Environmental Mitigation Program:
Annual Status Report and Implementation Actions

Large scale acquisition, management, and monitoring
Reduce cost, accelerate delivery, implement habitat plans, and reduce listing of species
Transportation Project Mitigation Fund

Mitigation for regional transportation and local streets and roads

Regional Habitat Conservation Fund

Regional land management and biological monitoring

Transportation Mitigation Fund Accomplishments

- 40 sites preserved
- 8,780 total acres conserved, more than seven times the size of Balboa Park
- 800 acres of habitat restored
- $161 million invested in open space acquisitions
- $41 million leveraged from conservation partners for acquisitions
Transportation Mitigation Fund Accomplishments

- Construction began on the San Elijo Restoration Project
- Certified the Final EIR for the San Dieguito W-19 Restoration Project

Regional Habitat Conservation Fund Accomplishments


Regional Habitat Conservation Fund Accomplishments

- Nine cycles of Land Management grants
- 117 grants awarded throughout the region
- $16.6 million awarded with $10.1 million matching funds leveraged

What’s Next?

- Establish a New Memorandum of Agreement
- Review and update financial estimates and use of EMP funds
- Increase marketing efforts for EMP Local Streets and Roads Mitigation Banks
- Develop simple metrics to measure overall health of the preserve; report results to the public
MOA Background

- EMPWG established in 2005 to “provide advice on the implementation of the Environmental Mitigation Program”
- MOA signed in 2008 by SANDAG, Caltrans, USFWS, and CDFW to implement the EMP
- Award winning EMP is a national model and is being used by Caltrans for statewide Advance Mitigation Program

Mid-Coast Case Study

- $2.1 billion extension
- Environmental clearance completed
- Federally endangered fairy shrimp found in rail alignment
**Mid-Coast Case Study**

**SHRIMP COULD DELAY REVIEW FOR TROLLEY**

*Animal’s presence near planned extension will require extra attention*

“Fairy shrimp could delay $2 billion dollar Trolley expansion by a year or more”

- 2008 – SANDAG bought land as advanced mitigation
- April 30, 2014 – SANDAG notified agencies about impacts
- May 6, 2014 – Agencies agreed that SANDAG can mitigate with acquired land

One week between notification and approval of mitigation

---

**ITOC Audit**

**Audit Findings**

“Another critical factor considered to better ensure success of the Early Action Projects (EAP) was advancement of the Environmental Mitigation Program (EMP). From the early stages, the intent was to advance project mitigation packages to facilitate and expedite EAP project delivery. This involved discussions, collaboration, and agreements with external resource agencies and permit holders.”

**Audit Recommendation**

“Continue efforts to establish a new Memorandum of Agreement with Caltrans, California Department of Fish and U.S. Fish and Wildlife to replace the current one before funding expires (FY 2020).”
Proposed MOA

Updates Made

• Extend MOA for another ten years – through 2029
• Continue funding for the Habitat Conservation Fund, including the San Diego Management and Monitoring Program at the same level ($4 million annually) for the next ten years
• Include Board actions during the first ten years as MOA attachments
• Update timing of the release of Economic Benefit

Justification

• Ties into next 10-Year TransNet Comprehensive Review
• Continue funding for the Habitat Maintains consistent level of Service, can be achieved with existing cash flow (i.e., no need for additional bonding)
• Places all relevant Board policy documents in MOA or as an attachments
• Clarifies that additional funding would be considered after repayment of existing bond debt

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve the proposed TransNet Environmental Mitigation Program Memorandum of Agreement (MOA) and authorize the Executive Director to sign the MOA on behalf of the agency, in substantially the same form as shown in Attachment 1.
Funding Recommendations for the Cycle 10 Specialized Transportation Grant Program Call for Projects

Transportation Committee Item 9 | February 15, 2019

Program Goal

Improve mobility for seniors and individuals with disabilities throughout the region by

