Regional Planning Committee

Agenda

Friday, October 5, 2018
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

Agenda Highlights

- Funding Recommendations for Cycle 4 TransNet Smart Growth Incentive Program Capital Grants

- TransNet Environmental Mitigation Program: FY 2019-2020 Work Plan

Please silence all electronic devices during the meeting

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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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Regional Planning Committee  
Friday, October 5, 2018

Item No. | Recommendation
--- | ---
+1. | Approval of Meeting Minutes
The Regional Planning Committee is asked to review and approve the minutes from its July 6, 2018, meeting.

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

Consent

+3. | TransNet Environmental Mitigation Program: Land Management Grant Program Quarterly Status Update (Sarah Pierce)
This report provides an update on progress made by TransNet Environmental Mitigation Program: Land Management Grant Program recipients.

Reports

+4. | TransNet Smart Growth Incentive Program and Active Transportation Grant Program: Quarterly Status Update and Amendment Request (Tracy Ferchaw)
The Regional Planning Committee is asked to approve a Smart Growth Incentive Program amendment for Civic San Diego’s 14th Street Pedestrian Promenade project.

+5. | Proposed Amendment to the Regional Planning Technical Working Group Charter (Carolina Ilic)
The Regional Planning Technical Working Group (TWG) recommends that the Regional Planning Committee approve a proposed amendment to the TWG Charter, allowing for the election of a second Vice Chair on an as-needed basis.
Funding Recommendations for Cycle 4 TransNet Smart Growth Incentive Program Capital Grants (Carolina Illic)

The Regional Planning Committee is asked to recommend that the Board of Directors:
1. approve the proposed funding awards for the Cycle 4 TransNet Smart Growth Incentive Program Capital grants; and
2. in the event that a selected project is unable to use its awarded funds, authorize staff to offer funding and execute a grant agreement with the next highest-ranked project(s).

TransNet Environmental Mitigation Program: FY 2019-2020 Work Plan (Kim Smith)

The Regional Planning Committee is asked to recommend that the Board of Directors approve the proposed FY 2019-2020 Work Plan for regional land management and monitoring.

Integrating Smart Growth, Complete Streets, and Mobility Hubs: Exploring Oceanside as a Transformational Case Study (Marisa Mangan; Russ Cunningham, City of Oceanside)

Staff will present an update on joint planning efforts between SANDAG and the City of Oceanside to integrate smart growth land use patterns with emerging mobility solutions in key community corridors, including Coast Highway.

Regional Housing Needs Assessment Update (Seth Litchney)

Staff will provide an update on the approach that will be used to develop the sixth cycle of the Regional Housing Needs Assessment Plan for the San Diego region.

Regional Complete Streets Policy Implementation Status (Danielle Kochman)

Staff will provide a status report on implementation of the Regional Complete Streets Policy adopted by the SANDAG Board of Directors in December 2014.

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.

Upcoming Meetings

The next Regional Planning Committee meeting is scheduled for Friday, November 2, 2018, at 12:30 p.m.

Adjournment

+ next to an item indicates an attachment
July 6, 2018, Regional Planning Committee Meeting Minutes

Chair Mary Salas (South County) called the meeting of the Regional Planning Committee to order at 12:31 p.m. Chair Salas recognized Shelby Tucker, Associate General Counsel, for her 17 years with SANDAG and congratulated her on her work and upcoming departure.

1. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Supervisor Ron Roberts (County of San Diego) and a second by Deputy Mayor David Zito (North County Coastal), the Regional Planning Committee approved the minutes from its June 1, 2018, meeting. Yes: Chair Salas, Vice Chair Kristine Alessio (East County), Councilmember Lorie Zapf (City of San Diego), Supervisor Roberts, Deputy Mayor Zito, and Mayor Sam Abed (North County Inland). No: None. Abstain: None. Absent: None.

2. Public Comments/Communications/Member Comments

There were no public comments entered.

Reports

3. Project Highlights and Funding Recommendations for Cycle 4 TransNet Smart Growth Incentive Program and Active Transportation Grant Program (Recommend)

3A. Marc Caro, City of Chula Vista, and Brian Schoenfisch, City of San Diego, provided an overview of projects recently completed with TransNet Smart Growth Incentive Program funds.

Action: This item was presented for information.

3B. Carolina Ilic, Senior Regional Planner, presented the item.

Action: Upon a motion by Mayor Abed and a second by Supervisor Roberts, the Regional Planning Committee recommended that the Saint Joseph’s Park Master Plan and FRED Smart Growth Incentive Program applications be found ineligible, and that the Board of Directors approve the proposed funding awards for the Cycle 4 TransNet Smart Growth Incentive Program Planning and Active Transportation grants, and in the event that a selected project is unable to use its awarded funds, authorize staff to offer funding and execute a grant agreement with the next highest ranked project(s). Yes: Chair Salas, Vice Chair Alessio, Councilmember Zapf, Supervisor Roberts, Deputy Mayor Zito, and Mayor Abed. No: None. Abstain: None. Absent: None.

4. Project Highlights and Funding Recommendations for Cycle 9 TransNet Environmental Mitigation Program Land Management Grant Program (Recommend)

4A. Melanie Tylke, County of San Diego, and Sarah Hutmacher, San Diego River Park Foundation, provided an overview of projects recently completed with TransNet Environmental Mitigation Program Land Management Grants.

Action: This item was presented for information.
4B. Sarah Pierce, Regional Planner, presented the item.

Action: Upon a motion by Vice Chair Alessio and a second by Councilmember Zito, the Regional Planning Committee recommended that the Board of Directors approve the proposed funding awards for the Cycle 9 TransNet Environmental Mitigation Program Land Management Grant Program, and in the event that a selected project is unable to use its awarded funds, authorize staff to offer funding and execute a grant agreement with the next highest ranked project(s). Yes: Chair Salas, Vice Chair Alessio, Councilmember Zapf, Supervisor Roberts, Deputy Mayor Zito, and Mayor Abed. No: None. Abstain: None. Absent: None.

5. Continued Public Comments
There were no continued public comments.

6. Upcoming Meetings
The next Regional Planning Committee meeting is scheduled for Friday, September 7, 2018, at 12:30 p.m.

7. Adjournment
Chair Salad adjourned the meeting at 1:46 p.m.
Confirmed Attendance at SANDAG Regional Planning Committee Meeting

July 6, 2018

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Member/Alternate</th>
<th>Attending</th>
</tr>
</thead>
<tbody>
<tr>
<td>South County</td>
<td>Mary Salas, Chair</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>Carrie Downey</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>East County</td>
<td>Kristine Alessio, Vice Chair</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Colin Parent</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>City of San Diego</td>
<td>Lorie Zapf</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Mark Kersey</td>
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<tr>
<td>County of San Diego</td>
<td>Ron Roberts</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Greg Cox</td>
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<tr>
<td>North County Coastal</td>
<td>David A. Zito</td>
<td>Member</td>
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<td></td>
<td>Mark Packard</td>
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<tr>
<td>North County Inland</td>
<td>Sam Abed</td>
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<td></td>
<td>John Aguilera</td>
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<tr>
<td><strong>Advisory Members</strong></td>
<td></td>
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<tr>
<td>California Department of Fish and Wildlife</td>
<td>Vacant</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>David Mayer</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Caltrans, District 11</td>
<td>Tim Gubbins</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Ann Fox</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Metropolitan Transit System</td>
<td>Ronn Hall</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Lorie Bragg</td>
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<tr>
<td>North County Transit District</td>
<td>Dave Druker</td>
<td>Member</td>
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<td></td>
<td>Jack Feller</td>
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<tr>
<td>Regional Planning Technical Working Group</td>
<td>Karen Brindley</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Tony Shute</td>
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<tr>
<td>San Diego County Water Authority</td>
<td>Ed Gallo</td>
<td>Member</td>
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<td></td>
<td>Kathleen Coates Hedberg</td>
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<tr>
<td>San Diego Unified Port District</td>
<td>Ann Moore</td>
<td>Member</td>
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<td></td>
<td>Garry Bonelli</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Southern California Tribal Chairmen's Association</td>
<td>Eric LaChappa</td>
<td>Member</td>
<td>No</td>
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<td>Allen Lawson</td>
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<tr>
<td>U.S. Army Corp of Engineers</td>
<td>Michelle Lynch</td>
<td>Member</td>
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<td></td>
<td>Kyle Dahl</td>
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<tr>
<td>U.S. Department of Defense</td>
<td>Steve Chung</td>
<td>Member</td>
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<td>Mary Beth Dreuske</td>
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<td>U.S. Fish and Wildlife Service</td>
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<td></td>
<td>Susan Wynn</td>
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<tr>
<td>Wildlife Conservation Board</td>
<td>John Donnelly</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Vacant</td>
<td>Alternate</td>
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</table>
TransNet Environmental Mitigation Program: Land Management Grant Program Quarterly Status Update

Overview

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 land 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.

SANDAG staff provides ongoing oversight of grant projects to ensure that grantees are making timely progress with respect to SANDAG Board Policy No. 035: Competitive Grant Program Procedures, provisions and to ensure that the project submission of deliverables matches the scopes of work in their grant contract agreements. The purpose of this report is to provide information to the Regional Planning and Transportation Committees on the quarterly status of active land management grant projects (Attachment 1).

Key Considerations

Since the program’s inception, 117 land management grants, totaling approximately $16.6 million in TransNet funding, have been awarded to land management entities in the region through the TransNet EMP Land Management Grant Program.

The contracts for 78 projects have been closed-out and have no further billing. Between April 1, 2018, and June 30, 2018, two additional projects were completed: (1) The Proctor Valley Off Highway Vehicle Barrier project by the California Department of Fish and Wildlife; and (2) the Bernardo Bay Cactus Wren project by the City of San Diego. Attachment 1 provides the status of the 20 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 SANDAG Board Policy No. 035: Competitive Grant Program Procedures) and the grantee has not yet sought corrective action. As of the date of this quarterly report, no projects currently are on the Watch List.

The status of 19 grants awarded funding by the SANDAG Board of Directors on July 27, 2018, will be added to this report after contracts for those projects have been executed later this year.

Next Steps

The next quarterly status report (covering July 1 to September 30, 2018) is expected to be presented in December 2018.

Charles “Muggs” Stoll, Director of Land Use and Transportation Planning

Key Staff Contact: Sarah Pierce, (619) 699-7312, sarah.pierce@sandag.org

Attachment: 1. Status of Active TransNet EMP Land Management Grant Program Projects: Reporting period April 1, 2018, to June 30, 2018
# Status of Active TransNet EMP Land Management Grant Program Projects:
Reporting period April 1 to June 30, 2018

<table>
<thead>
<tr>
<th>Contract #</th>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>Contract Expiration Date</th>
<th>Watch List*</th>
<th>Status/ Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>5004731</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. No Amendments.</td>
</tr>
<tr>
<td>5004732</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. No Amendments.</td>
</tr>
<tr>
<td>5004730</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. No Amendments.</td>
</tr>
<tr>
<td>5004729</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. No Amendments.</td>
</tr>
<tr>
<td>5004736</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. No Amendments.</td>
</tr>
<tr>
<td>5004728</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 cacti to restoration projects throughout the region for 2 years.</td>
<td>$230,721</td>
<td>09/22/15</td>
<td>08/28/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones. One Amendment- Six Month Extension</td>
</tr>
<tr>
<td>5004942</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>01/27/17</td>
<td>07/27/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones. No Amendments.</td>
</tr>
<tr>
<td>5004943</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>02/13/17</td>
<td>08/13/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones. No Amendments.</td>
</tr>
<tr>
<td>5004945</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>02/15/17</td>
<td>08/15/18</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones. No Amendments.</td>
</tr>
</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.
### Status of Active TransNet EMP Land Management Grant Program Projects:

**Reporting period April 1 to June 30, 2018**

<table>
<thead>
<tr>
<th>Contract #</th>
<th>Grantee</th>
<th>Project</th>
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<th>Watch List*</th>
<th>Status/ Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</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. No Amendments.</td>
</tr>
<tr>
<td>11</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 &quot;old growth&quot; 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. No Amendments.</td>
</tr>
<tr>
<td>12</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. No Amendments.</td>
</tr>
<tr>
<td>13</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. No Amendments.</td>
</tr>
<tr>
<td>14</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. No Amendments.</td>
</tr>
<tr>
<td>15</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>
<td>Project IS making timely progress toward their milestones. No Amendments.</td>
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<tr>
<td>16</td>
<td>San Diego Zoo Global</td>
<td>Native Seed Bank</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>
<td>3/13/20</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones. No Amendments.</td>
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<td>17</td>
<td>Chaparral Lands Conservancy</td>
<td>Otay Mesa Rare Plants</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>
<td>Project IS making timely progress toward their milestones. No Amendments.</td>
</tr>
</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.*
## Status of Active TransNet EMP Land Management Grant Program Projects:
Reporting period April 1 to June 30, 2018

<table>
<thead>
<tr>
<th>Contract #</th>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
<th>Grant Amount</th>
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<th>Status/ Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>Chaparral Lands Conservancy</td>
<td>Proctor Valley Vernal Pools and Uplands</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>
<td>Project IS making timely progress toward their milestones. No Amendments.</td>
</tr>
<tr>
<td>19</td>
<td>San Elijo Lagoon Conservancy</td>
<td>North County Dunes 2</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>
<td>Project IS making timely progress toward their milestones. No Amendments.</td>
</tr>
<tr>
<td>20</td>
<td>Mission Trails Regional Park Foundation</td>
<td>San Diego Thornmint Restoration</td>
<td>Improve and expand areas occupied by San Diego thornmint in MTRP by restoring and enhancing degraded habitat.</td>
<td>$72,265</td>
<td>3/21/17</td>
<td>3/21/20</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones. No Amendments.</td>
</tr>
</tbody>
</table>

### Recently Closed-Out Projects

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>5004941</td>
<td>California Department of Fish and Wildlife</td>
<td>Proctor Valley OHV Barrier</td>
<td>Closure of one of the last remaining gaps in the Proctor Valley OHV barrier, decreasing unauthorized access to OHV activities and subsequent impacts to sensitive species.</td>
<td>$50,000</td>
<td>8/1/17</td>
<td>12/31/18</td>
<td>No</td>
<td>Project complete. No Amendments.</td>
</tr>
<tr>
<td>5004946</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>
<td>Project IS making timely progress toward their milestones. One Amendment- Budget Change</td>
</tr>
</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.
TransNet Smart Growth Incentive Program and Active Transportation Grant Program: Quarterly Status Update and Amendment Request

Overview
This report provides a quarterly update on the status of projects funded through the TransNet Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP) and requests an amendment for a Civic San Diego SGIP project.

