Transportation Committee Agenda
Friday, October 2, 2020
9 a.m. to 12 noon
**Teleconference Meeting**

**Agenda Highlights**

- Regional Electric Vehicle Charging Program: CALeVIP San Diego County Incentive Program
- State Route 94/State Route 125 Interchange Project Update

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:
The Transportation Committee meeting will be conducted virtually in accordance with Governor Newsom’s State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

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  - To participate via iPhone one-tap:
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Mission Statement
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region's quality of life.

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# Transportation Committee

**Friday, October 2, 2020**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>+1.</td>
<td>Approval of Meeting Minutes</td>
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<tr>
<td></td>
<td>Approve</td>
</tr>
<tr>
<td></td>
<td>The Transportation Committee is asked to review and approve the minutes from its September 4, 2020, meeting.</td>
</tr>
</tbody>
</table>

## Public Comments/Communications/Member Comments

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee that is not on this agenda.

## Executive Director's Report

*Hasan Ikhrata, SANDAG*

An update on key programs, projects, and agency initiatives, including the agency’s response to COVID-19, San Diego Forward: The 2021 Regional Plan, and the Airport Connectivity project, will be presented.

## Consent

### Follow Up on Transportation Projects

*Elisa Arias, SANDAG*

*Allan Kosup; Ann Fox; Karen Jewel; and Ross Cather, Caltrans*

This report provides an overview of 6 out of 260 projects included in the 2018 Regional Transportation Improvement Program Amendment No. 14.

## Reports

### Regional Electric Vehicle Charging Program: CALeVIP San Diego County Incentive Project

*Susan Freedman, SANDAG*

*Kathy Keehan, San Diego County Air Pollution Control District*

An overview of the new electric vehicle charger rebate project for the San Diego region that will launch this October will be presented.

### State Route 94/State Route 125 Interchange Project Update

*Karen Jewel, Caltrans*

An overview on the State Route 94/State Route 125 Interchange project will be presented.

### Regional Bikeway Program Status Update

*Linda Culp, SANDAG*

An overview on progress made on the Regional Bike Plan Early Action Program, as a component of the Regional Bikeway Program, will be presented.
Recommend

The Transportation Committee is asked to recommend that the Board of Directors approve the proposed FY 2021-2022 Environmental Mitigation Program (EMP) Work Plan for regional management and monitoring and allocate $4 million in funding for FY 2021.

9. 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.

10. Upcoming Meetings
The next Transportation Committee meeting is scheduled for Friday, October 16, 2020, at 9 a.m.

11. Adjournment

+ next to an item indicates an attachment
September 4, 2020, Transportation Committee Meeting Minutes

Chair Jim Desmond (County of San Diego) called the meeting of the Transportation Committee to order at 9 a.m.

1. Approval of the Meeting Minutes (Approve)

Action: Upon a motion by Deputy Mayor Jack Feller (North County Transit District [NCTD]), and a second by Vice Chair Bill Sandke (South County), the Committee voted to approve the minutes from its July 17, 2020, Meeting, its July 17, 2020, Joint Meeting of the Transportation, Regional Planning, and Borders Committees, and its August 7, 2020, Joint Meeting of the Transportation, Regional Planning, and Borders Committees.

The motion passed.

Yes: Chair Desmond, Vice Chair Sandke, Councilmember Monica Montgomery (City of San Diego), Councilmember Bill Baber (East County), Councilmember Joe Mosca (North County Coastal), Mayor Paul McNamara (North County Inland), Deputy Mayor Feller, Commissioner Garry Bonelli (Port of San Diego), and Johanna Schiavoni (San Diego County Regional Airport Authority [SDCRAA]).

No: None.

Abstain: None.

Absent: Metropolitan Transit System [MTS].

2. Public Comments/Communications/ Member Comments

None.

3. Executive Director's Report (Discussion)

Chief Planning and Innovation Officer Ray Traynor presented an update on key programs, projects, and agency initiatives, including the agency's response to COVID-19, San Diego Forward: The 2021 Regional Plan, and the Airport Connectivity project.

Action: Discussion only.

Consent

4. Social Services Transportation Advisory Council – New Membership Appointments (Approve)

The Transportation Committee was asked to approve the appointment of four new members to the Social Services Transportation Advisory Council.

5. TransNet Smart Growth Incentive Program and Active Transportation Grant Program: Quarterly Status Update (Information)

This report provided an update on the TransNet Smart Growth Incentive Program and Active Transportation Grant Program.
6. **TransNet Environmental Mitigation Program Land Management Grant Program: Quarterly Status Update (Information)**

This report provided an overview of progress made by the TransNet Environmental Mitigation Program Land Management Grant recipients for Quarter 4 (April through June 2020).

**Action:** Upon a motion by Mayor Alejandra Sotelo-Solis (MTS), and a second by Deputy Mayor Feller, the Transportation Committee voted to approve the Consent Item Nos. 4 through 6.

The motion passed.

Yes: Chair Desmond, Vice Chair Sandke, Councilmember Montgomery, Councilmember Baber, Mayor Sotelo-Solis, Mayor Jewel Edson (North County Coastal), Mayor McNamara, Deputy Mayor Feller, Commissioner Bonelli, and Johanna Schiavoni.

No: None.

Abstain: None.

Absent: None.

**Reports**

7. **Update on Transportation Projects (Discussion/Possible Action)**

Integrated Transportation Planning Director Elisa Arias introduced the item.

The following project managers presented on the following six projects:

- Caltrans Corridor Director Allan Kosup presented on the I-5/805 Convert High Occupancy Vehicle (HOV) Lanes to Express Lanes;
- Caltrans Corridor Director Karen Jewel presented on the Interstate 15 (I-15) Transit Priority Lanes project and the State Route 52 Improvement project;
- Caltrans Corridor Director Ross Cather presented on the State Route 67 Improvements project;
- Allan Kosup presented on the State Route 78 (SR 78) Improvements project;
- Principal Engineer Sharon Humphreys presented on the Central Mobility Station project.

Nicole Burgess, Bike San Diego, spoke in support of this item and the future airport connection.

**Action:** Upon a motion by Chair Desmond, and a second by Vice Chair Sandke, the Transportation Committee voted to direct staff to bring the report back to the Committee with updated language regarding managed lanes and HOV lanes for SR 78 to be consistent with the language in the Regional Transportation Improvement Program (RTIP).

The motion passed.

Yes: Chair Desmond, Vice Chair Sandke, Councilmember Baber, Mayor McNamara, Deputy Mayor Feller, Commissioner Bonelli, and Johanna Schiavoni.

No: Councilmember Monica Montgomery, Mayor Sotelo-Solis, and Mayor Edson.

Abstain: None.

Absent: None.

The Transportation Committee was asked to: hold a public hearing and receive public testimony for the 2020 TransNet Program of Projects (POP) as programmed in Amendment No. 14 to the 2018 RTIP; and recommend that the Board of Directors adopt Regional Transportation Commission (RTC) Resolution No. RTC-2021-01, approving Amendment No. 14 to the 2018 RTIP and adopting the TransNet POP for FY 2021 through FY 2025.

Senior Financial Programming and Project Control Analyst Sue Alpert presented the item.

Chair Desmond opened the public hearing 10:12 a.m.

Chair Desmond closed the public hearing at 10:22 a.m.

**Action:** Upon a motion by Chair Desmond, and a second by Deputy Mayor Feller, the Transportation Committee voted to recommend that the Board adopt Regional Transportation Commission (RTC) Resolution No. RTC-2021-01, approving Amendment No. 14 to the 2018 RTIP and adopting the TransNet POP for FY 2021 through FY 2025.

The motion passed.

Yes: Chair Desmond, Vice Chair Sandke, Councilmember Montgomery, Councilmember Baber, Mayor Sotelo-Solis, Mayor Edson, Mayor McNamara, Deputy Mayor Feller, Commissioner Bonelli, and Johanna Schiavoni.

No: None.

Abstain: None.

Absent: None.

9. **Mid-Coast Trolley Project Update (Discussion/Possible Action)**

Mid-Coast Transit Project Director Ramon Ruelas presented an overview of the Mid-Coast Trolley project and other projects concurrently underway in the corridor.