- removing barriers to transportation services,
- expanding transportation mobility options, and
- providing transportation services that meet the special needs of seniors and individuals with disabilities
## Applications

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Applicants</th>
<th>Projects</th>
<th>Amount Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA Section 5310</td>
<td>16</td>
<td>62</td>
<td>$6.4 million</td>
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<tr>
<td><em>TransNet Senior Mini-Grant</em></td>
<td>16</td>
<td>21</td>
<td>$5 million</td>
</tr>
<tr>
<td>Combined</td>
<td>24*</td>
<td>83</td>
<td>$11.4 million</td>
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*Unique applicants

## Funding Recommendations

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Applicants Recommended to receive funding</th>
<th>Projects Recommended for full (and partial) funding</th>
<th>Awarded Funding</th>
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</thead>
<tbody>
<tr>
<td>FTA Section 5310</td>
<td>13</td>
<td>42 (4)</td>
<td>$4.1 million</td>
</tr>
<tr>
<td><em>TransNet Senior Mini-Grant</em></td>
<td>6</td>
<td>10 (1)</td>
<td>$3.1 million</td>
</tr>
<tr>
<td>Combined</td>
<td>16*</td>
<td>52 (5)</td>
<td>$7.2 million</td>
</tr>
</tbody>
</table>

*Unique applicants
Section 5310 Recommended Projects

Section 5310 Projects Recommended for Funding

Disabled Population
1 dot = 100 disabled people
- within 1/2 mile of transit
- more than 1/2 mile from transit

Data Source:
2012-2016 American Community Survey 5-Year Estimates

Number of Projects
1
2
3
4
5
6
7
8
9
10

DRAFT
January 2019

Senior Mini-Grant Recommended Projects

Senior Mini-Grant Projects Recommended for Funding

Senior Population
1 dot = 100 people age 65 plus
- within 1/2 mile of transit
- more than 1/2 mile from transit

Data Source:
SANDAG annual estimate 2016

Number of Projects
1
2
3
4
5
6

DRAFT
January 2019

Transportation Committee Item 9 | February 15, 2019
Results

- Broad geographic coverage
- Equitable distribution of funds
- Consistency with priorities identified in the Coordinated Plan and program objectives

Next Steps

<table>
<thead>
<tr>
<th>Activity</th>
<th>Anticipated Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Committee makes recommendation to Board of Directors</td>
<td>March 15</td>
</tr>
<tr>
<td>Board of Directors considers funding recommendations</td>
<td>March 22</td>
</tr>
<tr>
<td>RTIP Amendment</td>
<td>April</td>
</tr>
<tr>
<td>Execute Senior Mini-Grant contracts</td>
<td>July 1</td>
</tr>
<tr>
<td>Execute Section 5310 contracts</td>
<td>October 1</td>
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</table>
State Route 52 and State Route 67 Corridors Update
Transportation Committee Item 10 | February 15, 2019

2015 Regional Plan: 2050 Managed Lanes and Highway Network

2050 Revenue Constrained Managed Lanes and Highway Network
April 2015

Existing Managed Lanes
Managed Lanes
General Purpose Lanes
Full Lanes
Operational Improvements
Existing Facility
Freeway Connectors
ML Connectors
Freeway & ML Connectors
Bicycle/Pedestrian Improvements at Freeway Interchanges

C = Conventional Highway
F = Freeway
ML = Managed Lanes
T = Toll Road
R = Restricted Lanes
OPS = Operational Improvements
Caltrans District 11 Update on State Route 67 Projects
TRANSPORTATION COMMITTEE ITEM 10 | FEBRUARY 15, 2019
EXISTING CONDITION
CAPACITY:
• Population growth
• Congestion at peak periods
• Queue length up to two miles
• Shared shoulder (bicycle)
• Transit
• Freight Surface Transportation Assistance Act (STAA)
• Emergency response
PUBLIC AWARENESS CAMPAIGNS

