AGENDA HIGHLIGHTS

- PROPOSED FY 2018 PROGRAM BUDGET AMENDMENT: COASTAL RAIL TRAIL: CHESTERFIELD TO SANTA FE DRIVE

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MESSAGE FROM THE CLERK

In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) $100, Board of Directors (BOD) $150, and Regional Transportation Commission (RTC) $100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws and the compensation rate for the RTC is set pursuant to state law.

MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.
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BOARD OF DIRECTORS
Friday, June 9, 2017

ITEM NO.  RECOMMENDATION

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

REPORTS

+2. PROPOSED FY 2018 PROGRAM BUDGET AMENDMENT: COASTAL RAIL TRAIL: CHESTERFIELD TO SANTA FE DRIVE (San Marcos Mayor Jim Desmond, Transportation Committee Chair; Linda Culp)*

The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2018 Program Budget, adding an amount not to exceed $5 million to the Coastal Rail Trail: Chesterfield to Santa Fe Drive Project (Capital Improvement Program Project No. 1223017) in order to complete construction of the east side alignment.

3. 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.

4. UPCOMING MEETINGS

The next Board Business meeting is scheduled for Friday, June 23, 2017, at 9 a.m.

5. ADJOURNMENT

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item
The Coastal Rail Trail is a 44-mile system of bikeways generally along the coastal rail corridor between the cities of Oceanside and San Diego. Segments of this bikeway, including the Chesterfield to Santa Fe Drive Project (Project), are included in the Regional Bike Plan Early Action Program (EAP), adopted by the Board of Directors in 2013. This 1.3-mile project is a Class 1 facility, planned as a paved 10-foot wide multi-use path with unpaved shoulders on either side separating people biking and walking from vehicular travel. Funding for the Project is provided through a combination of TransNet, state Active Transportation Program (ATP) grant, and Federal Highway Administration (FHWA) Transportation Enhancement funds. The total FY 2017 budget is $6.1 million.

Advanced planning, engineering design, and environmental studies have been under way since 2012. In May 2015, the Encinitas City Council identified its preferred alignment to be east of the railroad tracks and parallel to San Elijo Avenue (east side alignment). Following this input, SANDAG developed plans for the Project to about a 60 percent level of engineering design and initiated environmental studies. In March 2016, the Encinitas City Council identified an alignment west of the railroad tracks along Coast Highway 101 as its newly preferred alignment (west side alignment). Following direction from the Transportation Committee, staff developed plans for the west side alignment to about a 65 percent level of engineering design, and the Board of Directors ratified the Transportation Committee’s approval of the west side alignment as exempt from California Environmental Quality Act (CEQA) in January 2017.

This project is one of the multi-modal improvements identified in the North Coast Corridor (NCC) Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP). The PWP/TREP includes a package of highway, rail, transit, bike/pedestrian, environmental, and coastal access improvements along San Diego’s North Coast Corridor—a 27-mile stretch from La Jolla to Oceanside—over the next 30 years. As such, permission is needed from the California Coastal Commission (Coastal Commission) prior to project construction. SANDAG submitted an application...
for a Notice of Impending Development (NOID)\(^1\) for the west side alignment in February 2017. Coastal Commission staff opposed SANDAG’s application and recommended that the east side alignment be constructed. At its May 12, 2017, hearing, the Coastal Commission voted to support the staff recommendation, 7-5, and formally notified SANDAG of its approval of the east side alignment (Attachment 1). The Project is one of three Coastal Rail Trail segments in the City of Encinitas that must be completed before the second phase of NCC improvements can be started.

**Discussion**

**Coastal Rail Trail in the City of Encinitas**

*Riding to 2050: the Regional Bike Plan*, approved by the Board of Directors in 2010, identifies four segments of the Coastal Rail Trail (39A, B, C, and D) that cover the length of the City of Encinitas from north to south (Attachment 2). The southernmost three segments are included in the EAP, with the segment from Leucadia Boulevard north to the City of Carlsbad currently below the EAP funding line.

In 2014, SANDAG was awarded an ATP Cycle 1 grant from the State of California for $1.025 million towards the construction phase of the Project. A condition of the grant is that the Project must be ready to advertise (RTA) for construction by February 1, 2018. SANDAG already has applied for and received a one-time extension from the California Transportation Commission (CTC). Therefore, SANDAG will forfeit the $1.025 million if it does not meet the February 1, 2018, RTA deadline.

