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Jack Dale, **Chair**
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(Representing **East County**)

Matt Hall, **Vice Chair**
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Metropolitan Transit System

Bob Campbell, *Chairman*
North County Transit District

Tom Smisek
**San Diego County Regional
Airport Authority**

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Mayor, La Mesa
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Carl Hilliard
Councilmember, Del Mar
(Representing **North County Coastal**)

Judy Ritter
Mayor Pro Tem, Vista
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Marti Emerald, *Councilmember*
City of San Diego

Greg Cox, *Supervisor*
County of San Diego

Bill Horn, *Vice-Chairman*
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Pam Slater-Price, *Chairwoman*
County of San Diego

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Metropolitan Transit System

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North County Transit District

Jim Panknin
**San Diego County Regional
Airport Authority**

Advisory Members

Laurie Berman / Bill Figge
District 11 Director, Caltrans

Albert Phoenix (Barona)
David Toler (San Pasqual)
Francine Kupsch (Los Coyotes)
**Southern California Tribal
Chairmen's Association**

Gary L. Gallegos
Executive Director, SANDAG



TRANSPORTATION COMMITTEE AGENDA

Friday, October 1, 2010
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- **FY 2012 FEDERAL APPROPRIATIONS PROCESS AND CRITERIA**
- ***TransNet* SMART GROWTH INCENTIVE PROGRAM AND TRANSPORTATION DEVELOPMENT ACT/*TransNet* BICYCLE PEDESTRIAN AND NEIGHBORHOOD SAFETY GRANT PROGRAM PROGRESS REPORT**

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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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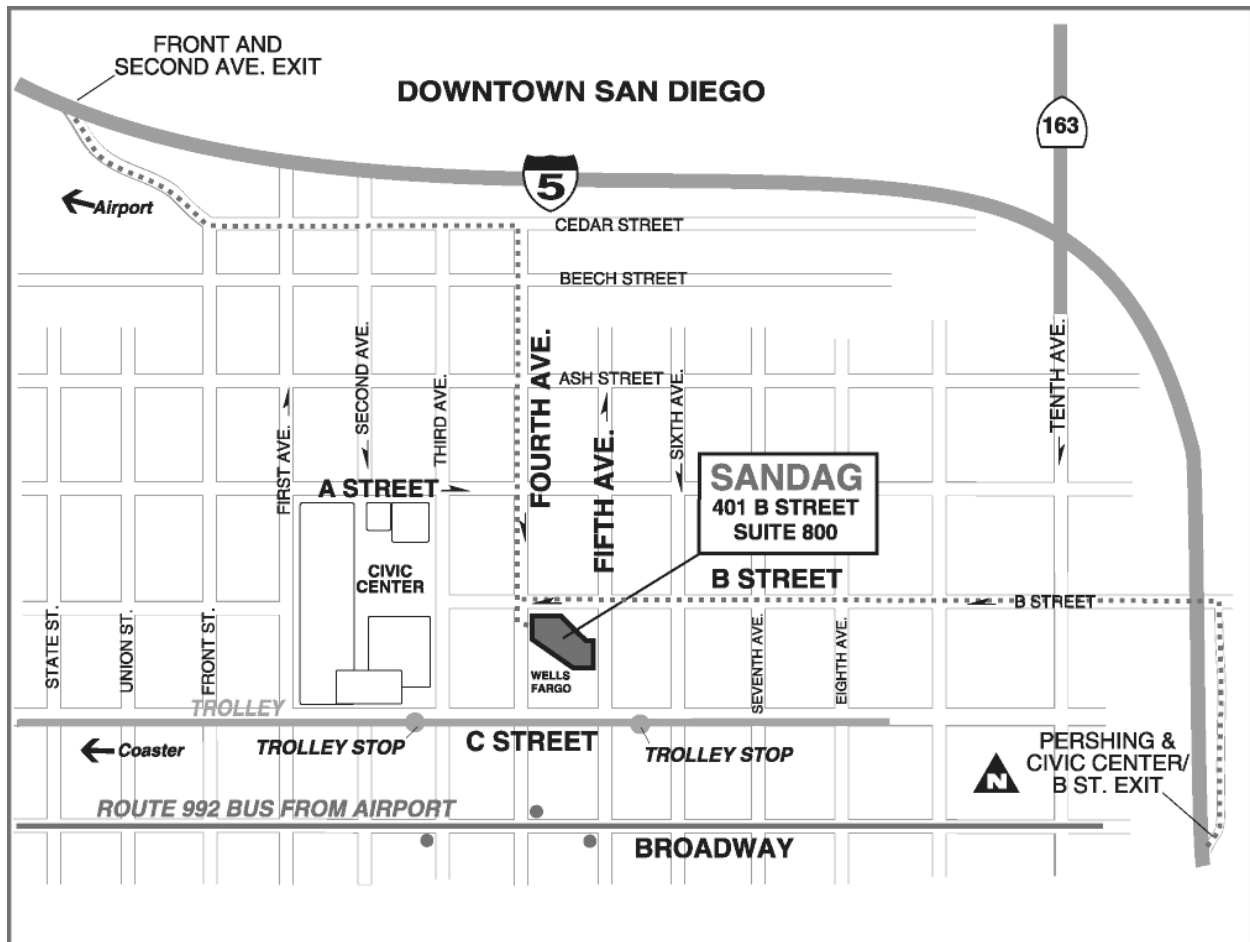


Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Transportation Committee may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG's Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Transportation Committee meeting. **Any handouts, presentations, or other materials from the public intended for distribution at the Transportation Committee meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.**

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TRANSPORTATION COMMITTEE

Friday, October 1, 2010

ITEM #		RECOMMENDATION
+1.	APPROVAL OF SEPTEMBER 17, 2010, MEETING MINUTES	APPROVE
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
<p>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. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Speakers are limited to three minutes. Committee members also may provide information and announcements under this agenda item.</p>		
<p style="text-align: center;">CONSENT (3)</p>		
+3.	<i>TransNet</i> ENVIRONMENTAL MITIGATION PROGRAM: PROGRESS REPORT (Keith Greer)	INFORMATION
<p>Staff will present an update on the implementation of the <i>TransNet</i> Environmental Mitigation Program. This will include the current status of land acquisition for mitigation, funding for regional land management and monitoring, and planning efforts for the current fiscal year.</p>		
<p style="text-align: center;">REPORTS (Items 4 through 7)</p>		
+4.	AGREEMENT WITH U.S. ARMY CORPS OF ENGINEERS CONCERNING IMPLEMENTATION OF <i>TransNet</i> PROJECTS (Keith Greer)	APPROVE
<p>Implementation of the <i>TransNet</i> Environmental Mitigation Program will require the development of wetland mitigation banks to compensate for wetland impacts of transportation projects. The development of a wetland bank is a regulatory function of the U.S. Army Corps of Engineers (USACOE). SANDAG staff proposes to enter into a new agreement with the USACOE which would allow SANDAG to reimburse the USACOE for work done on the development of wetland mitigation banks, as well as its work on the LOSSAN (Los Angeles-San Diego-San Luis Obispo) Rail Corridor Agency rail projects to expedite the delivery of <i>TransNet</i> projects. SANDAG costs under the proposed agreement would not exceed \$400,000 and would extend for two years. The Transportation Committee is asked to authorize the Executive Director to execute a Memorandum of Agreement (MOA) with the U.S. Army Corps of Engineers to expedite the delivery of <i>TransNet</i> projects in substantially the same form as the MOA Template attached to the report.</p>		

- +5. **FY 2012 FEDERAL APPROPRIATIONS PROCESS AND CRITERIA (Victoria Stackwick)** **APPROVE**

Each year, SANDAG provides our Congressional delegation with the region's list of high priority transportation projects for consideration during the annual appropriations process. The FY 2012 federal appropriations process is expected to begin in early February of next year. The Transportation Committee is asked to discuss and approve a process and criteria for recommending transportation projects to the Board of Directors for the FY 2012 federal appropriations cycle.

- +6. **PROPOSED AMENDMENT TO THE AGREEMENT WITH THE SAN DIEGO UNIFIED PORT DISTRICT CONCERNING ACCESS IMPROVEMENT PROJECTS AND PROPOSED FY 2011 BUDGET AMENDMENT (Mario Orso, Caltrans)** **RECOMMEND**

On December 22, 2008, SANDAG signed an agreement with the San Diego Unified Port District (SDUPD) for the joint development of Port Access Improvement Projects. The projects would improve access along Harbor Drive at Tenth Avenue and 32nd Street and along Interstate 5 at Civic Center Drive and Bay Marina Parkway. The improvements are estimated to cost \$191 million. The SDUPD transferred \$5,330,000 to SANDAG for the completion of engineering work. The SDUPD would transfer an additional \$2 million to SANDAG to continue engineering work on the projects. The Transportation Committee is asked to recommend that the Board of Directors: (1) authorize the Executive Director to approve an amendment to the agreement with the San Diego Unified Port District, in substantially the same form as Attachment 1, to accept \$2 million in additional funding; and (2) approve an amendment to the FY 2011 Budget to increase the Port Access Improvement projects budget (CIP 1300701/4) from \$7.13 million to \$9.13 million.

- +7. ***TransNet* SMART GROWTH INCENTIVE PROGRAM AND TRANSPORTATION DEVELOPMENT ACT/*TransNet* BICYCLE PEDESTRIAN AND NEIGHBORHOOD SAFETY GRANT PROGRAM PROGRESS REPORT (Christine Eary)** **INFORMATION**

SANDAG approved the first round of Smart Growth Incentive Program projects under *TransNet* in May 2009, and the FY 2010 round of Transportation Development Act/*TransNet* Bicycle Pedestrian Neighborhood Safety and Traffic Calming Program projects in June 2009. This report provides an overview of the implementation phase of the program and on the progress made to date by the grant recipients. Staff anticipates that the next call for projects will be conducted in conjunction with completion of the 2050 Regional Transportation Plan.

8. UPCOMING MEETINGS

INFORMATION

The next meeting of the Transportation Committee is scheduled for Friday, October 15, 2010, at 9 a.m. ***Please note that a portion of the meeting will be held jointly with the Regional Planning Committee.***

9. ADJOURNMENT

+ next to an agenda item indicates an attachment

TRANSPORTATION COMMITTEE

October 1, 2010

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF SEPTEMBER 17, 2010

The meeting of the Transportation Committee was called to order by Chair Jack Dale (East County) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Vice Chair Matt Hall (North County Coastal) and a second by Mayor Pro Tem Judy Ritter (North County Inland), the Transportation Committee approved the minutes from the September 3, 2010, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Lorraine Leighton, a member of the public, spoke regarding bus drivers not allowing her to use the handicap ramp while on crutches.

Chairman Bob Campbell (North County Transit District [NCTD]) stated that Sharon Cooney, Metropolitan Transit System (MTS), was presented with the Woman of the Year Award by the WTS last night and expressed his congratulations.

Jim Linthicum, Director of Mobility Management and Project Implementation, stated that construction on the Santa Margarita Bridge would begin Friday evening, September 24, 2010, and continue through Monday, September 27, 2010, and the LOSSAN rail line would be closed. A bus bridge would be in place and there would be no disruption to service.

CONSENT (3)

3. JOB ACCESS & REVERSE COMMUTE PASS-THROUGH FY 2011 BUDGET AMENDMENT (APPROVE)

The Transportation Committee is asked to approve an amendment to the FY 2011 Budget to add \$349,311 of pass-through funding from the Job Access & Reverse Commute federal grant program as shown in the attachment.

Action: Upon a motion by Councilmember Todd Gloria (City of San Diego) and a second by Mayor Pro Tem Ritter, the Transportation Committee approved Consent Item 3.

REPORTS (4 through 13)

4. 2050 REGIONAL TRANSPORTATION PLAN (RTP): DRAFT PROPOSED METHODOLOGY FOR CONDUCTING THE RTP AIR QUALITY CONFORMITY DETERMINATION (ACCEPT)

SANDAG is currently developing the 2050 Regional Transportation Plan (RTP), which is anticipated to be adopted in summer 2011 along with its air quality conformity determination. While the horizon year of this RTP is 2050, both the current version of the emissions model approved by the U.S. Environmental Protection Agency (EMFAC 2007) and the new version of the model (EMFAC 2010), which is under development by the California Air Resources Board (CARB), only contain emissions factors to 2040. Since no other emissions model is approved for use in conformity determinations by Metropolitan Planning Organizations in California, SANDAG is exploring options under the Transportation Conformity Rule to conduct the air quality conformity determination for its 2050 RTP.

Rachel Kennedy, Senior Regional Planner, presented the item.

Action: Upon a motion by Chairman Campbell and a second by Chairman Harry Mathis (MTS), the Transportation Committee (1) accepted for review and distribution the draft proposed methodology for conducting the air quality conformity determination for the 2050 RTP for a 30-day comment period, and (2) scheduled a public hearing to solicit public comments on shortening the conformity timeline and proposed methodology for the regional emissions analysis for the October 15, 2010, Transportation Committee meeting.

5. 2050 REGIONAL TRANSPORTATION PLAN: INITIAL REVENUE CONSTRAINED/SUSTAINABLE COMMUNITY STRATEGY (SCS) SCENARIOS (DISCUSSION)

Based on revenue projections, various Revenue Constrained transportation scenarios have been developed using the prioritized project list and other factors. The Revenue Constrained transportation scenarios will attempt to build and operate as much of the Unconstrained Network as possible, given revenue availability and flexibility, and project priorities. Staff presented the initial Revenue Constrained networks and SCS scenarios. The performance of these initial scenarios also was presented. Transportation Committee members were asked to discuss and provide feedback on the initial Revenue Constrained/SCS scenarios.