Key Considerations
During the reporting quarter (January 1 through March 31, 2018), one SGIP project was completed – the National City Downtown Specific Plan Update. All projects are on schedule except for one SGIP project, which is requesting an amendment described below. Attachment 1 provides the status of projects that currently are active and shows the projects that have been completed in the current cycle. Additional information on projects completed in previous cycles is posted at sandag.org/grants.

Amendment Request
Civic San Diego is requesting a 12-month schedule extension amendment for its 14th Street Pedestrian Promenade Demonstration Block SGIP project. This is the second schedule extension request for this project. In August 2017, the project received an administrative six-month amendment, extending the project completion date to January 8, 2019, to address design issues as well as the relocation of water lines and associated permitting issues involving coordination with various city departments.

Currently, Civic San Diego and the project consultant team are working to resolve additional unexpected challenges, including minimum separation distances of water and sewer lines required by the State Water Board, and minimum requirements for permeable surfaces under the Green Street exemption required by the City’s Regional Water Quality Permit. In addition, the Master Plan called for art and street furnishings along the 14th Street corridor, which included donated industrial art. Due to the location of the art objects, continued coordination with the city is needed to accept and maintain ownership of these art pieces.

The amendment request letter submitted by Civic San Diego (Attachment 2) details the circumstances resulting in the request for additional time to complete the project. Attachment 3 provides the revised scope of work, schedule, and budget.

Next Steps
If approved, this amendment will allow Civic San Diego additional time to complete the project. The project would open to the public by January 2020.

Charles “Muggs” Stoll, Director of Land Use and Transportation Planning
Key Staff Contact: Tracy Ferchaw, (619) 699-1977, tracy.ferchaw@sandag.org
Attachments:
1. Status of TransNet SGIP, ATGP, and ATGP/ATP Funds Exchange Projects: Reporting period through March 31, 2018
2. Civic San Diego Amendment Request Letter
3. Civic San Diego Revised Scope of Work, Schedule, and Budget

Recommendation:
The Regional Planning Committee is asked to approve a Smart Growth Incentive Program amendment for Civic San Diego's 14th Street Pedestrian Promenade project.

Fiscal Impact:
The requested amendment is for time only; no additional funds are requested.

Schedule/Scope Impact:
The additional coordination and permit requirements have impacted the project schedule, resulting in a 12-month extension request.
# Status of TransNet Smart Growth Incentive Grant Program Projects

**Reporting period through March 31, 2018**

<table>
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<tr>
<th>Grantee</th>
<th>Project</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1  San Diego</td>
<td>Morena Boulevard Station Area Study Phase 2</td>
<td>PLANNING: Supports mixed-use, transit-oriented development in the Mid-Coast Trolley station areas by preparing amendments to Linda Vista and Clairemont Mesa planning documents, processing rezones, and developing a programmatic environmental document. Cycle 2 (FY 2011 – 2013) (This project is the only remaining Cycle 2 project)</td>
<td>$400,000</td>
<td>01/21/2014</td>
<td>01/21/2019</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 Am 3 (RPC) — 6-month extension</td>
</tr>
<tr>
<td>2  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. Cycle 3 (FY 2014 – 2016)</td>
<td>$400,000</td>
<td>12/14/2015</td>
<td>06/08/2018</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6-month extension</td>
</tr>
<tr>
<td>3  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. Cycle 3 (FY 2014 – 2016)</td>
<td>$1,270,000</td>
<td>12/03/2015</td>
<td>06/03/2019</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>Grantee</td>
<td>Project</td>
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</tr>
<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. Cycle 3 (FY 2014 – 2016)</td>
<td>$400,000</td>
<td>01/11/16</td>
<td>11/26/18</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (RPC) — 6-month extension</td>
</tr>
<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-compliant 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. Cycle 3 (FY 2014 – 2016)</td>
<td>$992,503</td>
<td>11/12/2015</td>
<td>07/12/2019</td>
<td>No</td>
<td>Project IS making timely progress toward its revised 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 State Route 94 entrance/exit. Upgrades existing substandard improvements at the trolley/railroad crossing; water and storm drains; and underground San Diego Gas &amp; Electric, Cox, and AT&amp;T transmission and/or distribution overhead lines. Cycle 3 (FY 2014 – 2016)</td>
<td>$805,000</td>
<td>11/20/2015</td>
<td>11/20/2018</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6-month extension Am 2 (RPC) — 12-month extension</td>
</tr>
</tbody>
</table>
## Status of TransNet Smart Growth Incentive Grant Program Projects – Reporting period through March 31, 2018

### Description of Project Activities

<table>
<thead>
<tr>
<th>Grantee</th>
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<tbody>
<tr>
<td>7 Lemon Grove 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. Cycle 3 (FY 2014 – 2016)</td>
<td>$175,000</td>
<td>11/20/2015</td>
<td>11/20/2018</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6-month extension</td>
<td></td>
</tr>
<tr>
<td>8 National City Westside Mobility Improvements</td>
<td>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. Cycle 3 (FY 2014 – 2016)</td>
<td>$2,000,000</td>
<td>12/08/2015</td>
<td>06/08/2018</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6-month extension</td>
<td></td>
</tr>
<tr>
<td>9 San Diego (Civic San Diego) 14th Street Pedestrian Promenade Demonstration 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. Cycle 3 (FY 2014 – 2016)</td>
<td>$1,000,000</td>
<td>12/08/2015</td>
<td>01/8/2019</td>
<td>No</td>
<td>Grantee is requesting an additional 12-month schedule extension amendment. Am 1 (RPC) — location change Am 2 (staff) — 6-month extension</td>
<td></td>
</tr>
</tbody>
</table>
### Status of TransNet Smart Growth Incentive Grant Program Projects – Reporting period through March 31, 2018

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<tbody>
<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. Cycle 3 (FY 2014 – 2016)</td>
<td>$350,000</td>
<td>12/04/2015</td>
<td>12/04/2018</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6-month extension Am 2 (RPC) — 12-month extension</td>
</tr>
<tr>
<td>San Diego</td>
<td>Pacific Beach Greenways, Parks, and Transit</td>
<td>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. Cycle 3 (FY 2014 – 2016)</td>
<td>$400,000</td>
<td>12/04/2015</td>
<td>06/04/2019</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6-month extension</td>
</tr>
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*Am = Amendment  
RPC = Regional Planning Committee approval  
Staff = Administrative staff approval
### Status of TransNet Smart Growth Incentive Grant Program Projects – Reporting period through March 31, 2018

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</thead>
</table>
| 12  | Vista  | 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.  
Cycle 3 (FY 2014 – 2016) | $2,000,000\(^1\) | 11/19/2015 | 05/19/2019 | No | Project IS making timely progress toward its milestones.  No Amendments |

---

\(^1\) The Vista Paseo Santa Fe Phase II Project also received $3.7 million through the Active Transportation Grant Program-Active Transportation Program Funds Exchange awarded in October 2015 (see Exhibit C).

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Staff = Administrative staff approval
## Status of TransNet Smart Growth Incentive Grant Program Projects – Reporting period through March 31, 2018

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<tbody>
<tr>
<td><strong>Cycle 3 Smart Growth Incentive Program Projects (Completed)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 National City</td>
<td>Downtown Specific Plan Update</td>
<td>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. Cycle 3 (FY 2014 – 2016)</td>
<td>$320,000</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE — DECEMBER 2017</td>
</tr>
<tr>
<td>14 National City</td>
<td>Downtown Westside Wayfinding and Community Gateways</td>
<td>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. Cycle 3 (FY 2014 – 2016)</td>
<td>$825,000</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE — MARCH 2018</td>
</tr>
<tr>
<td>15 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-compliant ramps with truncated domes, rectangular rapid flashing beacons, enhanced crosswalks, and a raised pork-chop median. Cycle 3 (FY 2014 – 2016)</td>
<td>$357,497</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE — DECEMBER 2017</td>
</tr>
</tbody>
</table>

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</thead>
<tbody>
<tr>
<td>San Diego</td>
<td>Grantville Trolley Station/Alvarado Creek Enhancement Project</td>
<td>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. Cycle 3 (FY 2014 – 2016)</td>
<td>$400,000</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE — AUGUST 2017</td>
</tr>
<tr>
<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. Cycle 3 (FY 2014 – 2016)</td>
<td>$105,000</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE — DECEMBER 2017</td>
</tr>
<tr>
<td>San Diego</td>
<td>Sixth Avenue Bridge Promenade Feasibility and Conceptual Design</td>
<td>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. Cycle 3 (FY 2014 – 2016)</td>
<td>$200,000</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT WITHDRAWN — FEBRUARY 2018</td>
</tr>
</tbody>
</table>

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Am = Amendment  
RPC = Regional Planning Committee approval  
Staff = Administrative staff approval
## Status of TransNet/Transportation Development Act
### Active Transportation Grant Program Projects
#### Reporting Period through March 31, 2018

**Exhibit B**

<table>
<thead>
<tr>
<th>Grantee</th>
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<tbody>
<tr>
<td>1 Chula Vista</td>
<td>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. Cycle 3 (FY 2014 – 2016)</td>
<td>$250,000</td>
<td>07/17/2017</td>
<td>03/16/2020</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones. No Amendments</td>
</tr>
<tr>
<td>2 Coronado</td>
<td>Coronado Comprehensive Active Transportation Strategy</td>
<td>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. Cycle 3 (FY 2014 – 2016)</td>
<td>$90,000</td>
<td>02/01/2015</td>
<td>11/01/2018</td>
<td>No</td>
<td>Project IS making timely progress towards its milestones. No Amendments</td>
</tr>
<tr>
<td>3 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. Cycle 3 (FY 2014 – 2016)</td>
<td>$335,000</td>
<td>12/03/2015</td>
<td>06/03/2019</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
<tr>
<td>4 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. Cycle 3 (FY 2014 – 2016)</td>
<td>$50,000</td>
<td>07/21/2017</td>
<td>07/20/2019</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
</tbody>
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### Status of TransNet/ Transportation Development Act Active Transportation Grant Program Projects – Reporting Period through March 31, 2018

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<tr>
<td>National City</td>
<td>Citywide Midblock Crossing Enhancements Project</td>
<td>CAPITAL: Provides additional pedestrian lighting enhancements at 14 existing mid-block pedestrian crossing locations throughout the city, 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. Cycle 3 (FY 2014 – 2016)</td>
<td>$625,000</td>
<td>07/01/2016</td>
<td>6/30/2018</td>
<td>No</td>
<td>Project IS making timely progress toward its revised milestones. Am 1 (staff) — 6-month extension</td>
</tr>
<tr>
<td>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. Cycle 3 (FY 2014 – 2016)</td>
<td>$216,900</td>
<td>12/03/2015</td>
<td>07/03/2018</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
</tbody>
</table>

*Am = Amendment  
*RPC = Regional Planning Committee approval  
*Staff = Administrative staff approval
<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>Contract Expiration Date</th>
<th>Watch List*</th>
<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<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. Cycle 3 (FY 2014 – 2016)</td>
<td>$270,0002</td>
<td></td>
<td></td>
<td>ATGP CONTRACT COMPLETE – PROJECT PROGRESSING UNDER EXCHANGE CONTRACT</td>
<td></td>
</tr>
<tr>
<td>Chula Vista</td>
<td>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></td>
<td></td>
<td>PROJECT COMPLETE — JANUARY 2017</td>
<td></td>
</tr>
<tr>
<td>El Cajon</td>
<td>Be Safe, El Cajon</td>
<td>SUPPORT: Circulate San Diego and the City of El Cajon will initiate a 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>PROJECT COMPLETE — DECEMBER 2016</td>
<td></td>
</tr>
<tr>
<td>National City</td>
<td>National City Bicycle Parking Enhancements (Bike Parking)</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></td>
<td></td>
<td>PROJECT COMPLETE — JUNE 2017</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 C). The ATGP contract has been completed, and work continues under the Funds Exchange program.

Am = Amendment
RPC = Regional Planning Committee approval
Staff = Administrative staff approval
### Status of TransNet/ Transportation Development Act Active Transportation Grant Program Projects – Reporting Period through March 31, 2018

<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>Contract Expiration Date</th>
<th>Watch List*</th>
<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 Oceanside</td>
<td>Bike/Bus Safety Public Outreach Project</td>
<td>EDUCATION: Creates public service messages (bus wraps) on 15 buses to: (1) educate the public on the meaning of &quot;Sharrows&quot; and (2) alert cyclists to the danger of attempting to pass buses on the right side. Program funding will allow wraps on 15 buses for six months and will reach approximately 600,000 people per month. Cycle 3 (FY 2014 – 2016)</td>
<td>$90,000</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE — JULY 2017</td>
</tr>
<tr>
<td>12 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. Cycle 3 (FY 2014 – 2016)</td>
<td>$156,000</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE — AUGUST 2017</td>
</tr>
<tr>
<td>13 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. Cycle 3 (FY 2014 – 2016)</td>
<td>$500,000</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE — NOVEMBER 2017</td>
</tr>
</tbody>
</table>

* 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.

