8-5-17 pp. C1 & C4

- Japanese Toyota said it would take a 5% stake in Mazda, jointly build an assembly plant in the U.S., and be on line in 2021, with in investment of $1.6E9, and employ as many as 4,000-people. Taiwanese Foxconn plans to build a new plant with 3,000-jobs in WI where they received a $3.0E9 state tax credit.

Ref: The San Diego U-T 8-5-17 pp. C2

- The U.S. Commerce Department said steel concrete reinforcing bar “rebar” from Taiwan is being sold below market prices, in the U.S., says Secretary of Commerce Wilbur Ross.

Ref: ENR, July 24/31, 2017 pp. 4

8.1.2 Ports of Entry

There is a resolution opposing Trump’s wall at city hall for consideration in San Diego.

Ref: The San Diego U-T 8-3-17 pp. B1 & B8

- The Department of homeland Security says the U.S.-Mexican wall can sidestep environmental regulations that could hold up the project for years in lawsuits and studies.

Ref: The San Diego U-T 8-2-17 pp. A4

- Border Wall prototypes for the U.S.-Mexican border will be delayed until winter, over bidding issues.

Ref: The San Diego U-T 7-28-17 pp. C1 & C4

- A protest by Penna Group is holding up work on prototypes for the border wall. They were rejected in the bidding process over a signing of the 7th Amendment on the bid package claiming the 7th included all amendments.
Ref: The San Diego U-T 8-17-17 pp. A1 & A9

- Article on changes in NAFTA of: hours-of service rules for trucks, led by the U.S. into Mexican and Canadian trucking systems.

Ref: The Journal of Commerce, July 24, 2017 pp. 40

8.2 Culture

The Justice Department threatened to withhold crime fighting help in San Bernardino and Stockton, CA; Albuquerque, NM; and Baltimore, MD, if they refuse to hand over migrants in the country illegally.

Ref: The San Diego U-T 8-4-17 pp. A4

John G Wotzka 720 4th Ave. San Diego, CA, 92101, Ph. 619-446-7690, johnwotzka@gmail.com
8-18-17 Transportation Committee Meeting

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

1.2 Rail

1.2.1 Interstate Freight Systems

Trains are enjoying a resurgence in frac-sand which opens layers of shale, so oil and gas can escape. Production peaked at 53E6-tons in 2014 and Wall Street predicts they will use 60E6-tons in 2017 and 85E6-tons in 2018, says a U.S. silica investor presentation.

Ref: Trains, August 2017 pp. 7

• 4-railroaders in Quebec and Pennsylvania will spend a lot of time inside court rooms over recent derailments, of the two countries this year. The cases are over the Quebec oil train incident in July 2013 and Amtrak derailment on May 13, 2015.

Ref: Trains, August 2017 pp. 8

• Article on scheduling North American Class I railroads from perfectly precise to flexible, using precision-scheduled railroading such as by CSX’s LED’s system.

Ref: Trains, August 2017 pp. 20-21

1.2.4 Urban Light Rail Systems

Update on replacing U.S. railroad equipment. Spain-based CAF USA completed 70-Viewliner II baggage cars, but delays at its Elmira Heights, NY plant, are delaying 62-single-level diner-cars. Japanese Sumitomo says its contractor Nippon Sharyo won’t be producing CA’s and Midwest’s bilevels, after low-bidding a 2012 economic stimulus contract, as funding will expire on September 30, 2017 and no stand-ins are in place. Skilled workers are available at Amtrak’s Beech Grove heavy maintenance facility near Indianapolis to renew superliner, Horizon, and Viewliner I equipment.

Ref: Trains, August 2017 pp. 22-23

• Article on NJ Transit, that covers challenges, funding issues, budget issues, and steps to safety.

Ref: Trains, August 2017 pp. 24-31

1.3 High-Speed Rail—HSR—

1.3.2 Higher-Speed—HrSR—

Article on Italy’s RR’s. NTV trains use Alstom-built, Avelia-series trainsets, engineered for 225-mph—but limited to 186-mph on Italian high-speed lines. These are the same trainsets Amtrak ordered for the Northeast Corridor. In 2007 a Trenitalia Frecciarossa 1000 is designed for 249-mph, but is limited to 186-mph. The state handles 600E6 passengers and 70E6-tons of freight/yr, but are only 6 and 7% respectively of the company’s non-rail modes. They have a 10-year $103E9 investment plan to double annual revenue by 2026, and increase the passenger market by 25%.

Ref: Trains, August 2017 pp. 16-17
1.4 Bridges

1.4.2 Interstate

Good picture of the $3.98E9 new, New York Bridge \(^1\) replacing the Tappan Zee bridge, across the Hudson River that started construction in 2013.

\(^1\)Google.com: the new tappan zee bridge, February 2017

Ref: ENR, July 17, 2017 pp. 59

2.0 Port and Military Issues

2.1 Ports

2.1.1 Container Ships

Blue water tonnage in the Jones Act trade has gotten better, driven by stricter emissions requirements of the North American and U.S. Caribbean Emissions Control Areas. Since 2015 U.S.-flag shipping companies American Petroleum Tankers, Crowley Maritime, Kinder Morgan, Sea-Visa, and TOTE have added 16-vessels—product tankers, or container ships—that are either capable of burning LNG as fuel or LNG Ready. IMO’s 0.5%-Global Sulfur Cap is just on the horizon and expiations are for adding 15-duel-fuel and LNG-Ready newbuilds in the U.S.-flag fleet. Those building or near ordering are Matson Navigation, Crowley Maritime, APT and Hawaii trade.

Honolulu-based Pasha Hawaii selected Keppel AmFELS shipyard in Brownsville, TX to move forward with a potential contract for 2-2,525-TEU dual fuel container ships for the for the Hawaii trade, with options for 2 more sister vessels. Philly Shipyard, Inc.—PSI—Philadelphia, PA has begun construction of 4, new dual-fuel container ships based on Aloha Class for new entrant into the containership trade between the U.S. mainland and HI to operate these vessels. The formation of that ne entrant is being promoted by Philly Shipyards. Delivery is planned for 2020 & 2021. The trade route is reliant on a group of near end-of-life steamships says Philly Shipyards and one of the carriers, Matson is building 2-3,600-TEU LNG-fueled Aloha Class container ships at their Philly Shipyard. Designed by Korea Maritime Consultants—KOMAC—, the hulls, 029 and 030 are scheduled for delivery in 2018 & 2019. The shipyard is engaged in advanced discussions with a major U.S. shipping operator for a fleet of modern vessels to be built by PSI to support commerce between U.S. West Coast and HI. The new Pasha boxships will carry 2,525-TEUs, including a fully laden capacity of 500-45-ft containers, 400-refrigerated containers, and 300-FEUs, with a sailing speed of 23-knots. The first vessel is expected in the 1st-Q-2020 & 2nd in the 3rd-Q-2020.

Ref: Marine Log, July 2017 pp. 17

• At the Nor-Shipping press conference and trade show speakers indicated that the Internet of Things—IoT, cloud computing, Augmented Reality, robotics, 3D scanning, and automation are going to play an increasing role in every day ship and shipping operations. The Conference and Expo will be held at Seattle, WA on September 11 & 12, 2017.