Nicole Burgess, Bike San Diego, spoke in support of this item.

**Action:** Discussion only.

10. **Update on North County Regional Corridor Comprehensive Multimodal Corridor Plan and Interstate 15/State Route 78 Project (Discussion/Possible Action)**

Allan Kosup presented an overview of the North County Regional Corridor Comprehensive Multimodal Corridor Plan and the Interstate 15/SR 78 (I-15) Express Lanes Connector project.

**Action:** Upon a motion by Chair Desmond, and a second by Deputy Mayor Feller, the Transportation Committee voted to accept the report, as amended to update the language regarding managed lanes and HOV lanes for SR 78 to match the language in the Regional Transportation Improvement Program.

The motion passed.

Yes: Chair Desmond, Vice Chair Sandke, Councilmember Baber, Mayor Edson, Mayor McNamara, Deputy Mayor Feller, Commissioner Bonelli, and Johanna Schiavoni.

No: Councilmember Montgomery and Mayor Sotelo-Solis.

Abstain: None.

Absent: None.
11. Continued Public Comments
None.

12. Upcoming Meetings
The next Transportation Committee meeting is scheduled for Friday, September 18, 2020, at 9 a.m.

13. Adjournment
Chair Desmond adjourned the meeting at 11:20 a.m.
## Confirmed Attendance at SANDAG Transportation Committee Meeting

September 4, 2020

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Member/Alternate</th>
<th>Attended</th>
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<tbody>
<tr>
<td><strong>County of San Diego</strong></td>
<td>Jim Desmond, Chair</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Greg Cox</td>
<td>Alternate</td>
<td>No</td>
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<td>Nathan Fletcher</td>
<td>Alternate</td>
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<td><strong>South County</strong></td>
<td>Bill Sandke, Vice Chair</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Mary Salas</td>
<td>Alternate</td>
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<tr>
<td><strong>City of San Diego</strong></td>
<td>Monica Montgomery</td>
<td>Member</td>
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<td>Chris Ward</td>
<td>Alternate</td>
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<td><strong>East County</strong></td>
<td>Bill Baber</td>
<td>Member</td>
<td>Yes</td>
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<td>Jennifer Mendoza</td>
<td>Alternate</td>
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<td><strong>Metropolitan Transit System</strong></td>
<td>Alejandra Sotelo-Solis</td>
<td>Member</td>
<td>Yes</td>
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<td>Ronn Hall</td>
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<tr>
<td><strong>North County Coastal</strong></td>
<td>Jewel Edson</td>
<td>Member</td>
<td>Yes</td>
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<td>Joe Mosca</td>
<td>Alternate</td>
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<tr>
<td><strong>North County Inland</strong></td>
<td>Paul McNamara</td>
<td>Member</td>
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<td>Judy Ritter</td>
<td>Alternate</td>
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<tr>
<td><strong>North County Transit District</strong></td>
<td>Jack Feller</td>
<td>Member</td>
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<td>Sharon Jenkins</td>
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<td>Terry Gaasterland</td>
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<td><strong>Port of San Diego</strong></td>
<td>Garry Bonelli</td>
<td>Member</td>
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<td>Michael Zuchet</td>
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<td><strong>San Diego County Regional Airport Authority</strong></td>
<td>Johanna Schiavoni</td>
<td>Member</td>
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<td>Mark West</td>
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### Advisory Members

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<tbody>
<tr>
<td>Caltrans</td>
<td>Gustavo Dallarda</td>
<td>Member</td>
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<tr>
<td></td>
<td>Ann Fox</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>Southern California Tribal Chairmen’s Association</td>
<td>Erica Pinto</td>
<td>Member</td>
<td>Yes</td>
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<td>Fred Nelson, Jr.</td>
<td>Member</td>
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### Other Attendees

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<tr>
<th></th>
<th>Name</th>
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<tbody>
<tr>
<td>NCTD</td>
<td>Matt Tucker</td>
<td>Yes</td>
</tr>
<tr>
<td>MTS</td>
<td>Sharon Cooney</td>
<td>Yes</td>
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Follow Up Update on Transportation Projects

Overview

As requested at the July 17, 2020, meeting of the Transportation Committee, this report provides an overview of six out of 260 projects included in the 2018 Regional Transportation Improvement Program (RTIP) Amendment No. 14. Additional clarifications have been added to ensure consistency with the RTIP project titles and project descriptions based on a request made by the Transportation Committee at its September 4, 2020 meeting. All changes are shown in redline/strikeout format.

Key Considerations

The 2018 RTIP is the short-term program that implements the projects in the 2019 Federal Regional Transportation Plan for fiscal years 2019 through 2023. Projects are added to the RTIP based on approved budget actions or at the request of local agencies in the form of a signed resolution. The RTIP is generally amended quarterly.

On September 4, July 17, 2020, the Transportation Committee recommended that the Board of Directors approve the release of the Draft 2018 RTIP Amendment No. 14. No changes were requested on the RTIP Amendment. With a request that staff provide additional information on proposed improvements for several projects, including a visual representation. Projects approved by the Board of Directors in the SANDAG FY 2021 Program Budget on June 12, 2020, which allocated funding beginning in FY 2024 or later, were added to the RTIP for the first time in Amendment No. 14 as NEW or FUTURE projects. These include projects CAL09D and CAL572 below. Projects noted with an “*” will be evaluated and potentially refined as part of the Comprehensive Multimodal Corridor Plans currently underway.

Attachment 1 includes a high-level scope, schedule, and a map for the requested projects:

- Interstate 5 and Interstate 805 – Convert High Occupancy Vehicle Lanes to Express Lanes (CAL09D)
- Interstate 15 Transit Priority Lanes (CAL572)
- State Route 52 Improvements (CAL536)*
- State Route 67 Improvements (CAL538)*
- State Route 78 Improvements (CAL277/CAL277A/CAL278)*
- Central Mobility Station (SAN258)*

Next Steps

At the direction of the Transportation Committee, Caltrans and SANDAG staff can present more detailed reports for each project at future meetings.

Jose Nuncio, TransNet Department Director
Coleen Clementson, Director of Regional Planning

Key Staff Contacts: Elisa Arias, (619) 699-1936, elisa.arias@sandag.org
Allan Kosup; Ann Fox; Karen Jewel; and Ross Cather, Caltrans; Sharon Humphreys, SANDAG

Attachment: 1. Project Summaries and Maps – Changes shown in redline/strikeout
Interstate 5 and Interstate 805 – Convert High Occupancy Vehicle Lanes to Express Lanes (CAL09D)

CAL09D would provide future funding (FY 2024) to convert 23 miles of High Occupancy Vehicle/Carpool Lanes (HOV) – one in each direction – to FastTrak® Express Lanes. Express Lanes, as defined in the adopted Regional Plan (2019 Federal Regional Transportation Plan), are lanes in the middle of the freeway that give priority access to transit, carpools, vanpools, motorcycles, and certain clear-air vehicles at no cost. Excess capacity on these Express Lanes is available for people driving alone to travel for a fee through the FastTrak® program. Express Lanes are managed to ensure that people who use them can bypass congestion.

Caltrans and SANDAG are currently constructing 13 miles of HOV lanes on Interstate 5 (I-5) from Lomas Santa Fe Drive in Solana Beach to State Route 78 (SR 78) in Carlsbad as a part of the “Build NCC” project (CAL09). The Build NCC HOV lanes will open in late 2021 without pricing and extend the existing ten miles of HOV lanes that run from State Route 52 (SR 52) on Interstate 805 (I-805) to Lomas Santa Fe Drive on I-5. The Build NCC HOV lanes currently under construction are Phase 1 of a larger project to ultimately construct four Express Lanes on I-5 between the Golden Triangle area of San Diego and Oceanside. The four Express Lanes were environmentally cleared in 2013, and that clearance included a pricing program modeled after the existing Interstate 15 (I-15) Fastrak® program. Legislative authorization for the pricing of I-5 was granted in SB 468, which was passed in 2011.