Am = Amendment  
RPC = Regional Planning Committee approval  
Staff = Administrative staff approval
### Status of TransNet Active Transportation Grant Program/Active Transportation Program

#### Funds Exchange Projects

**Reporting Period through March 31, 2018**

### Exhibit C

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>Contract Expiration Date</th>
<th>Watch List*</th>
<th>Status and Amendment History</th>
</tr>
</thead>
</table>
| **Carlsbad**     | **Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project**  
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. Awarded October 2015. | $1,054,000³ | 05/09/2016              | 05/09/2019              | No          | Project IS making timely progress toward its milestones. No Amendments                      |
| **Chula Vista**  | **F Street Promenade Streetscape Master Plan**  
PLANNING: Provides a plan using Complete Street principles, improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features. Awarded November 2014 | $491,000     | 08/14/2015              | 08/14/2018              | No          | Project IS making timely progress toward its milestones. No Amendments                      |
| **County of San Diego** | **Active Transportation Plan**  
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. Awarded November 2014 | $500,000     | 06/12/2015              | 12/12/2018              | No          | Project IS making timely progress toward its revised milestones. No Amendments            |
| **Escondido**    | **Escondido Creek Bikeway Missing Link**  
CAPITAL: Constructs Class I and Class II bike facilities that connect the Escondido Creek Trail and Inland Rail Trail. Awarded November 2014 | $1,092,000   | 09/03/2015              | 03/03/2019              | No          | Project IS making timely progress toward its milestones. No Amendments                      |

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³ The Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project also received $270,000 in Cycle 3 of the Active Transportation Grant Program (see Exhibit B).

| Am = Amendment  
| RPC = Regional Planning Committee approval  
| Staff = Administrative staff approval |
### Status of TransNet Active Transportation Grant Program/Active Transportation Program Funds Exchange Projects – Reporting Period through March 31, 2018

<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>Contract Expiration Date</th>
<th>Watch List*</th>
<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vista</td>
<td>Paseo Santa Fe Phase II</td>
<td>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. Awarded October 2015</td>
<td>$3,700,000&lt;sup&gt;4&lt;/sup&gt;</td>
<td>04/12/2016</td>
<td>10/12/2019</td>
<td>No</td>
<td>Project IS making timely progress toward its milestones. No Amendments</td>
</tr>
</tbody>
</table>

<sup>4</sup> The Vista Paseo Santa Fe Phase II Project also received $2,000,000 in Cycle 3 of the Smart Growth Incentive Program (see Exhibit A).
## Status of TransNet Active Transportation Grant Program/Active Transportation Program Funds Exchange Projects – Reporting Period through March 31, 2018

### Am = Amendment
### RPC = Regional Planning Committee approval
### Staff = Administrative staff approval

### Cycle 3 Active Transportation Grant Program Exchange Projects (Completed)

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description of Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>Contract Expiration Date</th>
<th>Watch List*</th>
<th>Status and Amendment History</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 Del Mar</td>
<td>Pedestrian and Bike facilities along Camino del Mar, Jimmy Durante, and Via de la Valle</td>
<td>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</td>
<td>$812,000</td>
<td></td>
<td>PROJECT COMPLETE — JANUARY 2017</td>
<td></td>
</tr>
<tr>
<td>7 Imperial Beach</td>
<td>Bikeway Village Bayshore Bikeway Access Enhancement Project</td>
<td>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 &quot;Bikeway Village.&quot;</td>
<td>$1,800,000</td>
<td></td>
<td>PROJECT COMPLETE — APRIL 2017</td>
<td></td>
</tr>
<tr>
<td>8 National City</td>
<td>Euclid Avenue Bicycle and Pedestrian Enhancements</td>
<td>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.</td>
<td>$425,000</td>
<td></td>
<td>PROJECT COMPLETE — MAY 2017</td>
<td></td>
</tr>
<tr>
<td>9 National City</td>
<td>Division Street Road Diet</td>
<td>CAPITAL: Implements pedestrian improvements and installs approximately one mile of Class II buffered bike lanes along Division Street. Awarded November 2014</td>
<td>$875,000</td>
<td></td>
<td>PROJECT COMPLETE — NOVEMBER 2017</td>
<td></td>
</tr>
</tbody>
</table>

*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.
August 10, 2018

Tracy Ferchaw  
Associate Grant Program Analyst  
San Diego Association of Governments (SANDAG)  
401 B Street, Suite 800  
San Diego, CA 92101

RE: Grant Agreement No. 5004750

Dear Ms. Fershaw:

Civic San Diego ("CivicSD") is requesting an amendment to agreement No. 5004750 for the 14th Street Pedestrian Promenade Demonstration Block. The requested 12 month extension will allow additional time needed for coordination and permitting process.

**Previous efforts undertaken to maintain the project schedule.**
The original expiration date of the Agreement was July 8, 2018. CivicSD requested, and was granted, and administrative extension of six months to provide for a new expiration date of January 8, 2019. The extension was required to allow for additional time for construction drawing preparation and permitting.

Civic and the consultant team have been meeting with Transportation and Storm Water (TSW), Parks and Recreation (P&R) and the Public Utilities District (PUD) to resolve the design issues involved in this particular block.

**A detailed explanation on the reason for delay, and how it was unavoidable.**
After submitting construction drawings to the City’s Development Services Department (DSD) in September of 2017 for construction permits, the project has required several redesigns due to State and City regulations. The consultant team has now redesigned the street corridor in order to relocate the water and sewer mains within 14th Street. The water line in 14th Street needed to be relocated per the standards of PUD, so that it would not be underneath the proposed landscape improvements. With the new location of the water line, it’s proximity to the existing sewer line did not meet State Water Board required minimum separation distances between water and sewer lines. Therefore the relocation of the sewer line needed to be investigated. There have also been issues regarding the Green Street exemption under the City’s Regional Water Quality Permit. The team is currently working with DSD to provide the minimum requirements for permeable surfaces per the Green Street requirements. Because this project is the first of its kind in Downtown San Diego, there have been unexpected hurdles with these utilities and the Regional Water Quality (RWQ) Permit.

Civic and the consultant team are also continuing to work with TSW to accept the industrial objects that are part of the design. These objects are donations from the Sinclair Family. TSW does not have a track record of accepting donations and additional meetings and discussion are needed to facilitate this. A meeting concerning the donation is scheduled for August 31st.
Demonstrate the ability to succeed in the timeframe proposed

CivicSD and its consultant team believe that all issues have been flushed out and with the meetings identified, we expect that construction permits can be issued by the end of the year. The project will then be put out to public bid and constructed within the additional 12-month time period being requested with this extension. Attached is a revised Scope/Schedule and Budget sheet that reflects this request (note there is no fiscal impact from this extension request).

Sincerely,

Kathleen Brand
Senior Planner, Landscape Architect

s:\planning\grants\2013 sandag smart growth incentive program\14th street master plan\grant extension request 010515.docx
**Part I: Project Overview**

**Project Title:** 14th Street Pedestrian Promenade Demonstration Block (Smart Growth Incentive Program)

**Project Limits:** 14th Street between Broadway and E Street, Downtown San Diego

**Project Summary:** Design and construction of the first block of the 14th Street Promenade between Broadway and E Street. The promenade would create an approx. 30-foot-wide pedestrian promenade/linear park which will link City College to Barrio Logan through East Village, including connecting several existing and future park sites. In addition, this project would be the first portion of a proposed conversion of approx. 4 miles of existing downtown rights-of-way and traffic lanes into a 10-acre public open space network connecting Downtown’s densely populated neighborhoods with enhanced landscaped corridors focused on improving pedestrian and other non-vehicular circulation.

**Part II: Scope Of Work, Schedule, and Budget**

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Description</th>
<th>Deliverables:</th>
<th>Start Date*</th>
<th>Revised Start Date</th>
<th>Previously Approved</th>
<th>Revised</th>
<th>Previously Approved</th>
<th>Revised</th>
<th>Total Project Costs:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Collect Baseline Data (Required)</td>
<td>Baseline Data Collection Plan; Raw Bike/Ped Data</td>
<td>NTP</td>
<td>2</td>
<td>2</td>
<td></td>
<td>$5,000.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Hire Design Engineer</td>
<td>Status Reports; Request for Proposal; Engineer Contract</td>
<td>NTP</td>
<td>5</td>
<td>5</td>
<td></td>
<td>$7,500.00</td>
<td></td>
<td></td>
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<tr>
<td>2.1</td>
<td>Project Management</td>
<td>Status Reports</td>
<td>NTP</td>
<td>5</td>
<td>5</td>
<td>Included in Task 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.2</td>
<td>Award Design Contract</td>
<td>Contract</td>
<td>NTP</td>
<td>5</td>
<td>5</td>
<td>Included in Task 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Complete Preliminary Engineering or Planning</td>
<td>Status Reports; Design Concepts; 30% Plans</td>
<td>5</td>
<td>7</td>
<td>2</td>
<td></td>
<td>$31,500.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>Project Management</td>
<td>Status Reports</td>
<td>5</td>
<td>8</td>
<td>3</td>
<td>Included in Task 3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.2</td>
<td>Prepare 30% Plans</td>
<td>30% Plans</td>
<td>5</td>
<td>8</td>
<td>3</td>
<td>Included in Task 3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Complete Engineering and Final Design</td>
<td>Status Reports; Engineering Contract; 60%, 90%, and 100% Plans</td>
<td>8</td>
<td>19</td>
<td>11</td>
<td></td>
<td>$121,000.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1</td>
<td>Project Management</td>
<td>Status Reports</td>
<td>8</td>
<td>19</td>
<td>11</td>
<td>Included in Task 4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2</td>
<td>Improvement Plans</td>
<td>60%, 90%, and 100% Plans</td>
<td>8</td>
<td>19</td>
<td>11</td>
<td>Included in Task 4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Permits and Fees</td>
<td>Permits and Fees</td>
<td>8</td>
<td>18</td>
<td>18</td>
<td>36</td>
<td>10</td>
<td>18</td>
<td>$70,000.00</td>
</tr>
<tr>
<td>6</td>
<td>Complete Project Construction</td>
<td>Bid Documents; Contract; Status Reports; Notice of Completion</td>
<td>18</td>
<td>24</td>
<td>31</td>
<td>48</td>
<td>13</td>
<td>13</td>
<td>$1,015,000.00</td>
</tr>
<tr>
<td>6.1</td>
<td>Award Construction Contract</td>
<td>Bid Documents; Contract</td>
<td>18</td>
<td>24</td>
<td>22</td>
<td>42</td>
<td>4</td>
<td>4</td>
<td>Included in Task 6</td>
</tr>
<tr>
<td>6.2</td>
<td>Construction Management</td>
<td>Status Reports</td>
<td>22</td>
<td>28</td>
<td>31</td>
<td>48</td>
<td>9</td>
<td>12</td>
<td>Included in Task 6</td>
</tr>
<tr>
<td>6.3</td>
<td>Project Construction</td>
<td>Notice of Completion</td>
<td>22</td>
<td>28</td>
<td>31</td>
<td>48</td>
<td>9</td>
<td>12</td>
<td>Included in Task 6</td>
</tr>
</tbody>
</table>

*Start and Completion dates shall be tracked using "Months from Notice to Proceed (NTP)"

Seasonal Constraints, if any: None
Part III: Funding Sources

Total Project Cost: $1,250,000.00
Total Grant Amount Requested from SANDAG: $1,000,000.00
Total Match Amount that will be contributed: $250,000.00

SANDAG % Contribution: 0.8
Match % Contribution: 0.2
Regional Planning Committee

October 5, 2018

Proposed Amendment to the
Regional Planning Technical Working Group Charter

Overview
The Regional Planning Technical Working Group (TWG) serves as a standing working group that advises the Regional Planning Committee on activities associated with the preparation and implementation of San Diego Forward: The Regional Plan, the Regional Growth Forecast, and other SANDAG land use and environmental planning activities.

Periodically, the TWG charter is updated to reflect the changing nature of the TWG’s work. The Regional Planning Committee approved updates to the TWG charter earlier this year (in March 2018) to incorporate public health, social equity, and environmental justice as part of broader regional planning efforts.

At its August 9, 2018, meeting, the TWG recommended that its charter be amended to allow for the election of a second Vice Chair, on a temporary basis, through the adoption of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan).

Key Considerations
During FY 2019, the TWG will participate in various regional planning efforts, particularly as they relate to the 2019 Regional Plan. Specifically, the TWG will advise on the Regional Housing Needs Assessment methodology and allocation process, development of the transportation network alternatives for the 2019 Regional Plan, enhanced climate planning coordination, public participation on the 2019 Regional Plan, and collaboration with other working groups on transportation demand/system management techniques and climate change/energy projects. The TWG also will be asked to participate in the review of California Environmental Quality Act and housing legislation and implementation.

The recommended changes to the Charter are shown in tracked changes in Attachment 1. Adding a second Vice Chair to the TWG would help to share the workload during this time of heightened work activity.

Next Steps
Currently, Karen Brindley of San Marcos holds the Chair position, and Tony Shute of El Cajon serves as the Vice Chair of the TWG. Pending approval by the Regional Planning Committee, the TWG will vote to elect a second Vice Chair at its October 11, 2018, meeting.

Charles “Muggs” Stoll, Director of Land Use and Transportation Planning

Key Staff Contact: Carolina Ilic, (619) 699-1989, carolina.ilic@sandag.org
Attachment: 1. Regional Planning Technical Working Group Charter with Proposed Revisions
PURPOSE

The purpose of the Regional Planning Technical Working Group (TWG) is to review and make recommendations on key activities associated with the preparation and implementation of San Diego Forward: The Regional Plan, the Regional Growth Forecast, and other SANDAG land use, transportation, housing, public health, social equity, environmental, and related planning activities.