Ref: Marine Log, July 2017 pp. 19

2.1.1.2 CNG, LNG, and CGL-Articulated Tug and Barges—ATBs—
Vigor has launched the first complex liquefied ammonia transport barge—ATB—built in the U.S. for the Jones Act Trade since 1982. The Harvest, a 508-ft x 96-ft ATB tanker barge was built for the Mosaic company and will be operated by a subsidiary tug and barge unit. The 39-ft x 44-ft, ATB tug was built by Nichols Brothers Boat Builders, Whidbey Island, WA.

Ref: Marine Log, July 2017 pp. 8

2.1.2 Cruise Ships

BC Ferries received the Salish Raven, the third of 3-dual fuel ferries that will have the ability to burn liquefied natural gas as a fuel from Remontawa Shipbuilding S.A. Gdansk, Poland. Like its sister vessels, the Salish Orca, and Salish Eagle are 107-m long, can transport 145-vehicles, 600-passengers, and operate at a maximum speed of 15.5-knots. BC Ferries will upgrade the 1970s built Spirit of British Columbia and Spirit of Vancouver Island, to allow them to burn LNG, and be completed by 2019.

Ref: Marine Log, July 2017 pp. 10

- Update on hybrid marine power and propulsion systems. When Norway’s, Rederiet Stenersen AS choose Corvus Energy’s Orca Energy ESS solution to integrate with WE Tech Solution’s Direct Drive Permanent Magnet Shaft Generator solution. In June 2017 the Kitsap Transit Board in Kitsap County, WA gave the go ahead to proceed with a contract for a new hybrid-powered catamaran ferry from All American Marine in WA. Hybrids are being used to reduce emissions and sound in Sinclair Inlet, that is surrounded by residents and businesses. Hybrid batteries has advanced significantly over the past 5-years, that will reduce fuel costs and emissions of GHGs and PMs. The Glosten, a 70-ft by 26-ft, 150-passenger-only ferry will have 2-Cummins QSL9 diesel generators with an expected speed of 16-knots. 2-BAE Systems HybriDrive propulsion systems will drive fixed-pitch propellers. The new hybrid electric passenger ferry is the first in Puget sound, is expected in 2018 and will carry 350E3-passengers annually.

Ref: Marine Log, July 2017 pp. 15-16

2.1.3 LNG and CNG Terminals

Dominion Cove Point will become the 1st U.S. East Coast LNG natural gas exporter at the Cove Point Terminal on Chesapeake Bay in MD, that is 84% complete, and will be on line by the end of 2017. The terminal will source gas from the Marcellus shale and handle 750-MMcf/d [1.0E6-ft³].

Ref: American Gas, July 2017 pp. 6

2.1.4 U.S.

St Johns Ship Building, Palatka, FL christened the newest tug, the New York, for Vane Brothers and is the 6th vessel in a series of 8-4,200-hp model-bow tugs built to be delivered by summer 2017. It is 96-ft long, 34-ft wide, with a depth 14.4-ft, and powered by 2-Caterpillar 3516B Tier 3 engines, each generating 2,100-hp at 1,600-rev/min, and John Deere Tier 3 auxiliary engines.

Ref: Marine Log, July 2017 pp. 10

- Marine Log Supplement with articles on the TX ports that supported 5.1E6-jobs nationwide in 2015 and created $1.2E12 of economic activity in the U.S., says Martin Associates for the Texas Ports Association. It covers the Ports of Houston, Brownsville, Corpus Christi, and Galveston.
Questions and answers with Rolando B. Pablos, Texas Secretary of State. Upgrades at McDermott International, Inc. of $1.0E9 to recruit top leadership for the ports, a long-term growth strategy, and renew and upgrade its fleet.

A joint venture between marine engineering firm Zenteck Inc. and energy development project specialist Renewables Resources International, unveiled plans to build the first Jones Act, compliant, offshore wind turbine installation vessel. It will be a self-propelled, DP2 Class jack-up vessel with 4-truss legs with spud cans—a proven oil & gas design—integrated into a newly built hull. The jack-up will double as a vessel to decommission platforms in 300-ft water depths.

Houston-headquartered SeaOne Caribbean, LLC and South Korean shipbuilder Samsung Heavy Industries will sign an agreement to construct 12 of the world’s largest and most powerful Articulated Tug/Barge—ATB—units. It will be part of a new Caribbean and Central American transportation network to deliver compressed gas liquid—CGL—cargo to customers in support of the SeaOne Caribbean Fuels Supply Project. The 260-m by 38-m by 21.74-m ocean tank barges will feature SeaOne’s patented CGL technology and systems that include the CGL containment system. Each ATB will have a displacement of 68E3-mt, that will create a pipeline at sea. The CGL is treated as an independent cargo, is not integral to the vessel design, and will be kept at -40 °C when full resulting in no sloshing or boil-off, and no retention of a gas blanket after offloading of cargo. The tugs in the ATBs will be large and powerful—measuring 50-m long, 19.5-m wide and 8-m depth, and have IMO Tier III diesel engines to move the vessels at over 14-knots. 10-ATBs will be used for a regional route service and 2 will be used for shuttle service with 10-day roundtrip service including port time.

Bollinger Shipyards delivered the USCGC Oliver Berry, the 24th Fast Response Cutter to the U.S. Coast Guard and it will be commissioned in October 2017 in Honolulu.

Austral won a contract worth $584.2E6 to build the Independence Class Littoral Combat Ship LCS 28 for the U.S. Navy at Austral’s U.S. shipyard in Mobile, AL.

Metal Shark announced a contract for the U.S. Navy to build Near Coastal Patrol Vessels—NCPVs—for U.S. partner nation’s through the Department of Defense, Foreign Military Sales Program. They were selected by Naval Sea Systems command from 6-competing shipyards. The contract will build 13-85-ft Defiant Class welded aluminum cutters for the Dominican Republic, El Salvador, Honduras, Costa Rica, Guatemala, and other U.S. partner nations. They will supply electro-optical infrared sensors, diagnostic equipment, in country reactivation, crew familiarization, and test support to NCPV operators. The vessels will be based on Damen’s Stan Patrol 2606 design, tailored by Metal Shark to suit the NCPV’s mission, that includes search and rescue, border patrol, police and customs duties, counter-narcotics operations, and securing waters of economic importance. The NCPV fleet will be built at Metal Shark’s Franklin, LA facility that delivered 6-high-speed passenger ferries for New York City’s, NYC Ferry, operated by Hornblower and delivered 6 of 18, 45-ft patrol boats for the Vietnam Coast Guard.

Ref: Marine Log, July 2017—Gulf Coast Headliner pp. S1-S16

2.1.6 Maintenance Operations

Thome Ship Management and Egyptian Tanker Company pleaded guilty to violating the Act to Prevent Pollution from Ships—APPS—and obstruction of justice. They admitted to presenting false documents to the U.S. Coast Guard, covering up illegal dumping of oil-contaminated bilge water and
garbage into the sea from the 107,181-dwt Liberian-flagged tanker ETC Mena in March 2016. The dumping was not recorded in the ships Oil Record Book and Garbage Record Book in violation of APPS.

Ref: Marine Log, July 2017 pp. 8

• Article on drydocking operations by McAllister Towing & Transportation that has been active for more than 150-years, founded by Captain James McAllister, immigrant from Ireland, that operates a fleet of more than 70-tugboats and 12-barges along the U.S. East Coast from Portland, ME to San Juan, PR. There operations include ship docking, general harbor towing, coastal towing, and bulk transportation in each port.