The existing ten miles of HOV lanes on I-805 and I-5 currently operate in a congested condition during peak periods. It is anticipated that once opened the new HOV lanes may also experience congestion during a portion of the day. This congestion defeats the objective of the HOV lanes, which is to ensure a reliable, congestion-free travel option throughout the corridor. Similar to the I-15 Express Lanes, the conversion of the I-5/I-805 HOV lanes will provide additional management tools to restore a more reliable, congestion-free travel option for carpools, vanpools, buses, and solo drivers using FasTrak®.

Based on current programming, the planning and development of the necessary infrastructure to convert the 23 miles of HOV lanes to Express Lanes will begin in summer 2023. At that time the project team will work with the SANDAG Board of Directors to identify the operating requirements of the Express Lanes – including, but not limited to, occupancy levels, times of operation, transponder requirements, and enforcement. Since CAL09D does not fully fund conversion of the entire 23-mile stretch of HOV lanes to SR 78 (estimated at $170 million), future programming actions may be required (see programming outlay and project map below).

Caltrans
Interstate 15 Transit Priority Lanes (CAL572)

CAL572 would provide future funding (FY 2024) to plan and design Transit Priority Lanes in the median of I-15 between Interstate 8 and SR 52. Preliminary scope would include a Direct Access Ramp at the Clairemont Mesa Boulevard interchange. This project would increase reliability time for transit vehicles experiencing delays during peak hours on I-15 by connecting the existing Transit Lanes to the south with the existing Express Lanes to the north. The addition of these Transit Priority Lanes will not result in the removal or reduction of any existing general-purpose lanes. This project also includes the construction of a south facing Direct Access Ramp (DAR) for the exclusive use of transit vehicles in order to facilitate transit access from Clairemont Mesa Boulevard onto the new transit priority lanes. During the planning and development phases, it will be determined if it is feasible to connect these new lanes to the existing Transit Lanes and create a seamless roadway system from North Park to SR 78 (see funding outlay and project map below).
State Route 52 Improvements (CAL536)

CAL536 would provide funding for SR 52 Improvements including relocating the existing bike lane on the north side of the freeway to the south side of the freeway. This will allow the existing pavement in the westbound direction to include a truck climbing lane between Mast Boulevard and the “Summit” just east of Santo Road. Other features are an eastbound auxiliary lane¹ from I-15 and the “Summit” and restriping the San Diego River Bridge in both directions to allow three lanes each way between Santo Road and State Route 125. The purpose of the SR 52 Operational Improvement project is to improve traffic operations and reduce congestion on SR 52 from I-15 to the Mission Gorge Road Undercrossing, including the SR 52/ Mast Boulevard Interchange, and to reduce congestion at bottleneck locations. The project includes the objectives of enhancing multi-modal efforts, such as mobility of bicyclists, and minimizing environmental impacts to the extent practicable. The need for the project is due to the substantial delays experienced by peak hour motorists travelling on SR 52 between I-15 and the Mission Gorge Road Undercrossing (see funding outlay and project map below).

¹ An auxiliary lane is an additional lane between adjacent interchanges that reduces the weaving conflicts between exiting and entering vehicles.
State Route 67 Improvements (CAL538)

CAL538 would provide funding to support the environmental review and preliminary engineering development of a four-lane conventional highway from Mapleview Street in the Lakeside community to the intersection of Highland Valley/Dye Road in the Ramona community. In addition, the region has endured numerous wildfires; therefore, analyzing alternatives that can address emergency evacuations will be included. It is important to note that the project is currently described as a four-lane conventional highway. However, alternatives addressing safety, operational, and environmental concerns are still to be developed and will be determined through the environmental process.

The Project Approval and Environmental Document (PA&ED) phase of the project began in February 2020, with the current focus on gathering and analyzing traffic volumes, collision data, traffic patterns, and congestion delays. Due to the length, approximately 16 miles, and complexity of the project, the project team has conceptually divided the State Route 67 project into six segments, each with its own unique demands, constraints, and opportunities.

The current schedule has the formal Notice of Preparation and Public Scoping Meeting for the environmental document set for mid-fall of 2020, with final environmental approval anticipated in 2024.

The project team has engaged a key stakeholder, the Ramona Community Planning Group, and has committed to meet with this group bi-monthly (see funding outlay and project map below).
State Route 78 Improvements (CAL277/CAL277A/CAL278)

Completion of the following three projects will provide SR 78 with an eastbound and westbound High Occupancy Vehicle (HOV)/Managed Express Lane, facilitate a direct connection to the Express Lanes on I-5 and I-15, and implement a series of operational improvements within the corridor. Similar to the Express Lanes on I-15, these new HOV/Managed Express Lanes will provide a more reliable, congestion-free travel option for carpools, vanpools, and solo drivers using FasTrak®. As these three projects move through the project delivery process, the project team will work with the SANDAG Board to identify the operating requirements of the new Express Lanes including the consideration of Express Lanes on this corridor as an alternative, including, but not limited to, occupancy rates, times of operation, transponder requirements, and enforcement.

I-15/SR 78 HOV Connectors Interchange (CAL277)

This project proposes to construct direct HOV/Express Lane connectors between I-15 and SR 78 and extend the Express Lanes from I-15 for approximately three miles onto SR 78 and construct other operational improvements. In partnership with the City of San Marcos the project also proposes to reconstruct the interchange at Woodland Parkway/Barham Drive (Regional Transportation Improvement Program [RTIP] Project SM24) and implement a number of operational improvements. The environmental process is expected to be completed by summer 2023.

<table>
<thead>
<tr>
<th>Caltrans</th>
<th>MPO ID: CAL277</th>
<th>RTIP #: 18-14</th>
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<td>Project Title:</td>
<td>I-15/SR 78 HOV Connectors</td>
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<tr>
<td>Project Description:</td>
<td>SR-78 from Post Mile 15.49 to R16.6 and on I-15 from Post Mile R30.63 to R31.56 - preliminary engineering for northbound I-15 to westbound SR-78 and eastbound SR-78 to southbound I-15 HOV connectors and operational improvements</td>
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<tr>
<td>Change Reason:</td>
<td>Revise funding between fiscal years</td>
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SR 78 HOV/Managed LanesExpress Lanes (CAL278)

This project proposes to construct 13 miles of HOV/Managed LanesExpress Lanes, one lane in each direction, on SR 78 between Twin Oaks Valley Road and El Camino Real. Other major improvements include bridge replacement/widening, ramp relocations, and street realignment, and other operational improvements. The environmental process is expected to be completed by fall 2026.

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<td>SR 78 from I-5 to I-15 Milepost begins at 0 ends at 16.54 (16.54 miles) - environmental studies and preliminary engineering for high-occupancy vehicle/managed lanes. Toll Credits will be used to match federal funds for the PE phase</td>
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SR 78/I-5 HOV ConnectorI-5/SR 78 Interchange (CAL277A)

This project proposes to improve the interchange at I-5/SR 78 in the cities of Oceanside and Carlsbad in San Diego County. Currently, motorists experience traffic delays at this interchange due to a lack of direct freeway-to-freeway connections. These connections are currently made via a traffic signal at the I-5 southbound ramps/Vista Way intersection. The project proposes to improve traffic operation through the interchange and provide HOV/Managed LanesExpress Lanes connectivity between these two facilities. The environmental process is slated to begin summer 2022.

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<td>In Oceanside and Carlsbad, Intersection of SR 78 and I-5 Milepost begins at 0 ends at 2 - environmental studies and preliminary engineering for high-occupancy vehicle/managed lanes direct connectors at SR 78 to I-5</td>
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* $3,119K DEMO funds programmed on CAL71

Project Map
Central Mobility StationHub (SAN258)

On September 27, 2019, the SANDAG Board approved for further study and environmental analysis four conceptual transportation solutions which provide greater connectivity to the airport. These four solutions include the following:

1. **Concept 1** – A Central Mobility Hub at Naval Information Warfare Systems Command (NAVWAR), including a multimodal transportation center with a high-frequency automated people mover (APM) in a tunnel to the San Diego International Airport.

2. **Concept 2** – A Central Mobility Hub as described in Concept 1, but instead of a tunnel, service to the San Diego International Airport would be provided via a 3.6-mile surface/elevated APM route.