LINE OF REPORTING

The TWG acts in an advisory capacity to the Regional Planning and Transportation Committees primarily on regional planning activities. The Regional Planning and Transportation Committees report to the SANDAG Board of Directors. The Board makes final decisions on San Diego Forward: The Regional Plan and other related planning activities.

RESPONSIBILITIES

The TWG makes recommendations on key regional planning and implementation activities. These tasks include the preparation of San Diego Forward: The Regional Plan, and the development/update of the Smart Growth Concept Map, the Smart Growth Incentive Program/Active Transportation Grant Program, land use, housing, and transportation efforts, including transit oriented development and complete streets, the Regional Housing Needs Assessment, public health as related to the built environment, social equity and environmental justice, and other related items. The TWG also assists with associated public outreach activities and helps inform and encourage active public participation by citizens and groups throughout the region. In general, the TWG’s focus is on land use, transportation, and environmental planning activities of regional significance.

MEMBERSHIP

The membership of the TWG includes the planning/community development directors of the 19 local jurisdictions in the region (or their alternates). Representatives of Caltrans, the Local Agency Formation Commission, San Diego Unified Port District, San Diego County Water Authority, San Diego County Air Pollution Control District, San Diego County Regional Airport Authority, U.S. Department of Defense, North County Transit District, and Metropolitan Transit System are advisory members.

MEETING TIME AND LOCATION

The TWG meets on a monthly basis at SANDAG. Meetings are generally held on the second Thursday of the month from 1:15 to 3:15 p.m. in the Seventh Floor Conference Room at SANDAG. Additional meetings may be scheduled as deemed necessary by the TWG Chair.

SELECTION OF THE CHAIR

The TWG elects a Chair and Vice Chair of the TWG are chosen by the members of the group on a periodic basis. At the discretion of the Chair, the TWG may elect a second Vice Chair as needed to help manage the group’s workload and responsibilities. The Chair will coordinate with staff to determine the time period for the second Vice Chair’s term prior to the time of the election.

DURATION OF EXISTENCE

The TWG is a standing working group.
Funding Recommendations for Cycle 4 *TransNet*
Smart Growth Incentive Program Capital Grants

**Overview**

The *TransNet* Extension Ordinance provides funding for the Smart Growth Incentive Program (SGIP). During each cycle, the Regional Planning and Transportation Committees provide recommendations to the SANDAG Board on two critical steps – the criteria to be included in the call for projects, and the funding recommendations.

**Key Considerations**

On June 1, 2018, the Regional Planning and Transportation Committees reviewed project rankings and funding recommendations and asked that the scoring for two Escondido capital projects be reviewed. The independent review has concluded. In addition, one project was found ineligible and another project has been withdrawn. Collectively, these items have resulted in changes to project rankings and funding recommendations.

Attachment 1 describes the results of the review process as well as proposed process improvements to avoid similar challenges in future funding cycles. Attachment 2 includes the updated and final table of proposed SGIP Capital project rankings and funding recommendations.

**Next Steps**

Pending approval of the SGIP Capital grant awards, SANDAG will have awarded more than $80 million to more than 140 SGIP and Active Transportation Grant Program projects throughout the San Diego region, leveraging approximately $54 million in matching funds. This represents a total investment of more than $134 million for smart growth and active transportation projects in local communities since 2009.

**Charles “Muggs” Stoll, Director of Land Use and Transportation Planning**

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

Attachments:  1. Discussion Memo
              2. SGIP Capital Grants: Final Project Rankings and Funding Recommendations
Discussion Memo

Background

In December 2017, the Board of Directors approved the criteria and released the call for projects for the fourth cycle of the TransNet Smart Growth Incentive Program (SGIP). The application period closed in March 2018. Application descriptions are included on the Cycle 4 web page at sandag.org/cycle4grants and there is $22.3 million available for award.

Smart Growth Incentive Program Capital Grant Evaluation Process and Review

To ensure transparency and provide an opportunity for review and comment, SANDAG posts all quantitative and qualitative scores online. The quantitative scores are calculated by SANDAG staff based on numerical calculations generated from forecast and GIS data. The qualitative scores are calculated by evaluation panel members, which include planning and public works directors from local agencies that did not submit applications, Caltrans staff, transit agency staff, and SANDAG staff.

The quantitative and qualitative scores are combined and result in project rankings for each evaluator. The project rankings from each evaluator are then added and result in a “sum of ranks,” which is used as the basis for overall project rankings and funding recommendations presented to the Committees. The projects with the lowest sum of ranks are the ones with the highest-project rankings.

At its June 1, 2018 meeting, the Regional Planning Committee raised concerns about evaluator scores for two Escondido capital applications. In the review process, the City of Escondido noted that one evaluator awarded zero points across the board for both of its applications, and two evaluators gave zeros across the board for one of its applications. At the meeting, the City of Escondido requested that SANDAG staff review these scores. Staff made a commitment to examine the qualitative scores associated with these two projects and return with additional information.

Results of Review

An independent review was conducted by SANDAG General Counsel, which included interviews with all eight evaluators, a review of the evaluation criteria, and a review of the eligibility criteria. The independent review concluded the following:

- Assigning zero scores in all qualitative categories by some evaluators was inconsistent with the intended evaluation procedures.
- The remaining evaluators who provided qualitative scores for the Escondido projects do not appear to have been unduly influenced by the evaluators that assigned the scores of zero.
- There was some confusion among evaluators on their role in determining grant project eligibility. Although SANDAG staff had previously determined both Escondido projects to be eligible for the grant program, some of the evaluators nonetheless questioned the eligibility of the Escondido projects.
- Limited scoring instructions were provided to the evaluators, and at least one evaluator suggested that an in-person orientation and more specific written instructions be provided.

The independent review recommended that the scores provided by the three evaluators that gave “zero” scores to the Escondido projects be removed from consideration, and either using the scores of the remaining five evaluators or discarding all scores and re-starting the process. Staff recommends the first of these options since it would both avoid use of the irregular scores and allow delivery of smart growth capital projects without the 4- to 6-month delay that would be needed for a full repetition of the evaluation process.
Rankings and Unprecedented Three-Way Tie

Based on the recommendation resulting from the independent review, the scores provided by the three evaluators that gave “zero” scores to the Escondido projects were removed. Collectively, the removal of these evaluators’ scores, the elimination of an ineligible project\(^1\), and the withdrawal of one project\(^2\), shifted several project rankings and resulted in an unprecedented three-way tie at the funding cutline.

Table 1 provides a comparison of the original project rankings and the revised project rankings. The final funding recommendations are provided further below and are included in Attachment 2. The detailed scores are posted on the SGIP web page at sandag.org/cycle4grants. Of note is that all projects now recommended for full funding also were recommended for full funding in the original rankings.

Table 1: Comparison of Original and Revised SGIP Capital Project Rankings

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Abbreviated Project Name</th>
<th>Final Rank</th>
<th>Requested Funding</th>
<th>Jurisdiction</th>
<th>Abbreviated Project Name</th>
<th>Final Rank</th>
<th>Requested Funding</th>
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<td>$2,080,000</td>
<td>National City</td>
<td>Roosevelt Ave SG Revit. Plan</td>
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<td>Paseo Santa Fe Phase 3</td>
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<td>Sweetwater Protected BW</td>
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<td>DT Village Streetscape Phase 2</td>
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<td>Grand Ave CS 1 (Rd Diet, Env)</td>
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<td>Grossmont Center Dr Bridge</td>
<td>17</td>
<td>$2,085,900</td>
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<td>DT Village Streetscape Phase 2</td>
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<td>SD River Trail-Town Center</td>
<td>19</td>
<td>$2,460,525</td>
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<td>Escondido</td>
<td>Grand Ave CS 2 (Rdnt &amp; Ped X)</td>
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<td>$2,500,000</td>
<td>La Mesa</td>
<td>Grossmont Center Dr Bridge</td>
<td>17</td>
<td>$2,085,900</td>
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<td>Santee</td>
<td>SD River Trail-Town Center</td>
<td>19</td>
<td>$2,460,525</td>
<td>La Mesa</td>
<td>Grossmont Center Dr Bridge</td>
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<td>$2,085,900</td>
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<td>$2,085,900</td>
<td>Santee</td>
<td>SD River Trail-Town Center</td>
<td>18</td>
<td>$2,460,525</td>
</tr>
</tbody>
</table>

* Potential request for withdrawal

- **Recommended for full funding**
- **Recommended for partial funding**
- **Eligibility pending**
- **Recommended for potential partial funding**
- **Not recommended for funding**

All three projects tied for No. 10 originally requested the maximum funding amount of $2.5 million. After the first nine highest-ranked projects receive full funding, there is a total of $3,119,244 left to distribute to the three tied projects, which collectively requested a total of $7.5 million.

\(^1\) The SANDAG Board determined that the Free Rides Everywhere Downtown (FRED) fleet expansion application was ineligible on July 27, 2018.

\(^2\) The City of Chula Vista withdrew its F Street Promenade Phase 1 application.
Proposed Resolution to Addressing Three-Way Tie and Final Funding Recommendations

There is no precedence for a three-way tie at the cut-line in administering SANDAG’s SGIP grant program, and the scoring guidelines do not include a process for breaking ties. As a result, SANDAG offered all three applicants $1.04 million, with the requirement that each jurisdiction provide an additional match of $1.46 million to make their projects whole. The response from two of the jurisdictions was that $1.46 million in matching funds was not possible.

In an effort to arrive at an outcome that would allow the three tied projects to be built as proposed, SANDAG invited the three jurisdictions to develop an alternative proposal that all of them could support. Together, the three cities arrived at the following recommendation:

- The City of National City declines funding for its fully-funded Highland Avenue Mobility Mini-Hub project (ranked No. 9) with the condition that its Sweetwater Protected Bikeway project (ranked No. 10) receive full funding (this would release $1,863,665 of funding that would cover the $1,460,252 shortfall for the Sweetwater Protected Bikeway project, and result in an additional $403,413 of funding for the two remaining projects in San Diego and Escondido).

- The City of San Diego allows the additional $403,413 to go to Escondido to help meet its funding shortfall.

- The cities of San Diego and Escondido provide additional matching funds to make their projects whole.

The three jurisdictions expressed hope that these concessions would help move the process forward, so they could all benefit from these important smart growth projects. Consistent with the TransNet Extension Ordinance goals of maximizing local match funding and funding as many projects as possible, SANDAG staff supports this proposed consensus-based recommendation. The final funding recommendations are shown below in Table 2 and included in more detail in Attachment 2.

Table 2: Final Project Rankings and Funding Recommendations

<table>
<thead>
<tr>
<th>Final Rank</th>
<th>Jurisdiction</th>
<th>Abbreviated Project Name</th>
<th>Match Fund Amount</th>
<th>Requested Funding</th>
<th>Recommended Funding</th>
<th>Remaining Funding</th>
<th>Additional Match Required to Accept Partial Funding</th>
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<td>Vista</td>
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<td>$2,500,000</td>
<td>$2,500,000</td>
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<td>3</td>
<td>San Diego</td>
<td>DT Mobility Cycle Way P1&amp;2</td>
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<td>$2,500,000</td>
<td>$2,500,000</td>
<td>$15,202,909</td>
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<td>4</td>
<td>El Cajon</td>
<td>El Cajon Transit Ctr. Connections</td>
<td>$301,200</td>
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<td>$2,500,000</td>
<td>$12,702,909</td>
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<td>$2,500,000</td>
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<td>6</td>
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<td>($12,665,118)</td>
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</table>

Recommended for full funding
Recommended for partial funding
Not recommended for funding
Proposed Process Improvements for Future Grant Cycles

Toward the end of each grant cycle, staff reflects upon the process, and develops lessons learned for consideration in the next cycle. Based upon the recent assessment, staff proposes the following improvements.

- **Tie Breaker:** Add instructions for how tied projects at the cutline would be resolved.
- **Eligibility:** Clarify the steps in the eligibility determination process to ensure that: (1) the Independent Taxpayer Oversight Committee makes recommendations on the eligibility of projects before the projects are presented to the Regional Planning and Transportation Committees; and (2) ineligible projects are not ranked.
- **Evaluator Training:** Hold a mandatory training session for evaluators to review the scoring process (currently, staff emails the evaluators the scoring guidance document concurrently with the applications).

Quality Control and Social Equity Analysis

SANDAG staff conducted quality control on the revised SGIP funding recommendations as part of the Peer Review Process and confirmed the accuracy of the formulas, calculations, quantitative scores, and project rankings. In addition, staff performed a social equity analysis of the funding recommendations to ensure that the funding for projects recommended for award would be distributed such that low-income and minority communities would receive an equitable proportion of the benefits. The analysis confirmed that the SGIP Capital funds would be distributed in an equitable manner based on the recommended funding allocations.

Contingency Projects

Jurisdictions sometimes are not able to complete the tasks included in the scope of work of their grant agreements or need to withdraw from funding. In anticipation that this could happen in cycle 4, the recommendation includes the requested authority to offer funding to the next highest-ranked project(s) and for staff to execute grant agreements. This would be included in the regular report to the Board of Directors summarizing delegated actions taken by the Executive Director, and in subsequent SGIP and ATGP quarterly monitoring reports presented to the Regional Planning and Transportation Committees. If this were to occur, a project that fails to meet its deliverables would forfeit the unspent portion of its grant funds. The contingency list would expire after the initiation of the next TransNet grant cycle call for projects.