**Project Agreement**

Prior to the Encinitas City Council’s action in March 2016 to switch its preferred alignment from the east to west side alignment, a significant amount of funding and time already had been expended to develop the Project. The Transportation Committee discussed the Project at its May 20, 2016, and July 15, 2016, meetings and directed staff to develop a Memorandum of Understanding (MOU) with the City of Encinitas for advancing the west side alignment. One provision of this MOU was in the event the NOID was denied by the Coastal Commission, the City would reimburse SANDAG for 50 percent of the project development costs incurred from the August 24, 2016, effective date of the MOU until the date of the denial, with a not to exceed share of $250,000.

**East Side Alignment**

Both the NOID and the ATP grant describe the main feature of the Project as 10 feet of paved surface with unpaved shoulders ranging from 2 to 5 feet (total width of 14-17 feet). Due to the bluffs along a portion of the project area, retaining walls will be needed with lengths of up to 250 feet and heights of approximately 6 feet. Several smaller retaining walls will be needed along the southern end of the Project near Birmingham Drive.

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\(^1\) Section 30606 of the Coastal Act requires a public agency proposing a public works project to provide a Notice of Impending Development (NOID) to the Coastal Commission (and other interested parties, organizations, and governmental agencies) for its consideration. The NOID should contain data demonstrating the project is consistent with the certified Public Works Plan (PWP).
The majority of the Project is proposed to be located in railroad right-of-way owned by the North County Transit District (NCTD), with the remainder located in City of Encinitas right-of-way along San Elijo Avenue. NCTD has informed SANDAG that for safety reasons, a four-foot-tall, post and cable fence will be required along the entire alignment between the Project and the railroad tracks. In addition, SANDAG expects substantive comments from NCTD regarding other key design features such as retaining walls, storm water drainage, and water quality infrastructure.

Along an approximately 2,200-foot-long stretch of the Project, informal parking would be removed due to insufficient space to accommodate San Elijo Avenue, parking, and the Project. SANDAG has estimated between 50 and 100 spaces would be eliminated. In several locations along the Project area, stormwater improvements will be required including new inlets, ditches, and culverts.

As with other bikeway projects, SANDAG will design and construct improvements, and the local jurisdiction will maintain and operate the facility. In this case, agreements will be needed among SANDAG, the City of Encinitas, and NCTD regarding maintenance, operations, and right-of-way easements.

Recent comments by the City of Encinitas on the design are focused on: (1) a smaller project footprint than the 14-17 feet width, (2) ensuring the fence is as close to the railroad tracks as possible, (3) material other than pavement for the trail, and (4) minimizing parking loss. These potential changes will involve input from the Coastal Commission, CTC, and NCTD. Preliminary discussions with Coastal Commission and NCTD staff indicate that items (1), (2), and (3) are possible. All of these design comments will continue to be evaluated in the Project’s final design stage.

**Remaining Project Tasks**

In order to meet the ATP grant requirements, SANDAG, through close coordination with the City of Encinitas, NCTD, Caltrans, and multiple resource agencies, would need to expedite the completion of the following tasks under an accelerated schedule prior to the February 1, 2018, RTA deadline.

- Prepare approximately nine environmental technical studies and submit to Caltrans for review and National Environmental Policy Act (NEPA) approval. Caltrans is the NEPA lead agency for the Project pursuant to delegated authority from the FHWA.
- Prepare a CEQA document for consideration by the Transportation Committee.
- Obtain permit approvals from resource agencies, including the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife.
- Advance the engineering design from 60 percent to 100 percent completion, including completion of design review by NCTD.
- Complete right-of-way certification, which includes signed agreements between SANDAG and the City of Encinitas, SANDAG and NCTD, and NCTD and the City of Encinitas.
**Project Budget**

The FY 2017 Program Budget identifies $6.1 million for the Project, of which $1.2 million has been expended. There currently is $5.15 million remaining, including the $1 million ATP grant and the $250,000 contribution from the City of Encinitas in accordance with the MOU for the west side alignment design.

The current budget estimate for the east side alignment is based on the 30 percent design, with a 30 percent project contingency applied given the level of uncertainty without 100 percent engineering design. Currently, the total project budget is estimated at $10 million, meaning an additional $3.65 million is needed (Attachment 3) to continue work on the east side alignment at this time. This need would increase to $4.65 million if the schedule for the ATP grant cannot be met. Therefore, the Transportation Committee recommends that the Board of Directors approve a proposed amendment(s) to the FY 2018 budget in an amount not to exceed $5 million to complete the construction of the east side alignment.