Heather Werdick, Senior Regional Planner, introduced the item and presented an overview of the Revenue Constrained/SCS scenarios and the performance of these scenarios.

José A. Nuncio, Manager of Financial Programming and Project Control, presented the revenue estimates, availability and the flexible use of these funds for priority projects.

Action: This item was presented for discussion.

6. CALIFORNIA HIGH-SPEED TRAIN SYSTEM: LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE SECTION QUARTERLY UPDATE (INFORMATION)

The California High-Speed Rail Authority (CHSRA) is the state agency responsible for planning, constructing, and operating a high-speed train system serving California's major metropolitan areas. The proposed system stretches over 800 miles and would connect San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento using a state-of-the-art, electrified system capable of speeds in excess of 200 miles per hour. SANDAG continues to monitor the work on the CHSRA. This report is the regular quarterly update to the Transportation Committee.

Linda Culp, Principal Regional Planner, presented the item.

Action: This item was presented for information.

7. DRAFT 2010 - 2014 COORDINATED PLAN (ACCEPT)

The Regional Short Range Transit Plan and Coordinated Plan provide a blueprint for the development of transit and human services transportation in San Diego for the next five years. This is the fourth year that it has been combined with the SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) federal requirement for a Coordinated Public Transit and Human Services Transportation Plan and the first year that the rural areas of the region have been specifically incorporated into the plan.

Phil Trom, Associate Regional Planner, presented the item.

Kristi Mansolf, a member of the public, spoke regarding the impact of incorporating rural areas of the region, specifically the rural community of Ramona, in the coordinated plan.

Action: Upon a motion by Mayor Pro Tem and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee accepted and released for public review and comment the Draft 2010-2014 Coordinated Plan, and scheduled a public hearing for the October 15, 2010, Transportation Committee meeting.

8. PROPOSED BUDGET AMENDMENT: INLAND RAIL TRAIL FINAL FUNDING PLAN ADJUSTMENT (RECOMMEND)

Portions of the Inland Rail Trail (IRT) between Oceanside to Escondido were constructed in conjunction with the SPINTER rail project. The IRT's share of the SPINTER budget has now been calculated and additional funds are needed.

Mr. Nuncio reviewed the final costs for each project and the need for additional funds.

Action: Upon a motion by Vice Chair Hall and a second by Councilmember Jim King (South County), the Transportation Committee recommended that the Board of Directors approve the final funding plan adjustment adding \$883,100 in *TransNet* funds for the Inland Rail Trail project to allow payment to NCTD.

9. PROPOSED FY 2011 BUDGET AMENDMENT: LOSSAN CORRIDOR PLANNING (RECOMMEND)

Ms. Culp presented the item.

Action: Upon a motion by Councilmember Gloria and a second by Councilmember King, the Transportation Committee recommended that the Board of Directors: (1) approve the FY 2011 budget amendment to accept member agency funds of \$396,689 for OWP #3400600 as shown in the attachment; and (2) authorize the Executive Director to execute grant agreements and all documents necessary to accept \$200,000 in ARRA planning funds and further amend OWP #3400600 once these funds are available.

10. *TransNet* PROPOSED 2010 BOND ISSUANCE: REVIEW OF DRAFT DOCUMENTS (DISCUSSION)

On July 23, 2010, the Board of Directors approved the 2010 *TransNet* Plan of Finance update. To support the Board's action, draft bond documents have been prepared for the proposed issuance of approximately \$350 million in long-term fixed rate debt in November 2010. Staff provided an overview of the bond strategy and financing schedule, including a summary of the draft bond documents.

Lauren Warrem, Director of Finance, presented the item.

Action: This item was presented for discussion.

11. STATE ROUTE 76 CORRIDOR UPDATE (INFORMATION)

Allan Kosup, Caltrans D-11 Corridor Director, presented an update on the State Route 76 (SR 76) Corridor, including the release of the Draft Environmental Document of the SR 76 East project between South Mission Road to Interstate 15 and the ongoing construction of the SR 76 Middle project between Melrose Drive and South Mission Road.

Action: This item was presented for information.

12. SPRINTER FINAL FUNDING PLAN ADJUSTMENT (INFORMATION)

NCTD has completed a final accounting of the SPRINTER project expenses. The final cost of the SPRINTER was approximately \$6.5 million less than the total funding plan amount of \$484.1 million. This report is provided in order to document the final cost of the project.

Mr. Nuncio presented the item.

Action: This item was presented for information.

13. STATE BUDGET IMPASSE IMPACTS UPDATE (INFORMATION)

The Governor and the Legislature have not yet reached agreement on the Fiscal Year (FY) 2010-11 Budget. The delay in approving the state budget is impacting the delivery of transportation projects. This report briefly describes the current status of the state budget situation and the impacts to transportation projects.

Mr. Nuncio presented the item.

Action: This item was presented for information.

14. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, October 1, 2010, at 9 a.m.

15. ADJOURNMENT

Chair Dale adjourned the meeting at 11:00 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
SEPTEMBER 17, 2010**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	City of Carlsbad	Matt Hall (Vice Chair)	Member	Yes
	City of Del Mar	Carl Hilliard	Alternate	No
North County Inland	City of San Marcos	Jim Desmond	Member	No
	City of Vista	Judy Ritter	Alternate	Yes
East County	City of Santee	Jack Dale (Chair)	Member	Yes
	City of La Mesa	Art Madrid	Alternate	No
South County	City of Coronado	Carrie Downey	Member	No
	City of Imperial Beach	Jim King	Alternate	Yes
City of San Diego	----	Anthony Young	Member	No
	----	Todd Gloria	Alternate	Yes
	----	Marti Emerald	Alternate	No
County of San Diego	----	Ron Roberts	Member	Yes
	----	Greg Cox	Alternate	No
	----	Pam Slater-Price	Alternate	No
Metropolitan Transit System	MTS	Harry Mathis	Member	Yes
	MTS	Jerry Rindone	Alternate	Yes
North County Transit District	NCTD	Bob Campbell	Member	Yes
	NCTD	Dave Roberts	Alternate	No
	NCTD	Carl Hilliard	Alternate	No
San Diego County Regional Airport Authority		Tom Smisek	Member	Yes
		Jim Panknin	Alternate	No
ADVISORY/LIAISON Caltrans	----	Laurie Berman	Member	Yes
	—	Bill Figge	Alternate	Yes
SCTCA	—	Albert Phoenix	Member	Yes
		Dave Toler	Member	No
		Francine Kupsch	Alternate	No
		Jerome Stocks	Vice Chair BoD	Yes

TRANSPORTATION COMMITTEE

October 1, 2010

AGENDA ITEM NO.: **3**

Action Requested: INFORMATION

TransNet ENVIRONMENTAL MITIGATION PROGRAM: STATUS REPORT

File Number 3200100

Introduction

The *TransNet* Extension Ordinance and Expenditure Plan, approved countywide by voters in November 2004, includes an Environmental Mitigation Program (EMP), which is a funding allocation category for the cost to "create a reliable approach for funding required mitigation for future transportation improvements thereby reducing costs and accelerating project delivery (*TransNet* Extension Ordinance Section D)." The EMP established two funds: (1) the Biological Mitigation Fund for direct mitigation, management, and monitoring for transportation-related impacts; and (2) the Regional Habitat Conservation Fund for efforts related to regional land acquisition, management, and monitoring for implementation of the regional habitat conservation plans.

On February 22, 2008, the Board of Directors authorized a Memorandum of Agreement (MOA) with Caltrans, the California Department of Fish and Game, and the United States Fish and Wildlife Service to establish the process to implement the goals of the *TransNet* EMP over a ten-year period. The MOA, executed on March 19, 2008, memorialized a Plan of Finance (POF) strategy of \$440 million over the 10 years for the Biological Mitigation Fund and \$40 million for the Regional Habitat Conservation Fund. The MOA is consistent with the *TransNet* EMP Implementation Guidelines adopted by the Board of Directors on September 24, 2004.

This report provides an annual status update of the implementation of the EMP.

Discussion

Attachment 1 summarizes the progress of the Biological Mitigation Fund. The purpose of the Biological Mitigation Fund is to provide funds for the acquisition, restoration, and management of mitigation for regional transportation projects included in the Regional Transportation Plan (RTP) and local streets and roads. The following are some key achievements:

- Since January 2008, 15 properties totaling 1,241 acres have been acquired at a cost of approximately \$60 million.
- Acquisition costs are 20.7 percent lower than the 2002 budget established under *TransNet*. The EMP program has enabled SANDAG to acquire land at a reduced cost due to the recession.
- One of the properties was acquired jointly with the County of San Diego, and one with both the County and State of California. These partnerships leveraged \$5.4 million of non-*TransNet* acquisition and management funds, allowing more of the regional habitat preserves to be acquired.

- Mitigation has been secured for 16 RTP projects, and 119 acres for local streets and roads projects. The EMP has enabled SANDAG to successfully acquire all of the uplands mitigation for the SANDAG Board-approved Early Action Program projects, and the program is currently focusing on the wetlands mitigation.
- Forty-eight percent of all the mitigation needs for RTP projects estimated under the *TransNet* Extension Ordinance has been secured since January 2008.

Attachment 2 summarizes the progress of the Regional Habitat Conservation Fund. The purpose of the Regional Habitat Conservation Fund is to provide funding for regional habitat management and monitoring necessary to implement habitat conservation planning throughout the region. These funds help maintain the current condition of the regional habitat preserve system, thereby reducing the likelihood that this system will degrade and reducing the need for listing of new species as endangered by the federal and state governments. Listed below are some key achievements:

- \$5,285,000 of land management grants have been provided to over 30 applicants through a competitive grant program. Some of the activities have included weed removal in vernal pool habitat resulting in increased populations of endangered species; restoration of cactus wren habitat burned by wildfires; removal of invasive species to promote endangered species habitat throughout the region; and installation of fencing, signage, and controlled recreational access to open space lands. Matching funds from the grant applicants have totaled \$3,568,243; a 67 percent match of non-*TransNet* funds. Ten additional grants totaling \$2,085,000 are proposed for approval at the Board of Directors meeting on September 24, 2010.
- Completion of regional population assessment of the California gnatcatcher (one of the flagship species for conservation planning in Southern California) covering the periods pre- and post-2007 wildfires. This assessment will allow the region to track the status and trend of this species over time and determine the success of management actions.
- Completion of a multiyear effort to review the impacts and recovery of habitat and species from the 2003 and 2007 wildfires—this is the largest and most comprehensive study conducted to date in Southern California. This study will allow the region to track recovery from future fires and focus management on those species struggling to come back from past fires.
- Establishment of South and North County land manager's forums to share best management practices, strategize on key gaps in existing knowledge, leverage funding and resources, and dissolve institutional barriers among land management entities.
- Completion of a regional assessment of the monitoring that has occurred for the endangered species within the region covered by the regional habitat conservation planning efforts. This assessment will be used to focus future monitoring and land management activities, as well as future grant funding.

Challenges

The *TransNet* EMP is a unique approach that is being discussed as a framework for other parts of California and the United States. The EMP was featured at a recent Transportation Research Board meeting on large-scale solutions for transportation development. Below is a discussion of several challenges that have been identified and current actions to address these challenges:

- Both the public and SANDAG leadership have requested a transparent, up-to-date system to depict the status of the EMP and to be able to track expenditures. Staff has developed a working draft of an EMP Dashboard that will enable online access to the status of efforts under both the Biological Mitigation Fund and the Regional Habitat Conservation Fund. The EMP Dashboard needs to be integrated into the SANDAG Keep San Diego Moving Web site and then will be open to the public providing real-time, transparent information on the progress of the program.
- Securing opportunities for wetlands remains a challenge due to the arid nature of the San Diego region. SANDAG staff is currently conducting a request for proposals process to identify willing participants to enter into public-private and public-public partnerships to secure wetland mitigation lands. These negotiations will be completed this fiscal year.
- Finally, SANDAG staff has identified the need to assist the U.S. Army Corps of Engineers (USACOE) with a dedicated staff position to establish regional wetland mitigation banks for linear transportation projects. Once a bank is established, significant savings in cost and time will be achieved, as well as the potential to reduce mitigation requirements for future impacts. However, the substantial staff resources required to process mitigation banks are difficult to secure for the USACOE, and without outside funding they can take years to complete, with the potential for multiple changes in staff during that time.

Next Steps

This report is intended to be a status update of the program as of September 2010. Staff will return with subsequent reports on the *TransNet* EMP Dashboard and the progress of wetland mitigation at future Regional Planning and Transportation Committee meetings.