Grant Agreement Process

Upon approval by the Board of Directors, the SGIP Capital projects will be amended into the 2018 Regional Transportation Improvement Program in early 2019. Grant agreement executions for jurisdictions that have adopted climate action plans (CAPs) and complete streets policies are anticipated in February-March 2019. The execution of grant agreements for jurisdictions that are awarded funding but have not yet adopted CAPs or complete streets policies will be put on hold for up to one year from Board approval of the funding awards (anticipated on October 26, 2018). If those jurisdictions have not adopted their CAPs and/or complete streets strategies within one year of the Board’s approval of the funding awards, funding will be offered to the next highest-ranked project(s) or reserved for the next funding cycle, and results would be reported in the SGIP and ATGP quarterly reports.
<table>
<thead>
<tr>
<th>Final Rank</th>
<th>Jurisdiction</th>
<th>Abbreviated Project Name</th>
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<th>Complete Streets Policy (CS)?</th>
<th>Sum of Ranks</th>
<th>Final Rank</th>
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<th>Requested Funding</th>
<th>Recommended Project Funding</th>
<th>Cumulative Funds Allocated</th>
<th>Remaining Funding</th>
<th>Additional Match Req. to Accept Partial Funding</th>
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<tr>
<td>11 (tie)</td>
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**Summary**

- **SGIP Capital Grants- Fully Funded:** $19,800,000
- **SGIP Capital Grants- Partially Funded:** $2,482,909
- **Total SGIP Capital Grant Funds Awarded:** $22,282,909
- **Unspent Capital Funds (Rollover to SGIP Planning):** $0

*Note: The SANDAG Board of Directors deemed the City of San Diego FRED Fleet Expansion project as ineligible on July 27, 2018. This project is not shown on the table.

1. The SANDAG Board of Directors deemed the City of San Diego FRED Fleet Expansion project as ineligible on July 27, 2018. This project is not shown on the table.
2. The City of Chula Vista requested the withdrawal of its F Street Promenade Phase 1 application. This project is not shown on the table.
3. The City of National City has declined funding of its Highland Avenue Mobility Mini-Hub application. This project is crossed out in red.

Jurisdictions must have an adopted Climate Action Plan (CAP) and an adopted Complete Streets (CS) Policy to receive grant funding. Jurisdictions that have not yet adopted these documents have up to one year from the Board’s action on the final funding awards to adopt them before funding is transferred to the next highest-ranked project.
**TransNet Environmental Mitigation Program: FY 2019-2020 Work Plan**

**Overview**

The TransNet Extension Ordinance approved by voters in 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.

Consistent with the Ordinance and adopted TransNet Environmental Mitigation Program Memorandum of Agreement, the FY 2019 Program Budget includes $4 million for regional land management and monitoring efforts.\(^1\)

**Key Considerations**

At its September 11, 2018, meeting, the Environmental Mitigation Program Working Group recommended approval of the proposed FY 2019-2020 Work Plan for this funding (Attachment 1). The two-year FY 2019-2020 Work Plan outlines the overarching goals, areas of emphasis, and key milestones for regional management and monitoring, and is based on the objectives and priorities included in the Management Strategic Plan\(^2\).

The focus of the FY 2019-2020 Work Plan is to build off prior monitoring and management of species and their habitats, while reducing threats and increasing collaboration and use of best practices across the region. Table 1 of Attachment 1 depicts specific recommendations for the allocation of FY 2019 funding. In general, investments would be split between the following four focus areas: promoting key sensitive species; promoting native vegetation communities; enhancing wildlife movement; and promoting regional coordination.

**Next Steps**

Implementation of the FY 2019-2020 Work Plan would help eliminate future listing and promote recovery of endangered species by providing biological monitoring and land management to proactively address the decline of endangered species and their habitats. Results are provided to the Committee and Board of Directors each winter as part of the EMP Progress Report.

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\(^1\) This would be the last allocation of regional funding for management and monitoring under the currently executed Memorandum of Agreement (MOA). A revised MOA will be brought forward later this year for consideration by the Regional Planning and Transportation Committees for recommendation to the Board of Directors.

\(^2\) The Management Strategic Plan is a framework developed to coordinate adaptive management and monitoring efforts among multiple key organizations in western San Diego County.
Charles “Muggs” Stoll, Director of Land Use and Transportation Planning

Key Staff Contact:  Kim Smith, (619) 699-6949, kim.smith@sandag.org

Attachments:  
2. Recommended FY 2019 Funding for Allocation for Habitat Conservation Fund (CIP 1200300)
Introduction

The TransNet Extension Ordinance and Expenditure Plan, approved by the voters in November 2004, include 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. This funding allocation is tied to mitigation requirements and the environmental clearance approval process for projects outlined in the Regional Transportation Plan and to implement the Habitat and Open Space policy objectives developed as part of San Diego Forward: The Regional Plan.

Each year, the SANDAG Board of Directors allocates $4 million to implement regional land management and biological monitoring pursuant to a Memorandum of Agreement with state and federal agencies on the implementation of the EMP. In 2013, a technical document entitled Management Strategic Plan (MSP) for Conserved Lands in Western San Diego County was developed to increase the efficient use of both the TransNet funding as well as other outside local, state, and federal funds. The MSP has several elements dealing with species management, wildlife connectivity, wildfires, and regional monitoring that will promote the purpose of the TransNet EMP. The MSP is available at: https://sdmmp.com/msp_doc.php.

The purpose of the strategic plan is to identify a roadmap to prioritize actions that are needed to ensure the persistence of key wildlife species, maintain ecosystem processes, and maintain healthy natural communities in an efficient and integrated manner across the region in the context of a changing ecosystem due to wildfires, habitat type conversion, and climate change.

Table 1, on page 11 of this Work Plan, identifies the funding needs to implement these efforts in FY 2019.

FY 2019-2020 Strategic Goals and Areas of Emphasis

To guide the development of the annual allocation of regional management and monitoring funds, a set of strategic goals have been approved by the SANDAG Board of Directors to implement the MSP. These strategic goals identify long-term areas of achievement that should remain relatively unchanged on an annual basis. Supporting these strategic goals are the areas of emphasis and achievement milestones, which will be updated each year to highlight particular areas of focus for the coming year and as measure of success.

Strategic Goals

1. **Promote key sensitive species** persistence and resiliency through management actions to prevent extirpation and extinction.

2. **Promote native vegetation communities** persistence and resiliency through the development and implementation of strategies to maintain and increase habitat quality.

3. **Improve wildlife movement** through the identification of critical linkage areas and implementation of strategies to enhance the physical and genetic connectivity of species across rural and urban landscapes.

4. **Promote regional coordination** through the facilitation and coordination with existing land management efforts, development of best management practices, and leverage existing funding.
Areas of Emphasis and FY 2019-2020 Milestones

The highest priorities for SANDAG during FY 2019-2020 are to build off prior work to continue with monitoring and management of species and their habitats, while reducing threats and increasing collaboration and use of best practices across the region.

1.0 Promote Key Sensitive Species.

1.1 Priority Rare and Endemic Plants Recovery

The MSP has identified 32 rare plant species that could either be entirely lost within San Diego County, where significant occurrences of the species could be lost, or where species specific management actions are needed to ensure persistence.

Achievement Milestones FY 2019-2020

- Continue providing regional coordination for Rare Plant Monitoring. Work with land managers and contractor to survey for 14 MSP priority rare plants in 2019 and 9 in 2020, and identify threats and management needs.
- Incorporate results of rare plant monitoring, genetic studies, regional population structures, conceptual models, and best management practices to develop the MSP Seed Collection, Banking and Bulking Plan and MSP Rare Plant Management Plan for eight priority rare plant species to prioritize and guide management actions.
- Coordinate with Marine Corps Air Station Miramar on the results of their willowy monardella demographic monitoring and hydrologic studies. Develop assessments at current and historic locations and suitable habitat on Conserved Lands to address the effects of hydrologic modification on the species and the potential for expansion of occurrences. Use this information to design future surveys for this species.

1.2 Priority 1 Vertebrates Recovery

The MSP has identified 19 rare vertebrate species that could either be entirely lost within San Diego County, where significant occurrences of the species could be lost, or where species specific management is needed to ensure persistence. Another 28 species are included as priorities for vegetation focused management. Eleven of these 47 rare vertebrate species have been prioritized for regionally supported 2019-2020 vertebrate recovery management.

Achievement Milestones FY 2019-2020

Amphibians

- Provide coordination for region-wide arroyo toad surveys based on the regional monitoring strategy being developed by U.S. Geological Survey (USGS). Continue supporting land managers on the implementation of priority management actions. Update surveys conducted in 2002-2003 in the Multiple Species Conservation Program area and in 2016-2017 in North County and other areas identified in MSP. Collect additional genetic material for analysis.
Reptiles

- Continue to monitor and enhance occurrences of previously translocated southwestern pond turtles at Sycuan Peak Ecological Reserve (Sweetwater watershed) and Rancho Jamul Ecological Reserve (Otay watershed). Identify, manage, and translocate southwestern pond turtles to additional sites in the San Dieguito and San Diego River watersheds to build the population to sustainable levels.

Birds

- Continue to support management of cactus nurseries, coastal cactus wren habitat restoration, and fire management to protect cactus wren habitat in North and South County.

- Complete the five-year coastal cactus wren study to assess population status, reproduction, dispersal, survival, food availability and habitat quality in South County in order to provide specific management recommendations to recover populations and enhance resilience during drought periods.

- Conduct surveys and collect genetic material from coastal cactus wrens in San Pasqual Valley. Analyze the collected genetic material and previously collected material from South County for nestling diet analysis and to determine if populations have recovered from reductions in genetic variability and population size.

- In 2019-2020, provide regional coordination for coastal California gnatcatcher range-wide surveys, repeating efforts carried out in 2016 and analyze the data.

- Complete the five-year study on golden eagles to monitor movement, habitat use, and population demographics. Develop and implement management recommendations.

- Repeat least Bell's vireo surveys conducted in the Tijuana River Valley in 2017 to assess changes to vireo populations and measure how vegetation is responding to shot-hole borer damage.

- Complete the five-year study to evaluate the status of the southwestern willow flycatcher along the San Luis Rey River and survey additional watersheds with the potential to support the species. Develop and implement management recommendations.

- Continue to provide technical support to implement priority management actions for the western burrowing owl as identified in the management plan completed in 2017.

- Working with partners, participate in the statewide Tricolored Blackbird survey effort to document presence/absence, estimated numbers and habitat characteristics. Coordinate with land managers to restore suitable habitat and determine management needs.

Mammals

- Support land managers in the implementation of management recommendations from the previously completed study on Townsend's big-eared bat and pallid bat roosts and foraging sites.

1.3 Priority 1 Invertebrates Recovery

The MSP has identified five rare invertebrate species that could be entirely lost within San Diego County. Another two species are included as priorities for vegetation focused management.
Achievement Milestones FY 2019-2020

- Continue **Hermes copper butterfly** monitoring and habitat assessments to document status and assess habitats and threats. Continue monitoring effectiveness of translocations and develop best management practices for captive rearing. Implement high priority management actions from the management plan. Work with partners to develop and implement a monitoring plan that will track long term status, habitat and threats to this species.

- Continue **Harbison dun skipper** host plant, adult, larval and hibernation surveys and habitat assessments. Implement high priority management actions from the management plan.

- In 2019 continue to conduct surveys for **Quino checkerspot butterfly** and map host plant distribution to develop a metapopulation model to guide development of a monitoring plan and identify management opportunities to increase connectivity and enhance populations. Prepare a Quino Habitat Checkerspot butterfly monitoring plan and begin regional monitoring in 2020. Develop interim Quino checkerspot management plan and implement high priority actions. Develop and include in MSP Seed Collection, Banking and Bulking Plan for Quino checkerspot forbs, and host plants and implement to restore habitat. Support U.S. Fish and Wildlife Service (USFWS) efforts to captive rear larvae and translocate to reestablish and augment wild populations.

- Provide technical support to land managers for implementation of vegetation and species monitoring and management for vernal pool invertebrate species, **San Diego fairy shrimp** and **Riverside fairy shrimp** (and western spadefoot toad where suitable conditions are present).

1.4 General Stressors and Threats Management

There are numerous existing and newly emerging threats in the San Diego region that need on-going management for the long-term persistence of native species (see Vol 2 of MSP).

Achievement Milestones FY 2019-2020

- Provide technical support for the management of tern sites at Mission Bay Park to support successful breeding of **California least tern**.

- Provide technical support for the eradication of **feral pigs** in San Diego County.

- Finalize an **Invasive Animal Plan** with a strategy and bio-control methods for the prioritization and management of invasive animal species in San Diego County. Complete and implement an invasive animal database and early detection rapid response system.

- In collaboration with statewide efforts, continue to provide funding for **shothole borer-Fusarium complex** monitoring, management, and research and education to formulate and implement management actions.

- Implement management actions based on the recommendations from the completed **Argentine ant and urban runoff** studies.

- Provide technical assistance to **model habitat suitability for MSP species** under alternative future climate change scenarios. Conduct a spatially explicit **vulnerability assessment** of potential climate change impacts to Conserved Lands across the MSP area. Model response of animal occurrences to climate variability.
2.0 Promote Native Vegetation Communities.

2.1 Vegetation Community Monitoring and Recovery

Vegetation communities serve as habitat for priority plant and animal species and as surrogates for ecosystem health. Changes in the vegetation communities due to fires, invasive species, droughts, climate change, and other factors may be causing a landscape level change to these communities.

Achievement Milestones FY 2019-2020

- Continue to develop and implement the **regional vegetation monitoring** strategy to determine ecological integrity of coastal sage scrub, chaparral, and riparian and oak woodlands in the San Diego region.
- Initiate the development of a **grazing plan** by coordinating with land managers on using grazing as a large-scale management tool to control invasive non-native grasses and forbs and restore ecological integrity and benefit MSP species in coastal sage scrub and grassland habitat.
- Implement a **regional vegetation monitoring study** to measure the responses of **coastal sage scrub, chaparral, and grassland** vegetation communities to changing environmental conditions (e.g. climate, fire). A pilot study was carried out between 2007 and 2014 by San Diego State University to implement and evaluate field based and landscape-scale remote sensing **monitoring methods** for coastal sage scrub, chaparral, and grassland vegetation communities, and workshops held to develop conceptual models and vegetation monitoring goals and objectives. Work proposed for in FY 2019-2020 will expand the San Diego State University work to look at the San Diego region.
- Completed adaptive management actions identified in the **South County Grasslands Project** to increase native grass and forb composition and bare ground components of grasslands and coastal sage scrub using layered treatments (e.g., mowing, herbicide, fire, and seeding) on four preserve areas of ≥500 acres.