Ref: Marine Log, July 2017 pp. 22

• Rolls-Royce teamed up with Svitzer, part of the Maersk Group, to launch the world’s first remotely operated commercial vessel. Designed by Robert Allan Ltd. and built at the Sanmar Yard, the 28-m Svizer Hermod safety conducted remotely controlled maneuvers in Copenhagen, Denmark from its base at Svitzer headquarters. The tugs primary systems include autonomous navigation, situational awareness, remote control center, and communications. The Svitzer Hermod has a Rolls-Royce Dynamic Positioning System, and is powered by 2-MTU 16V4000 M63 diesel engines, each rated at 2,000 kW at 1,800-rev/min. The vessel features sensors that combine different data inputs using advanced software to give enhanced understanding of the vessels environment. The data is transmitted to a Remote Operating Center where the captain controls the vessel.

Ref: Marine Log, July 2017 pp. 28

2.2 Military

2.2.1 Ships and Planes

Update on the collision of the USS Fitzgerald and ACX Crystal, 56-mi southwest of Yokosuka, Japan.

Ref: Marine Log, July 2017 pp. 9

• The “Securing the Homeland by Increasing Our Power on the Seas—SHIPS—Act was submitted for approval in the Congress to increase the Navy’s ships to 355, that is currently 276. Some Oliver Hazard Perry Class frigates could be moved out of mothballs to increase the fleet, and developing unmanned systems are an option that will be met in the future.

Ref: Marine Log, July 2017 pp. 11

2.2.2 International Issues

French Foreign Minister Jean-Yves Le Drian said, the sanctions on Qatar should end as he spoke to reporters next to Qatari Foreign Minister. Sheikh Mohammed bin Abdulrahman al Thani who wants “sovereignty”.

Ref: The San Diego U-T 7-16-17 pp. A5

3.0 Water Issues
3.2 Rivers and Lakes

The Trump Administration is moving to, undoing the 2015 Clean Water Rule that brings smaller, state-regulated water ways, and wet lands under the pollution-control jurisdiction. It affects construction firms that need federal permits for dredging or depositing fill, in tracts near water bodies. A repeal would reinstate regulation since the mid-1980s and set the stage for a 2nd federal rule-making, that would revise the “Waters of the U.S.” with Trump’s executive order in February 2017, to keep navigable waters free of pollution while promoting economic growth, minimize regulatory uncertainty, and show regard for roles of Congress and the State under the Constitution.

Ref: ENR, July 17, 2017 pp. 12

3.2.1 Dams

CA’s Oroville dam engineers are seeking help from the UT State University’s Water Research Laboratory in Logan, UT on a 1:50-scale spillway modal using the DWR’s LIDAR imaging data.

Ref: ENR, July 17, 2017 pp. 10-11

3.5 Recycled Water

3.5.2 Desalination

Atmocean Inc. with National Laboratory, and Reytek Corp. of NM, tested a 1:8-scale model at Texas A & M in February 2017 and will build a full-scale test unit off Marystown, Newfoundland, of a water pump actuated by wave motion and topped by a buoy. As the wave passes the buoy, it ingests seawater and as it settles, pumps seawater through hydraulic lines back to shore to a zero-electricity desal process. 14% of the volume is diverted for reverse-osmosis processing with the diverted water boosted to 900-psi with no other energy-inputs. The surface area occupied by an array is none-navigable, and creates an alternative marine habitat.

Ref: ENR, July 17, 2017 pp. 15

4.0 Pipelines and Tunnel Issues

4.1 Pipelines

4.1.5 Oil and Gas

4.1.5.1 U.S.

U.S. natural gas pipeline capacity had record expansions in 2016, says FERC’s State of the Market Report. The system added 7.1E9-ft³ with 43% that focuses on the Appalachian Basin moving Marcellus and Utica shale gas to Northeast and Midwest markets. There also was a 26% yr-over-yr increase in investment in North American exploration and production.

Ref: American Gas, July 2017 pp. 5

- Tennessee Gas Pipeline Company received FERC approval to begin construction on its Connecticut Expansion Project, that includes 14-mi of infrastructure in CT, MA, and NY. The project will serve

Ref: American Gas, July 2017 pp. 6

- MA’s Eversource and National Grid, mothballed their $3.2E9 Access Northeast Natural Gas Pipeline, citing lack of required support.

Ref: ENR, July 12, 2017 pp. 8

4.1.5.1.1 Natural Gas Grid Energy Storage

North American Electric Reliability Corp. and the American Gas Association will focus on cybersecurity information across electric and natural gas sectors.

Ref: American Gas, July 2017 pp. 6

4.2 Tunnels

The Hudson River replacement tunnel proposal costs are $13E9, says the FRA, in a July 6, 2017 draft EIS. The project would build a 2-track, NJ to Manhattan, NY tunnel and rehabilitate the existing 106-year-old 2.5-mi long tubes. Amtrak and NJ Transit’s Gateway Program is needed, to support the Northeast Corridors growing volume of passenger rail traffic, and the existing tunnels need of repair. Some 450-trains pass through the existing 2.5-mi single-track tunnel each weekday. The Trump Administration does not share the urgency and has not committed to the 2015 commitment to fund 50% of the tunnels cost.

Ref: ENR, July 2017 pp. 11

5.0 Transportation Environmental Issues

6.0 Transportation Financial Issues

6.3 Federal Highway Trust Fund

The U.S. DOT is revising a $4.5E9 grant program for highway and other freight-related projects that was announced on June 29, 2017, and will delay awards for most of the FY-2017 funds applied for in 2016. There will however be hundreds of millions reserved for 2017 grants, from its annual late-summer redistribution to states of, unused highway obligation authority funds. The FAST Act that was changed to FAST-LANE by Obama, had a $4.5E9 funding for 5-years. The Trump administration is changing the program under Ellaine Chao, to Infrastructure for Rebuilding America grants, that will affect non-federal investment, says Chao—the theme is to leverage non-federal dollars using incentives, streamlining the process, and encouraging innovation. DOT said they would award $70E6 for 2017 grants and expects to have $1.56E9 for the 2017-18 round of grants due on November 2, 2017, and is dependent on Congress’s appropriations in 2018 that will be settled in October. The programs core is in the FAST Act and won’t change. Grants can only cover 60% of projects cost and the federal share is capped at 80% of overall cost. The 2017 funding could be $3.0E9, says Joung Lee of AASHTO.

Ref: ENR, July 17, 2017 pp. 7

6.4 State, County, and City
Bankrupt TX toll road team, Spanish-owned Cintra and Zachry American Infrastructure, that was building state Highway 130, has a new ownership and $260E6 in new financing to complete the project. They borrowed from U.S. and international banks, combined with a Transportation Infrastructure Finance and Innovation Act, loan. The partners took on $1.4E9 in debt to acquire rights of way, design the route, and pay concessions.

Ref: ENR, July 17, 2917 pp. 21

7.0 Airport and Global Space Issues

8.0 Border and Culture Issues

8.1 Border

8.1.1 Import-Export

The global LNG trade grew 5% over 2015 in 2016 to 258.1E6-tons, surpassing an 0.5% growth rate in the last 4-years. In 2012, it was 237.7-mt, 2013-236.8-mt, 2014-241.1-mt, 2015-244.8-mt, and 2016-258.1-mt.