2001  Drive to Stay Alive
2006  Take Care Getting There
2009  Arrive Alive

COMPLETED PROJECTS

INTERSECTION @ ARCHIE MOORE RD.
CENTER LINE CHANNELIZERS
STRIPI NG AND PAVEMENT MARKINGS RUMBLE STRIPS
HIGHLAND VALLEY/DYE ROAD
DRAINAGE IMPROVEMENTS
SPEED FEEDBACK SIGNS
WIDENED MEDIAN BUFFER
EVACUATION ROUTE

**EVACUATION ROUTE FOR RAMONA AND NORTHEASTERN COMMUNITIES**

**CALTRANS ROLE:**
- Provide reports – state roads & highways
- Closures & detours
- Roadway information – changeable message signs
- Caltrans/County – response plan

**ASSET MANAGEMENT**

1. PAVEMENT REHABILITATION (2018 SHOPP)
   - $35.6 million
   - From San Diego River to 10th Avenue in Ramona
   - 18.4 miles
   - Design by June 2021
   - Construction start winter 2021

2. DRAINAGE REHABILITATION (2020 SHOPP)
   - $12.2 million
   - From just north of Riverford Road in Santee to Elli Lane in Poway
   - Project Approval/Environmental Document in July 2022
   - Design by December 2023
   - Construction start summer 2024

3. OPERATIONAL IMPROVEMENTS AT MAPLEVIEW STREET IN LAKESIDE
   - $4.3 million (Future project)
ASSET MANAGEMENT

4. Synchronize traffic signals at Willow Road and Gold Bar Lane in Lakeside
   • Completion by spring 2019

5. Rock Scaling at Rockhouse Road in Ramona
   • $300,000
   • Construction start spring 2020

6. Future work for Bridge Deck Rehabilitation & Bridge Rail Upgrade
Caltrans District 11 Update on State Route 52 Projects
TRANSPORTATION COMMITTEE ITEM 10 | FEBRUARY 15, 2019

Existing SR 52 Route Segmentation

<table>
<thead>
<tr>
<th>SR 52 Existing Facility</th>
<th>4 Lane Freeway</th>
<th>6 Lane Freeway</th>
<th>Bike Path</th>
</tr>
</thead>
</table>

La Jolla | Santee | San Diego | El Cajon
San Diego River Bridge

Bottlenecks

Travel Time

Freeway Traffic Total Data Summary for Route: SR2 Direction: WB   Lane Type: ML
Average WB Travel Time (min) : Route SR2 WB

AM average speed 35 mph, PM average speed 18 mph
Looking East toward Santo Road

Looking East toward Santee

Near Term SR 52 Improvements

Legend

- 4 Lane Freeway
- 6 Lane Freeway
- Near Term Improvements
- Near Term Bike Path
Next Steps

- Continued collaboration with Caltrans to seek opportunities for updated solutions to SR 52 and SR 67 corridor needs
- Use any new information for development of the Regional Plan
SR 67
Evacuation-Safety-Mobility

Why Are We Here?
Background and Facts

- The community of Ramona (population 53,000) has grown over the decades & SR 67 has not.

- SR 67 has created problems with evacuation, safety & mobility.


- SR 67 continues to experience numerous fatal vehicle accidents between Poway Rd. & Highland Valley/Dye Rd.

- The current San Diego Forward Regional Plan is scheduled to address SR 67 in the window between 2036 & 2050.

- The Ramona Community Planning Group believes the problems with SR 67 - which Caltrans scheduled for resolution 31 years ago - cannot be delayed until 2036 at the earliest.
Goal & Acknowledgments

- Our goal is to improve the status given to SR 67 in the current San Diego Forward Regional Plan. What that improvement will entail, we will not know. But, we do know that after waiting 31 years, we cannot wait another 17 years.