2.2 Pro-active Wildfire Planning and Management

Large wildfires in 2003 and 2007, plus more recent smaller wildfires, have severely impacted populations of key species identified as critical by the MSP and their habitats. Management action to reduce threats pre- and post-fire and during suppression need to be implemented.

Achievement Milestones FY 2019-2020

- Support preparation of a **Fire Ignition Reduction Plan** with specific recommendations to prevent wildfire ignitions affecting Conserved Lands in the MSP area.
- Support establishment of a **Wildland Fire Resource Advisor Program** for locally-owned lands that integrates with federal and state programs.


2.3  **Invasive Plant Species Management**

Invasive plants pose a threat to existing native plants and increase the risk of wildfires by changing the natural ecosystem. In 2012, an Invasive Plant Strategic Plan was completed for managing invasive plant species in San Diego County.

**Achievement Milestones FY 2019-2020**

- Continue to work with the County of San Diego Department of Agriculture, Weights, and Measures to implement the Invasive Plant Strategic Plan.

2.4  **Updated Vegetation Mapping**

Vegetation mapping of the County is essential for tracking changes in vegetation cover on Conserved Lands through time. A vegetation classification system was developed, and a vegetation map was produced for western San Diego County in 2012, with further refinements in 2014.

**Achievement Milestones FY 2019-2020**

- Collaborate with land manager to implement an updated vegetation mapping effort to start in 2020 implementing the recommended ten-year cycle to update regional vegetation mapping.

2.5  **Enforcement**

Non-authorized use of the preserve system continues to cause impacts to MSP species and their habitats and increase the costs of habitat maintenance and restoration.

**Achievement Milestones FY 2019-2020**

- Support preserve managers and land owners in enforcement of unauthorized activities on open space lands. Work with local jurisdictions to evaluate and promote opportunities to work with local law enforcement staff similar to efforts completed in 2017-2018 with cities of San Diego and Carlsbad.

2.6  **Preserve Level Management Plan Standardization**

Integration of the MSP goals and objectives into preserve level management plans will provide better coordination between regional and preserve level data collection and MSP land managers management and monitoring efforts.

**Achievement Milestones FY 2019-2020**

- No milestones are included in the FY 2019-2020 workplan at this time.

2.7  **Land Management Implementation (e.g. grants)**

The EMP Land Management Grant Program has been an important source of funding for implementing management actions to benefit MSP species and their habitats in the San Diego region.
Achievement Milestones FY 2019-2020

- Develop a 10th cycle of land management grants, focusing on implementation of the MSP goals, leading to a request for proposals in FY 2020.

2.8 Emergency Land Management Fund

An Emergency Land Management Fund has been established for use in large-scale emergency situations impacting MSP species and their habitats and or which known management options are available.

Achievement Milestones FY 2019-2020

- Continue to incrementally build the emergency land management to increase it to $500,000.

3.0 Improve Wildlife Movement.

3.1 Wildlife Corridor and Linkages Monitoring

Species need to move to maintain population size and genetic diversity. In a landscape fragmented by urban development and linear infrastructure, restrictions to movement could result in a risk of extinction or extirpation.

Achievement Milestones FY 2019-2020

- Work with land managers to implement management actions based on the results of studies that evaluated the genetic connectivity of horned lizards throughout the MSP.
- Continue monitoring the status and movement of mountain lions in the San Diego region to evaluate the long-term trends and responses to corridor improvements. Collaborate with Orange and Riverside counties to improve regional connectivity. Test deterrent methods to reduce livestock losses in areas of the County with high depredation pressures.
- Complete the study to determine the movement of mule deer using genetic DNA fingerprinting at prioritized areas in the North County using the same techniques as used in South County and across State Route 67 (SR 67).
- Work with partners to develop and implement a region-wide camera monitoring strategy for wildlife.
- Continue the study begun in 2014 to determine the locations and movement of American badgers in western San Diego County, assess habitat and threats, and examine ways to improve badger connectivity and reduce mortality. Prepare a specific management plan with recommendations for badger habitat management and for connectivity enhancement within the Management Strategic Planning Area.
- Continue to support and work with partners to implement the existing linkage improvement recommendations from previous studies at prioritized locations in San Diego County.
- Support local efforts to implement the State Route 94 and SR 67 Wildlife Infrastructure Plans.
4.0 Promote Regional Coordination.

4.1 - 4.5 San Diego Management and Monitoring Program

The San Diego Management and Monitoring Program (SDMMP.com) was established by SANDAG in 2008 to provide a regionally coordinated, scientific approach to management and biological monitoring of rare plant and animal species on Conserved Lands in San Diego County. The SDMMP is the first program of its kind to help bring cities, counties, wildlife agencies, military, consulting firms, education, and non-profit entities together to develop and implement regional land management and biological monitoring objectives across NCCP boundaries. The SDMMP is fully funded by SANDAG and is embedded with the San Diego Field Office of the USGS. There are currently five positions in the SDMMP, which include the Program Administrator, Management and Monitoring Coordinator, Senior Ecologist, Geographic Information System (GIS) Manager, and Data Manager.

Achievement Milestone FY 2019-2020

- Fund and fill the following positions as needed: SDMMP Program Administrator, Management and Monitoring Coordinator, Senior Ecologist, GIS Manager, and Data Manager.
- Implement the updated MSP and all incorporated strategic plan elements (Connectivity, Fire, Monitoring).
- Support the SDMMP and stakeholders in MSP implementation by creating and managing GIS viewers, maps and map layers, webpage content, data analysis, and databases.
- Collaborate with the military and other regional conservation planning programs to promote intra- and inter-regional habitat conservation planning in Southern California.
- Provide a quantitative and qualitative assessment on the status of regional management and monitoring efforts.
- Hold regular meetings with stakeholders to collaborate on regional management and monitoring projects.
- Provide regional science support and data analysis of regional management and monitoring data.
- Update and manage the Conserved Lands Database.
- Refine the output products of the regional database, increase availability of data sets to preserve managers, and provide pre-formatted data reports to interested stakeholders.
- Incorporate all data from regional biological assessments into the regional master occurrence database for analysis.

4.6 Conserved Lands Database Management

The SDMMP has assumed management of the Conserved Lands Database under GIS Support.

Achievement Milestone FY 2019-2020

- Continue to update the Conserved Lands Database as more lands are acquired.
4.7 Administrative & Science Support

Achievement Milestone FY 2019-2020

- Provide regional science, technical support and data analysis of regional management and monitoring data and reports. Work with outside entity to develop regional metrics to track health of the preserve system and present to the public.
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<td>Rare and Endemic Plant Monitoring and Recovery</td>
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</table>

**Total Funding Strategy** | $4,000,000 | $4,000,000 |

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 2019 to implement the recommended activities.
Integrating Smart Growth, Complete Streets, and Mobility Hubs: Exploring Oceanside as a Transformational Case Study

Overview

As part of San Diego Forward: The Regional Plan, SANDAG developed the Regional Mobility Hub Strategy to demonstrate how transportation services, amenities, and supporting technologies can work together to make it easier for communities to access transit and other shared mobility choices.

The City of Oceanside, identified as both a SANDAG Smart Growth Opportunity Area and Regional Mobility Hub Strategy prototype site, provides an opportunity to illustrate the Mobility Hub concept and enhanced access to transit and other community destinations.

Key Considerations

SANDAG and the City of Oceanside are working together on a collaborative planning effort that integrates smart growth land use patterns with emerging mobility solutions in key community corridors, including Coast Highway. The City of Oceanside has demonstrated a commitment to improving mobility for all travel modes in a way that balances the needs of all roadway users and continues to promote environmentally and economically sustainable smart growth strategies.

SANDAG, in coordination with the City of Oceanside and the North County Transit District, recently developed a visual simulation that depicts how mobility hub concepts can be used to improve mobility for all users. The simulation can be used as a tool for other member agencies as they plan for and implement mobility hubs in their own communities in partnership with transit operators, private mobility and technology providers, land owners, and SANDAG. The Oceanside mobility hub simulation and other mobility hub resources may be found at sdforward.com/RegionalMobilityHub.

Next Steps

SANDAG has several mobility hub implementation activities underway. Through a grant from the Federal Transit Administration, staff is developing mobility hub concepts for Mid-Coast Trolley stations. SANDAG also has launched regional coordination meetings with staff from local agencies to collaboratively develop guidelines and best practices for effective operation of shared mobility in the San Diego region.

Ray Traynor, Director of Operations

Key Staff Contacts: Marisa Mangan, (619) 595-5614, marisa.mangan@sandag.org
Russ Cunningham, (760) 435-3525, rcunningham@ci.oceanside.ca.us

Fiscal Impact:
None

Schedule/Scope Impact:
None
Regional Housing Needs Assessment Update

Overview
On July 5, 2018, SANDAG received the Final Regional Housing Needs Assessment (RHNA) Determination from the California Department of Housing and Community Development (HCD). The RHNA Determination calculated 171,685 units would be needed in the region during the sixth cycle (covering June 2020 to April 2029). The next step is for SANDAG to develop a methodology – called the RHNA Plan – to allocate the units by 4 income categories to each of the 19 local jurisdictions in the San Diego region.

Key Considerations
At its September 14, 2018, meeting, the Board of Directors was asked to provide direction on the development of the RHNA Plan (Attachment 1). In summary, the Board was asked the following questions and provided the input shown below each question:

1. What objectives and factors are most important when determining the distribution of housing units in the region?

   There are several objectives and factors included in state law as part of the RHNA process. In general, Board discussion focused on the importance of improving the jobs/housing relationship in the region while avoiding an overconcentration of low-income housing units in cities with higher low-income households. Feedback also included the consideration of existing land uses, infill development, and distribution equity (Attachment 2).

2. What should the role of SANDAG Board members, the Regional Planning Committee, Regional Planning Technical Working Group, and the public be in the RHNA Plan development process?

   Based on Board direction, the Regional Planning Technical Working Group (the region’s planning directors), with public stakeholder input, will be responsible for providing input from a technical perspective on the methodology to allocate housing units. The Board of Directors has asked that an ad hoc working group be assembled, which along with the Regional Planning Committee, will provide policy direction to refine the methodology options. The Board of Directors ultimately will approve the final RHNA Plan.

Next Steps
Work on the RHNA methodology and allocation will begin immediately and is expected to last through the first half of next year. It is anticipated that the Board of Directors will be asked to adopt the RHNA Plan for planning purposes in fall 2019.

Fiscal Impact:
Funding to support the Regional Housing Needs Assessment methodology and allocation process is included as part of the San Diego Forward: The 2019-2050 Regional Plan work in the FY 2019 Program Budget.

Schedule/Scope Impact:
Work on the Regional Housing Needs Assessment methodology and allocation will begin immediately and is expected to last through the first half of next year. It is anticipated that the Board of Directors will be asked to adopt the RHNA Plan for planning purposes in fall 2019 to allow the full 18-month period for local jurisdictions to develop and approve their housing elements.

Charles “Muggs” Stoll, Director of Land Use and Transportation Planning

Key Staff Contact: Seth Litchney, (619) 699-1943, seth.litchney@sandag.org

Attachments:
1. September 14, 2018, SANDAG Board of Directors Meeting Report: Regional Housing Needs Assessment
2. Summary of Comments from September 14, 2018, Board of Directors Meeting
REGIONAL HOUSING NEEDS ASSESSMENT

Introduction

On July 5, 2018, SANDAG received the Final Regional Housing Needs Assessment (RHNA) Determination (Attachment 1) from the California Department of Housing and Community Development (HCD). The RHNA Determination calculated 171,685 units would be needed in the region during the sixth cycle (covering June 2020 through April 2029). The next step is for SANDAG to develop a methodology – called the RHNA Plan – to allocate the units by four income categories to each of the 19 local jurisdictions in the San Diego region.

The Board of Directors is asked to provide direction on the RHNA Plan. In particular, the Board is asked to consider the following questions:

1. What objectives and factors are most important when determining the distribution of housing units in the region?

2. What should the role of SANDAG Board members, the Regional Planning Committee, Regional Planning Technical Working Group, and the public be in the RHNA Plan development process?

Discussion

What objectives and factors are most important when determining the distribution of housing units in the region?

State law requires that all of the following objectives be used to develop the RHNA Plan methodology (Attachment 2) but does not require any particular weighting of the objectives:

- Promote infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns

- Increase the supply and the mix of housing types and affordability levels in all jurisdictions within the region in an equitable manner which shall result in all jurisdictions receiving an allocation of units for low and very low-income households.

- Promote an improved relationship between jobs and housing within the region

- Avoid concentrating low-income housing in jurisdictions that already have a disproportionately high share of low income households
State law also provides factors that the Board of Directors shall consider as part of the RHNA allocation to the extent that sufficient data is available. Some of the factors most relevant to the San Diego region include:

- Opportunities to maximize the use of public transportation and existing transportation infrastructure.
- The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities.
- High-housing cost burdens.
- The housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.

In addition to the objectives and factors described above, SANDAG is authorized to use other factors it deems appropriate for the development of the RHNA allocation. In the previous RHNA cycle, SANDAG used existing plans and zoning capacity by jurisdiction as the basis for the RHNA methodology. This approach avoided exceeding existing general plan capacities with a goal of facilitating housing element certification; however, it did result in some jurisdictions taking a larger share of housing units.