CHARLES "MUGGS" STOLL

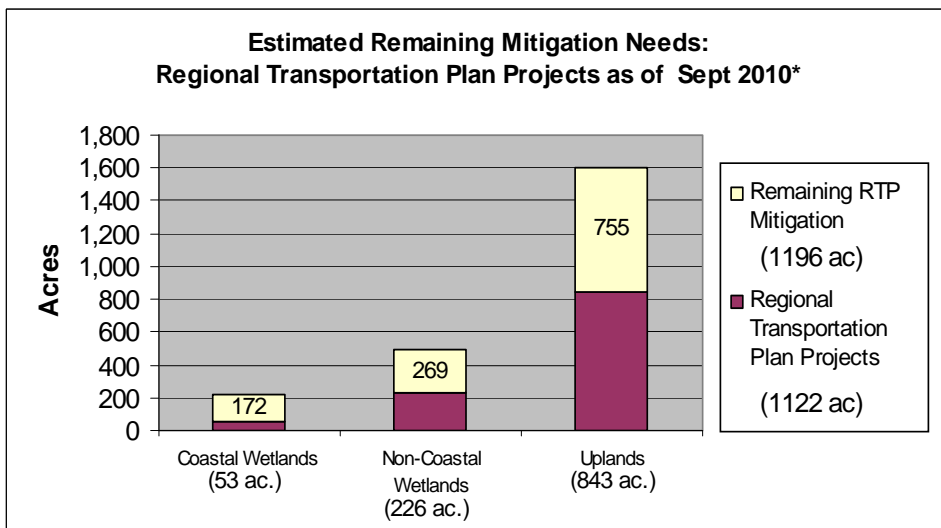
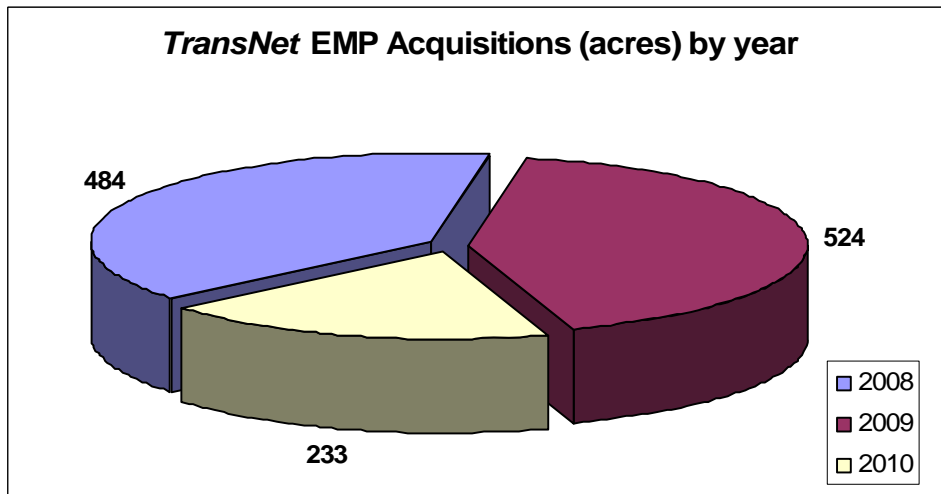
Director of Land Use and Transportation Planning

Attachments: 1. Biological Mitigation Fund (CIP 1200200)
2. Regional Habitat Conservation Fund (CIP 1200300)

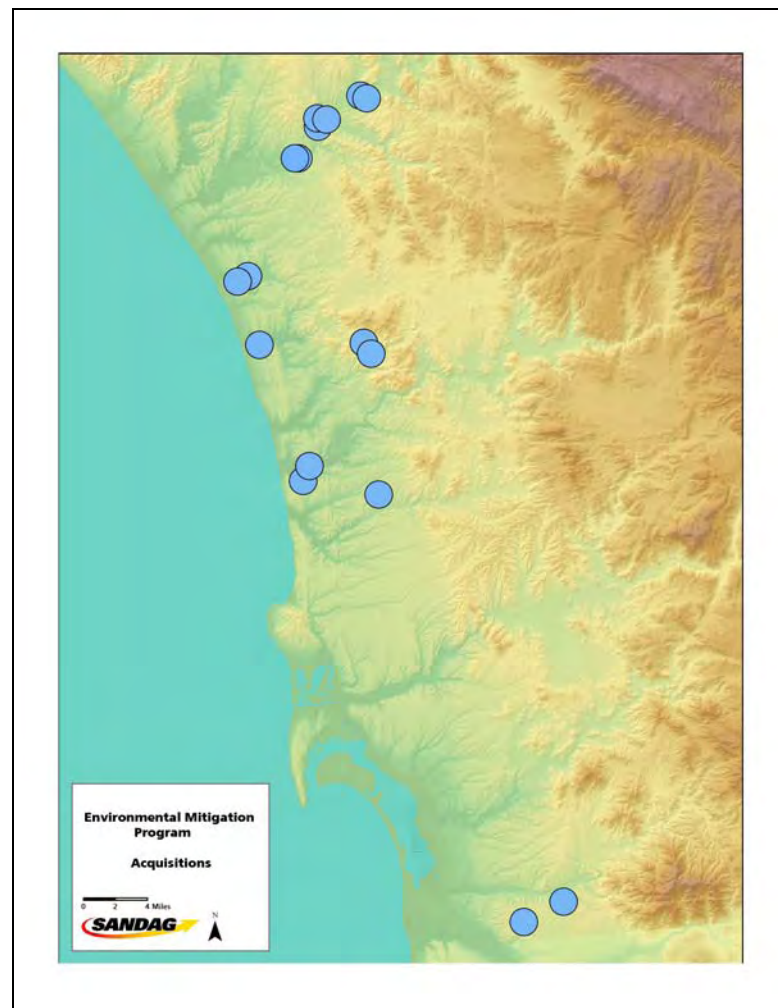
Key Staff Contact: Keith Greer, (619) 699-7390, kgr@sandag.org

Biological Mitigation Fund (CIP 1200200)

Purpose: Environmental Mitigation Program (EMP), Biological Mitigation Fund. To secure mitigation for projects in the Regional Transportation Plan and local streets and roads pursuant to the *TransNet* Extension Ordinance and the subsequent *TransNet* Implementation Memorandum of Agreement (approved February 22, 2008).



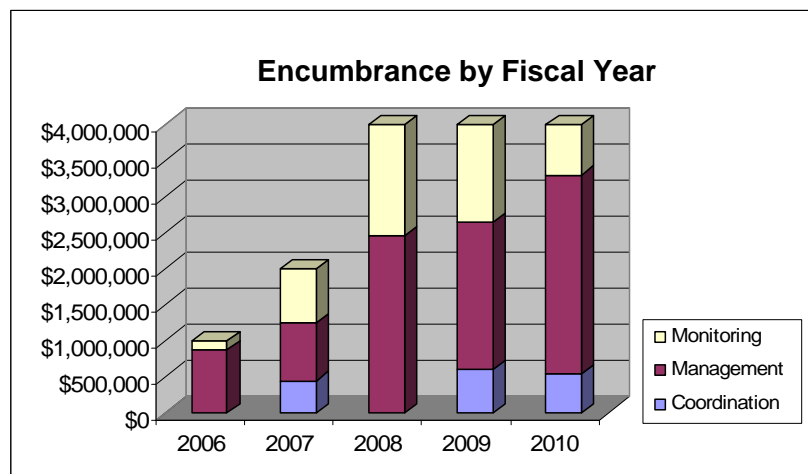
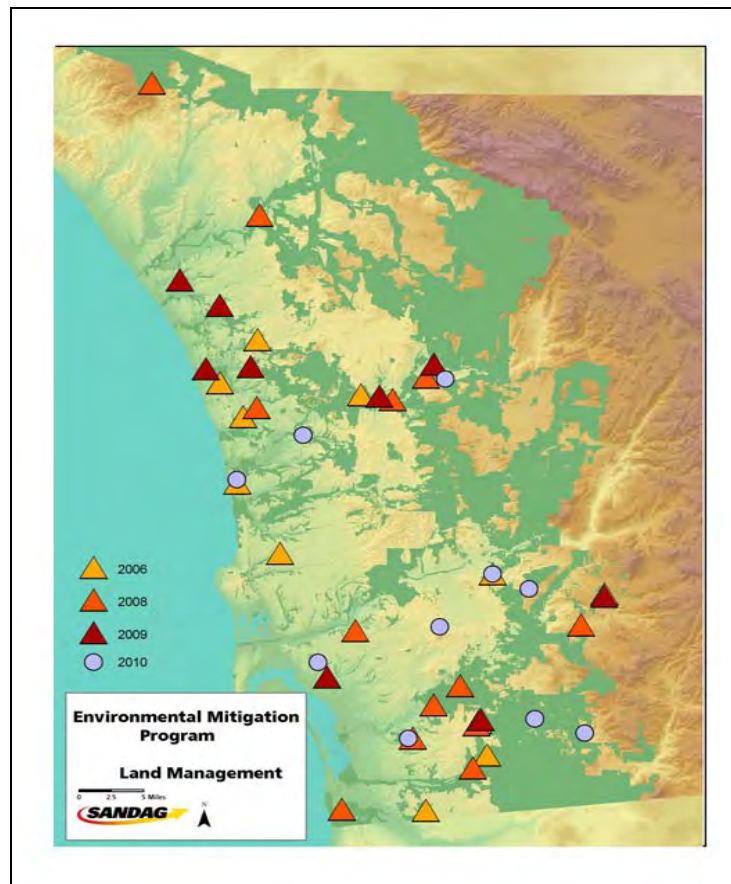
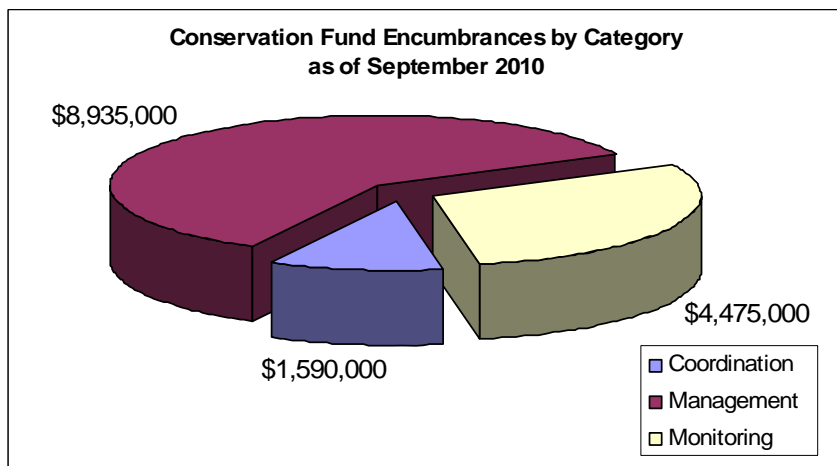
* Plus 119 acres for local streets and roads



Status: As of September 2010, 1241 acres of land have been acquired for mitigation under the *TransNet* EMP. The focus has been on properties for the *TransNet* Early Action projects, including State Route 76 expansion and the Interstate 5 corridor. Several properties will require the future restoration of habitat. The identification and acquisition of wetland mitigation opportunities is a significant challenge which staff actively is working to resolve.

Regional Habitat Conservation Fund (CIP 1200300)

Purpose: Environmental Mitigation Program, Regional Habitat Conservation Fund. In March 2008, the SANDAG Board of Directors authorized funding pursuant to the *TransNet* Extension Ordinance to maintain and enhance the habitat values of the regional conservation preserve system pursuant to a five-year funding strategy.



Status: Currently SANDAG has granted 30 projects for land management activities, and has contracts for nine monitoring projects ranging from post wildfire recovery to status monitoring of endangered species. This year concluded a 5-year effort to assess recovery from the past wildfires, a report on the current status of biological monitoring of sensitive species in the region, and coordination among the various land managers.

TRANSPORTATION COMMITTEE

October 1, 2010

AGENDA ITEM NO.: **4**

Action Requested: APPROVE

AGREEMENT WITH U.S. ARMY CORPS OF ENGINEERS
CONCERNING IMPLEMENTATION OF *TransNet* PROJECTS

File Number 1200100

Introduction

The *TransNet* Extension Ordinance and Expenditure Plan, approved countywide by voters in November 2004, includes an Environmental Mitigation Program (EMP), which is a funding allocation category for the cost to "create a reliable approach for funding required mitigation for future transportation improvements thereby reducing costs and accelerating project delivery (*TransNet* Extension Ordinance Section D)." Staff is implementing the program pursuant to the Guidelines adopted by the Board of Directors on September 26, 2008.

SANDAG staff is seeking to develop regional wetland mitigation banks to proactively secure the mitigation for future unavoidable impacts to wetlands by regional and local transportation projects within the Regional Transportation Plan. To facilitate wetland banking, staff is recommending entering into a two-year Memorandum of Agreement (MOA) with the U.S. Army Corps of Engineers (USACOE) that will expedite the creation of these banks, as well as to assist SANDAG led permitting efforts on the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) rail projects.

Discussion

The *TransNet* Major Corridors program includes transportation improvements to Interstate 5 (I-5), I-15, I-805, State Route 52 (SR 52), SR 76, SR 905, Mid-Coast Light Rail Transit, Orange and Blue Line Trolley, Mid-City Rapid Transit, South Line Rail, and LOSSAN. Before construction can begin, USACOE must issue permits prior to any project impacting wetlands or jurisdictional waters. Transportation improvement projects are linear by nature and often cannot avoid wetland impacts. By law, these project-related wetland impacts must be properly mitigated.