- We know there is competition for the transportation dollar and every community has mobility issues, including Ramona. But due to 2 failed evacuations in 2003 & 2007 our mobility issues are not matters of convenience, they could be life threatening.

- We also understand that transportation dollars come with a caveat, they must do the most good for the largest population.

- Ramona has been at the end of the line for too long.

More Acknowledgments

- We also understand that the politics of transportation have changed.

- The goal is to move population from their cars into mass transit and onto bicycles. But, that game plan does not work in every community. And, does not fit Ramona.

- Ramona sits in a 75 square mile valley that does not include the 3,000 homes in the San Diego Country Estates.

- We have no transit system.

- We are a “car-bound” community.

- If we want to go shopping or go out to dinner or down the hill to work we are limited to our cars and an obsolete and dangerous highway.
Relevant History

- By far, the oldest and most significant problem facing Ramona and the Ramona Community Planning Group is the failing status of SR 67.

- Here are 33 years of news articles addressing SR 67. There are 2 dominant themes:
  - SR 67 is a risk to our community
  - And, why can’t we fix it?

- The news articles provide a timeline and lifespan for the issue.

- Think of these news articles as the people of Ramona speaking directly to you this morning - over 3 decades.


Evacuation – 2003 & 2007
Cedar & Witch Creek Fires

SR 67 failed as an evacuation route in both 2003 & 2007 wildfires.
Evacuation – 2003 & 2007 Cedar & Witch Creek Fires

Failed evacuation is the number one issue in Ramona.

Ramona has a limited number of evacuation routes.

In the 2003 Cedar fire Wildcat Canyon was on fire itself.

In the 2007 Witch Creek fire both SR 78 & Highland Valley Rd. were on fire.

Evacuees were channeled to SR 67 which was overwhelmed & became a parking lot for 8 hours.
SR 67 - Safety

Multiple lane configurations between Poway Rd. & Highland Valley Rd. contributes to vehicle accidents and mobility choke points.

(above) 2017 truck crossed over channelizers – 1 air lifted & 1 hospitalized - road closed

(left) 2012 – 4 fatalities & 4 hospitalized - road closed

SR 67 - Safety

SR 67 continues to experience numerous fatal vehicle accidents between Poway Rd. & Highland Valley/Dye Rd

CHP & Caltrans have identified SR 67 a “dangerous & inadequate corridor” (1)

In the period between January 1987 & January 2017, there have been 58 collisions within just 1,640 ft. between Rockhouse Rd. & Cloudy Moon Dr. (2)

9 of those 58 were head-on collisions

12 were fatalities

52 patients were transported to hospital - 20 of which were transported by life flight


(2) Ramona Sentinel
SR 67 - Mobility

- Both Caltrans & SANDAG have recognized limitations on SR 67 since the early 1980s.

- In 2009 Caltrans gave SR 67 an operating Level of Service of “F” for the 6 miles between Poway Rd. & Highland Valley/Dye Rd. (1)

In 2009, a Caltrans study predicted a 25% increase in SR 67 traffic through Ramona by 2030. (1)

In 2008, the Average Weekday Trips (ADT) between Poway Rd. & Highland Valley/Dye Rd. were 26,600. In 2030, it is predicted to be 38,700 ADT. (2)

In 2017, a “Transportation Concept Report” recommended an increase in capacity for SR 67 to keep up with current & future demand. (3)


(2) “State Route 67 Transportation Concept Summary” http://www.dot.ca.gov/dist11/departments/planning/pdfs/tcs/10_SR_67TCS.pdf

**Mobility - Housing**

- As Ramona grows, and SR 67 doesn’t, commuter mobility worsens causing harm to the environment, impeding first responders & discouraging housing development.

- Currently, there are 2 housing developments coming on line in Ramona. Together they comprise over 500 new homes which will dramatically increase ADTs by 6,600.

- Might the sale of those homes be impacted by an untenable commute? And, might that untenable commute discourage developers?