Similar to the approach used in the last RHNA cycle, SANDAG could prioritize housing in areas near existing and planned high frequency transit. Utilizing this approach could assist in the implementation of local climate action plans, many of which include improved public transit and active transportation strategies as a means of meeting local greenhouse gas emission reduction goals.

As the Board of Directors considers which objectives and factors are most important in the distribution of housing units, there may be a need to balance competing priorities. For example, focusing all housing in urbanized areas could lead to an overconcentration of low income housing in jurisdictions that already have a disproportionately high share of low income households (such as in the cities of Oceanside, San Diego, and National City) and potentially contribute to an imbalance between jobs and housing in job rich communities (such as the cities of Carlsbad and Poway).

Similarly, if the Board wanted to prioritize the placement of housing units near public transit, it may result in jurisdictions with minimal high-quality transit receiving few units, potentially not meeting the objective of ensuring a mix of housing types in all jurisdictions.

What should the role of SANDAG Board members, the Regional Planning Committee, Regional Planning Technical Working Group, and the public be in the RHNA Plan development process?

State law requires public participation in the development of the RHNA Plan and states that organizations other than local jurisdictions and Councils of Governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community.

Historically, SANDAG staff has worked with the Regional Planning Technical Working Group (TWG) to engage organizations other than local jurisdictions to be included in the process to develop the
RHNA Plan. The TWG is composed of the 19 planning directors from each of the 19 local jurisdictions in the region. Representatives of Caltrans, the Local Agency Formation Commission, San Diego Unified Port District, San Diego County Water Authority, San Diego County Air Pollution Control District, San Diego County Regional Airport Authority, U.S. Department of Defense, North County Transit District, and Metropolitan Transit System are advisory members.

With input from external stakeholders, the TWG has developed recommendations for the Regional Planning Committee to consider and ultimately forward on to the Board of Directors. This approach allows the Planning Directors to provide input from a technical perspective on the methodology to allocate housing units based on policy direction from the Board of Directors and Regional Planning Committee.

Another option could be to create an ad hoc group composed of Board members to provide input from a policy perspective on the methodology to allocate housing units. The ad hoc working group could provide the policy input to the TWG to refine from a technical perspective. Alternatively, the ad hoc group also could include TWG members or other stakeholders.

**Timeline**

The proposed timeline for the RHNA process is included in Attachment 3. It is anticipated that the Board of Directors will be asked to finalize the RHNA methodology and allocation in fall 2019.

KIM KAWADA
Chief Deputy Executive Director

Attachments:  1. HCD Final RHNA Determination (Sixth Housing Element Cycle, 2018)
               2. RHNA Plan Statutory Objectives and Factors
               3. Draft Timeline for Preparing the RHNA for the Sixth Housing Element Cycle

Key Staff Contact: Seth Litchney, (619) 699-1943, seth.litchney@sandag.org
July 5, 2018

Kim Kawada
Chief Deputy Executive Director
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101-4231

Dear Kim Kawada:

RE: Final Regional Housing Need Determination

This letter provides the San Diego Association of Governments (SANDAG) its Final Regional Housing Need Determination. Pursuant to state housing element law (Government Code (Gov. Code) section 65584, et seq.), the Department of Housing and Community Development (Department) is required to provide the determination of SANDAG’s existing and projected housing need.

In assessing SANDAG’s regional housing need, the Department and SANDAG staff completed an extensive consultation process from October 2016 through June 2018 covering the Department’s methodology, data sources, and timeline for both the Department’s Regional Housing Need Determination and SANDAG’s Regional Housing Need Allocation (RHNA). The Department also consulted with Walter Schwarm of the California Department of Finance (DOF) Demographic Research Unit.

Attachment 1 displays the minimum regional housing need determination of 171,885 total units among four income categories for SANDAG to distribute among its local governments. Attachment 2 explains the methodology applied pursuant to Gov. Code section 65584.01. In determining SANDAG’s housing need, the Department considered all the information specified in state housing law (Gov. Code section 65584.01(c)).

As you know, SANDAG is responsible for adopting a methodology and RHNA Plan for the projection period beginning June 2020 and ending April 2029. Within 30 days from the adoption date, SANDAG must submit the RHNA Plan to the Department for approval. Local governments are in turn responsible for updating their housing element for the planning period beginning April 2021 and ending April 2029 to accommodate their share of new housing need for each income category.
Pursuant to Gov. Code section 65584(d), the methodology to prepare SANDAG’s RHNA plan must be consistent with the following objectives:

1. Increasing the housing supply and mix of housing types, tenure, and affordability
2. Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patterns
3. Promoting an improved intraregional relationship between jobs and housing
4. Balancing disproportionate household income distributions

Pursuant to Gov. Code section 65584.04(d), to the extent data is available, SANDAG should include the factors listed in Gov. Code section 65584.04(d)(1-10) to develop its RHNA plan, and pursuant to Gov. Code section 65584.04(e), SANDAG must explain in writing how each of these factors was incorporated into the RHNA plan methodology.

The Department commends SANDAG for its leadership in fulfilling its important role in advancing the state’s housing, transportation, and environmental goals. SANDAG is also recognized for its actions in proactively educating and engaging its board and subcommittees on the RHNA process and the regional housing need, as well as encouraging regional collaboration on best practices around housing and land use. The Department especially thanks Seth Litchney, Coleen Clementson, Carolina Ilic, Rachel Cortes, Dmitry Messen, Muggs Stoll, Daniel Flyte, and Kim Kawada for their significant efforts and assistance. The Department looks forward to its continued partnership with SANDAG and its member jurisdictions and assisting SANDAG in its planning efforts to accommodate the region’s share of housing need.

If the Department can provide any additional assistance, or if you, or your staff, have any questions, please contact Megan Kirkeby, Assistant Deputy Director for Fair Housing, at (916) 263-7426 or megan.kirkeby@hcd.ca.gov.

Sincerely,

[Signature]

Zachary Olmstead
Deputy Director

Enclosures
# ATTACHMENT 1

## HCD REGIONAL HOUSING NEED DETERMINATION

San Diego County Governments: June 30, 2020 through April 15, 2029

<table>
<thead>
<tr>
<th>Income Category</th>
<th>Percent</th>
<th>Housing Unit Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very-Low*</td>
<td>24.7%</td>
<td>42,332</td>
</tr>
<tr>
<td>Low</td>
<td>15.5%</td>
<td>26,627</td>
</tr>
<tr>
<td>Moderate</td>
<td>17.3%</td>
<td>29,734</td>
</tr>
<tr>
<td>Above-Moderate</td>
<td>42.5%</td>
<td>72,992</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>171,685</strong></td>
</tr>
</tbody>
</table>

* Extremely-Low 13.6% Included in Very-Low Category

**Notes:**

*Income Distribution:*  
Income categories are prescribed by California Health and Safety Code (Section 50093, et. seq.). Percents are derived based on Census/ACS reported household income brackets and County median income.
ATTACHMENT 2

HCD REGIONAL HOUSING NEED DETERMINATION: SANDAG June 30, 2020 - April 15, 2029

Methodology

1. San Diego County: June 30, 2020 – April 15, 2029 (8.8 years)
   HCD Determined Population, Households, & Housing Unit Need

2. Population: April 15, 2029 (DOF June 30, 2029 projection adjusted minus 2.5 months
to April 15, 2029) 3,613,215

   - Group Quarters Population (DOF June 30, 2029 projection adjusted minus 2.5 months to April 15,
     2019) -118,075

3. Household (HH) Population 3,495,140

<table>
<thead>
<tr>
<th>Household Formation Groups</th>
<th>HCD Adjusted DOF Projected HH Population</th>
<th>DOF HH Formation Rates</th>
<th>HCD Adjusted DOF Projected Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>under 15 years</td>
<td>648,185</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>15 – 24 years</td>
<td>504,775</td>
<td>9.98%</td>
<td>50,356</td>
</tr>
<tr>
<td>25 – 34 years</td>
<td>402,920</td>
<td>37.25%</td>
<td>150,099</td>
</tr>
<tr>
<td>35 – 44 years</td>
<td>399,705</td>
<td>46.54%</td>
<td>186,020</td>
</tr>
<tr>
<td>45 – 54 years</td>
<td>428,715</td>
<td>50.72%</td>
<td>217,455</td>
</tr>
<tr>
<td>55 – 64 years</td>
<td>388,650</td>
<td>53.69%</td>
<td>208,648</td>
</tr>
<tr>
<td>65 – 74 years</td>
<td>380,010</td>
<td>57.98%</td>
<td>220,348</td>
</tr>
<tr>
<td>75 – 84 years</td>
<td>250,550</td>
<td>62.03%</td>
<td>155,414</td>
</tr>
<tr>
<td>85+</td>
<td>91,630</td>
<td>68.51%</td>
<td>62,775</td>
</tr>
</tbody>
</table>

5. Projected Households (Occupied Unit Stock) 1,251,115

   + Vacancy Adjustment (2.52%) 31,500
   + Overcrowding Adjustment (3.09%) 38,700
   + Replacement Adjustment (0.50%) 6,255

6. Projected Households estimated January 1, 2020 -1,155,883

6th Cycle Regional Housing Need Assessment (RHNA) 171,685

Explanation and Data Sources

1. Projection period: Gov. Code 65588(f) specifies RHNA projection period start is December 31 or June
   30, whichever date most closely precedes end of previous RHNA projection period end date. RHNA
   projection period end date is set to align with planning period end date. The planning period end date is
   eight years following the Housing Element due date, which is 18 months following the Regional
   Transportation Plan adoption rounded to the 15th or end of the month.

      Code Section 65584.01, projections were extrapolated from Department of Finance (DOF) projections. Population
      reflects total persons. Group Quarter Population reflects persons in a dormitory, group
      home, institute, military, etc. that do not require residential housing. Household Population reflects
      persons requiring residential housing. Projected Households reflect the propensity of persons, by age
      groups, to form households at different rates based on Census trends.

6. Vacancy Adjustment: HCD applies a vacancy adjustment (standard 5% maximum to total housing
   stock) and adjusts the percentage based on the County's current "for rent and sale" vacancy
   percentage to provide healthy market vacancies to facilitate housing availability and resident mobility. Adjustment
   is difference between standard 5% vacancy rate and County’s current vacancy rate based on
   the 2012-2016 American Community Survey (ACS) data.

7. Overcrowding Adjustment: In Counties where overcrowding is greater than the U.S. overcrowding rate
   of 3.34%, HCD applies an adjustment based on the amount the County’s overcrowding rate exceeds
   the U.S. overcrowding rate. Data is from the 2012-2016 ACS.

8. Replacement Adjustment: HCD applies a replacement adjustment between 0.5% and 5% to total
   housing stock based on the current 10-year annual average percent of demolitions, applied to length of
   the projection period. Data is from County local government housing survey reports to DOF.

9. Occupied Units: This figure reflects DOF’s estimate of occupied units at the start of the January closest to
   the projection period start date, per DOF E-5 report.
Regional Housing Needs Assessment Plan Statutory Objectives and Factors

Objectives

Government Code Section 65584 (d)

The regional housing needs allocation plan shall be consistent with all of the following objectives:

1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in all jurisdictions receiving an allocation of units for low and very low-income households.

2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns.

3. Promoting an improved intraregional relationship between jobs and housing.

4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category.

Factors

Government Code Section 65584.04(d)

To the extent that sufficient data is available from local governments pursuant to subdivision (b) or other sources, each council of governments, or delegate subregion as applicable, shall include the following factors to develop the methodology that allocates regional housing needs:

1. Each member jurisdiction's existing and projected jobs and housing relationship.

2. The opportunities and constraints to development of additional housing in each member jurisdiction, including all of the following:

   a. Lack of capacity for sewer or water service due to federal or state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that preclude the jurisdiction from providing necessary infrastructure for additional development during the planning period.

   b. The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities. The council of governments may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions. The determination of available land suitable for urban development may exclude lands where the Federal Emergency Management Agency or the Department of Water Resources has determined that the flood management infrastructure designed to protect that land is not adequate to avoid the risk of flooding.
c. Lands preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis.

d. County policies to preserve prime agricultural land, as defined pursuant to Section 56064, within an unincorporated area.

3. The distribution of household growth assumed for purposes of a comparable period of regional transportation plans and opportunities to maximize the use of public transportation and existing transportation infrastructure.

4. The market demand for housing.

5. Agreements between a county and cities in a county to direct growth toward incorporated areas of the county.

6. The loss of units contained in assisted housing developments, as defined in paragraph (9) of subdivision (a) of Section 65583, that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions.

7. High-housing cost burdens.

8. The housing needs of farmworkers.

9. The housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.

10. Any other factors adopted by the council of governments.
# Draft Timeline for Preparing the Regional Housing Needs Assessment for the Sixth Housing Element Cycle

**September 2018**

<table>
<thead>
<tr>
<th>Anticipated Date</th>
<th>Anticipated Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring 2018</td>
<td>SANDAG consults with the California Department of Housing and Community Development (HCD) on the Regional Housing Needs Assessment (RHNA) Determination</td>
</tr>
<tr>
<td>Summer 2018</td>
<td>HCD provides <strong>RHNA Determination</strong> for the San Diego region</td>
</tr>
<tr>
<td>September 2018 – July 2019</td>
<td>SANDAG develops the <strong>RHNA Plan</strong> (methodology and allocations)</td>
</tr>
<tr>
<td>July – August 2019</td>
<td>SANDAG prepares <strong>Draft RHNA</strong> for adoption and public review</td>
</tr>
<tr>
<td>October 2019</td>
<td>SANDAG Board of Directors adopts <strong>Final RHNA Plan</strong></td>
</tr>
<tr>
<td>April 2021</td>
<td>Housing elements by local jurisdictions due (18 months after the adoption of San Diego Forward: The 2019-2050 Regional Plan)</td>
</tr>
</tbody>
</table>
Summary of Comments from September 14, 2018, SANDAG Board of Directors Meeting

What objectives and factors are most important when determining the distribution of housing units in the region?