Approximately one-half of the estimate mitigation needs under the Regional Transportation Plan will require wetland mitigation. Identifying, securing and obtaining permit approvals for mitigation associated with wetland impacts has proven to be a significant challenge due to the arid nature of the San Diego region, resulting in limited opportunities. A project-by-project approach towards securing wetland mitigation is not efficient and will result in significant delays in the delivery of regional transportation projects unless a more comprehensive approach is taken. The development

Recommendation

The Transportation Committee is asked to authorize the Executive Director to execute a Memorandum of Agreement (MOA) with the U.S. Army Corps of Engineers to expedite the delivery of *TransNet* projects in substantially the same form as the MOA Template shown in Attachment 2. The agreement would allow SANDAG to reimburse the U.S. Army Corps of Engineers for work done on the development of wetland mitigation banks, as well as its work on the LOSSAN rail projects to expedite the delivery of *TransNet* projects. SANDAG costs under the new agreement would not exceed \$400,000 over two years.

of wetland mitigation banks pursuant to the federal wetland mitigation banking policy of 2008 has been identified as a proactive solution to solving this challenge.

The County Water Authority (CWA) has been pursuing the concept of regional mitigation banks for the development of their linear infrastructure projects. The CWA and SANDAG staff have met with the USACOE and have received full support to pursue wetland banking for the region's transportation infrastructure needs. The USACOE, however, must prioritize the development of regional wetland mitigation banks as a lower priority due to the regulatory timelines established for project-specific permitting under the Clean Water Act. This can result in years to complete a wetland bank with the potential for multiple changes in staff during that time.

Congress, in recognizing the need to be more proactive, established the ability for agencies to pay for the reimbursement of services provided by the USACOE to expedite delivery of wetland banks and project permits (Attachment 1). This is done through the Water Resources Development Act (WRDA 2000) whereby a nonfederal public entity and USACOE enter into an agreement to provide dedicated USACOE staff to work on the agency projects under an MOA (sample shown in Attachment 2). Quarterly tracking of the expenses incurred under the MOA is provided to the agency for accountability (see example from City of San Marcos - Attachment 3).

The following agencies and jurisdictions have or have had MOAs with the USACOE

San Diego County Water Authority	Los Angeles County Sanitation District
San Diego County Department of Public Works	San Bernardino County
City of San Marcos	Sacramento County
City of San Diego (past MOA)	San Francisco Public Utilities Commission
The Port of Los Angeles	California Department of Water Resources
California High Speed Rail Authority (MOA in process)	
California Department of Transportation (statewide MOA)	

Discussion with staff from the CWA, Caltrans, City of San Diego, and the County of San Diego has indicated that the WRDA MOA has provided great value toward moving capital improvement projects forward. All of these agencies have encouraged SANDAG staff to pursue an MOA to develop mitigation banks.

Staff is proposing to enter into a two-year MOA with the USACOE not to exceed \$400,000. The services under the MOA would identify reimbursement for work done on the establishment of wetland mitigation banks for transportation projects identified in the RTP, as well as project specific permits needed for SANDAG lead efforts on LOSSAN transportation improvements. *TransNet* funds from the *TransNet* CIP budget, work element 1200200 (Biological Mitigation Fund), would be used for this expense.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

Attachments: 1. Letter from USACOE on WRDA Funding dated April 3, 2009
2. Memorandum of Agreement Template
3. Example Quarterly Report - City of San Marcos

Key Staff Contact: Keith Greer, (619) 699-7390, kgr@sandag.org



DEPARTMENT OF THE ARMY
 LOS ANGELES DISTRICT, CORPS OF ENGINEERS
 P.O. BOX 532711
 LOS ANGELES, CALIFORNIA 90053-2325

April 3, 2009

REPLY TO
 ATTENTION OF:

Regulatory Division

Gary Gallegos, Executive Director
 San Diego Association of Governments
 401 B Street
 Suite 800
 San Diego, CA 92101

Dear Mr. Gallegos,

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA) of 2009. ARRA will provide hundreds of billions of dollars for federal, state, and local infrastructure improvement and rehabilitation projects over the next several years. Many of the ARRA funded infrastructure projects will need U.S. Army Corps of Engineers (Corps) Clean Water Act (Section 404) or Rivers and Harbors Act (Section 10) permits. It will be imperative that permit applications for important infrastructure projects be processed by Corps regulators quickly and efficiently.

ARRA also provides a small short term national funding increase for the Corps' Regulatory Program (\$25 million). As one of 38 Corps districts around the country, the Los Angeles District's Regulatory Program will likely receive only a limited portion of this funding increase. Because of our limited staffing levels, I anticipate difficult decisions to prioritize among the many new permit applications expected over the next few years. Therefore, we have embarked on an aggressive plan to establish several new permit streamlining tools: Regional General Permits, a State Programmatic General Permit, and several Special Area Management Plans (SAMPs). Each of these tools will provide more efficient permit processing, but each also requires a very significant investment of staff time just as we are anticipating an increase in permit applications from ARRA funded projects.

Your agency may need Corps permits for infrastructure projects funded by ARRA. You may also need permits for projects in the pipeline now, or for projects that your agency was planning to pursue regardless of ARRA. Because the ARRA increase to our Regulatory Program resources is unlikely to be commensurate with the anticipated rise in workload, it will be increasingly challenging to maintain our past level of service to the regulated public.

Therefore, I would like to urge continuing our discussions about Section 214 of the Water Resources Development Act of 2000, Public Law 106, as amended (WRDA 214), which authorizes the Corps to accept funding from non-Federal public entities to expedite the evaluation of Regulatory Program permit applications. As you may be aware, WRDA 214 is another available tool which can ensure a significant improvement to the level of service from our Regulatory Program. These funds can be used to hire additional Corps Regulatory staff to expedite review of your priority permit applications.

With such dedicated Corps regulatory staff, we are able to better prioritize your most important projects, provide extensive pre-application reviews and discussions, and explore establishment of tailored streamlining measures (general permits, cross training of staff, etc.). Agencies with Corps WRDA 214 funding agreements have benefited from improved relationships, more effective communication, better responsiveness and higher quality and faster permit decisions. However, no substantive or procedural requirements of our Regulatory Program for the protection of aquatic resources are eliminated or reduced in the process. Under this authority it is required that impartial decision making not be compromised. In fact, certain safeguards and greater openness are mandated (e.g., posting all permit decisions evaluated by WRDA 214 funded staff on our website).

The following is a link to guidance from USACE headquarters, which elaborates on the WRDA 214 authority, requirements, safeguards, and procedures:

http://www.usace.army.mil/CECW/Documents/cecwp/leg_manage/wrda2007/sec_2002.pdf

The opportunity to pursue WRDA 214 funding agreements with the Corps is voluntary. For those agencies unable to participate, we will continue to do all we can to provide the most responsive, effective, and efficient service possible consistent with our program requirements and available resources. The WRDA 214 authority is a tool that that can help funding agencies and the Corps better achieve our respective missions. As you evaluate ways of achieving your project priorities, I hope you will take the time to become familiar with this authority. If you have any questions or are interested in pursuing a WRDA 214 funding agreement with the Corps, please contact Mr. Mark D. Cohen, Assistant Chief of our Regulatory Division at (213) 452-3413 or mark.d.cohen@usace.army.mil.

Sincerely,



David J. Castanon
Chief, Regulatory Division

**MEMORANDUM OF AGREEMENT
BETWEEN
NAME OF AGENCY, CA AND
THE U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT**

THIS AGREEMENT is entered into as of this _____ day of _____, 2009 between the _____ (hereinafter the _____) and the Department of the Army, represented by the United States Army Corps of Engineers, Los Angeles District (hereinafter the "Corps"), collectively referred to as "the Parties."

RECITALS

WHEREAS, Section 214 of the Federal Water Resources Development Act of 2000, Public Law 106-541 ("WRDA 2000") provides as follows:

(a) IN GENERAL. - In Fiscal Years 2001 through 2003, the Secretary (of the Army), after public notice, may accept and expend funds contributed by non-Federal public entities to expedite the evaluation of permits under the jurisdiction of the Department of the Army.

(b) EFFECT ON PERMITTING. - In carrying out this section, the Secretary shall ensure that the use of funds accepted under subsection (a) will not impact impartial decision-making with respect to permits, either substantively or procedurally; and

WHEREAS, Public Law 108-137 was signed into law on December 1, 2003, extending the sunset clause for Section 214 of the WRDA 2000 to September 30, 2005; and

WHEREAS, Public Law 109-99 was signed into law on November 11, 2005, extending the sunset clause for Section 214 of the WRDA 2000 to March 31, 2006; and

WHEREAS, Public Law 109-209 was signed into law on March 24, 2006, extending the sunset clause for Section 214 of the WRDA 2000 to December 31, 2006; and

WHEREAS, Public Law 109-434, was signed into law on December 20, 2006, extending the sunset clause for Section 214 of the WRDA 2000 to December 31, 2008; and

WHEREAS, section 2002 of Public Law 110-114, was signed into law November 8, 2007, extending the sunset clause of Section 214 of the WRDA 2000 to December 31, 2009; and

WHEREAS, it is expected that this statutory authority will be extended again prior to its current sunset date of December 31, 2009; and

WHEREAS, the Secretary of the Army has delegated the responsibility of carrying out Section 214 of the WRDA 2000 to the Chief of Engineers and his delegated representatives; and

WHEREAS, the Chief of Engineers, by memorandum dated March 29, 2004, as modified October 1, 2008, has authorized the District and Division Engineers of the Corps to accept and expend funds contributed by non-Federal entities subject to certain limitations; and

WHEREAS, the ____ is a non-Federal entity and requires expedited and priority review of certain projects by the Corps; and

WHEREAS, the Corps issued an initial Public Notice dated----, ----, regarding its intent to accept and expend funds contributed by the ____; and

WHEREAS, the Corps' Los Angeles District Engineer has determined that, consistent with the terms and conditions of this Memorandum of Agreement, expenditure of funds received from the ____ is appropriate, and an informational public notice dated ----, ----, regarding the District Engineer's decision has been issued; and

WHEREAS, it is understood and acknowledged by all Parties that the Corps' review of the ____'s permit applications for ____ designated priority projects will be completely impartial and in accordance with all applicable Federal laws and regulations; and

WHEREAS, the ____ is willing to provide funds to the Corps for the purpose of receiving expedited permit evaluation-related services for ____ designated priority projects as more fully described in this Memorandum of Agreement ("MOA"); and

WHEREAS, the Corps is willing to provide expedited permit evaluation-related services for ____ designated priority projects upon receipt of funding from the ____, as more fully described in this MOA.

NOW, THEREFORE, the ____ and the Corps agree as follows:

AGREEMENT

Article I. - PURPOSE AND AUTHORITIES

Pursuant to Section 214 of the WRDA 2000, as extended, this MOA is entered into by the Parties for the purpose of establishing a mutual framework governing the respective responsibilities of the Parties for the acceptance and expenditure of funds contributed by the ____ to provide expedited permit evaluation-related services for ____ designated priority projects under the jurisdiction of the Corps. This MOA is not intended as the exclusive means of obtaining review of projects of the _____. This MOA is a vehicle by which the ____ will obtain expedited permit evaluation-related services, outside of the ordinary Corps review process.

Article II. - SCOPE

A. The ____ will provide funds to the Corps to expedite permit evaluation related services for ____ designated priority projects under the jurisdiction of the Corps for __ (--) years. The ____ may elect to extend the funding beyond __ (--) years, subject to written amendment to this MOA. The Corps' regulatory program is funded as a congressionally appropriated line item in the annual Federal budget. Funds received from the ____ will be used to augment the Corps' regulatory budget in accordance with the provisions of WRDA 2000.

B. The Corps will provide staffing resources exclusively dedicated to expediting permit evaluation related services, as described in Article II.D., below, for ____ designated

priority projects and/or other programmatic efforts to support efficient decisionmaking related to the ____'s Clean Water Act (CWA) section 404 permitting needs.

C. The Corps will establish a separate internal account to track receipt and expenditure of the funds associated with its review of permit applications submitted by the ____. Corps regulatory personnel will charge their time and expenses against the account when they perform work to either expedite resolution of permit requests designated by the ____ as a priority or undertake other programmatic efforts to support efficient decisionmaking related to the ____'s CWA section 404 permitting needs. Corps regulatory personnel will focus on the work as prioritized by the ____, and if no or few projects are designated by the ____ as a priority, Corps personnel will then work on other programmatic efforts. The project(s) designated as a priority by the ____ are listed in **Appendix A** to this MOA. The list may be changed by the ____'s Principal Representative without requiring an amendment to this MOA. Such changes shall be submitted to the Corps in writing and will be effective upon receipt thereof.

D. Funds contributed by the ____ hereunder will be expended by the Corps to defray the costs of regulatory staff (including salary, associated benefits, overhead and travel expenses) and other costs in order to expedite the evaluation of priority permit applications designated by the ____. Such activities will include, but not be limited to, the following: jurisdictional determinations; site visits; travel; federal register and public notice preparation; preparation of correspondence; public interest review; preparation and review of NEPA documentation; meetings with the ____ and resource agencies; ____, and any other permit evaluation related responsibilities that may be mutually agreed upon. Funds will *not* be expended for review of Regulatory Project Managers' work by supervisors or other persons or elements of the Corps in the decision-making chain of command. However, if a supervisor is performing staff work and not supervisory oversight, funds may be used. Enforcement activities will not be paid for from the funds contributed by the ____, nor will such funds be used for paying the costs of public hearings and distribution of public notices unless the cost to do so is beyond the normal expenditures for the Corps. This would be discussed with the ____ in advance of expenditure.