**Risk Assessment**

SANDAG has identified a number of risks with this Project between now and the February 2018 ATP grant deadline:

- SANDAG will need to contract with a qualified environmental firm(s) to assist with completion of CEQA and NEPA clearance, environmental technical studies, and permit applications.

- There are approximately three months available to complete the environmental technical studies that are needed to support CEQA and NEPA clearance and the resource agency permit applications. Typically, it takes several additional months to complete environmental technical studies.

- While the completion of a CEQA document can vary based on the project and type of document, it typically takes at least several months longer than the six months allotted in the current project schedule, and is contingent in part on completion of the environmental technical studies. All environmental documentation also will require legal review.

- The Project requires cooperation with the Coastal Commission, NCTD, City of Encinitas, Caltrans, and state and federal resource agencies - all whose schedules are not directly controlled by SANDAG.

- SANDAG works closely with several resource agencies to obtain permits for a number of transportation improvement projects, and it is not unusual to have about a dozen permit applications in process. There is risk that these agencies will not have the capacity to be able to review and approve permit applications for this Project in the tight timeframe available.

- SANDAG has received ATP grants for three other regional bikeway projects, all currently in the design phase, which could be subject to delay if this project is accelerated.

- New ATP funding cycles will give points for past performance. Not meeting the February 2018 RTA date would mean SANDAG potentially could lose these points for future grant applications.
• The schedule for the environmental phase assumes that design for the Project will not substantially change from the current 60 percent until it is finalized at 100 percent. NCTD has not had the opportunity to formally review the 60 percent plans so potential changes to the design are unknown at this time.

• The east side alignment is significantly over the existing budget, additional funds likely would come from TransNet funds in the EAP. It is possible that SANDAG may not receive non-TransNet grants to replenish these funds and therefore future EAP projects near the cut off line may not receive funds as currently planned. These include additional segments of the Coastal Rail Trail in the Cities of San Diego and Encinitas.

**Next Steps**

Pending action by the Board of Directors, staff will begin work on all the remaining project tasks as outlined earlier in this report.

GARY L. GALLEGOS  
Executive Director  

Attachments: 1. Letter dated May 19, 2017, from the California Coastal Commission - Notice of Impending Development No. NCC-NOID-0001-17 (Cardiff Coastal Rail Trail) for the North Coast Corridor Public Works Plan and Transportation and Resource Enhancement Program  
   2. Future Coastal Rail Trail Encinitas Map  
   3. Proposed FY 2018 Budget Amendment for CIP Project No. 1223017, Coastal Rail Trail: Chesterfield to Santa Fe Drive  

Key Staff Contact: Linda Culp, (619) 699-6957, linda.culp@sandag.org
Ms. Linda Culp  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Re: Notice of Impending Development No. NCC-NOID-0001-17 (Cardiff Coastal Rail Trail) for the North Coast Corridor Public Works Plan and Transportation and Resource Enhancement Program

Dear Ms. Culp,

This notice is to advise you that on May 11, 2017, the California Coastal Commission determined that the above referenced Notice of Impending Development (NOID), subject to one special condition outlined in the April 26, 2017 staff report for the project, is consistent with the certified North Coast Corridor Public Works Plan and Transportation and Resource Enhancement Program (NCC PWP/TREP). The NOID involves the construction of an approximately 1.3-mile segment of the Coastal Rail Trail within and immediately adjacent to the LOSSAN rail right-of-way along San Elijo Avenue in the community of Cardiff in the City of Encinitas, from Chesterfield Drive to the Santa Fe Drive undercrossing.

Special Condition No. 1 of the NOID requires the submittal of final plans prior to the commencement of construction. Please provide final plans, including construction plans, staging plans, water quality plans, fencing plans, and a signage plan, that substantially conform with the preliminary plans submitted to the Commission, titled “Draft 60% Improvement Plans, Coastal Rail Trail – Encinitas, E Street to Chesterfield Drive” dated March 2016 for the eastern alignment of this portion of the Coastal Rail Trail, meaning that the improvements will be sited within or immediately adjacent to the LOSSAN rail right-of-way along San Elijo Avenue in order to be consistent with the NCC PWP/TREP. As soon as the final plans are received and accepted, the Executive Director will send you authorization to proceed with construction of the development.

If you have any questions about the Commission’s action, please do not hesitate to contact me. Thank you and the other staff members who worked on this planning effort. We remain available to assist you in any way possible to continue the successful implementation of the NCC PWP/TREP.