- The 2011 Regional Housing Needs Assessment (RHNA) allocation should not be used in the new RHNA Plan.
- Existing land uses should play a role in the RHNA Plan.
- The income levels of a jurisdiction’s residents should be considered in the RHNA Plan to avoid concentrating low-income housing in areas with low-income residents and housing imbalances.
- Jurisdictions that exclude areas for development should not be given a lower number of housing units.
- RHNA used to be a planning process. Jurisdictions must now consider the impacts of RHNA as a production target mandate with consequences for not meeting the target.
- Multiple cities may be close to a job center. This should be considered in the RHNA Plan to reduce vehicle miles traveled.
- Cities attempting to meet their affordable housing allocation through inclusionary housing ordinances should get credit. Requiring 15 percent to 20 percent of a development be affordable housing meets the intent of RHNA.
- Housing near job centers is important, but city boundaries are not the best measurement.
- Cities should be promoting infill development and protecting resources, so it needs to be considered in the RHNA Plan. Built out cities should take more housing so distant areas in the County do not need more housing.
- Distribution fairness should be considered in the RHNA Plan. Imbalance would create impacts on the region.
- The region should avoid overconcentrating low income housing in areas with high share of low-income households.
- Jurisdictions should focus housing around job centers and review the commute patterns.
- Jurisdictions approving low-income housing should get credit for their actions.
- Places with higher-income jobs may not need low-income housing nearby.
- The location of low-income jobs should be tracked to determine where housing near jobs is needed.
Regional Complete Streets Policy Implementation Status

Overview
Complete streets are streets designed to enable safe access for all users. Complete streets accommodate people of all ages and abilities, traveling by all modes including walking, biking, using public transit, and driving cars or commercial vehicles.

In December 2014, the SANDAG Board of Directors adopted a Regional Complete Streets Policy, recognizing that projects developed by SANDAG are opportunities to improve access and mobility for all modes. Incorporating complete streets as a planning concept into the SANDAG capital project development will improve transportation choices and help create healthier communities. The Policy includes a requirement for a biennial report evaluating the effectiveness of the policy and progress in implementing the actions included in the Complete Streets Policy. Performance measures have not yet been developed to measure the effectiveness of the policy; therefore, this report focuses on the progress made towards implementing the actions included in the Complete Streets Policy.

Key Considerations
The Regional Complete Streets Policy includes nine specific actions for implementation. Two of these actions are complete, five are ongoing, and two will be a focus moving forward. SANDAG staff has focused on developing and implementing a form (Attachment 1) and process to analyze all SANDAG capital projects for their consistency with the policy. A Regional Database and Mapping Tool was developed to provide data and information necessary for Project Managers to complete the assessments. Attachment 2 summarizes each of the nine actions and their implementation status:

Next Steps
Complete streets analysis will continue to be completed for SANDAG capital projects during the project development and preliminary design phases. Once performance measures are adopted, future progress reports will include an assessment of the effectiveness of the policy.

Fiscal Impact:
Efforts to support implementation of the Regional Complete Streets Policy are funded as part of the Regional Plan implementation work in the FY 2019 Program Budget.

Schedule/Scope Impact:
Complete streets analysis will continue to be completed for SANDAG capital projects during the project development and preliminary design phases.

Charles “Muggs” Stoll, Director of Land Use and Transportation Planning
Key Staff Contact: Danielle Kochman, (619) 699-1921, danielle.kochman@sandag.org
Attachments: 1. Regional Complete Streets Certification Form
2. Status of Complete Streets Policy Implementation Actions
# REGIONAL COMPLETE STREETS CERTIFICATION FORM

<table>
<thead>
<tr>
<th><strong>Project Title:</strong></th>
<th>Click or tap here to enter text.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Location:</strong></td>
<td>Click or tap here to enter text.</td>
</tr>
<tr>
<td><strong>Description of Complete Streets Analysis Area:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Contact Name, Phone, and Email:</strong></td>
<td>Click or tap here to enter text.</td>
</tr>
</tbody>
</table>

If this project will not meet the needs of all modes of travel, report this outcome to the Transportation Committee as part of the environmental clearance process with an explanation of the factors that led to that decision.

**Existing Conditions** *(To be completed by SANDAG Project Manager working with Planning Staff)*

1. Describe project area used for the Complete Streets analysis. Is this a corridor, site, or project segment? Please attach a conceptual layout of the project.

   Click or tap here to enter text.

2. What infrastructure currently exists to support each mode of travel? Consider the following when describing existing conditions of the project area:
   - Auto (number of travel lanes, parking, designated passenger loading/unloading)
   - Transit (type, stops, amenities, transit priority measures)
   - Pedestrian (existence of sidewalk, width and condition, street crossings, ADA compliance, shade)
   - Bike (types of facilities, bike parking)

   Click or tap here to enter text.

3. Describe any challenges or infrastructure deficiencies affecting the experience of people walking, biking, taking transit, driving, or using shared mobility services (e.g. Uber or Lyft).

   Click or tap here to enter text.
4. If there are no existing transit, bike, or pedestrian facilities, identify the closest parallel facilities.

Click or tap here to enter text.

5. Describe transportation demand within the project area and surrounding land uses or trip generators that influence demand. Use data available through the mapping tool to support your assessment. Consider the following data:

- Auto: Average Daily Traffic
- Transit: Average Weekday Ridership, Average Weekday Boardings/Alightings
- Bikes/Pedestrian: Regional Bike and Ped Counters and contact Christine Eary

Click or tap here to enter text.

6. Assess the overall safety of the project area. Use vehicular, bike, and pedestrian crash data from the database and mapping tool to support your assessment.

Click or tap here to enter text.

**Planning Context** *(To be completed by Planning Staff working with Project Manager)*

7. Have the following documents been checked for planned infrastructure (Choose Yes, No, or N/A)?

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SANDAG Regional Plan networks (transit, active transportation, and highway)</td>
</tr>
<tr>
<td></td>
<td>Local Pedestrian Master Plan</td>
</tr>
<tr>
<td></td>
<td>Local Bicycle Master Plan</td>
</tr>
<tr>
<td></td>
<td>Local Community Active Transportation Strategy</td>
</tr>
</tbody>
</table>

8. Have the following documents been reviewed for community context (Choose Yes, No, or N/A)?

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SANDAG Smart Growth Concept Map (to help determine context)</td>
</tr>
<tr>
<td></td>
<td>Local Community Plans and Facility Financing Plans</td>
</tr>
<tr>
<td></td>
<td>Local Climate Action Plan</td>
</tr>
<tr>
<td></td>
<td>Pending local development proposals</td>
</tr>
</tbody>
</table>


9. Based on the plan checks, briefly describe relevant planned facilities and development proposals and how they may affect future travel demand as related to this project.

Proposed Transportation Project (To be completed by Project Manager)

10. Describe how the project plans to maintain or enhance the experience for people walking, including people with disabilities (sidewalk width, traffic calming, enhanced paving, street trees, street furniture, audible/high visibility crosswalks, flashing beacons, ramps, crossing distance, bulbouts, pedestrian refuges, streetlights, etc.).

a. If the project will degrade the experience for people walking, including people with disabilities (removal of sidewalk, crosswalks, widening of crossing distance, etc.), describe the impact and how the project will mitigate those impacts.

11. Describe how you have coordinated with MTS and/or NCTD to maintain or enhance bus operations and transit amenities within the project area per local agency standards (bus movement, bus stop location and amenities, lane widths, accessibility of bus stops, Transit Priority Measures, etc.).

a. If the project will negatively impact transit operations (reduce travel speeds/increase travel times, etc.), describe the impact and how the project will mitigate those impacts. (e.g. transit signal priority, queue jumpers, exclusive transit lanes, dedicated transit lane, use of freeway shoulders, and direct access ramps to freeway high occupancy vehicle [HOV] facilities or Managed/Express Lanes, etc.)
12. Describe how the project plans to maintain or enhance the safety and comfort of people biking (separated bike facilities, traffic calming, intersection bicycle detection, bicycle signal phases, bicycle-specific signal heads, secure bike parking, etc.).

Click or tap here to enter text.

a. If the project will degrade the safety and comfort of people biking (removal of bike facility, etc.), describe the impact and how the project will mitigate those impacts.

Click or tap here to enter text.

13. Describe how the project plans to maintain or enhance the experience of people driving or using shared mobility services (passenger loading zones, idle space for drivers, etc.).

Click or tap here to enter text.

a. If the project will degrade the experience of people driving or using shared mobility services describe the impact and how the project will mitigate those impacts.

Click or tap here to enter text.

14. For any mode not accommodated through the proposed transportation project, describe the constraints or justify the lack of demand. Describe any relevant alternative access.

Click or tap here to enter text.

15. Will the project sever existing access for any modes? If yes or partially, describe the circumstances and how the project will mitigate the loss of access. If the lost access cannot be mitigated, explain why not.

Click or tap here to enter text.
16. Will cost be a factor in limiting access for people walking, riding a bike, or using transit? If yes or maybe provide information on cost estimates for pedestrian, bicycle, and transit infrastructure, including methodology used, additional costs incurred, and percent of overall project cost.

Click or tap here to enter text.

17. If existing right-of-way is a constraint, has acquisition of additional right-of-way been considered? Please explain.

Click or tap here to enter text.

18. Have all parties responsible for ongoing maintenance been identified? Please explain.

Click or tap here to enter text.

19. Will the proposed project adequately and safely accommodate all modes and satisfy related parking/accessibility needs or, alternatively, are there opportunities to adequately and safely accommodate all modes within the surrounding area? (Choose Yes, No, or Maybe)

- [ ] Pedestrian
- [ ] ADA Compliant
- [ ] Transit
- [ ] Bike
- [ ] Bike Parking
- [ ] Autos
- [ ] Auto parking
- [ ] Shared mobility service parking and loading zones

If no or maybe, explain.

Click or tap here to enter text.
Does this project accommodate all users as required by Complete Streets policy? 

Provide an explanation.

As a result of this complete streets analysis, are there any recommended changes that will be considered in future phases of the project?

Completed by:  

Recommended for approval by:  

Reviewed and approved by:
## Status of Complete Streets Policy Implementation Actions

### Regional Project Development Checklist:
Create a project development checklist to ensure all projects implemented by SANDAG consider local mobility plans and accommodate the needs of all travel modes and the movement of goods to the extent appropriate.

This effort is complete (Attachment 1). In May 2016, the Regional Planning and Transportation Committees received the first update on the implementation of the Regional Complete Streets Policy including an initial draft of the Regional Project Development Checklist.

The form has evolved over time to elicit more narrative responses, with the goal of addressing project-specific challenges and identifying recommended changes resulting from the analysis. The process has been refined to include a goal of completing the analysis prior to 30 percent design, which is early enough in the design process to allow for changes in response to any findings. This timing also allows project managers to report to the Transportation Committee on the results of the Complete Streets Assessment when seeking environmental clearance. Since the Regional Complete Streets Certification Form was finalized in fall 2017, Complete Streets Certifications have been completed for five projects.¹

### Training, Workshops, and Educational Events:
Provide opportunities for SANDAG staff and staff from member agencies, Caltrans, and transit operators to participate in trainings, workshops, and other educational events related to complete streets procedures and practices.

This effort is ongoing. Since the adoption of the Complete Streets Policy, three trainings have been held for SANDAG and Caltrans staff related to the certification form and process for the complete streets analysis, and topics have been identified for future trainings.

### Local Project Development Checklist Template:
Develop a project development checklist template that local agencies can use to ensure local projects result in complete streets.

This effort is complete. The finalized Regional Complete Streets Assessment form was presented to the Regional Planning Technical Working Group, Cities/County Transportation Advisory Committee and Active Transportation Working Group in 2017 and is available on the SANDAG website for local jurisdictions to use as a template.

### Regional Database and Mapping Tool:
Collaborate with local jurisdictions, Caltrans, and transit operators to develop a regional database and mapping tool to facilitate coordinated development of local and regional complete streets plans.

This effort is ongoing. A regional database and mapping tool was developed, providing a central location for project managers to access data and information critical to completing the Complete Streets Assessments. Staff intends on further developing this tool to assist with data collection, monitoring, and reporting efforts.

### Tools and Reference Materials:
Develop tools and reference materials as needed, such as guidance on best practices and innovation in street design, parking management strategies, incorporating bike and pedestrian access to transit stops and stations, etc.

This effort is ongoing. A number of tools and reference materials currently are available on the SANDAG complete streets website. As additional tools are developed, they will be made available as well.

### Related Initiatives:
Continue work on related initiatives that support multimodal connections, including the Safe Routes to School and Safe Routes to Transit programs.

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¹ The five projects that have completed Complete Streets Assessments are: Pershing Bikeway – North Park to Downtown; San Diego River Trail Carlton Oaks Golf Course Segment; Imperial Avenue Bikeway – 17th Street to 47th Street; Central Avenue Bikeway; and Bayshore Bikeway Barrio Logan Segment.
This effort is ongoing. SANDAG staff continues to work on many related initiatives that support multimodal connections.

**Regional and Local Coordination and Cost-Sharing Protocol:** Develop a process for coordinating the development of regional projects with local agency complete streets initiatives and include in that process a protocol for evaluating cost sharing opportunities.

This action will be a focus moving forward and funding to implement this action will be actively sought.

**Monitoring:** Develop a benchmarking process for SANDAG project managers to use as a tool for monitoring implementation of this policy.

This action will be a focus moving forward and funding to implement this action will be actively sought.

**Reporting:** Report to the Board of Directors on the implementation of this policy within one year of its adoption.

The SANDAG Board of Directors received a report on the implementation of this policy in June 2016. SANDAG staff will continue to provide updates to the SANDAG Board and Policy Advisory Committees on implementation of the policy and monitoring reports once the cost-sharing protocol and monitoring methodology are developed.