E. Funds may also be expended by the Corps to hire contractors to perform select duties, including but not limited to site visits; preparing and providing technical materials, including environmental documentation; GIS-related services; and meeting coordination for the purpose of augmenting the resources available to the Corps for expediting priority projects and activities designated by the ____. If such expenditures, when combined with the costs of the regulatory staff specified in Article II.D, require funding in excess of the amount available under this MOA, then said contractors shall not be hired by the Corps until and unless additional funds are provided by the ____ and a written amendment to this MOA is executed.

F. If the funds provided by the ____ are expended and not replenished, any remaining priority permit applications will be handled like those of any other non-participant, in a manner decided by the assigned Regulatory Project Manager and his or her supervisor.

Article III. - INTERAGENCY COMMUNICATIONS

To provide for consistent and effective communication between the Corps and the ____, each party will appoint a Principal Representative to serve as its central point of contact on matters relating

to this MOA. Additional representatives may also be appointed to serve as points of contact on specific actions or issues. Each party will issue a letter to the other designating the Principal Representative for each party within fifteen (15) days of MOA execution. The Principal Representative for each party may be changed upon written notification to the other party.

Article IV. - RESPONSIBILITIES OF THE PARTIES

A. The ___ shall:

1. Provide adequate information regarding projects and other specific activities to initiate permit evaluation. Information required for the Corps to deem a permit application complete thereby allowing initiation of the permit review process can be found in Corps regulations at 33 C.F.R. §§ 325.1(d), 325.3(a), and in General Condition 27 of the Nationwide Permit Program as published in the Federal Register (72, Fed. Reg. 11194, dated March 12, 2007). Upon request, the ___ shall provide supplemental information necessary to complete the permit application. Additional information [33 CFR Part 325.1(e)] required to complete the permit evaluation process may exceed what is needed to initiate the process. On a case-by-case basis, if requested by the Corps, the ___ shall provide such additional information so as to ensure the Corps can effectively accomplish the required review.

2. Make a reasonable effort to provide the Corps with information on other projects with ___ involvement to enable the Corps to most efficiently apply available staff resources and plan for workload cycles.

3. In consultation with the Corps, schedule Corps involvement in the priority projects identified by the ___. The list of initial priority project is shown on Appendix A; the ___ will periodically identify additional priority projects in writing as necessary.

4. To the best of its ability, ensure the participation of all essential personnel, customers, and decision makers during the permit evaluation process.

5. Work closely with the Corps to adjust priorities and schedules in order to make optimal use of available staff resources. While the ___ will make every effort to not overlap project schedules, occasional overlaps may occur and the ___ will work with the Corps to prioritize such overlaps.

6. Provide funding pursuant to the terms of this MOA.

B. The Corps shall:

1. Expedite review of the ___'s priority projects in accordance with the purpose, terms, and conditions of this MOA or any amendments thereto. The Corps shall not redirect resources from, or otherwise postpone, other projects submitted by the ___ through the standard Corps review process.

2. Upon submittal of new permit applications and following any meetings and discussions to clarify the scope of anticipated permit application review processes, Corps staff will provide the ___ with an estimated schedule to complete the permit evaluation process

for each application submitted. The ___ shall be able to comment on these schedules and adjust priorities if workloads allow for such changes.

3. Consult with the ___ regarding an adjustment of priorities or establishment of relative priorities if the current and/or projected workload of priority projects and activities exceeds Corps' ability to provide the services specified in this MOA.

4. Provide the ___ a brief quarterly summary report of progress made under this MOA. Progress will be itemized for each permit application review completed during the quarter and for each permit application pending at the end of the quarter. This report will describe achievements, including any improvements the Corps has documented in coordinating and improving the efficiency of environmental reviews, and will summarize expenditures to date. The report also will identify any recommendations for improving consultation and coordination among the Parties to this MOA and will provide an estimate of costs expected for the ensuing quarter. The report shall not be in excess of five (5) pages.

5. Designate a Regulatory Project Manager who will make his or her best efforts to attend periodic meetings with the___.

Article V. - IMPARTIAL DECISION-MAKING

It is understood and agreed that in order to ensure that the funds will not impact impartial decision-making with respect to permit evaluation related services for ___ designated priority projects under the jurisdiction of the Corps with respect to the___'s permit applications, the following procedures, mandated from Headquarters, U.S. Army Corps of Engineers, will apply to all cases using additional funds provided by the ___as a participating non-Federal public entity:

1. In all cases where funds are used, all final permit decisions must be reviewed and signed by at least one level above the decision-maker (person with signature authority), unless the decision maker is the District Commander.

2. All documents involved in the decision making process (e.g., decision document and permit instrument, if applicable) must be reviewed and signed by the one-level-above reviewer as defined above.

3. All jurisdictional determinations made on projects where funds are used must have documentation that a non-funded regulator reviewed and agreed with the determination (e.g. peer review). This review does not need to be a field review.

4. In all cases where ___ funds are used, all final permit decisions will be made available and updated monthly on the Corps' Regulatory web page in an area separate from any other final actions, clearly identifiable as being for projects funded through this authority.

5. Any procedures or decisions that would otherwise be required for a specific type of project or permit under consideration cannot be eliminated; however, process

improvements that are developed can be shared in order for all members of the regulated public to benefit.

6. The Corps must comply with all applicable laws and regulations.

7. Funds will not be expended for the review of the decision maker's decision. If contracts are used to develop decision documents, such decision documents must be drafts only and be reviewed and adopted by the Corps and before the Corps' permit decision is made.

8. Funds will not be used for enforcement activities. Funding may be used for compliance activities including monitoring of mitigation sites.

Article VI. - FUNDING

A. The ___ will pay the Corps an initial amount not to exceed \$_____ and an additional \$_____ months from the effective date of this MOA (subject to potential increase as provided below), for purposes of funding 100 percent of one additional Regulatory Project Manager, including overhead, and associated support personnel and any additional services that may be required pursuant to Article II.E. for the term of this MOA ("Funding"). Additional payments by the ___ to the Corps, in an amount and schedule mutually agreed to by the Parties, may be made when priority projects are added to Appendix A. Replenishment funding may occur repeatedly throughout the term of this MOA. The ___ may elect to extend the services of the Regulatory Project Manager beyond two years, subject to additional funding by the ___ and written amendment to this MOA. Funding required under this MOA may be increased by the Corps annually to account for the Federal Government's General Schedule increases and locality adjustments. Any carry-over funds from year to year would be credited to the following fiscal year's payment, or refunded if this MOA is terminated or expires.

B. Expediting of permit actions by the Corps will be provided under this MOA only after funds have been transferred to the Corps.

C. Initial and additional funds will be payable in annual lump sums thirty (30) days in advance of the Corps incurring any financial obligations under this MOA. Payment(s) will be made to the Finance and Accounting Officer, U.S. Army Corps of Engineers, Los Angeles District.

D. The Corps will neither accept nor expend funds under this MOA after December 31, 2009, unless federal law extends the Corps' authority, under Section 214 of the WRDA 2000, to accept and expend funds contributed by non-Federal public entities to expedite the processing of permits.

Article VII. - APPLICABLE LAWS

The applicable statutes, regulations, policies, directives, and procedures of the United States will govern this MOA and all documents and actions pursuant to it. Unless otherwise required by law, all expediting of permit applications undertaken by the Corps will be governed by Corps regulations, policies and procedures.

Article VIII. - DISPUTE RESOLUTION

The Parties agree that, in the event of a dispute, the ___ and the Corps shall use their best efforts to resolve the dispute in an informal fashion through consultation and communication, or other forms of non-binding alternative dispute resolution mutually acceptable to the Parties. The Parties agree that, in the event such measures fail to resolve the dispute, they shall refer the dispute for resolution to an appropriate forum in accordance with Federal law.

Article IX. - PUBLIC INFORMATION

Justification and explanation of ___ programs or projects before other agencies, departments and offices will not be the responsibility of the Corps. The Corps may provide, upon request from the ___, any assistance necessary to support justification or explanations of activities conducted under this MOA. In general, the Corps is responsible only for public information regarding Corps regulatory activities.

Article X. - MISCELLANEOUS

A. Other Relationships or Obligations

This MOA will not affect any pre-existing or independent relationships or obligations between the ___ and the Corps.

B. Survival

Under the provisions of Section 214 of the WRDA 2000 as extended, no funds may be expended pursuant to this MOA after __ __, ____. However, if prior to this date, this statutory authority is extended, then provisions of this MOA shall remain in force consistent with the provisions of the statutory extension until the expiration date as provided in this MOA.

C. Severability

If any provision of this MOA is determined to be invalid or unenforceable, the remaining provisions will remain in force and unaffected to the fullest extent permitted by law and regulation.

Article XI. - AMENDMENT, MODIFICATION AND TERMINATION

A. This MOA may be modified or amended only by written, mutual agreement of the Parties. Either party may terminate this MOA prior to its expiration date by providing written notice to the other party. Such termination shall be effective upon the sixtieth (60th) calendar day following notice, unless a later date is set forth. In the event of termination, the ___ will continue to be responsible for all costs incurred by the Corps in performing expedited environmental permit review services up to the time of notice.

B. This MOA shall remain in force until whichever of these events occurs first: 1) December 31, ____, unless the sunset clause of WRDA 2000 is extended, in which case the MOA will remain in effect for the duration of the statutory extension but not to exceed an

amount of time equal to ---- (--) years from the effective date of this MOA, or 2) the MOA is terminated pursuant to this Article.

C. Within ninety days (90) days of termination, or expiration of the MOA, the Corps shall conduct an accounting to determine the actual costs of the work. Within thirty (30) days of completion of this accounting, the Corps shall return to the ___ any funds advanced in excess of the actual costs. Funds may be provided to the ___ either by check or by electronic funds transfer.

Article XII. - EFFECTIVE DATE

This MOA will become effective on the date of signature by the last Party.

Article XIII. - INTEGRATION

This MOA, including any documents incorporated by reference or attachments thereto, constitute the entire agreement between the Parties. All prior or contemporaneous agreements, understandings, representations and statements, oral or written, are merged herein and shall be of no further force or effect.

IN WITNESS WHEREOF, this MOA is executed as of the date stated in the introductory clause by the _____, acting by and through its _____ or designated management authority and by the U.S. Army Corps of Engineers, through its authorized officer.

Date: _____
_____, ____

By: _____

ATTEST:

By: _____
Secretary

APPROVED AS TO FORM:

By: _____
Counsel

Date: _____

U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT

By: _____
Thomas H. Magness
Colonel, US Army
District Commander

Date: _____

Appendix A: --- Priority Projects

(Dated: _____ __ ____)

The list of ___ Priority Projects under this Agreement includes the following:

- 1.
- 2.
- 3.
- 4.
- 5.



DEPARTMENT OF THE ARMY

Los Angeles District, Corps of Engineers
 San Diego Section, Carlsbad Field Office
 6010 Hidden Valley Road, Suite 105
 Carlsbad, California 92011

April 26, 2010

REPLY TO ATTENTION OF

Office of the Chief
 Regulatory Division

Paul Malone, City Manager
 City of San Marcos
 1 Civic Center Drive
 San Marcos, CA 92069-2918

Dear Mr. Malone:

Enclosed please find the first quarterly summary table of City of San Marcos (City) projects and regulatory actions authorized by the Memorandum of Agreement (MOA) between the City and U.S. Army Corps of Engineers (Corps) per the Federal Water Resources Development Act (WRDA). The hours and total cost billed shown in this quarterly report by Corps file number and staff member is an estimate, but is based on local project manager tracking. It hasn't, however, been fully verified by the Corps accounting office at this time. Corrections will be made in the second quarterly report as necessary. If you have questions, please contact me at 760.602.4835 or via e-mail at Michelle.L.Mattson@usace.army.mil.

Please be advised that you can now comment on your experience with Regulatory Division by accessing the Corps web-based customer survey form at:
<http://per2.nwp.usace.army.mil/survey.html>.

Sincerely,

Michelle Lee Mattson
 Senior Project Manager
 San Diego Section
 Regulatory Division
 Los Angeles Army Corps of Engineers

Enclosure(s)

U.S. ARMY CORPS OF ENGINEERS
 SAN DIEGO FIELD OFFICE
 6010 Hidden Valley Road, SUITE 105
 CARLSBAD, CA 92011
 Regulatory Contact: Michelle Lee Mattson, Sr. PM

**QUARTERLY STATUS REPORT FOR MEMORANDUM OF AGREEMENT WITH THE CITY OF SAN MARCOS
 FIRST QUARTERLY REPORT: JANUARY 1 - MARCH 31, 2010**

PROJECT /CORPS FILE NO.	STAFF	FIRST QUARTERLY SUMMARY				FORECASTED ACTIVITIES
		STAFF HRS	HRLY RATE	TOTAL COST	ACTIVITIES COMPLETED	
SM Specific Plan/ 2009-00790	Mattson/ Sr. PM	218	91	19,838	E-mail, phone, meeting coordination with City, consultant, and regulatory agencies, development of project alternatives, preparation/distribution of PN, coordination with archeologist, review/comment on first draft 404(b)(1) and all technical reports, coordination/responses to public inquiries.	Review/comment on 2 nd draft of 404(b)(1), integrate hydrology, sediment, and CRAM data into 404(b)(1), review conceptual mitigation plan, prepare EA, and draft permit, meetings and coordination with City, consultant, agencies, coordinate with EPA Region 9 Wetlands Office regarding ARNI elevation. Third and fourth quarters would likely entail coordination with Corps HQ/EPA HQ to resolve ARNI elevation and permit action. ~240 hrs

PROJECT /CORPS FILE NO.	STAFF	FIRST QUARTERLY SUMMARY				FORECASTED ACTIVITIES
		STAFF HRS	HRLY RATE	TOTAL COST	ACTIVITIES COMPLETED	
SM Specific Plan/ 2009-00790	O'Rourke /Chief	36	157	5,652	E-mail and phone coordination with EPA Region 9, review of EPA Region 9 ARNI and comment letter, coordination with PM and Chief on process and project approach, coordination with City.	Second and third quarters would require review 404(b)(1), EA, and draft permit, meetings and coordination with City and consultant, coordinate with EPA Region 9 Wetlands Office regarding ARNI elevation, coordinate with Corps HQ/EPA HQ to resolve permit action. ~60 hrs.
SM Specific Plan/ 2009-00790	Castanon/ Chief	0	165	0	N/A	Review 404(b)(1), EA, and draft permit, coordinate with EPA Region 9 Wetlands Office regarding ARNI elevation, coordinate with Corps HQ/EPA HQ to resolve permit action. ~40 hrs.
SM Specific Plan/ 2009-00790	Holmes/ Archeo.	0	91	0	N/A	Review cultural reports and initiate SHPO consultation. ~16 hrs.