Sincerely,

Kanani Brown  
Coastal Program Analyst III
### FY 18 Capital Budget Amendment in ’000’s

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#### Funding Source

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### Project Limits

- **Proposed Limits:** North-south project limits are from Chesterfield Drive to Santa Fe Drive located east of the railroad tracks and along San Eliso Avenue.
- **FY 19**
  - Close-Out
  - Open to Public
  - Ready to Advertise
  - Begin Construction
  - Final Environmental Document
  - Final Environmental Document
  - Draft Environmental Document
- **FY 20**
  - Open to Public
  - Ready to Advertise
  - Final Environmental Document
  - Close-Out
- **FY 21**
  - Final Environmental Document
  - Ready to Advertise
  - Close-Out
  - Open to Public
- **FY 22**
  - Close-Out
  - Ready to Advertise
  - Final Environmental Document
- **FY 23**
  - Ready to Advertise
  - Final Environmental Document
- **FY 24**
  - Final Environmental Document
- **FY 25**
  - Final Environmental Document
  - Ready to Advertise
  - Final Environmental Document
  - Close-Out
  - Open to Public
  - Ready to Advertise
  - Open to Public
PROPOSED FY 2018 PROGRAM BUDGET AMENDMENT:
COASTAL RAIL TRAIL – CHESTERFIELD TO SANTA FE DRIVE

Board of Directors
June 9, 2017

REGIONAL BIKEWAY NETWORK

• Part of 44-mile Coastal Rail Trail and significant local investment in active transportation
• Everyday trips for everyday people
• Project is first segment in City of Encinitas
PROJECT TIMELINE

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>Mid 2012</td>
<td>Project kickoff</td>
</tr>
<tr>
<td>May 2015</td>
<td>City Council identified East Alignment as preferred</td>
</tr>
<tr>
<td>March 2016</td>
<td>City Council identified West Alignment as preferred</td>
</tr>
<tr>
<td>August 2016</td>
<td>City/SANDAG MOU</td>
</tr>
<tr>
<td>May 2017</td>
<td>CA Coastal Commission denies SANDAG application for West Alignment and approves East Alignment</td>
</tr>
<tr>
<td>February 2018</td>
<td>Out to bid for construction (required by $1 million state grant)</td>
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</tbody>
</table>

PROJECT DESCRIPTION

- Class 1 shared-use path, separated from traffic
- Majority of 1.3 miles in NCTD-owned railroad right-of-way
- Paved surface is 10-feet wide with unpaved shoulders from 2- to 5-feet wide
- Retaining walls needed
- Substantial cut and fill areas
- Fencing between the project and tracks
- Parking loss
EXISTING CONDITIONS AT CHESTERFIELD DRIVE IN CARDIFF

Along eastern side of tracks, looking west

WIDE RIGHT-OF-WAY NEAR MONTGOMERY AVENUE IN CARDIFF

Along eastern side of tracks, looking south
COASTAL BLUFF AREA NORTH OF VERDI AVENUE IN CARDIFF

Along eastern side of tracks, looking north

EXISTING CRT AT SANTA FE DRIVE

Along eastern side of tracks, looking south
REMAINING PROJECT TASKS BY FEBRUARY 2018

- Complete approximately nine environmental technical studies
- Obtain environmental clearance (both NEPA and CEQA)
- Obtain permit approvals from resource agencies
- Complete final design (currently at 60 percent level)
- Complete design review and approval by NCTD
- Complete right-of-way certification

PROJECT BUDGET

<table>
<thead>
<tr>
<th>Funding</th>
<th>FY 2018 Approved</th>
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<td><strong>Total</strong></td>
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<td><strong>$10,108</strong></td>
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- $1.2 million spent to date.
RISKS

• Accelerated schedule is significant:
  – Need to contract with qualified environmental firm
  – At least nine technical studies drafted, reviewed, and finalized
  – CEQA and NEPA documents drafted, reviewed, and approved
  – Resource agency permits drafted, reviewed, and approved
• Schedule largely dependent on outside agencies

RISKS (continued)

• Potential risk to other ATP grant awarded projects
• Potential risk to future SANDAG ATP grant awards
• NCTD needs to formally review design plans
• Budget amendment means other EAP projects at risk
The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2018 Program Budget, adding an amount not to exceed $5 million to the Coastal Rail Trail: Chesterfield to Santa Fe Drive Project (Capital Improvement Program No. 1223017) in order to complete construction of the east side alignment.