Ref: American Gas, July 2017 pp.10

- The largest importers of LNG in 2016, were Japan at 83.3-mt, South Korea-33.7-mt, China-26.8-mt, India-19.2-mt, Taiwan-15.0-mt, and Spain 9.9-mt. Use of LNG in the marine industry reduced SO, emissions by 90% and reduced fuel costs. There were 439-LNG vessels in the global LNG shipping fleet at the end of 2016, and 31-new builds were delivered in 2016—a 7% increase over 2015.

Ref: American Gas, July 2017 pp. 10

- President Xi Jinping of China met with officials in AK about bringing LNG to China, along with VP President Michael Pence, as AK plans for a $45E9 LNG plant on the Kenai Peninsula. The state-owned Alaska Gasoline Development Corp.—AGDC—who took over the lead in the project, is looking for investors. In April 2017, the 50E3-page application with the FERC for permission to build the project that would bring natural gas from a treatment plant in Prudhoe Bay in the North, through an 800-mi pipeline, to a liquefaction plant and export terminal in Nikiski.

Xi met with Gov. Bill Walker in April 2017 to talk about the project and other commercial ties to follow up with China’s major gas buyers. Pence with Walker and AGDC’s President Keith Myers, a week later to talk about the LNG plant, and in March 2017 AGDC hosted 21-potential investors from 14-countries. The state also submitted applications to the U.S. ACE, the Bureau of Land management, National Marine Fisheries Service, and the Pipeline and Hazardous Materials Safety Administration. AGDC asked the FERC to publish a draft EIA in the next year and a final EIS 6-months after. If approve, construction would start in 2019-2022, and cargos began exporting between 2023 and 2025. The project offers Asia-Pacific buyers, low shipping costs due to a close proximity without constriction points between countries, proven reserves of 35E12-ft³, stable government regulatory and government processes, and a cold climate that increases LNG production.

Ref: American Gas, July 2017 pp. 16-17

John G Wotzka 720 4th Ave. San Diego, CA 92101, Ph: 619-446 7690, johnwotzka@gmail.com
8-4-17 Transportation Committee Meeting

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

Article on America’s infrastructure by the Surety Information Office—SIO—. There are 4.0E6-mi of roads, 140E3-mi of RR tracks with more than 100E3-rail bridges, 3E3-airports, and 100E3-public schools in the U.S. The ASCE gave the infrastructure a D+ rating.


1.1 Roads

ASCE published a new edition of its structural design standard, Minimum Design Loads and Associated Criteria for Buildings and Other Structures. ASCE/7-16 contains a new chapter that covers tsunami design provisions for AK, HI, CA, OR, and WA. It also includes seismic maps with updated national seismic hazard maps, wind speed maps, and snow maps.

Ref: ENR, June 26/July 3, 2017 pp. 9

1.1.2 Interstate

The state of IN will assume control of a $4.76E6 P3 project to complete a 21-mi section of I-69 that is 2-years behind schedule. The state will terminate the contract with the Spanish-led developer Isolux Infrastructure Netherlands, a unit of Spain-based Grupo Isolux Corsan and Walsh Group, a former P3 project competitor will take over the project.

Ref: ENR, June 22/July 3, 2017 pp. 15

1.1.3 State, County, and City

Years of under-investment have led to more than 50% of San Diego’s streets being in fair or poor condition by FY-2012, says a 46-page performance review of the cities management of its streets and roads. A 2015 survey showed 59% of drivers were dissatisfied or very dissatisfied with the streets. Since 2013, 171-mi were repaired and in 2016 they repaired 322-mi of roads that were slurry-sealed rather than asphalt-paving. The report says the Public Works Department and the Transportation and Storm Water Department should collaborate.

Ref: The San Diego U-T 7-14-17 pp. B1 & B5

1.1.4 International

German elevator maker, Thyssenkrupp is introducing a rope-less and sideways travel system at its 246-m-tall test tower in Rottweil, Germany. OVG Real Estate will be the first to install the system. Called MULTI, it can increase shaft capacity by 50% and increase the buildings useable area by 25%. The system uses magnetic levitation technology—much like the magnetic levitation train technology in the railroad industry, in the 140-m-tall east site tower in Berlin expected to open in 2020.

Ref: ENR, June 26/July 3, 2017 pp. 9

1.1.6 Fatalities
Article on the June 14, 2017 London Greenfell Tower fire that killed 79-people. There are some dozens of other buildings with potentially unsafe aluminum composite material—ACM—. New York City-based Arconic Inc., maker of Reynobond [PE] a type of aluminum and polyethylene cladding used in the tower halted global sales of the product for high rise buildings. Some 600-U.K. buildings have been retrofitted with ACM to improve their appearance and energy efficiency. The material is under NFPA Standard 285 and Robert Solomon of the NFPA said they have been testing the cladding for 25-years, and U.S. codes prohibit ACM systems with combustible polyethylene material, above 40-ft, but allow fire-retardant systems or those containing non-combustible materials.

Ref: ENR, June 26/July 3, 2017 pp. 10-12

1.2 Rail

Technological innovation is moving at breakneck speed. Class I connections are in pursuit of more efficient, less costly operations, and autonomous vehicles could produce cost savings. The White House Administration is emplacing bringing back manufacturing to the U.S. The short line industry has put in upgrades to change, since the Staggers Act and thrived, but today’s changes are different than in the last 40-years driven by the ability to collect, analyze and share “big data” and see a bigger view of how it affects businesses. GE’s Digital Solutions Division is demonstrating these benefits.

Ref: Railway Age, June 2017 pp. 17

1.2.1 Interstate Freight Systems

Central WA’s Port of Quincy’s Intermodal Terminal wants to be a less-congested inland alternative for moving the states wheat, corn, beans, hay, legumes, and other grains to be moved by rail to the Ports of Seattle and Tacoma, 200-mi away for loading onto container ships. From 2010 to 2014 BNSF and Rail Logistics operated the ColdTrain Express out of Quincy, loading reefers for pickup by high-priority intermodal trains to the Midwest and distributed as far as Boston. Annual volume reached 7.0E3-containers. The Northeast Seaport Alliance highlighted the advantages of an inland port, that include reduced truck traffic around Puget Sound, less pollution moving by rail, container yards closer to shippers, new investments in warehousing supporting the agriculture market, and better turn times out of less-congested marine terminals. The 16-acre site on BNSF Stevens Pass route features 8,000-ft of rail storage/siding tracks for West bound short haul intermodal trains with 40 or 20-ft containers. The terminal includes container maintenance and cleaning facility, nearly 1.0E6-ft² warehousing for distribution, cross-dock and storage capacity, a container reach stacker, a top pick container loader, and a switcher locomotive to shuffle double-stack railcars within the terminal. Another 20-acres of port owned property is available for expansion.

Ref: Railway Age, June 2017 pp. 13

1.2.2 Construction Materials

Article on tamping to increase the durability of the track structure of RRs and new equipment that is becoming “smatter” to increase efficiency and productivity of the maintenance practice.

Ref: Railway Age, June 2017 pp. 31-34

1.2.3 Car Types

2
Canada Pacific Railway has deployed its first 60-ft intermodal container, built in CP’s Calgary shops in collaboration with Canadian Tire, to increase productivity and efficiency. It is 7-ft longer than the current 53-ft container. Ocean-capable 53-ft containers have been used since 2007. CP has been testing a railroad version for several months atop a 53-ft container.