PROJECT /CORPS FILE NO.	STAFF	FIRST QUARTERLY SUMMARY				FORECASTED ACTIVITIES
		STAFF HRS	HRLY RATE	TOTAL COST	ACTIVITIES COMPLETED	
Twin Oaks Valley Rd & San Elijo “Cnty Dip” Mitigation Site Compliance/2004- 1078	Mattson/ Sr. PM	16	91	1,456	Coordination with City, consultant, and regulatory agencies on mitigation design, field visit, preparation of permit modification letter, coordination of long-term site protection.	N/A for second and third quarters unless coordination on monitoring /reporting is needed. Fourth quarter will require review of the monitoring report due in October 2010 and a site visit in December 2010.
Borden Road/ 2008-01050	Mattson/ Sr. PM	16	91	1,456	Coordination with City/Susan Vandrew, consultant, and regulatory agencies to clarify project description, modify mitigation and design/monitoring protocol.	Review final mitigation plan, obtain BO from USFWS, review 1602 and 401 Cert, draft and finalize permit. ~24 hrs.
Southlake Master Plan/ 2009-00040	Mattson/ Sr. PM	16	91	1,456	Coordination with City/Susan Vandrew, consultant, and regulatory agencies to modify project design, determine off-site mitigation for critical habitat, and set mitigation for wetland impacts.	Review final mitigation plan, obtain BO from USFWS, review 1602 and 401 Cert, draft and finalize permit. ~24 hrs.

PROJECT /CORPS FILE NO.	STAFF	FIRST QUARTERLY SUMMARY				FORECASTED ACTIVITIES
		STAFF HRS	HRLY RATE	TOTAL COST	ACTIVITIES COMPLETED	
Grand Avenue Channel (Las Posas Creek Restoration)/ 2010-00425	Mattson/ Sr. PM	4	91	364	Pre-application coordination via e-mail with Tricia Wotipka at Dudek regarding possible permitting avenues, design criteria, etc.	Field visit, coordination with City and consultant on design, monitoring and success criteria, permitting approach (NWP 27 for Restoration), coordination/meetings with other agencies for 401 Cert and 1602 Agreement as necessary. ~24 hrs.
Bradley Park Drainage Channel Restoration/ 2009-00968	Mattson/ Sr. PM	2	91	182	E-mail and phone coordination with City/Erica Ryan.	Not sure/dependant on City, haven't had a field visit or received an application to date.

PROJECT /CORPS FILE NO.	STAFF	FIRST QUARTERLY SUMMARY				FORECASTED ACTIVITIES
		STAFF HRS	HRLY RATE	TOTAL COST	ACTIVITIES COMPLETED	
City Storm Drain & Channel Maintenance Program/ 2010-00371	Mattson/ Sr. PM	4	91	364	E-mail and phone coordination with City/Kathleen Tropa	Pre-application meeting in April, review delineation/approach to categorize structures/methods, review application once received, coordination/meetings with City, consultant, other regulatory agencies on programmatic permit approach (RGP for City Maintenance) ~16-40 hrs depending on City timing.
City Storm Drain & Channel Maintenance Program/ 2010-00371	Doyle/ PM	0	78	0	N/A	Pre-application meeting in April, review delineation/approach to categorize structures/methods, review application once received, coordination/meetings with City, consultant, other regulatory agencies on programmatic permit approach (RGP for City Maintenance) ~16-80 hrs depending on City timing.

PROJECT /CORPS FILE NO.	STAFF	FIRST QUARTERLY SUMMARY				FORECASTED ACTIVITIES
		STAFF HRS	HRLY RATE	TOTAL COST	ACTIVITIES COMPLETED	
La Rosa Ditch Emergency Cleanout/ 2010-00086	Mattson/ Sr. PM	4	91	364	E-mail and phone coordination with City/Kathleen Trepa and Erica Ryan, entered as non-notifying due to less than 0.10 acre, methods were also pure excavation although crews needed to get into the channel, sediment needed to be removed prior to rain, received approved from CDFG and RWQCB.	N/A
La Mirada Sewage Spill/ 2010-00076	Mattson/ Sr. PM	4	91	364	E-mail and phone coordination with Erica Ryan, entered as “pre-application for NWP 38”, reviewed subsequent information and photographs and found to be “no permit required” due to no direct impact to physical substrate.	N/A

PROJECT /CORPS FILE NO.	STAFF	FIRST QUARTERLY SUMMARY				FORECASTED ACTIVITIES
		STAFF HRS	HRLY RATE	TOTAL COST	ACTIVITIES COMPLETED	
Los Posas Creek Outlet Cleanout/ 2010-00078	Mattson/ Sr. PM	5	91	455	E-mail and phone coordination with City/Erica Ryan, review of site photographs and delineation data sheets, review of nationwide permits, decision of “no permit required” due to methods of pure excavation from bank of outlet.	N/A
La Rosa Channel Maintenance/ No. File No.	Mattson/ Sr. PM	0	91	0	E-mail and phone coordination with City/Kathleen Trepas and Erica Ryan, no permit required to mow vegetation, confirmation from RWQCB, and CDFG authorization obtained. (completed prior to WRDA cost code was designated)	N/A

PROJECT /CORPS FILE NO.	STAFF	FIRST QUARTERLY SUMMARY				FORECASTED ACTIVITIES
		STAFF HRS	HRLY RATE	TOTAL COST	ACTIVITIES COMPLETED	
Dolphin Channel Maintenance/ No File No.	Mattson/ Sr. PM	0	91	0	E-mail and phone coordination with Kathleen Trepa and Erica Ryan, no permit required to remove sediment and vegetation in concrete lined channel, confirmation received from RWQCB, and CDFG authorization obtained. (completed prior to WRDA cost code was designated)	N/A
Sub Totals	Mattson/ Sr. PM	304	91	26,309		
	O'Rourke /Chief	36	157	5,652		
Totals		340	N/A	31,961		
Quarterly Starting Balance				200,000		
First Quarterly Deduction				-31,961		
Quarterly Ending Balance				168,039		

B. RECOMMENDATIONS FOR IMPROVING CONSULTATION AND COORDINATION

Prepare a project tracking spreadsheet.

TRANSPORTATION COMMITTEE

October 1, 2010

AGENDA ITEM NO.: **5**

Action Requested: APPROVE

FY 2012 FEDERAL TRANSPORTATION APPROPRIATIONS
PROCESS AND CRITERIA

File Number 7300400

Introduction

Each year, SANDAG approves a list of transportation projects to submit to its Congressional delegation for funding consideration during the annual federal appropriations process. The FY 2012 transportation appropriations process is expected to begin in early 2011.

Recommendation

The Transportation Committee is asked to discuss and approve a process and criteria for recommending transportation projects to the Board of Directors for the FY 2012 federal appropriations cycle.

Last year, the Transportation Committee approved both eligibility and evaluation criteria for selecting transportation projects for the FY 2011 federal appropriations cycle. The Board of Directors approved a list of the FY 2011 transportation projects on January 15, 2010 (Attachment 1), and projects subsequently were submitted to the Congressional delegation. This report outlines the proposed criteria and selection process recommended for project submissions for the FY 2012 federal transportation appropriations cycle.

Discussion

Proposed FY 2012 Selection Process and Criteria

For the FY 2012 federal appropriations process, staff recommends using four eligibility criteria. The proposed criteria would be the same as those used during the FY 2011 process. Local projects would be required to meet all of these eligibility criteria in order to be further evaluated. Once projects are determined to be eligible, they would be reviewed against a set of evaluation criteria. The eligible projects that meet a greater number of evaluation criteria would then be included in the comprehensive list of projects.

For the FY 2012 federal funding cycle, staff recommends using the same evaluation criteria as used during FY 2011. The proposed eligibility and evaluation criteria for FY 2012 are summarized below:

Proposed Eligibility Criteria

1. Project is in the adopted Regional Transportation Plan
2. Project has the minimum nonfederal match (e.g., 20 percent local/state match)
3. Funding must be obligated within the fiscal year requested
4. Project is environmentally cleared through the federal process

Proposed Evaluation Criteria

1. Project is in construction and requires additional funding
2. Project is ready to advertise
3. Project improves security and safety in the region

4. Project protects the region's investment in infrastructure, including rolling stock
5. Project achieves environmental justice objectives
6. Project includes a mitigation measure required by a federal environmental document

Decline in Discretionary Funding

Traditionally, SANDAG solicits local proposals from the region for consideration during the annual appropriations cycle. In addition to the local projects, the annual appropriations process includes *TransNet* Early Action Program (EAP) projects as well as regional transit priorities recommended by the North County Transit District and Metropolitan Transit System. As shown in Table 1, discretionary funding made available through the annual appropriations process has declined from its previous high in FY 2005.

Table 1
Federal Transportation Appropriations
FY 2004 through FY 2009 (in millions)

	Actual FY 2005	Actual FY 2006	Actual FY 2007	Actual FY 2008	Actual FY 2009	Actual FY 2010
Non-FFGA* Projects	\$17.8	\$12.7	\$0	\$3.7	\$3.5	\$3.6

Note: Federal Transit Administration and sponsors of New Starts and Very Small Starts projects enter into a multiyear contractual agreement called a Full Funding Grant Agreement (FFGA). FFGA-funded projects were not included in Table 1.

Table 2 is a list of pending FY 2011 federal transportation appropriations. The final FY 2011 Appropriations package needs to go to conference, where differences between the House and Senate versions of the bill may be resolved.

Table 2
Pending FY 2011 Transportation Appropriations Projects

I-805/La Jolla Village Drive Interchange	\$1,000,000
Vesta Street Overpass	\$450,000
Positive Train Control	\$1,000,000
Total	\$2,450,000

Next Steps

Following approval of the FY 2012 process and criteria by the Transportation Committee, staff will work with local jurisdictions, transit agencies, and Caltrans to prepare the recommended list of FY 2012 appropriations requests. To include projects for consideration during the FY 2012 process, local agencies will have until Monday, December 13, 2010, to submit transportation project funding proposals for consideration. Recommended FY 2012 transportation project proposals would be presented to the Transportation Committee and the Board of Directors for action in January 2011.

KIM KAWADA
TransNet and Legislative Affairs Program Director

Attachment: 1. SANDAG Proposed Project Funding Requests for FY 2011 Federal Transportation Appropriations

Key Staff Contact: Victoria Stackwick, (619) 699-6926, vst@sandag.org

**PROPOSED PROJECT FUNDING REQUESTS
FOR FY 2011 FEDERAL TRANSPORTATION APPROPRIATIONS**

Project ID	Project Name	Prior Federal Discretionary Funds	Funding Request (\$millions)	Federal Program
A	State Route 76 (SR 76) -Melrose Drive to Interstate 15 (I-15)	Yes	\$9.0	Highway
B	Transit First Priority Measures	Yes	\$3.0	Transit-Bus and Bus Related
C	West Vista Way Widening	Yes	\$2.0	Highway
D	Bear Valley Parkway	Yes	\$11.1	Highway
E	Nordahl Bridge Replacement at SR 78	Yes	\$18.1	Transit-Bus and Bus Related
F	LOSSAN Rail/Intermodal Improvements	Yes	\$3.0	Transit-New Starts
G	North Coast I-5	Yes	\$10.0	Highway
H	Encinitas Grade Separated Pedestrian Crossings	No	\$20.5	Highway
I	Rancho Santa Fe Roundabouts	No	\$4.8	Highway
J	I-15 Managed Lanes	Yes	\$10.0	Highway and Transit-Bus and Bus Related
K	I-805/ La Jolla Village Drive Interchange Improvements	No	\$2.0	Highway
M	I-805 Managed Lanes	Yes	\$10.0	Highway
N	SR 52 East/West Improvements	Yes	\$8.0	Highway
L	SR 67/ Bradley Avenue Interchange	Yes	\$5.6	Highway
O	Mid-Coast Light Rail Trolley Extension	Yes	\$500.1	Transit-New Starts
P	I-5/I-8 Connector	Yes	\$2.0	Highway
Q	East County Bus Maintenance Facility	Yes	\$10.0	Highway and Transit-Bus and Bus Related
R	SR 905	Yes	\$10.0	Highway
S	South Bay Bus Maintenance Facility		\$10.0	Highway
T	Plaza Boulevard Widening	No	\$3.5	Highway
U	SR 11 and East Otay Mesa Port of Entry (POE)	Yes	\$10.0	Highway
V	Otay Mesa POE Truck Lane Improvements	Yes	\$10.0	Highway
W	Blue Line Station Shelter Improvements	Yes	\$2.25	Transit-Bus and Bus Related
X	Regional Bus Replacements	Yes	\$7.0	Transit-Bus and Bus Related
Y	Regional Transportation Management System	Yes	\$8.3	Transit-Bus and Bus Related
Z	Positive Train Control	No	\$30.0	Transit-Bus and Bus Related
TOTAL:			\$720.25	

TRANSPORTATION COMMITTEE

October 1, 2010

AGENDA ITEM NO.: **6**

Action Requested: RECOMMEND

PROPOSED AMENDMENT TO THE AGREEMENT WITH THE SAN DIEGO
UNIFIED PORT DISTRICT CONCERNING ACCESS IMPROVEMENT PROJECTS
AND PROPOSED FY 2011 BUDGET AMENDMENT

File Number 1300700

Introduction

SANDAG entered into an agreement with the San Diego Unified Port District (Port) for the joint development of the Port Access Improvement projects on December 22, 2008. As part of this agreement, the Port has been incrementally transferring funds to SANDAG to fund the preliminary engineering within the environmental permitting phase. To date, the Port has transferred \$5.33 million to SANDAG for preliminary engineering services. The Port would like to amend the agreement with SANDAG so an additional \$2 million can be transferred to SANDAG to continue and complete preliminary engineering services for all the Port Access Improvement projects.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors: (1) authorize the Executive Director to approve an amendment to the agreement with the San Diego Unified Port District, in substantially the same form as Attachment 1, to accept \$2 million in additional funding; and (2) approve an amendment to the FY 2011 Budget to increase the Port Access Improvement projects budget (CIP 1300701/4) from \$7.13 million to \$9.13 million.