3. **Concept 3** – A Central Mobility Hub at the planned Intermodal Transit Center, which includes a multimodal transportation center with numerous connections to regional transit lines, high-frequency APM service to San Diego International Airport.

4. **Concepts 4a and 4b** – An extension of the Trolley system to the San Diego International Airport transit station.
Also, on September 27, 2019, the SANDAG Board approved $40 million for the environmental clearance and preliminary engineering for the advancement of the analysis of these four concepts through the Central Mobility Hub (CMH) (SAN258) project (funding allocated FY 2023 to FY 2025); however, since the RTIP is only a five-year document, no funding beyond FY 2023 was added to the RTIP when the project was originally programmed. We have now added an additional column to illustrate those funds for information only. d. Due to a unique and imminent opportunity to partner with the Navy to consider locating the CMH at the NAVWAR site, the environmental clearance and preliminary engineering activities for CMH (SAN258) have been advanced with available cashflow to be reimbursed when the federal funding becomes available (see funding outlay and concept maps below).

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<p>| PROJECT LAST AMENDED 18-11 |</p>
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Concept 1 – APM Tunnel to Airport

Concept 2 – Above Ground APM to Airport
Concept 3 – ITC to Airport

Concept 4 – Trolley to Airport
Regional Electric Vehicle Charging Program: CALeVIP
San Diego County Incentive Project

Overview

One of the commitments of the 2015 Regional Plan was for SANDAG to establish an incentive program for public EV chargers as a greenhouse gas (GHG) emissions reduction measure in the Sustainable Communities Strategy (SCS), and as a GHG mitigation measure in the Environmental Impact Report (EIR). SANDAG has partnered with the County Air Pollution Control District (APCD) and California Energy Commission’s (CEC’s) California Electric Vehicle Infrastructure Project (CALeVIP) to launch a new incentive for the region called the San Diego County Incentive Project (SDCIP). This opportunity will make electric vehicle (EV) charger installations easier and more affordable for businesses, commercial properties, multifamily residences, and local government facilities throughout the County. Properties serving disadvantaged and low-income communities are eligible for additional savings. The SDCIP website went live on August 26, and rebate applications will be accepted online beginning October 27, 2020. Several pre-launch resources are now available and planned.

Key Program Components

SDCIP will be a first-come, first-served rebate project for public and workplace Level 2 chargers and Direct Current Fast Chargers (DCFC). Level 2 (standard) chargers are common for home, workplace, and destination charging where someone parks for two or more hours. DCFC chargers support quick stops of about 30 minutes and are common for ride-hail services and people driving long trips that seek to recharge during a break and continue driving. See Attachment 1 for more about EVs in the region.

On August 27, 2020, the CALeVIP project administrator and local non-profit, Center for Sustainable Energy (CSE), hosted a SDCIP project requirements webinar with CSE, CEC, SANDAG, and APCD as panelists. The webinar provided information on rebate amounts by charger type, eligible site types, how to apply, and online resources.

Eligible applicants can apply for up to $80,000 per DC fast charger and up to $6,000 per Level 2 charger. With a three-year incentive budget of about $21.7 million, this project is expected to help fund approximately 1,100 Level 2 chargers and 250 DC fast chargers in the San Diego region. See Table 1 for the program budget.

Action: Discussion/Possible Action

An overview of the new electric vehicle charger rebate project for the San Diego region that will launch this October will be presented.

Fiscal Impact:
The SANDAG share of the Incentive Project funding has been included in Overall Work Program Element No. 3502000.

Schedule/Scope Impact:
San Diego County Incentive Project is a three-year program that will open October 27, 2020. A pre-launch webinar will be held on October 6, 2020.
### Table 1. SDCIP Three-Year Budget

<table>
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<tr>
<th>Level 2 Charger Funds (SANDAG/APCD)</th>
<th>DCFC Funds (CEC)</th>
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<th>CSE Project Administration and Tech. Assistance</th>
<th>Total 3-Year Project Budget</th>
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<td>$1.7 million$^4</td>
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1. 25% of the incentive budget is reserved for installations in disadvantaged communities and low-income communities.

2. SANDAG and APCD funding will be allocated on an annual basis; SANDAG estimates $1.5 million/year and APCD $465K/year for incentives for first three years. SANDAG will seek partnerships opportunities to co-fund future project years.

3. CEC will provide a one-time budget allocation of $15.8 million for DCFC incentives.

4. CSE is the statewide administrator for CALeVIP; Project administration fee was determined through a competitive procurement by CEC and equals 7% of incentive budget. Additional SANDAG budget added for bilingual translation and technical assistance including EV Expert, workforce training, and permit streamlining.

Based on local stakeholder input, SANDAG is working with CSE to provide additional tools and technical assistance for EV readiness efforts that will help make the incentive project a success, including “EV Expert” technical services, EV charger permit streamlining tools to help jurisdictions be EV ready, and an Electric Vehicle Infrastructure Training Program.

**Additional Background Information**

In addition to the SCS and EIR measures calling for SANDAG to establish a regional EV charger incentive program, the EIR also required SANDAG to commit $30 million from 2020-2050 for the program to achieve the GHG reductions. SANDAG received a Caltrans Sustainable Communities Planning Grant in 2018 that grant ended this June to develop the charger program. SDCIP serves as the first phase of SANDAG’s Regional Plan commitment.

In May 2019, the Board of Directors adopted Resolution No. 2019-17 to collaborate with the CEC, APCD, and CSE on the development and implementation of a joint regional EV charger rebate program under CALeVIP. In August 2019, the CEC held a public workshop at SANDAG and announced that the San Diego region was selected as a CALeVIP project for 2020, with SANDAG and APCD as partners, and CSE as the project administrator.

In September 2019, the Board approved the establishment of OWP No. 3502000 for the regional EV charger program, with a budget of $9 million for FYs 2020-2025. SDCIP partners have committed budgets for three years to start, and SANDAG will seek to continue partnerships with state and local co-funders for future program years.

In March 2020, the County Board of Supervisors approved a Memorandum of Understanding (MOU) between SANDAG and APCD to partner on the regional charger program under CALeVIP. In April, SANDAG contracted with CSE for SDCIP program administration and implementation. The CEC allocated its budget for SDCIP directly to CSE.

SANDAG is also collaborating with San Diego Gas & Electric (SDG&E), the County of San Diego, City of San Diego, APCD, and other regional stakeholders on a new initiative called Accelerate to Zero Emissions: A Collaboration to Combat Air Pollution through Transportation Electrification. See Attachment 2 for more information.
Next Steps

SDCIP presentations will be given to the Board in October and to working groups and stakeholder groups leading up to the project opening on October 27, 2020. A pre-launch webinar for participants will be held October 6, 2020, to walk through the application process. A workforce training webinar for electricians and electrical contractors, and a permit streamlining webinar for local governments, are planned for mid to late October through CSE. News about these and future SDCIP events will be available at the SDCIP website (calevip.org/incentive-project/san-diego-county). Instructions for applying for the rebate are available now at SDCIP.

Antoinette Meier, Director of Mobility and Innovation
Key Staff Contact: Susan Freedman, (619) 699-7387, susan.freedman@sandag.org
Attachments:
1. SANDAG InfoBits Electric Vehicles in the San Diego Region
2. Information Sheet: Accelerate to Zero Emissions Collaboration
Electric Vehicles and Charging Stations

Electric vehicles (EVs) are catching on with consumers and play a big role in the state of California’s plans to cut greenhouse gas (GHG) emissions. With 1.5 million zero-emission vehicles expected on California roads by 2025, and a goal for 5 million by 2030, there is a massive demand for new charging stations.

Converting to Electric Vehicles

**EVs come in two types...**

- **battery electric vehicles (BEV)** runs entirely on electricity
- **plug-in hybrid electric vehicles (PHEV)** have both an electric battery and a gas engine

There are many EV models available and plenty of incentives to invest in them. Work is underway to deploy a network of charging stations in the region and the state.