Ref: Railway Age, June 2017 pp. 11

1.2.4 Urban Light Rail Systems

The New York Authority is starting to put its capital budget funding in place to upgrade its system. The start will separate the positions of Chairman and Chief Executive, and address the causes of delays and disruptions that undermined services.

Ref: Railway Age, June 2017 pp. 6

• The CTDOT selected consultants to help plan the future of the New Haven Line and state-wide rail system’s “Let’s Go CT!” 30-year, $100E9 transportation plan; from engineering specialists AECOM, WSP | Parsons Brinckerhoff and STV. The “2+2” plan calls for running local trains on two outer tracks and express trains on two inner tracks for direct service to New York Penn Station and Grand Central Terminal. It will move from a traditional commuter modal to a dynamic, interconnected transit network.

Ref: Railway Age, June 2017 pp. 14

• Update on Canada’s passenger rail system, Government of Ontario Transit—GoTransit—[TATOA in 1967] that started on May 23, 1967 with 40-passenger coaches, 9-self-propelled railcars, 8-diesel locomotives, and 65-route-mi. In spring 2017 the GO rail system has 656 coaches, 75-locomotives, and 281-route miles. CN had steam locomotives that pulled 1920’s coaches as late as 1959, but ran at a loss and did not want to advance the system, but the Ontario Dept. of Highway realized, expanding roads to the Greater Toronto area would not work from a land requirements and costs standpoint. This launched the GO train service in 1965.

Ref: Railway Age, June 2017 pp. 28-30

1.2.4.1 Street Cars

Article on Detroit’s street cars on Woodward Ave, in Detroit for the 1st time in 61-years with the 3.3-mi Q-line from Larned Street to West Grand Boulevard at a cost of $140E6 as a P3 project. In 2007 the projects backers non-profit M-1 Rail formed to lead the design, construction, and operation of the 20-station line. It will use 6-Brookville Equipment Corp. Liberty LRVs that operate without catenary on 60% of the line, drawing power from 750-V, rechargeable lithium-ion batteries. The 70% low floor vehicles also operate in catenary-free mode around the lines depot. Each vehicle accommodates 125-passengers.

Ref: Railway Age, June 2017 pp. 12

1.3 High-Speed Rail—HSR—

1.3.2 Higher-Speed—HrSR—

Construction is proceeding at 11-sites in 3- “packages” most between Madera and Fresno on the CA HrSR system. The CHSRA in April qualified 5-groups from the E.U. and Asia to bid its “early train operator” tender. The winner will work alongside CHSRA on the design, development, and procurement
of Higher-Speed Rail service, with a view to a franchise agreement. Article continues with briefs of the Amtrak, VIA Rail Canada, 51-U.S. cities and 5-cities in Canada’s light-rail systems.

Ref: Railway Age, June 2017 pp. 18-20, 22 & 24-27

1.6 Bicycle

Bike lanes are dividing communities over a regional cycling network. Cycling advocates say its fare for cars to share the streets more evenly with bikes because cycling boosts air quality, fights climate change, and reduces parking scarcity and traffic congestion.


2.0 Port and Military Issues

2.1 Ports

2.1.1 Container Ships

Maersk Group was paralyzed by a cyberattack on June 27, 2017 by the “Petya” ransomware and resembled a recent assault that crippled thousands of machines worldwide. The latest disabled most APM Terminals in the U.S. and globally. Maersk announced a “Remote Container Management” initiative to provide shippers with 24/7 data about refrigerated container shipments.

Ref: The Journal of Commerce, July 10, 2017 pp.6

- A merger of Cosco-OOCL would create a China and Hong Kong, new global entity with the 3rd-largest mega-ship fleet, and 2nd largest mover of U.S. containerized good, based on 2016 volume.

Ref: The Journal of Commerce, July 10, 2017 pp. 6-8

- A year after the SOLAS mandate, doubts on accuracy of declarations linger. The industry adapted and moved on, but how accurate VGMs are at some ports is being discussed and 95% of containers now have the needed information, helped by a cottage industry to provide devices and equipment to meet regulation including weighing machines, such as INTTRA’s to submit weight information.

Ref: The Journal of Commerce, July 10, 2017 pp. 52 & 54

2.1.4 Reefers

Logistics practice at Drewry, says global perishable seaborne reefer trade, will reach 120E6-mt by 2020, driven by bananas, meat, fruit, and pharmaceuticals, because of population growth, changing eating habits, nontraditional seaborne reefer products, and model shift from air to ship.

Ref: The Journal of Commerce, July 10, 2017 pp. 32-34

2.1.2 Cruise Ships

The Chinese cruise ship market is 83E6-passengers strong and Carnival launched a new cruise ship, built specifically for Chinese vacationers. The ship—the Majestic Princess in Shanghai will began sailing on 7-18-17 around China. In June 2017, Norwegian Cruise Lines launched the Norwegian Joy designed for the Chinese market and other ships will leave the U.S. for the Chinese market. The U.S. has
11E6-cruise ship customers, but the Hong Kong Tourism board says the Chineses market could reach 83E6 customers.

Ref: The San Diego U-T 7-12-17 pp. C3

2.1.4 U.S.

The replacement plan for Anthony’s Fish Grotto on the downtown waterfront will return to the San Diego Unified Port District Board on 7-11-17 for final project approval. With issues resolved with the California Coastal Commission, the Board will be asked for a demolition permit for the 51-year old building, at the foot of Ash Street, and a redesign plan for its replacement called Portside Pier by Brigantine Restaurants.

Ref: The San Diego U-T 7-8-17 pp. C1 & C4

- The Port of NY-NJ is honing guidelines on how to best navigate mega-ships to berth, after electronic simulations showed the ports ability to smoothly handle up to 18E3-TEU vessels. The simulations show that intense planning; coordination and communications will be needed to prevent vessel delay’s, backups and potential cargo holdups; on the landside because of unique difficulties that bring mega-ships into the port will create.


- The U.S. West Coast longshoremen are expected to vote in August 2017 on a contract extension offer that would guarantee shippers labor costs into 2022, says a top management official between ILWU and PMA’s President James McKenna.


- Top port official, Mario Condero of Long Beach, in May returned home to his port with a mission to work with the Harbor Commission to make the 2nd-busiest U.S. container port, the most efficient in the country to slow the bleed of discretionary cargo to other gateways. Cordero will take the helm at the Port of Long Beach after resignation of Jon Slagerup in 2016.


- The Port of Los Angeles partnered with GE Transportation, to develop a maritime information portal to improve productivity.


2.1.4.2 Drayage Truck Issues

Two months after BNSF Railway shifted its terminal outside Chicago from a wheeled operation to a part-wheeled, part grounded one, chassis were still scarce, because of shipper demand skyrocketing or cash-strapped ocean carriers are reluctant to pay the cost to reposition equipment when commodity values are low. That condition happened in June 2017, and can be exacerbated when operations are wheeled and containers must be immediately loaded on chassis from trains, as is the case in Chicago and the rest of the U.S. outside of the major Canadian Class I Railway’s facilities.