Discussion

The Port Access Improvement projects (Attachment 2) consist of roadway and freeway interchange improvements at four locations. The locations include: (1) Tenth Avenue/Cesar E. Chavez Parkway and Harbor Drive; (2) 32nd Street and Harbor Drive; (3) Civic Center Drive and Interstate 5 (I-5); and (4) Bay Marina Parkway Drive and I-5. Access improvement alternatives include roadway widening, structures, and access modifications. The current total budget is \$7.13 million and includes a mixture of Port and federal funding. The total estimated cost of the projects is \$191 million.

Caltrans has completed the environmental permitting for projects (3) and (4). Projects (1) and (2) entail more complex environmental challenges requiring additional water quality studies, utility relocations, and hazardous waste investigations. The additional \$2 million would be applied to preliminary engineering and environmental studies for these two projects.

JIM LINTHICUM

Director of Mobility Management and Project Implementation

- Attachments: 1. Amendment No. 1 to MOU between the Port and SANDAG regarding
Port Access Improvement Projects
2. Map of Port Access Improvement Projects

Key Staff Contact: Mario Orso, (619) 688-2561, mario.orso@dot.ca.gov

**AMENDMENT NO. 1 TO
MEMORANDUM OF UNDERSTANDING
BETWEEN SAN DIEGO UNIFIED PORT DISTRICT
AND SAN DIEGO ASSOCIATION OF GOVERNMENTS
REGARDING PORT ACCESS IMPROVEMENT PROJECTS**

The parties to this First Amendment to Agreement are the SAN DIEGO UNIFIED PORT DISTRICT, a public corporation (District), and the San Diego Association of Governments (SANDAG).

Recitals:

The District and SANDAG are parties to an agreement for funding and administering the Port of San Diego Port Access Improvement Projects (Projects). The Agreement is on file in the Office of the District Clerk as Document No. 54345 dated December 22, 2008. The District and SANDAG are in agreement that further funding by the District is needed to continue the work on the Projects. The Parties intend to amend the agreement to add \$2,000,000, for a new total amount of \$7,330,000 to be transferred to SANDAG.

The Parties Agree:

The agreement, described above is amended as follows:

1. The first sentence of Section 4 is amended to read as follows:

The Port District agrees to transfer \$7,330,000 to SANDAG as of August 5, 2010.
2. Except as amended by this First Amendment, all other terms, covenants, and conditions in the original Agreement shall remain in full force and effect.

APPROVED AS TO FORM

SAN DIEGO UNIFIED PORT DISTRICT

Port Attorney

By _____
Charles D. Wurster, President

APPROVED AS TO FORM

SAN DIEGO ASSOCIATION
OF GOVERNMENTS

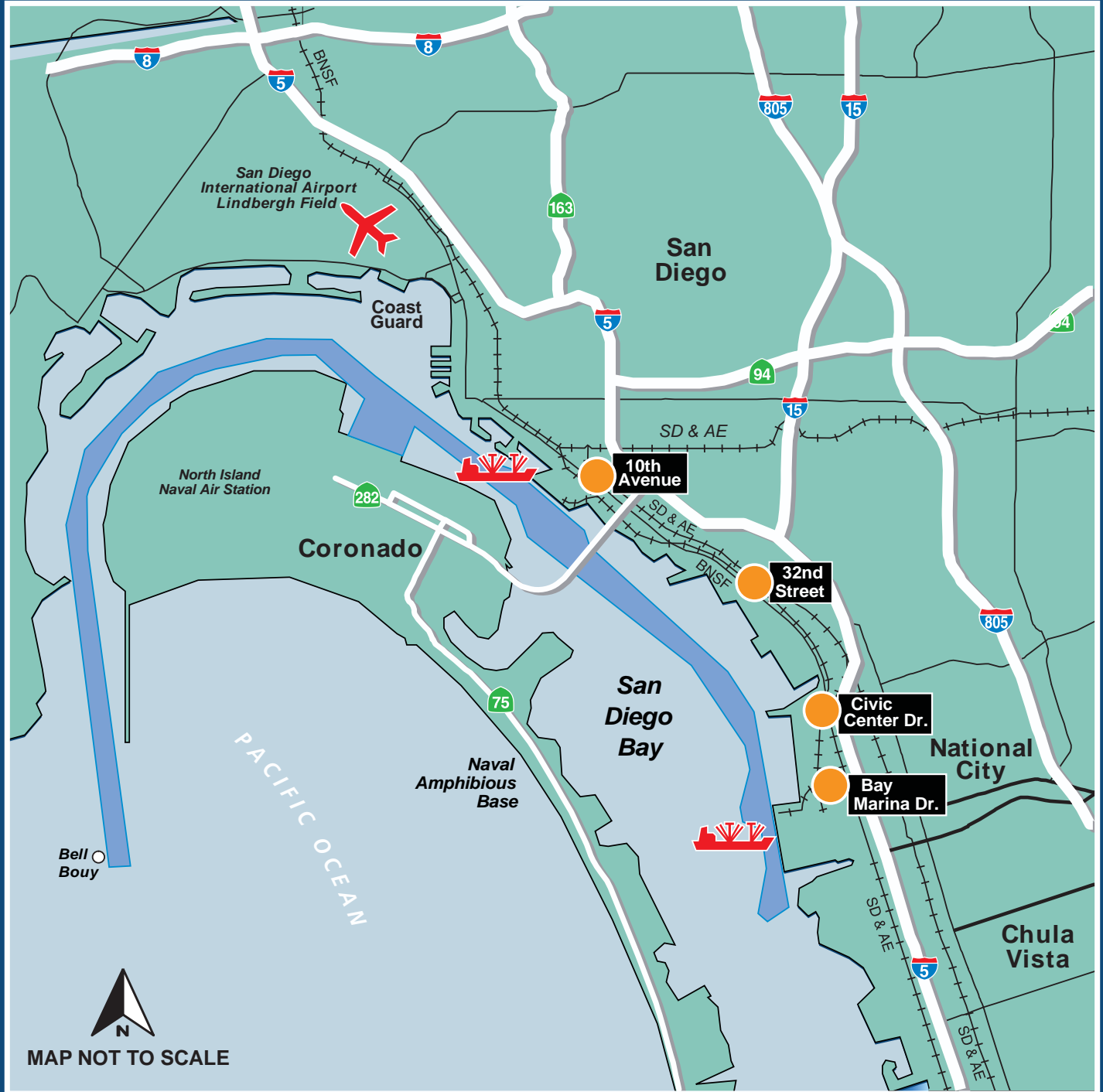
Julie Wiley, General Council

By _____
Signature

Print Name: _____

Title: _____

Port Access Improvement Projects



TRANSPORTATION COMMITTEE

October 1, 2010

AGENDA ITEM NO.: **7**

Action Requested: INFORMATION

TransNet SMART GROWTH INCENTIVE PROGRAM AND
TRANSPORTATION DEVELOPMENT ACT/*TransNet* BICYCLE
PEDESTRIAN AND NEIGHBORHOOD SAFETY GRANT PROGRAM
PROGRESS REPORT

File Numbers 3100100, 3100300

Introduction

In May 2009, SANDAG awarded \$9.4 million in funding to 14 projects (six planning grants and eight capital grants) for the first two-year cycle of the *TransNet* Smart Growth Incentive Program (SGIP). The program was established through the *TransNet* Extension Ordinance "to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use, such as enhancements to streets and public places, funding of infrastructure needed to support development in smart growth opportunity areas consistent with the Regional Comprehensive Plan, and community planning efforts related to smart growth and improved land use/transportation coordination."

In June 2009, SANDAG also awarded \$7.8 million in Transportation Development Act (TDA) and *TransNet* funding to 30 projects (12 planning, parking, and program grants and 18 capital grants) under the Active Transportation program. This was the first annual cycle of the *TransNet* Bicycle Pedestrian and Neighborhood Safety/Traffic Calming Program, but SANDAG has been funding bicycle and pedestrian projects with TDA funds since 1972, and bicycle projects under the original *TransNet* Ordinance since FY 1989. The *TransNet* Extension Ordinance specifies that the funds be used "for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects." The Active Transportation program is the responsibility of the Transportation Committee. Both programs are included in this report so the Transportation Committee can see how these related programs are working together.

Both programs include funding of 2 percent of the annual *TransNet* revenues each. This report provides an update on grant progress to date, discusses ongoing oversight efforts, and the next call for projects.

Discussion

FY 2009-FY 2010 Grants and Progress to Date

Shortly after the first cycles of *TransNet* SGIP and TDA/*TransNet* Bicycle Pedestrian Neighborhood Safety/Traffic Calming grants were awarded in May and June 2009, SANDAG staff began establishing grant agreements with the local jurisdictions that received grants. Largely because this is the first *TransNet* grant cycle, establishing grant agreements has taken longer than anticipated. Staff has therefore spent a significant amount of time working with grantees to establish scopes of

work, budgets, and schedules that will provide enough information to adequately monitor each grantee's progress with respect to the programs' Use-It-or-Lose-It policy (Attachment 1). At the time of this report, grant agreements have been executed with all grantees, with the exception of five that are still pending.

The process of developing grant agreements has proven to be a valuable learning experience. For instance, future program guidelines should require sufficient detail for project scopes, schedules, and budgets to enable this information to be incorporated directly into the grant agreement. These are important in establishing consistent quarterly reporting, project oversight, and invoicing processes. Grants awarded in future calls for projects will be governed by Board Policy No. 035, adopted by the Board of Directors in January 2010, which outlines the Use-It-or-Lose-It policy and other administration procedures that will apply to all SANDAG grant programs.

Where grant agreements have been established, grantee performance has been timely in most cases. Grantees have been making significant progress according to their milestones as laid out in their scopes of work. For the SGIP, it should be noted that a grant agreement has not been established for the Oceanside Boulevard Corridor Specific Plan and EIR project because the project could not be fully funded by the City of Oceanside. For the Bicycle Pedestrian and Neighborhood Safety/Traffic Calming Program, two projects have already been completed. Grantee progress is described in Attachment 2. The attachment includes a "watch list" that also will appear in subsequent staff reports to denote those grantees that appear in danger of missing their use-it-or-lose-it milestone deadlines. This quarter there are no grants on the watch list, but there are three grantees currently requesting schedule extensions in accordance with the Use-It-or-Lose-It policy. The City of Escondido has four grants that are not on the watch list, but execution is still pending for these agreements. The City of Escondido has experienced delays in executing its grant agreements due to unexpected staffing issues. SANDAG is working with City of Escondido staff to resolve this by the next status report to the Transportation Committee.

When the SGIP grant awards were made in May 2009, revenues were estimated at \$9.4 million. Based on actual revenues through June 2010, there currently are \$8.7 million in *TransNet* revenues available for the FY 2009-FY 2010 cycle. This results in a shortfall in projected versus actual program revenues of \$700,000. Not funding the \$160,000 awarded to the Oceanside project leaves a shortfall of \$540,000. For the Bicycle Pedestrian and Neighborhood Safety/Traffic Calming Program, revenues were estimated at \$7.8 million when grant awards were made in June 2009; there currently are \$7 million available for the FY 2010 cycle, resulting in a shortfall of \$800,000. These funding shortfalls should not present a cash flow problem for existing grantees as revenues are being received significantly faster than invoices for grant expenditures. The funding amounts available for future calls for projects can be reduced by \$540,000 and \$800,000, respectively, to fully fund the grants from the FY 2009-FY 2010 and FY 2010 cycles.