Benefits of Driving an Electric Vehicle

- Switching to an EV typically reduces fuel costs by half
- Reduced air pollution and GHG emissions
- Lower maintenance costs, including no oil changes
- Increased energy independence by reducing imported fossil fuels and increasing renewable electricity sources

Consumer Incentives

- **Clean vehicle rebates** up to $4,500 per EV purchased¹
- **HOV lane access stickers** Solo EV drivers can use carpool lanes
- **Federal tax credits** up to $7,500²
- **SDG&E EV rates** Pay lower rates for vehicle charging

Infrastructure Programs

**Regional EV Charger Rebate Program**

SANDAG, State, and County partners will launch a public charger incentive program in 2020 under CALeVIP

**SDG&E**

SDG&E will complete the installation of approximately 3,000 charging ports in the near future

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¹ Rebates based on type of clean vehicle purchased and income eligibility requirements. Applicants with low-to-moderate household incomes are eligible for increased rebate amounts.
² Once a manufacturer’s EV sales exceed 200,000, the available tax credit for that manufacturer enters a phase out period.
The region and the state are poised for a rapid expansion of EV technology in the next five years. The San Diego region currently is home to about 35,000 EVs, with that number expected to grow to more than 110,000 by 2025. Statewide, the total number of EVs is expected to grow from about 600,000 to 1.5 million in the same time frame. State goals strive for 5 million vehicles on the roads by 2030. There are over 1,500 public charging outlets in the region right now, and that number will likely need to grow by a factor of seven to meet state and regional goals in 2025. Statewide, the number of public charging outlets will need to expand from 20,000 today to 100,000-150,000 in 2025 to satisfy expected growth in EVs and charging demand.

1. Numbers do not include in-home charging.
ACCELERATE TO ZERO EMISSIONS
A Regional Collaboration to Combat Air Pollution through Transportation Electrification

OUR CHALLENGE
Transportation is the leading cause of greenhouse gas (GHG) emissions and air pollution in the San Diego region.
- Electric vehicles (EV) produce no tailpipe emissions and contribute to a clean transportation future
- We must accelerate EV adoption and infrastructure investments to support our climate change goals

OUR VISION
Meet and exceed ambitious state goals through EV adoption and infrastructure investments.
Together we can accomplish more, and position the San Diego region as the national leader in EV adoption.
The Accelerate to Zero Emissions Collaboration will:
- Develop and implement an EV Strategy
- Attract public and private investments to the region and maximize the effectiveness of regional charger deployments
- Develop programs that enable residents, businesses, and public agencies to purchase EVs and install chargers
- Encourage equitable access to EVs and charging infrastructure for all San Diegans

GREENHOUSE GAS INVENTORY FOR SAN DIEGO REGION, 2012

![Greenhouse Gas Inventory Graph]

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<tr>
<td>Heavy-Duty Trucks and Vehicles</td>
<td>5%</td>
</tr>
</tbody>
</table>

![Electric Vehicle Goals Graph]

- **Passenger Cars & Light-Duty Vehicles**
  - 2025 Goal: 110,000
  - 2030 Goal: 450,000

- **Heavy-Duty Trucks and Vehicles**
  - 2025 Goal: 13,000
  - 2030 Goal: 41,000

![Charger Goals Graph]

- **Passenger Cars & Light-Duty Vehicles**
  - 2025 Goal: 110,000
  - 2030 Goal: 450,000

- **Heavy-Duty Trucks and Vehicles**
  - 2025 Goal: 13,000
  - 2030 Goal: 41,000
ACCELERATE TO ZERO EMISSIONS

THE SOLUTION

The Accelerate to Zero Emissions Collaboration will develop and implement an EV Strategy that exceeds state goals and positions the region as the national leader on EVs by:

- Encompassing a holistic strategy that includes light duty, medium duty, and heavy duty EVs and infrastructure
- Evaluating existing conditions, and goals, and mapping out how best to leverage resources among participating agencies
- Preparing a Needs Assessment, which includes infrastructure and vehicles gap analysis and current challenges such as permit process, funding, etc.
- Establishing goals and metrics for 2025 and 2030
- Providing regional role recommendations and responsibilities

CALL TO ACTION

Join the Accelerate to Zero Emissions Collaboration and be a part of the solution:

1. **Collaborate** with local jurisdictions, regional agencies, utilities, and other key stakeholders:
   - Stakeholder commitment to support the Accelerate to Zero Emissions Collaboration
     - Establish a Steering Committee of active participants to drive EV Strategy development
     - Include broader participation from Accelerate to Zero Emissions champions and advisors that support regional transportation electrification goals

2. **Create** a unified vision for clean transportation in the San Diego region:
   - Develop an EV Needs Assessment and EV Strategy
   - Encourage programs and policies that support Climate Action Plans, general plans, and the Regional Plan

3. **Connect** outside public and private investment opportunities to accelerate regional clean transportation efforts:
   - Engage state and federal agencies and industry on the Accelerate to Zero Emissions Collaboration
   - Convene resources and expertise of a broad reach of stakeholders to create a comprehensive EV Strategy for the region

2020
- Form Collaboration
- Complete Needs Assessment

2021
- Develop EV Strategy

2022
- Implement EV Strategy
State Route 94/State Route 125 Interchange Project Update

Overview
The current 2019 Federal Regional Transportation Plan includes proposed investments for the State Route 94/State Route 125 (SR 94/SR 125) Interchange project. The project will provide a direct freeway-to-freeway connection from southbound SR 125 to eastbound SR 94. Design is approximately 30% complete.

Key Considerations
In June 2018, the Board of Directors approved a budget amendment to add State Transportation Improvement Plan – Advanced Project Delivery Element funds to this project for the design phase. In September 2019, additional funds were allocated to complete the design and right-of-way phases.

Caltrans will provide an update on the status of the current design efforts and other potential improvements currently under evaluation.

Next Steps
SANDAG and Caltrans will continue to seek funding opportunities to advance the project to the construction phase while design continues.

John Haggerty, Director of Engineering and Construction
Key Staff Contact: Karen Jewel, (619) 688-6738, karen.jewel@dot.ca.gov
Attachment: 1. SR 94/SR 125 Interchange Project Fact Sheet

Action: Discussion/Possible Action
An overview on the State Route 94/State Route 125 Interchange project will be presented.

Fiscal Impact:
The FY 2021 SANDAG Program Budget includes $23.4 million for the Design and Right-of-Way for State Route 94/State Route 125 (SR 94/SR 125) Interchange project.

Schedule/Scope Impact:
Project design for the SR 94/SR 125 Interchange project began in 2019. Ready to Advertise has been advanced and is expected in July 2022.
State Route 94/SR-125 Interchange Project
FACT SHEET

IMPROVING FREEWAY ACCESS
Caltrans proposes to construct a direct freeway-to-freeway connector from southbound State Route 125 (SR-125) to eastbound State Route 94 (SR-94). The project extends more than two miles. The new connector would pass under Panorama Drive, Echo Drive, existing SR-125, Campo Road Overcrossing, the existing SR-94 Connectors to and from SR-125, and the eastbound off ramp to Bancroft Drive. The new connector joins eastbound SR-94 west of the Bancroft Drive Undercrossing.

Two auxiliary lanes will be added to the project. The first one would be constructed along southbound SR-125 between Lemon Avenue and the new connector to eastbound SR-94, which requires reconstructing the Mariposa Street overcrossing. A second auxiliary lane would be added along eastbound SR-94 between Bancroft Drive and Kenwood Drive, which requires widening the Bancroft Drive Undercrossing.

EASING CONGESTION
The portion of southbound SR-125 between the Lemon Avenue on-ramp and the Spring Street off-ramp carries approximately 83,400 vehicles a day with an average of 20,550 vehicles a day exiting at Spring Street. The proposed new freeway-to-freeway connector would eliminate the need for southbound SR-125 traffic to use Spring Street to connect to eastbound SR-94 and would reduce delays for the freeway and local street network. The proposed project is expected to reduce the volume of traffic exiting from southbound SR-125 at Spring Street by more than 15,000 vehicles a day.