Ref: The Journal of Commerce, July 10, 2017 pp. 56
2.1.5 International

In 2016 China Merchants Holdings International’s—CMHI—acquisition of a 21% stake in the Dalian Port Company is part of Beijing’s moves to reform state-own enterprises, to overall restructuring the containers economy. CMHI can further enhance the domestic port network, while simultaneously helping facilitate the business growth and efficiency improvements of Dalian Port, says CMHI’s Chairman Li Jianhong. The Port of Dalian was China’s 7th-busiest container port in 2016, handling 9.5E6-TEUs and up 2% to 3.0E6 in the 1st-Q-2017. The port also includes a 450E3-mt crude oil terminal—the largest of its kind in the world, and a 400-E3-mt iron ore terminal. Its automobile terminal handles 100% of foreign-traded vehicles in northeast China. Yingkou port was China’s 9th-busiest container port with 6.0E6-TEUs. Historically known as Manchuria, the northeast region of China has provinces of Jilin, Heilong-jiang, and Liaoning with coal reserves. It was one of the earliest regions to industrialize, but its economy has stagnated in recent years. China Merchants also has control in Shantou, in Guangdong province with 5-port zones and 22-berths, through parent company, China Merchants Port Holdings—CMPort—that has holdings in Hong Kong, Shenzhen, Shanghai, Nigbo, Qingdao, Tianjin, Xiamen, and Taiwan, as well as overseas, and handled 32.36E6-TEUs at its international facilities in the 1st-Q-2017, up 9.1% from 2016, and expects global volumes to break 100E6-TEUs in 2017.


- Update on supply chains geopolitical risk, terrorism, and smuggling, that pose risk to reefers cargo presented at the 2017 TPM Conference in Long Beach in 2017.


2.2 Military

2.2.1 Ships and Planes

The Gabrielle Giffords, an Independence Class littoral combat ship, arrived in its home port, San Diego.

Ref: The San Diego U-T 7-6-17 pp. A1 & A11

- More on the KC-130T, a variant of the C-130 Hercules from the Vietnam War, crash in Mississippi. The S37E6 plane was being flown by the New York based Marine Aerial Re-fueler Transport Squadron 452 [“Yankees”].

Ref: The San Diego U-T 7-12-17 pp. A1 & A5

- Captain Howard Warrer III—Commander of the Navy’s Point Loma Complex, since 2014 says the Navy needs more submarines. 14-nations rimming the Pacific Ocean deploy 309 submariners with 63-more under construction. Cold War shipyards launched 3-4-sus/yr, but they are being decommissioned at about the same rate, and the industrial base can sustain only a pair of replacements /yr. There are 5-Los Angeles-Class attack subs home ported at Point Loma and 2 will be added by 2021—part of America’s pivot of Americans military power to the Pacific Ocean. He also discussed SPAWAR.

• The June 17, 2017 collision between the U.S. Navy destroyer USS Fitzgerald and the ACX Crystal in the Philippine Sea was caused by the American crew in initial findings.

Ref: The San Diego U-T 7-22-17 pp. A10

2.2.2 International Issues

President Trump will meet with President Putin after stops in Poland and Germany on 7-7-17 on the sidelines of the Group of 20 Summit. Trump will reiterate on the U.S. commitment to NATO’s Article 5—”an attack on one is an attack on all”, that he did not do at the Brussels NATO headquarters on his first trip overseas in June. Trump wants a more constructive relationship with Russia, but restrain its destabilizing behavior. Trump will be back in France for a mid-July Bastille Day with President Macron and in late July will send Vice President Pence to Estonia and Georgia in Montenegro.

Ref: The San Diego U-T 7-5-17 pp. A4 and 7-4-17 pp. A3

• North Korea said on 7-4-17 it has successfully conducted its first test of an ICBM that could reach the mainland U.S. The missile stayed aloft for 37-min and the U.S. says it could travel 4,000-mi and hit AK. The U.S. Pacific Command said it was an intermediate-range missile, not a ICBM, but South Korea and Japan said it was a ICBM as well as Secretary of State Rex Tillerson. The missile departed from the Banghyon Airfield in New Town of Kusong, and flew 578-mi before landing in the sea between North Korea Japans exclusive economic zone off its west coast. As a show of force, South Korea responded by firing “deep strike” precision missiles into South Korea territorial water on 7-4-17. U.S. military officials said in Seoul. Jeffery Lewis of the Middlebury Institute, says a 10.0E3-km range missile could be next and be able to hit New York. President Xi with President Putin said they would settle the Korea crisis in the North and South.

Ref: The San Diego U-T 7-5-17 pp. A1 & A5

• A 4-member Arab bloc said on 7-5-17 it would isolate Qatar after they delivered a “negative” response to demands to cut ties with Islamist groups and closing the Al Jazeera network. The bloc includes Saudi Arabia, UAE, Egypt, and Bahrain. Qatar is pursuing a foreign policy that contradicts the bloc.

Ref: The San Diego U-T 7-6-17 pp. A3

• Nikki Haley, U.S. ambassador to the U.N criticized Russia and China for “holding the hand” of Kim Jong-un, is hinting of a possible return to war with North Korea, and wider U.N. sanctions against any country that does business with this outlaw regime.

Ref: The San Diego U-T 7-6-17 pp. A1 & A5

• The San Diego-based $3.0E9 America, Amphibious Ready Group, left for the Middle East on 7-7-17, for its first overseas patrol. The America was delivered to the Navy in 2014, was designed to act as an aircraft carrier supporting the Marine V22 Ospreys and helicopter gunships, to the F-35B Joint Strike Fighter Group.

Ref: The San Diego U-T 7-8-17 pp. B1 & B2

• Secretary of State Tillerson wants Russia to agree to the Minsk Agreement with the separatist’s in the East Ukraine. U.S. Ambassador to NATO, Kurt Volker will oversee U.S. efforts to press the Ukraine and
Russia to comply with the Minsk Agreement. Some 10.0E3-lives have been lost over the conflict in the last 3-years.

Ref: The San Diego U-T 7-10-17 pp. A3

• Secretary of State Rex Tillerson arrived in Kuwait on 7-10-17 to talk about issues between Qatar and other Arab nations that the U.S. believes are hampering the fight against the Islamic State, and bolstering Iran’s standing. He will also visit Saudi Arabia.

Ref: The San Diego U-T, 7-11-17 pp. A3

• Secretary of State Rex Tillerson will continue with the 4-Arab countries on the deal with Qatar, but fell short of their demands—13-maximalist demands, Qatar rejected them. The issues are over counter terrorism.

Ref: The San Diego U-T 7-13-17 pp. A3

• The U.S. has circulated a draft resolution that would impose new sanctions on North Korea over tests of ICBMs, to the U.N., diplomats, and China, Russia, Britain, and France. U.S. Ambassador Nikki Haley told the Security Council on 7-5-17, the U.S. is ready to use military force to defend against a North Korean ICBM if necessary, but would rather use its clout in international trade. 7-U.N. sanctions have produced nothing to stop the “destructive course” and China is 90% of North Korea’s trade relations.

Ref: The San Diego U-T 7-11-17 pp. A3

• South Korea offered to talk with North Korea to ease animosities and resume reunions of families separated by the war in the 1950s. The South’s President Moon Jae-in is pushing for improved ties with Pyongyang, despite ICBM tests. They want to meet at Panmunjom on 7-21-17. The Red Cross wants separate talks on August 1, 2017 for family reunions.

Ref: The San Diego U-T 7-17-17 pp. A3

• Separates in Eastern Ukraine on 7-18-17 proclaimed a new state—the area they control and the rest of the country.

Ref: The San Diego U-T 7-19-17 pp. A3

• The Trump Adm. says Iran continues to be a top state sponsor of terrorism.