- People may want to live in Ramona, but not at the expense of a 90 minute commute everyday.

**SR 67 - Mobility**

SR 67 is the primary route into and out of Ramona for commuters and weekenders on their way to the backcountry, Julian and the desert.

Ramona has become a major destination point for hikers, rock climbers, bicyclists, winery tours, craft beers, golfers, equestrians, antiques, gaming, speedway & motocross track.

Ramona has 3 of the finest golf courses in the County: Mt. Woodson, San Vicente & Barona.

Ramona now has over 100 vineyards & 36 wineries. Ramona has embraced the wine industry & will soon rival Temecula.
Project Goal

- Our primary goal is to move SR 67 up the priority list of the San Diego Forward Regional Plan – which is currently under review. We request that this project be started within the next fiscal year.
- We request that SR 67 be expanded to 2 lanes in each direction with bike lanes in each direction between Poway Rd. (Mile Marker 15.200) & Highland Valley Rd. (Mile Marker 21.348) as it was scheduled to be done 31 years ago.
- Because evacuation is our most significant issue, we have recommended the project be completed in phases based on standard evacuation protocol.
- The Ramona Community Planning Group submits that completion of SR 67 project be done in phases.
  - Phase one: Poway Road to Mina De Oro
  - Phase two: Mina De Oro to Cloudy Moon Drive
  - Phase three: Cloudy Moon Drive to Archie Moore Road
  - Phase four: Archie Moore Road to Highland Valley/Dye Road

Conclusion

- Our issues are not theoretical, philosophical, or political.
- There are as tangible as a car wreck or a wildfire.
- We hope you will acknowledge the failing status of SR 67 through Ramona and will take action to resolve our long, long standing plight.
SR 67 Community & Regional Supporters

Tony Mecham, Cal Fire Unit Chief
  - San Diego County Fire Chief

Andy Hanshaw, Executive Director
  - San Diego County Bicycle Coalition

Joe Stupar, Executive Director
  - Ramona Chamber of Commerce

Jim Wayman, President
  - Julian Chamber of Commerce

Bill Schweitzer, President
  - Ramona Valley Vineyard Association

Nicole Nicholas Gilles, Executive Director
  - American Sand Association

Mark Garrow, President
  - Ramona Real Estate Association

Eileen Castberg, President
  - San Diego Country Estates Association

SR 67 Supporters

- William D. Gore, San Diego County Sheriff
- Duncan D. Hunter, Congressman
- Brian Jones, State Senator
- Joel Anderson, State Senator (former)
- Randy Voepel, State Assemblyman
- Dianne Jacob, San Diego County Supervisor
- Steve Vaus, Poway Mayor
- Dan Scherer, Chair, Ramona Community Planning Group
Ramona Community Planning Group  
SR 67 Ad Hoc Committee

Contacts

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dan Summers, Ad Hoc Chair</td>
<td><a href="mailto:dansumram@gmail.com">dansumram@gmail.com</a></td>
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<td><a href="mailto:torrybrean@yahoo.com">torrybrean@yahoo.com</a></td>
</tr>
<tr>
<td>Robin Joy Maxson</td>
<td><a href="mailto:robinjoymaxson@gmail.com">robinjoymaxson@gmail.com</a></td>
</tr>
<tr>
<td>Dawn Perfect</td>
<td><a href="mailto:dawnperfect@att.net">dawnperfect@att.net</a></td>
</tr>
</tbody>
</table>

Sources

- SANDAG
- San Diego Forward: The Regional Plan 2019-2050
- Caltrans “Project Study Report” (11-SD-67)
- Caltrans “Transportation Concept Report” (February 2017)
- Caltrans “Take Care Getting There” State Route 67 Public Awareness Campaign Fact Sheet. February 2010.
- California Highway Patrol
- San Diego Union-Tribune
- Ramona Sentinel—including weekly sheriff and fire reports