FUNDING AND SCHEDULE
The estimated total construction cost of the project is $108 million. The environmental studies were completed summer 2015 at a cost of $6.8 million with a combination of funds from the State Transportation Congestion Relief Program (TCRP-$5 million) and TransNet funds (1.8 million) from the San Diego Association of Governments. Project design began spring 2019 with funding provided by the State Transportation Improvement Program (STIP). Right-of-Way acquisition and construction will be completed as funding becomes available.
Regional Bikeway Program Status Update

Overview
In 2013, the Board of Directors approved $200 million over ten years to implement the Regional Bike Plan Early Action Program (EAP). The EAP comprises 77 linear miles of new bikeways designed to enhance neighborhood connections to schools, employment, shopping, recreational centers, and other everyday destinations.

To date, 8.8 miles of EAP bike routes are open to the public, including sections of Class 1 routes on the Inland Rail Trail, Coastal Rail Trail, San Diego River Trail, and Bayshore Bikeway. Another 16 miles are currently in construction, with an additional 11 miles scheduled to be advertised for construction within the next 12-18 months.

Key Considerations
Since the last status report was presented to the Transportation Committee on June 19, 2020:

- Construction progress has been made on the Rose Creek Bikeway (86% complete) and Georgia–Meade and Landis Bikeways (24% complete) in the City of San Diego. In early August, construction activity began on the Uptown Fourth and Fifth Avenues Bikeway, another 4.5 miles in the City of San Diego. Construction of Inland Rail Trail segments in the County of San Diego and cities of Vista and Oceanside continued (93% complete). Together, these projects will add 16.1 miles when complete within the next 3–24 months.

- The City of San Diego continues to review final designs for the Barrio Logan, Pershing, Imperial Avenue, Howard, Robinson, Border to Bayshore, and Central Avenue bikeway projects. In August, an eighth project was submitted for review: the Eastern Hillcrest Bikeway project. Pending this final approval, construction is scheduled to be advertised within the next 12–18 months. Together, these projects will open more than 19 miles of bikeways to the public.

- On September 15, 2020, SANDAG applied for the state’s Active Transportation Program Cycle 5 grant program for the construction phase of Uptown Mission Hills and Old Town Bikeways, Orange Bikeway, and Inland Rail Trail Gap Connector in the City of Vista and for a regionwide Active Transportation Plan.

- SANDAG monitors ridership on eight corridors around the San Diego region, including the Bayshore Bikeway, Inland Rail Trail, Coastal Rail Trail, and urban corridors in the City of San Diego. A comparison of bike ridership over the March 2020–August 2020 time period shows an increase of 42% over the same period in 2019. In early September, SANDAG published an InfoBit providing additional details: https://www.sandag.org/uploads/publicationid/publicationid_4704_27994.pdf

- As follow-up to the Transportation Committee’s discussion of the Inland Rail Trail on June 19, 2020, and specifically the remaining phases in the City of Oceanside, potential alignments will be studied and cost estimates developed as part of the North County Regional Corridor Comprehensive Multimodal Corridor Plan. This study is expected to be complete in 12-18 months.

Action: Discussion/Possible Action
An overview on progress made on the Regional Bike Plan Early Action Program, as a component of the Regional Bikeway Program, will be presented.

Fiscal Impact:
A total of $304 million is included in the FY 2021 Program Budget for the Regional Bike Plan Early Action Program for two dozen projects. This includes $181 million in TransNet funding used to leverage another $123 million (40%) from non-TransNet sources.

Schedule/Scope Impact:
More than 70 miles of bikeways are scheduled to be open to the public by FY 2025 through the Regional Bike Plan Early Action Program.
• The SANDAG iCommute Regional Bike Parking Program has been in service for over 20 years and currently offers 618 secure bike parking spaces for commuters at 63 locations in the San Diego region. In FY 2021, staff is upgrading the remaining mechanical lockers to electronic units, which can accommodate more bike users. By having an entirely electronic fleet of lockers tied to the network, bike parking participants will be able to use any available bike parking space in the region, rather than being assigned to one unit at a fixed site.

Next Steps
During the next quarter, staff will continue to work with the City of San Diego as they complete their design review for all projects currently under review, in particular the Barrio Logan, Imperial, and Pershing bikeway projects, since these projects have each been under review for the past 15–20 months.

*John Haggerty, Director of Engineering and Construction*

Key Staff Contact: Linda Culp, (619) 695-757, linda.culp@sandag.org
TransNet Environmental Mitigation Program: FY 2021-2022 Work Plan and FY 2021 Annual Funding

Overview

At its September 8, 2020, meeting, the Environmental Mitigation Program (EMP) Working Group recommended approval of the proposed FY 2021-2022 Work Plan for regional management and monitoring and developed funding recommendations for FY 2021 totaling $4 million.

Key Considerations

The TransNet Extension Ordinance and Expenditure Plan, approved by voters in 2004, includes the EMP, which provides funding to mitigate habitat impacts from regional and local transportation projects and provides funding for regional land management and biological monitoring.

Regional land management and biological monitoring activities follow the objectives and priorities identified in the Management Strategic Plan (MSP) and are included in a two-year Work Plan. This Work Plan outlines overarching goals, area of emphasis, and key milestones for implementing the MSP over a two-year period. The proposed two-year Work Plan for FY 2021-2022 is provided as Attachment 1.

Each year, the Board of Directors budgets $4 million toward implementation of activities identified in the Work Plan pursuant to a Memorandum of Agreement (MOA) between SANDAG and the state and federal agencies, which was adopted by the Board in February 2019, regarding the implementation of the EMP. The funding recommendation for FY 2021 allocates the budgeted amount to various tasks and is provided as Attachment 2. The proposed funding levels are consistent with the MOA.

Next Steps

Pending the Regional Planning and Transportation Committees’ recommendations, the proposed budget for FY 2021 and the Work Plan for FY 2021-2022 will be presented to the Board for action on October 23, 2020. If approved by the Board, SANDAG staff would implement the Work Plan with the approved budget for FY 2021.

Coleen Clementson, Director of Regional Planning

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

Attachments:
1. TransNet Environmental Mitigation Program Regional Management and Monitoring FY 2021-2022 Work Plan
2. Recommended FY 2021 Allocation for Habitat Conservation Fund (1200300)

Fiscal Impact:
The FY 2020 Capital Improvement Program Budget includes $4 million in funding to implement the TransNet Environmental Mitigation Program (EMP) FY 2021-2022 Work Plan.

Schedule/Scope Impact:
This action would allow the continuation of regional management and monitoring in FY 2021 under the provisions of the TransNet EMP.

Action: Recommend
The Transportation Committee is asked to recommend that the Board of Directors approve the proposed FY 2021-2022 Environmental Mitigation Program (EMP) Work Plan for regional management and monitoring and allocate $4 million in funding for FY 2021.

Introduction

The TransNet Extension Ordinance and Expenditure Plan, approved by the voters in November 2004, includes the Environmental Mitigation Program (EMP), which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. The EMP is a unique component of the TransNet Extension Ordinance in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities to help implement the regional habitat conservation plans. 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 Board of Directors allocates $4 million to implement regional land management and biological monitoring pursuant to a TransNet 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. This plan was updated in 2017 to include monitoring and management objectives for 2017-2021 and is in the process of further updating to include objectives for 2022-2026. 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: sdmmp.com/portal.php.

The purpose of the MSP 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.

The Independent Taxpayer Oversight Committee (ITOC) conducted an audit of the EMP in 2018 and recommended that the EMP develop metrics using the abundance of data to holistically understand the status and trend of the overall health of the Preserve System. The EMP Working Group and partners have been working since 2019 to develop these metrics using data collected from over the first ten years of the program and in conjunction with data that will be collected during the 2021-2022 workplan, described below.

Table 1, on page 13, of the FY 2021-2022 Work Plan, identifies the funding needs to implement these efforts in FY 2021.

FY 2021-2022 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 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 a measure of success.
Areas of Emphasis and FY 2021-2022 Milestones

The highest priority for SANDAG during FY 2021-2022 is to develop metrics describing the state of the preserve that clearly communicate progress in managing the preserve system and are relevant and interesting to the general public, decision makers, and partners. The second highest priority is 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

There are 68 rare plant species included in the most recent update of the MSP (2022-2026). The MSP identifies 46 species requiring species-specific monitoring and management actions as they may be entirely lost from San Diego County, have significant occurrences that could be lost, or may need management to ensure persistence. An additional 17 species are the focus of vegetation monitoring and management and 5 low priority species may benefit from management for other species and vegetation communities. During 2021-2022 there are 34 species with species-specific regional monitoring and/or management objectives and 12 species that will be included in vegetation monitoring (see Section 2.1, below).

