Environmental Mitigation Program:
Annual Status Report and Implementation Actions

Regional Planning Committee Item 3 | February 1, 2019

TransNet Environmental Mitigation Program

Large scale acquisition, management, and monitoring

Reduce cost, accelerate delivery, implement habitat plans, and reduce listing of species
Transportation Project Mitigation Fund

Regional Habitat Conservation Fund

Mitigation for regional transportation and local streets and roads

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*

By Chris Nichols 5:08 AM MAY 15, 2014

“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

**EMP Working Group Recommendation**

8. SANDAG will work with the local jurisdictions to identify the mitigation needs for local transportation projects identified in the most currently adopted RTIP and utilize existing lands acquired for local streets and roads or assist the jurisdictions with acquisition, restoration and management to meet their mitigation needs. Existing credits are currently memorialized in the Conservation Credit Agreement dated November 25, 2014. Mitigation lands for local streets and roads projects will occur in the permitted subarea plan or with written approval of the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies) within the associated subregional NCCP plan area, with written approval of the Wildlife agencies.
Clarified EMP Working Group Recommendation

8. SANDAG will work with the local jurisdictions to identify the mitigation needs for local transportation projects identified in the most currently adopted RTIP and utilize existing lands acquired for local streets and roads or assist the jurisdictions with acquisition, restoration and management to meet their mitigation needs. Existing credits are currently memorialized in the Conservation Credit Agreement dated November 25, 2014. Mitigation lands for local streets and roads projects will occur in the permitted subarea plan pursuant to the executed implementing agreement contract. Outside a permitted subarea plan, mitigation could occur within the associated subregional NCCP plan area with written approval of the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies).

Recommendation

The Regional Planning Committee is asked to recommend that the Board of Directors approve the new 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.
Regional Housing Needs Assessment Update

The Regional Housing Needs Assessment (RHNA) Process

- RHNA Determination (HCD/SANDAG)
- RHNA Plan (SANDAG/local jurisdictions)
- Housing Element (Local jurisdictions/HCD)
Final RHNA Determination

Final RHNA Determination prepared by the Department of Housing and Community Development (2021-2029)

<table>
<thead>
<tr>
<th>Income Category</th>
<th>Housing Unit Need</th>
<th>Percent</th>
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<tbody>
<tr>
<td>Very Low</td>
<td>42,332</td>
<td>24.70%</td>
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<tr>
<td>Low</td>
<td>26,627</td>
<td>15.50%</td>
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<tr>
<td>Moderate</td>
<td>29,734</td>
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<tr>
<td>Above Moderate</td>
<td>72,992</td>
<td>42.50%</td>
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<td>Total Housing Units</td>
<td>171,685</td>
<td>100%</td>
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Infill Development

Comparing growth projected in 1999 and 2013
**RHNA Plan Objectives**

- Promote infill development/protect resources
- Increase housing supply/mix of housing types
- Improve jobs/housing relationship
- Further fair housing
- Allocate housing in an equitable manner

**RHNA Themes**

- GHG reduction
- Jobs/housing analysis
- Smart growth opportunity areas
- Transit oriented development and equity
- Technology and transportation demand management
Smart Growth Concept Map

Jobs and Housing Relationship

Employment Centers and Residential Lands

Residential Land Use

Source: SANDAG Land Use Inventory, 2017
# Workplan for Development of RHNA Plan

<table>
<thead>
<tr>
<th>Month</th>
<th>Task</th>
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<tr>
<td>January 2019</td>
<td>Refine RHNA goals and priorities</td>
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<tr>
<td>February 2019</td>
<td>Finalize goals and priorities</td>
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<tr>
<td>March/April 2019</td>
<td>Develop methodology options</td>
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<td>May 2019</td>
<td>Refine methodology options</td>
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<td>June 2019</td>
<td>Recommendation on draft RHNA allocation</td>
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<tr>
<td>June/July 2019</td>
<td>Board Releases draft RHNA Plan</td>
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<td>October 2019</td>
<td>Board approves RHNA Plan</td>
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<tr>
<td>April 2021</td>
<td>Due date for local government housing elements</td>
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MTS Policy 18: Joint Use and Development of Property

- Previously amended in January 2007; Chair’s initiative to update the policy in 2018
- Provides direction to staff on how to gain best use of MTS owned property
- Development of property provides multiple positives for MTS
  - Revenue for operations
  - New amenities for passengers
  - Potential for new ridership
Previous MTS Joint Use and Development Projects

- Creekside Villas at the 47th Street Trolley Station in San Diego - Affordable housing and day care. (1989)
- Sweetwater Union High School District Adult Education Extension at the 24th Street Trolley Station. (1997)
- Grossmont Trolley Station Transit Oriented Development in La Mesa. (2010)
- Encanto / 62nd Street Trolley Station Affordable Housing Project (recently opened).

Morena Vista Development

- $50 million
- 161-unit residential, 10% affordable housing
- 18,500 square feet retail
- 200 park-and-ride spaces
Grossmont Trolley Station

- $100 million
- 7 acre parcel
- 527 apartment units – 80 affordable units
- 600 parking spaces

Villa Encantada
Encanto / 62nd Street Station

- 67 affordable workforce housing units
  - 45 2-bedroom
  - 22 3-bedroom
- 3,350 sq. ft. community room & leasing office
- 900 sq. ft. ground floor retail space
- 100 Trolley parking spaces
Smart Corner

- $100 million project
- 19-story, 301-unit residential
- 5-story office
- LRT Station – Relocated
- $6.8 million state/federal funding

Updated Policy 18: Joint Development Program (October 2018)

- Prioritizes transit operational needs
- Analyze replacement parking needs at park and ride locations
- Seek improvements/programs as part of the development that will increase transit use
- Joint development is expected to generate value for MTS
- Residential projects shall
  - be as dense as possible
  - include 20% units set aside for affordable (very low and low income)
- Full compliance with local jurisdictional approval policies/procedures
- Hybrid approach: seek proposals through competitive bid, but consider unsolicited proposals after noticing their receipt for 30 days
- Create a procedural manual
Chula Vista

- **E Street** (4.1 ac)
- **H Street** (3.1 ac)
- **Palomar** (5.0 ac)

East County

**El Cajon ★★★**
- **El Cajon Transit Center** (7.2 ac)

**La Mesa ★★★**
- 70th Street (2.6 ac)
- Spring Street (3.9 ac)
- Amaya (2.2 ac)

**Lemon Grove ★★★**
- Massachusetts (3.0 ac)
City of San Diego

- Grantville (9.4 ac)
- Riverwalk (13.7 ac)
- Rancho Bernardo (3.7 ac)
- 12th and Imperial (0.9 ac)
- Euclid (2.5 ac)
- Palm (4.0 ac)
- Iris (2.8 ac)
- Beyer (1.6 ac)
Metropolitan Transit System’s Joint Development Program

SANDAG Regional Planning Committee
February 1, 2019
Sharon Cooney, MTS Chief of Staff