Ref: The San Diego U-T 7-20-17 pp. 3

• A Navy Thunderbolt patrol boat fired a warning shot at an Iranian military ship on 7-25-17 as it made a fast and close 150-yd approach in the Persian Gulf.

Chinese and Russian warships practiced together in the Baltic Sea on 7-25-17. The NATO alliance has 6-nations on the Baltic Sea, and the drills were a matter of routine, that has taken place for over a decade.

North Korea will be able to field a reliable nuclear capable ICBM as early as 2018, says U.S. officials at the Pentagon’s Defense Intelligence Agency—DIA—.

Ref: The San Diego U-T 7-26-17 pp. A3
3.0 Water Issues

3.1 Regulation

3.1.2 Conservation Mandates

Smart water meters which make conservation easier for customers, will replace outdated meters for all San Diego customers by early 2020, says city officials. 11.5E3-meters were installed in 2016 and 8.5E3 more will be installed to allow transmitters, that enable the new technology. After the 85E3-meters are installed, the remaining 185E3 will be installed over the next 3-years. The city will also launch an app called “mywatereasy” in fall 2017 to allow customers to access their water usage with mobile devices.

Ref: The San Diego U-T 7-7-17 pp. B2

3.1.3 Funding

The city of San Diego water customers, are being asked to help defray the bills of low-income ratepayers. Big companies have offered $160E3 to subsidize payments for those in need. The need was caused by a, fall 2015 City Council approval of water rate’s, increase of some 40% over 4-years. It is illegal to charge higher income rate payers more to pay for the water and the city cannot top the general fund because of budget shortages.

Ref: The San Diego U-T 7-4-17 pp. B2

3.2 Rivers and Lakes

The Kern River swollen with snow-melt water has claimed the lives of 8-people since March 2017.

Ref: The San Diego U-T 7-6-17 pp. A2

3.2.1 Dams

Denver Water will add 131-ft to a 340-ft-tall dam and increase its capacity to 119E3-af from 42E3-af and the dam’s gross hydroelectric power output will increase to 8.1-MW from 7.6-MW. With permits approved the project will occur in three phases over 4-5-years. The $380E6 project will make it the highest dam in CO and the first filling is expected in April 2026.

Ref: ENR, June 26/July 3, 2017 pp. 9

3.5 Recycled Water

3.5.1 Municipal Waste

The federal government could invest $492E6 to get Pure Water—San Diego’s effort to turn sewage into drinking water. The EPA will announce the plan by the Infrastructure Finance and Innovation Act—a low-interest loan program. The $492E6 would go to the first phase of the Pure Water project, a $1.2E9 facility, north of the North City Water Reclamation Plant near Miramar Road, and water could be coming from the facility by 2021 with 30E6-gal/d.

3.6 Municipal Water Systems Contamination

The San Diego Unified School District, will test every drinking fountain and kitchen sink on its campuses for lead over the next year, at a cost of $200E3. The states level for action is 15-ppb [parts per billion]. The district will, take-action, at 5-ppb to align the districts standard, with the U.S. Food and Administrations standard for lead in bottled water—that is still greater than the EPA’s action level 3. Water under this act is considered lead-free, if the weighted average of lead is 0.25% calculated across the wetted surface of pipes, pipe fittings, plumbing fittings, and fixtures, and 0.2% for solder and flux. Tests in 2019 found levels of 15-ppb in 4-samplings at 38-schools that were from fixtures, not the utility water system.

3 Google.com: u.s. epa’s safe drinking water act

Ref: The San Diego U-T 7-27-17 pp. B9

4.0 Pipeline and Tunnel Issues

5.0 Transportation Environmental Issues

5.8 Surface Transportation Emissions

5.8.2 Auto

Britain will ban the sale of new cars and vans using diesel and gasoline, starting in 2040 to tackle air pollution. France and Norway will follow, as a debate on how quickly electric and hybrid cars can replace internal combustion engines. The plan will require a significant investment in charging stations.

Ref: The San Diego U-T 7-27-17 pp. A3

6.0 Transportation Financial Issues

6.1 Ports

U.S. business logistics costs dropped 1.5% in 2016 to $1.39E12—the first decline since 2009, says the 2017 State of Logistics Report. The businesses are expected to climb in 2017. Shippers are demanding low prices that may not be sustainable, says Marc Althen of Penske Logistics.


6.2 Container Ships

Warehouse and distribution space is expected to cost more in the next few months in the red-hot industrial real estate market, for space used by the e-commerce delivery industry. Rates at U.S. ports in LA-LB in CA and NY-NJ on the East Coast volumes were up 10% yr over yr.


• Members of the Trans-Pacific Stabilization Agreement, decided to stop discussing rates because of anti-trust concerns tied to the group not having approval from regulators in China, Hong Kong, and India, at a Box Club meeting in San Francisco, on March 15, 2017.
6.4 State, County, and City

6.4.2 Gasoline Prices

The new gasoline tax in CA is expected to raise $54E9 for repair of roads, highways, and bridges, over the next 10-years. The “fix it first” program will begin in the summer of 2017, on 13 pavement projects across the state, says CalSTA and Caltrans. Caltrans has 50-projects that will start in 2018, with 2 in San Diego—I-805 and I-5.

Ref: The San Diego U-T 7-22-17 pp. B1 & B4

6.5 Rail, HSR, and Light Rail

A portion of federal funding committed to Sound Transit for the light rail, Lynnwood Link Extension was saved in the federal FY-2017 Appropriations Bill, under a deal to keep the federal government operating through September 2017, waiting for Trump’s signature. The bill calls for $100E6 in federal funds, the first installment of a potential $1.17E9 FTA full funding grant agreement—FFGA—for the Lynwood Link Extension, that will start in 2018. The FFGA is expected to be executed with the FTA in 2018. The 8.5-mi extension is set to open in 2023 in Seattle.

Ref: Railway Age, June 2017 pp. 6

• The FTA in May 2017 said it intends to sign a Full Funding Grant Agreement with Caltrain to commit $647E6 to the Peninsula Corridor Electrification Project—the final piece to move the $1.98E9 project forward. It will electrify the Caltrain Corridor from San Francisco’s 4th and King Caltrain station to Tamien Caltrain station, replace diesel locomotive-hauled trains with electric multiple-units, and increase service to, up to 6-trains/[peak hour-direction]. Caltrain has worked on this project for over 20-years and in the last few years $1.3E9 was secured from local, regional, and state commitments, and contracts were eventually awarded for design and construction. On September 6, 2016 Caltrain awarded contracts to Balfour Beatty for electrification infrastructure and Stadler to manufacture high performance EMUs—anticipated in 2020-21.

Ref: Railway Age, June 2017 pp. 10

• Article that discusses options of Class 1 RR’s to buy RR cars, instead of leasing them to lower rates in a market of weak car demand.

Ref: Railway Age, June 2017 pp. 16

7.0 Airport and Global Space Issues

7.1 Airports

Fewer airline flights were on time in May 2017 and ranged from 89.7 to 58.7% flights being on time of 12-airlines surveyed, with a 15-min margin of being on schedule.

Ref: The San Diego U-T 7-15-17 pp. C3

7.2 Global and Space
Moon Express of Cape Canaveral, FL was founded in 2010 to compete for the Google Lunar X Prize Offering $20E6 for the first private venture to get to the Moon with a robotic lander by the end of 2017. The company's lander MX-IE will make the trip in 2017 and will be launched by a rocket by the same company.