Achievement Milestones FY 2021-2022

- Continue to work with contractor and land managers to coordinate and implement regional rare plant “Inspect and Manage” (IMG) monitoring for 15 species in 2021 and 13 species in 2022. IMG monitoring was initiated in 2014 to document status, habitat and threats for known occurrences of priority rare plant species. Work with land managers and contractor to conduct baseline surveys to find new populations for 4 MSP priority rare plants in 2021, and 4 in 2022.
- 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; and use this information to design future surveys for this species.
- **Implement high priority management actions** for 7 rare plant species included in the MSP Framework Rare Plant Management Plan and the MSP Seed Collection, Banking and Bulking Plan. For species not yet included in the plans, continue to implement management actions identified as priorities based on IMG data and conservation seed banking and management needs.

- Continue to work with San Diego Zoo Global’s Native Seed Bank and land managers to prioritize rare plant seed collection for conservation banking and for bulking to provide seed for management projects.

### 1.2 Priority 1 Vertebrates Recovery

The MSP covers 54 vertebrate species and identifies 31 high priority species requiring species specific management as they could either be entirely lost within San Diego County, have significant occurrences that could be lost, or may need specific management to ensure persistence. Another 7 species are included as priorities for vegetation focused (VF) monitoring and management, and 16 lower priority species will benefit indirectly from management activities. Sixteen of these 54 rare vertebrate species have been prioritized for regionally supported FY 2021-2022 vertebrate recovery management. Eleven species have regional species-specific monitoring and/or management objectives and 5 species will be surveyed for during vegetation monitoring (see Section 2.1, below).

**Achievement Milestones FY 2021-2022**

**Amphibians**

- Continue coordinating and implementing region-wide *arroyo toad* surveys based on the regional monitoring strategy developed by U.S. Geological Survey (USGS). Collect additional genetic material for analysis. Finalize monitoring plan based on sampling design and protocol developed for 2020 regional surveys. Continue supporting land managers on the implementation of priority management actions.

- Prepare a regional *western spadefoot toad* monitoring plan with protocol and sampling design that can be conducted in conjunction with vernal pool and other wetlands monitoring. Prepare a management plan to enhance and create western spadefoot habitat. Refine model to inform development of management and monitoring areas for toads.

- Prepare a regional *coast newt* monitoring plan with protocol and sampling design that can be conducted in the limited riparian areas of the county where this species occurs.

**Reptiles**

- Continue to monitor and enhance occurrences of previously translocated *southwestern pond turtles* at Sycuan Peak Ecological Reserve (Sweetwater watershed), Rancho Jamul Ecological Reserve (Otay watershed), and Wheatley Preserve (San Dieguito River watershed). Identify, manage, and translocate southwestern pond turtles to an additional site in the San Diego River watershed 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.
- Update the 2015 coastal cactus wren habitat conservation and management plan with recommendations from the 5-year cactus wren reproduction, foraging, and habitat study and expand to include all occurrences on conserved lands in the MSPA.
- Prepare a coastal cactus wren regional monitoring plan with sampling design, protocols and monitoring frequency. Continue to conduct surveys and assess habitat conditions on Conserved Lands in western San Diego County.
- In 2021 and 2022 prepare golden eagle monitoring and management plans. Include recommendations from the five-year comprehensive golden eagle movement, foraging, nesting and genetics study.
- Prepare southwestern willow flycatcher monitoring plan and continue surveys along the San Luis Rey River and additional watersheds with the potential to support the species. Develop and implement management recommendations from the five-year reproductive monitoring study.
- 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, estimate numbers, and characterize habitat. Prepare a tricolored blackbird management plan in coordination with land managers and other partners to enhance habitat and determine other management needs.
- Survey for breeding northern harriers and document breeding status, habitat and threat conditions. Work with partners to prepare a northern harrier management plan.
- Coordinate with land managers to survey for breeding loggerhead shrikes and document habitat characteristics and threats.
- Work with wildlife agencies, species experts, and land managers to support monitoring and management actions for western snowy plover, with particular focus on improving the quality of beach habitats used by wintering plovers.
- Support recovery actions for light-footed Ridgway’s rail, including developing a monitoring plan, conducting a genetics study, continuing captive propagation efforts, and enhancing and restoring nesting habitat.

Mammals

- Support land managers in the implementation of priority management recommendations for roosts and foraging sites from the Bat Management Plan that includes specific measures for Townsend’s big-eared bat and pallid bat.
1.3 **Priority 1 Invertebrates Recovery**

The updated MSP has identified nine rare invertebrate species that could be entirely lost within San Diego County. Another two species are included as priorities for vegetation focused management (see section 2.1, below). During 2021 and 2022, there are monitoring and management objectives for all eleven invertebrate species.

**Achievement Milestones FY 2021-2022**

- **Continue Hermes copper butterfly** monitoring and habitat assessments to document status and assess habitats and threats. Continue implementing translocations and monitoring effectiveness and develop best management practices for captive collection of eggs. 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.

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

- **Continue to support surveys for Quino checkerspot butterfly** and mapping the host plant distribution to develop a metapopulation model guiding development of a monitoring plan and identifying management opportunities to increase connectivity and enhance populations. Prepare a Quino Habitat Checkerspot butterfly monitoring plan and a management plan and implement high priority actions. Develop and include in MSP Seed Collection, Banking and Bulking Plan a section 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.

- **Develop and begin implementing a Thorne’s hairstreak** monitoring plan based upon previous monitoring efforts in 2009-2012. Coordinate with updating of Tecate cypress maps and mortality assessment.

- **Support the wildlife agencies and partners in species recovery efforts for Laguna Mountain skipper.** These include monitoring, collecting eggs from gravid females in the wild and lab, and establishing a translocated population in historic habitat on Laguna Mountain.

- **Prepare a section for surveying Crotch’s bumble bee** in the pollinator community monitoring plan. Implement surveys for this species in conjunction with pollinator community monitoring associated with coastal sage scrub, chaparral, and grassland vegetation monitoring.

- **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 2021-2022

- Provide technical support for the management of tern sites at Mission Bay Park to support successful breeding of California least tern. Work with wildlife agencies, land managers, and other partners to improve predator control, including identifying a place to temporarily house birds of prey removed from tern colonies.
- Provide technical support for the eradication of feral pigs in San Diego County.
- Implement high priority management actions identified in the Invasive Animal Strategic Plan. 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. Include riparian bird community monitoring to document effects of shothole borer-Fusarium complex on breeding birds.
- Implement management actions based on the recommendations from the completed Argentine ant and urban runoff studies. Continue monitoring water flows and climatic data to inform the Aquatic Index of Biological Integrity. Prepare a comprehensive hydrology management plan.
- 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 2021-2022

- Continue to develop and implement regional vegetation monitoring strategy to determine ecological integrity of coastal sage scrub, chaparral, and grassland in the San Diego region. Continue development and evaluation of the remote imagery and Lidar based ecological integrity landscape model to detect change in shrub and invasive grass cover over time. Complete and implement long-term monitoring plan for coastal sage scrub, chaparral and grassland vegetation that includes surveying VF plant and animal species (11 rare plant species, Blaineville’s horned lizard, Bell’s sparrow, grasshopper sparrow, San Diego black-tailed jackrabbit).
• Complete ecological integrity landscape model based on Lidar and remote imagery to identify levels of tree mortality over time for riparian and oak woodlands. Develop long-term oak woodland and riparian forest and scrub monitoring plan that includes sections for VF plant and animal species (two-striped garter snake, yellow-breasted chat) associated with these communities.

• Initiate development of a combined salt marsh, foredune, beach, salt pan and coastal strand vegetation monitoring plan that includes sections for VF animal species (Coulter’s saltbush, southern tarplant, wandering skipper, Belding’s savannah sparrow). Prepare sections for surveying tiger beetles in this vegetation monitoring plan.