Ref: The San Diego U-T 7-16-17 pp. A26

8.0 Border and Cultural Issues

8.1 Border

8.1.1 Import-Export

Qualcomm and Apple are in a legal battle over patents, is asking the U.S. International Trade Commission to ban the import of iPhone 7’s that contain cellular modem chips made by Intel and run on AT&T’s and T-Mobile’s networks.

Ref: The San Diego U-T 7-7-17 pp. A1 & A8

- President Trump met with Mexican President Enrique Peña Nieto on 7-8-17, in Germany and said he intends Mexico to pay for the wall on the U.S./Mexican border. They met on the sidelines of the G-20 Summit amid disagreements over trade and immigration.

Ref: The San Diego U-T 7-8-17 pp. A5

- The U.S. Department of Agriculture will review imports of “organic” foods in the U.S. over allegations from domestic producers of imported quality and coopetition issues, causing price drops in the market.

Ref: The San Diego U-T 7-16-17 pp. A27

- President Trump vowed to boost U.S. manufacturing by cutting the $64E9-trade deficit with Mexico. The U.S. Trade Representatives released an 18-page report for its goals, updating the decades old NAFTA with Canada and Mexico. They also inserted a chapter on the digital economy, strengthen labor, environmental obligations, and amending the rules of origin, to use products from the U.S. and North America. Administration officials are also reviewing steel import issues from China.

Ref: The San Diego u-T 7-18-17 pp. A2

- Article on the good and bad, why the U.S. dollar goes up and down, and where it is now.

Ref: The San Diego U-T 7-20-17 pp. C3

- The mayors from U.S.-Mexico borders met to discuss NAFTA on the 1,989-mi border and will support free trade. It is the 6th meeting of the U.S.-Mexican Border Mayors Association since 2011 in El Paso, TX. 17-mayors confirmed attendance on July 25, 2017, 5-from Mexico and 12-from the U.S.

Ref: The San Diego U-T 7-28-17 pp. B1 & B10

- Vietnam and Thailand fueled the largest growth of U.S. containerized imports with double-digit gains in 12-months ending March 2017. China sent 10.2E6-TEUs to the U.S., up 8.5% yr over yr, but Thailand and
Vietnam outpaced the workshop of the world, with volumes rising 17.8 and 19.0% respectively, because they are more attractive for sourcing goods, including apparel, furniture, and footwear. Wages in China’s urban area’s rose 7% yr over yr in 2016, and services are growing employing 43.5% of China’s workforce in 2012, says HIS Markit data. The journey from Southeast Asia has shaped U.S. export growth of wastepaper and plastics recycling, used for manufacturing in Asia.

Vietnam’s growth was 43% and Thailand was up 24.5%, as a destination for U.S. exports. U.S. imports came from Asia in CMA CGM/APL, Evergreen Line, and Cosco shipping lines, for a total of 3.5E6-TEUs in 12-months ended March 2017. Import U.S. ports were LA-LB and NY-NJ from Asia. U.S. exports to Asia include the above and Seattle-Tacoma.


• Update on the Brazil and Far East, to the East Coast of South America—ECSA—Asia-ECSA trade route, the most profitable in the world.


8.1.2 Ports of Entry

A House panel on 7-11-17 begin legislation to start building Trump’s border wall. Democrats stopped a request by Trump, when passing an omnibus spending measure earlier this spring. The money is in a $44E9 Homeland Security Funding Bill, released on 7-11-17, by the House Appropriations Committee and a subcommittee will give the measures a preliminary OK on 7-12-17. The government now has a $20E12 debt

2 u.s. debt clock.org real time

Ref: The San Diego U-T 7-12-17 pp. A4

• President Trump now says only some 700 to 900-mi of the U.S.-Mexican wall needs to be built with a see-through wall. The border is 2,000-mi long, but there are natural barriers that do not need to be fenced.

Ref: The San Diego U-T 7-14-17 pp. A1 & A6

• For 57-hours in September 2017 all cars will be barred from crossing from San Ysidro to Tijuana, from 3 a.m. September 23 to noon on September 25 and is part of a plan by U.S. General Services Administration to realign a portion of I-5, that launches the third and final plan, of the $741E6 expansion of the San Ysidro Port of Entry.


• The Army Corps of Engineers is drilling and sampling sites for the new border wall with Mexico, in CA, AZ, NM, and TX. The bill in the House is $1.6E9 for 74-miles of the Southwest border. President Trump wanted $3.6E9 in 2017-2018 for 100-mi of the wall.


• American citizens will be barred by the U.S. from traveling to North Korea beginning in August 2017, says Secretary of State Rex Tillerson. Some 800 to 1,000-Americans go to North Korea/yr.
Russian legislators called on 7-26-17 for measures against the U.S. in response to plans for new U.S. sanctions. Many Russians feel there is no hope under a Trump administration, and suggestions the E.U. pique pride over the proposed measures, created an opening for an anti-U.S. alliance. The law is still a draft and waiting for the House and Senate actions in the U.S. over the sanctions. In the E.U. capitals, similar sentiments emerged over Iran and North Korea, as well as Russia, appeared to contradict international law with their global reach, and target modernization of the pipelines exporting Russian energy.

Congress is closing in on voting for a $1.6E9 request in a House spending bill and would include $251E6 for a 14-mi-section in San Diego and $38E6 for future wall work along the entire border. The funding is tied to an amendment for military spending.

President Moon Jae-in of South Korea called on 7-6-17, for family re-unions of older Korean's separated by war 6-decades ago, in a conciliatory move after North Korea's test of a ICBM, while at the Group of 20 Summit this week. Moon said the two Koreas should start Red Cross talks to arrange reunions of North and South relatives that have not seen each other since 1950-53 Koran War. Moon also invited North Korea to the 2018 Winter Olympics being held in the South Korean town of Pyeongchang. South Korea has high-speed rail from the West Coast of the peninsula to Pyeongchang on the East side. President Moon has invited Kim Jong-un to the Winter Olympics.

1 See Google.com: Pyeongchang, 2018 winter olympics

The supreme court on 7-19-17 upheld broad restrictions against refugees entering the U.S., but allowed grandparents and other relatives of American residents to come, while legal challenges to the Trump Adm. travel ban moves forward.

12-refugees arrived in San Diego County in June 2017—the lowest in over a decade, says the State Department. San Diego has taken in the most refugees since 2009, arriving from Afghanistan, Iran, Iraq, and Kenya. Article has a chart of annual numbers from October 2007 to June 2017.

The Mexican Government said on 7-21-17 that there were 2,234-murders in Mexico in June 2017—the most in over a decade, says the State Department. San Diego has taken in the most refugees since 2009, arriving from Afghanistan, Iran, Iraq, and Kenya. Article has a chart of annual numbers from October 2007 to June 2017.

Ref: The San Diego U-T 7-22-17 pp. A3

Ref: The San Diego U-T 7-27-17 pp. A3

Ref: The San Diego U-T 9-27-17 pp. A4

8.2 Culture

Ref: The San Diego U-T 7-7-17 pp. A3


Ref: The San Diego U-T 7-23-17 pp. A1 & A14

Ref: The San Diego U-T 7-22-17 pp. A1 & A15

John G Wotzka, 720 4th Ave. San Diego, CA 92101, Ph. 619-466-7690, johnwotzka@gmail.com