• Initiate development of a grazing monitoring plan and implement the study in collaboration with researchers, land managers and other partners to evaluate the use of grazing as a large-scale management tool. Assess effectiveness of grazing to reduce fire risk, control invasive non-native grasses and forbs and restore ecological integrity, and benefit MSP species in coastal sage scrub and grassland habitats.

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 2021-2022

• Support preparation of a Fire Ignition Reduction Plan with specific recommendations to prevent wildfire ignitions affecting Conserved Lands in the MSP area.

• Develop a regional MSP Resource Avoidance Areas Map integrated into fire agencies’ Wildland Fire Decision Support Systems and preparation of Preserve Fire Management Plans for Conserved Lands.

• 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 2021-2022

• Continue to work with the County of San Diego Department of Agriculture, Weights, and Measures to implement the Invasive Plant Strategic Plan Early Detection Rapid Response (EDRR) management for Level 1, 2 and 3 invasive plant species. Initiate work with invasive plant coordinator and contractor to implement regional management strategy for Oncosiphon piluliferum in priority areas, treatment of Level 3, 4 and 5 invasive plants at high priority MSP species occurrences, retreatment of Arundo donax, and treatment of EDRR shrub and tree species that are difficult to treat.
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 2021-2022**

- Update regional vegetation mapping for the MSP Area using vegetation community classification established in the 2014 vegetation map.

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 2021-2022**

- Support preserve managers and landowners 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 FY 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 2021-2022**

- No milestones are included in the FY 2021-2022 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 2021-2022**

- Develop a 10th cycle of land management grants, focusing on implementation of the MSP goals, leading to a request for proposals in FY 2021.

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 2021-2022

• Make $400,000 Emergency Land Management Fund available if needed.

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 2021-2022

• 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 developing a long-term monitoring plan for mountain lions in the San Diego region to evaluate population trends. Collaborate with Orange and Riverside counties to improve regional connectivity. Implement high priority actions to improve mountain lion connectivity identified in the mountain lion linkage assessments for San Diego County. Test deterrent methods to reduce livestock losses in areas of the County with high depredation pressures.

• Work with partners to develop and implement a region-wide camera monitoring strategy for wildlife connectivity and linkage function. Develop a quantitative linkage monitoring plan.

• 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.

• In 2021, prepare a monitoring plan to survey pollinator communities and assess ecological integrity of pollinator functions in coastal sage scrub, chaparral, forblands, and grasslands across the MSPA.

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 2021-2022

- Fund 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.
- Work with SANDAG and partners to develop regional metrics to track the health of the preserve system and present to the public.

4.6 **Conserved Lands Database Management**

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

Achievement Milestone FY 2021-2022

- Continue to update the Conserved Lands Database as more lands are acquired.

4.7 **Administrative & Science Support**

Achievement Milestone FY 2021-2022

- 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.
<table>
<thead>
<tr>
<th>#</th>
<th>Strategic Goal</th>
<th>FY 20 Allocation</th>
<th>Proposed FY 21 Allocation</th>
<th>Comments</th>
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<tbody>
<tr>
<td>1.1</td>
<td>Rare and Endemic Plant Monitoring and Recovery</td>
<td>$375,000</td>
<td>$370,000</td>
<td>Continue to facilitate monitoring by local jurisdictions and contract a consultant to fill the gaps in monitoring for FY 2021. Continue funding for additional rare plant seed collection and willowy monardella hydrological assessments.</td>
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<td>Vertebrate Monitoring and Recovery</td>
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<td>1.3</td>
<td>Invertebrate Monitoring and Recovery</td>
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<td>$130,000</td>
<td>Continue to work with contractors on rare butterfly monitoring and management.</td>
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<td>1.4</td>
<td>General Stressors and Threats Management</td>
<td>$50,000</td>
<td>$245,000</td>
<td>Continue to work with partners to implement the Invasive Animal Management Plan. Work with partners to tie urban runoff studies and the Aquatic Index of Biological Integrity to be consistent with MS4 permits.</td>
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<td>Subtotal</td>
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<td>2.1</td>
<td>Vegetation Community Monitoring and Recovery</td>
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<td>$57,464</td>
<td>Continue with regional vegetation monitoring protocol development and testing. Initiate the development and implementation of a grazing plan in coordination with land managers.</td>
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<td>2.2</td>
<td>Pro-active Wildfire Planning and Management</td>
<td>$0</td>
<td>$0</td>
<td>No additional funding needed. Use of existing funds to continue the development of a Fire Ignition Reduction Plan; a regional Resource Avoidance Area Map integrated into fire agencies' Wildland Fire Decision Support Systems; and preparation of Preserve Fire Management Plans for Conserved Lands.</td>
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<td>2.3</td>
<td>Invasive Plant Species Management</td>
<td>$200,000</td>
<td>$554,480</td>
<td>Continue to work with County of San Diego Agriculture to strategically reduce invasive species in the region. New funding of $220,000 for Arundo retreatment and treatment of difficult to treat EDRR (Levels 1, 2 and 3) at priority sites.</td>
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<td>2.4</td>
<td>Updated Vegetation Mapping</td>
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<td>$0</td>
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<td>2.5</td>
<td>Enforcement</td>
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<td>$0</td>
<td>No additional funding needed. Use existing funding to continue to work with local jurisdictions to start multiple pilot efforts.</td>
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<td>2.6</td>
<td>Preserve level management plan standardization</td>
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<td>No additional funding needed.</td>
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<td>Land Management Implementation (e.g., grants)</td>
<td>$600,000</td>
<td>$1,000,000</td>
<td>Develop a 10th cycle of land management grants for $2.4 million available to the regional land managers to implement management consistent with MSP goals and objectives, leading to a request for proposals in FY 2021.</td>
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<td>2.8</td>
<td>Emergency Land Management Fund</td>
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<td>3.1</td>
<td>Wildlife Corridor and Linkages Monitoring</td>
<td>$100,000</td>
<td>$192,978</td>
<td>Continue to work with partners to implement regional wildlife movement monitoring using motion cameras. Increased funding recommendation by $20,000 to support CDFW continued radio tracking of mountain lions for regional connectivity and monitoring plan development.</td>
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<td>Subtotal</td>
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</tr>
<tr>
<td>4.1</td>
<td>Program Administrator</td>
<td>$0</td>
<td>$0</td>
<td>No additional funding needed. Redirect $200,000 from existing budget to Strategic Goal 4.7 Administrative Science and Support to fund additional support for biological services.</td>
</tr>
<tr>
<td>4.2</td>
<td>Management &amp; Monitoring Coordinator</td>
<td>$155,000</td>
<td>$75,604</td>
<td>Continue to work under existing contracts for FY 2021.</td>
</tr>
<tr>
<td>4.3</td>
<td>Biologist</td>
<td>$225,000</td>
<td>$204,531</td>
<td>Continue to work under existing contracts for FY 2021.</td>
</tr>
<tr>
<td>4.4</td>
<td>GIS Support</td>
<td>$292,000</td>
<td>$203,283</td>
<td>Continue to work under existing contracts for FY 2021.</td>
</tr>
<tr>
<td>#</td>
<td>Strategic Goal</td>
<td>FY 20 Allocation</td>
<td>Proposed FY 21 Allocation</td>
<td>Comments</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------------------------------</td>
<td>-----------------</td>
<td>--------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>4.5</td>
<td>Database Development and Support</td>
<td>$278,000</td>
<td>$269,440</td>
<td>Continue to work under existing contracts for FY 2021.</td>
</tr>
<tr>
<td>4.6</td>
<td>Conserved Lands Database Management</td>
<td>$0</td>
<td>$0</td>
<td>No additional funding needed.</td>
</tr>
<tr>
<td>4.7</td>
<td>Administrative &amp; Science Support</td>
<td>$280,000</td>
<td>$75,000</td>
<td>Continue to work under existing contracts for FY 2021. Work with an outside entity to develop regional metrics to track the health of the preserve system and present to the public. Provide regional science, technical support and data analysis of regional management and monitoring data and reports.</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td><strong>$1,230,000</strong></td>
<td><strong>$827,858</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL FUNDING STRATEGY</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td></td>
</tr>
</tbody>
</table>