Program Oversight

Grantees are required to submit quarterly status reports for the purpose of monitoring timely progress toward completion of the grant. Additionally, invoices are submitted on a quarterly basis, but must be accompanied by a quarterly status report in order for payment to be approved. SANDAG staff will monitor grantee progress through quarterly reports, but also through review of plans for capital projects, involvement in consultant selection, and project team and community meetings for planning projects. Staff will continue to provide regular status reports to the Transportation Committee regarding grant progress. Oversight requirements for both programs are outlined in Attachment 3.

Next Calls for Projects

According to the biennial funding cycle that has been established for the SGIP, and the annual funding cycle for the Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program, the next calls for projects for both programs would be expected in 2010. However, potential changes to program eligibility and criteria are anticipated in response to the development of the 2050 Regional Transportation Plan (RTP), Urban Area Transit Strategy (UATS), the Sustainable Communities Strategy (SCS), and the Regional Bicycle Plan. The new RTP could impact funding priorities within both programs by establishing a significantly expanded planned transit network in the UATS, a new policy framework in the SCS, and a financing strategy for Regional Bicycle Plan projects. Therefore, it is proposed that the next Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program call for projects be issued in spring 2011, and for the SGIP after completion of the 2050 RTP, near the end of 2011.

Next Steps

Staff will continue to monitor grantee progress and will provide regular status reports to the Transportation Committee and the Regional Planning Committee (this report was provided to the Regional Planning Committee at its September 10, 2010, meeting). Prior to the next call for projects, staff will conduct an analysis of the current selection criteria and funded projects in light of program objectives and the policy framework to be outlined in the 2050 RTP. The application and grant agreement process also will be examined in an effort to identify areas for improvement. Staff will present the results of this analysis and propose an updated set of selection criteria to the Transportation Committee prior to the next call for projects for both grant programs.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

- Attachments:
1. *TransNet* Smart Growth Incentive Program and Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program Use-It-or-Lose-It Requirements
 2. FY 2009-2010 *TransNet* Smart Growth Incentive Program Grants and FY 2010 TDA/*TransNet* Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program Grants
 3. *TransNet* Smart Growth Incentive Program and Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program Oversight Requirements

Key Staff Contact: Christine Eary, (619) 699-6928, cea@sandag.org

TransNet Smart Growth Incentive Program and Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program Use-It-or-Lose-It Requirements

1. *Project Milestone and Completion Deadlines*

1.1. This policy applies to all Smart Growth Incentive Program grant funds, whether from *TransNet* or another source. By signing a grant agreement for the Smart Growth Incentive Program, grant recipients agree to the following project delivery objectives.

1.1.1. Capital Grants. The project must be completed according to the schedule provided in the grant agreement, but at the latest, a construction contract must be awarded within *two years* following execution of the grant agreement, and construction must be completed within *eighteen months* following award of the construction contract.

1.1.2. Planning Grants. The project must be completed according to the schedule provided in the grant agreement, but at the latest, a consultant contract must be awarded within *one year* following execution of the grant agreement, and the planning project must be complete within *two years* following award of the consultant contract.

Failure to meet the above deadlines may result in revocation of all grant funds not already expended.

1.2. Grant funds made available as a result of this process may be awarded to the next project on the recommended project priority list from the most recent project selection process, or they may be added to the funds available for the next project funding cycle, at SANDAG's discretion. Any project that loses funding due to failure to meet the deadlines specified in this policy may be resubmitted to compete for funding in a future call for projects.

2. *Project Milestone and Completion Deadlines*

2.1. Grant recipients may receive extensions on their project schedules of up to one year for good cause. Extensions of up to twelve months aggregate that would not cause the project to miss a deadline in Sections 1.1.1 or 1.1.2 may be approved by the SANDAG Program Manager for the Smart Growth Incentive Program. Extensions beyond twelve months aggregate or that would cause the project to miss a deadline in Sections 1.1.1 or 1.1.2 must be approved by the Regional Planning Committee. For an extension to be granted under this Section 2, the following conditions must be met:

2.1.1. For extension requests of up to six months, the grant recipient must request the extension in writing to the SANDAG Program Manager at least two weeks prior to the earliest project schedule milestone deadline for which an extension is being requested.

2.1.2. For extension requests that will cause one or more project milestones to be delayed more than six months, but less than twelve months aggregate, the grant recipient must request an extension in writing to the SANDAG Program Manager at least six weeks prior to the earliest project schedule milestone deadline for which an extension is being requested.

2.1.3. The project sponsor seeking the extension must document previous efforts undertaken to maintain the project schedule, the reasons for the delay, and why they were unavoidable, and demonstrate an ability to succeed in the extended time frame.

2.1.4. If the Program Manager denies an extension request under this Section 2, the project sponsor may appeal within ten business days of receiving the Program Manager's response to the Regional Planning Committee.

2.1.5. Extension requests that are rejected by the Regional Planning Committee will result in termination of the grant agreement and obligation by the project sponsor to return to SANDAG any unexpended funds. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Regional Planning Committee.

3. *Project Delays and Extensions of up to One Year*

3.1. Requests for extensions beyond one year or that will cause a project to miss a deadline in Sections 1.1.1 or 1.1.2 (including those projects that were already granted extensions by the SANDAG Program Manager and are again falling behind schedule) will be considered by the Regional Planning Committee. The Regional Planning Committee will only grant an extension under this Section 3 for extenuating conditions beyond the control of the project sponsor, defined as follows:

3.1.1. Capital Grants

- 3.1.1.1. Environmental. An extension may be granted when, during the environmental review process, the project sponsor discovers heretofore unknown sites (e.g., archeological, endangered species) that require additional investigation and mitigation efforts. The project sponsor must demonstrate that the discovery is new and unforeseen.
- 3.1.1.2. Right-of-Way. Extensions for delays necessary to complete right-of-way acquisition may be granted only when right-of-way needs are identified that could not have been foreseen at the time the grant agreement was signed.
- 3.1.1.3. Permitting. Delays associated with obtaining permits from external agencies may justify an extension when the project sponsor can demonstrate that every effort has been made to obtain the necessary permits and that the delay is wholly due to the permitting agency.
- 3.1.1.4. Construction Schedule. Extensions may be granted when unavoidable construction delays create a conflict with restrictions on construction during certain times of the year (for instance, to avoid nesting season for endangered species).

3.1.1.5. Litigation. Extensions may be granted when a lawsuit has been filed concerning the project being funded.

3.1.1.6. Other. Extensions may be granted due to changes in federal/state policies or laws that can be shown to directly affect the project schedule.

3.1.2. Planning Grants

3.1.2.1. Changed Circumstances. An extension may be granted for a planning project when circumstances not within the control of the grant recipient, such as an action by an outside agency, require a change in the scope of work for the project.

3.2. The grant recipient shall make its request directly to the Regional Planning Committee, providing a detailed justification for the requested extension, including a revised project schedule and work plan, at least six weeks prior to the earliest project schedule milestone deadline, or deadline in Sections 1.1.1 or 1.1.2, for which an extension is being requested.

3.3. Extension requests that are rejected by the Regional Planning Committee will result in termination of the grant agreement and obligation by the project sponsor to return to SANDAG any unexpended funds. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request.

TransNet Smart Growth Incentive Program FY 2009-FY 2010 Grants

#	PROJECT	AGENCY	GRANT TYPE	GRANT AMOUNT	STATUS	WATCH LIST
1.	Mid-City SR 15 BRT Station Area Planning Study	San Diego	Planning	\$225,000	Executing consultant contract	
2.	Chollas Triangle Master Plan	San Diego	Planning	\$275,000	Executing consultant contract	
3.	Palomar Gateway District Specific Plan and EIR	Chula Vista	Planning	\$400,000	Scope of work finalized, preparing RFP and public participation strategy	
4.	Euclid and Market Village Master Plan	San Diego	Planning	\$400,000	Finalizing consultant selection	
5.	Oceanside Boulevard Corridor Specific Plan and EIR	Oceanside	Planning	\$160,000	City budget constraints prevented Project funding. \$160,000 award will revert to SGIP.	
6.	Imperial Avenue and Commercial St. Corridor Plan	San Diego	Planning	\$400,000	Finalizing consultant selection	
7.	8 th St. Corridor Smart Growth Revitalization	National City	Capital	\$2,000,000	Preparing 30% Design	
8.	Lemon Grove Trolley Plaza	Lemon Grove	Capital	\$1,895,000	Preparing 30% Design	
9.	Park Blvd./Essex St. Pedestrian Crossing & Traffic Calming	San Diego	Capital	\$224,000	Preparing 30% Design	
10.	Park Blvd./City College/San Diego High Pedestrian and Transit Access Improvements	San Diego /CCDC	Capital	\$300,000	Grant agreement pending due to changes in schedule and scope	
11.	4 th Ave./Quince Pedestrian Crossing & Traffic Calming	San Diego	Capital	\$233,000	Preparing 30% Design	
12.	Industrial Blvd. Bike Lane & Pedestrian Improvements	Chula Vista	Capital	\$283,900	Slightly behind schedule; schedule amendment pending, consistent with Use-it-or-Lose-it Policy	
13.	Third Ave. Streetscape Implementation Project	Chula Vista	Capital	\$2,000,000	Completed 50% Design	
14.	4 th and 5 th Ave./Nutmeg Pedestrian Crossing & Traffic Calming	San Diego	Capital	\$619,000	Preparing 30% Design	

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and therefore require additional monitoring.

TDA/*TransNet* Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program FY 2010 Grants

#	PROJECT	AGENCY	GRANT TYPE	GRANT AMOUNT	STATUS	WATCH LIST
1.	Chula Vista Bikeway Master Plan Update	Chula Vista	Plan	\$150,000	Agreement recently executed	
2.	Coronado Bicycle Master Plan	Coronado	Plan	\$75,000	Draft plan completed, ad hoc committee is reviewing	
3.	Downtown Escondido Bike Racks	Escondido	Parking	\$14,378	SANDAG is working with Escondido to resolve grant agreement execution issues	
4.	La Mesa Bicycle Facilities Master Plan	La Mesa	Plan	\$75,000	Plan is being drafted	
5.	National City Bicycle Master Plan	National City	Plan	\$50,000	Will present plan draft at public workshop next quarter; existing conditions report complete, comprehensive public outreach nearly complete (including website, online user survey and bike tour event)	
6.	EIR and Feasibility Study for Bike Master Plan Update	San Diego	Plan	\$150,000	Project has not started, awaiting completion of Bike Master Plan to include w/RFP; slightly behind schedule, schedule amendment pending in accordance with Use-it-or-Lose-it policy	
7.	Pedestrian and Bicycle Safety Education Program	San Diego	Support	\$290,000	Agreement recently executed	
8.	San Diego Pedestrian Master Plan Phase 4	San Diego	Plan	\$150,000	RFP will be issued next quarter; slightly behind schedule, schedule amendment pending in accordance with Use-it-or-Lose-it policy	
9.	UCSD Bicycle/Pedestrian Master Plan	San Diego	Plan	\$75,000	Agreement recently executed	
10.	Bicycle Locker Wireless Communication	SANDAG	Support	\$50,000	Finalizing consultant contract	
11.	Bicycle Locker Retrofits and Upgrades	SANDAG	Support	\$50,000	Finalizing consultant contract	
12.	Bicycle Map Printing and Distribution	SANDAG	Plan	\$25,000	PROJECT COMPLETE	
13.	Spring St. Trolley Station Pedestrian Access	La Mesa	Capital	\$88,000	Project scheduled to begin FY11	

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and therefore require additional monitoring.

TDA/TransNet Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program FY 2010 Grants

#	PROJECT	AGENCY	GRANT TYPE	GRANT AMOUNT	STATUS	WATCH LIST
	Improvements					
14.	Escondido Creek Bike Path	Escondido	Capital	\$524,100	SANDAG is working with Escondido to resolve grant agreement execution issues	
15.	Ash Street Undercrossing	Escondido	Capital	\$457,357	SANDAG is working with Escondido to resolve grant agreement execution issues	
16.	Escondido Creek Bike Path Lighting and Restriping	Escondido	Capital	\$157,500	SANDAG is working with Escondido to resolve grant agreement execution issues	
17.	La Mesa Blvd./El Cajon Blvd. Intersection Improvements and Pedestrian Infrastructure	La Mesa	Capital	\$361,000	Project scheduled to begin FY11	
18.	Inland Rail Trail Phase IIIB – Right of Way Engineering	Vista	Capital	\$500,000	Consultant contract executed	
19.	Bicycle Detection at Signalized Intersections	San Diego	Capital	\$73,500	Agreement recently executed	
20.	Safe Pedestrian Crossing at Longhorn Dr.	Vista	Capital	\$50,649	Advertised for construction	
21.	Barham Dr. Urban Trail Improvement Project	San Marcos	Capital	\$700,000	Completed 50% Design	
22.	Sidewalk Safety Program – I Street Sidewalk Improvements	Chula Vista	Capital	\$116,220	Agreement recently executed	
23.	Sweetwater River Bike Path Gap Closure – Plaza Bonita Rd.	National City	Capital	\$130,000	Design 95% complete	
24.	Carlton Oaks Dr. Class II Bike Lanes	Santee	Capital	\$30,200	PROJECT COMPLETE	
25.	SR 15 Bike Path Final Design and Environmental Document	San Diego/ Caltrans	Capital	\$350,000	Agreement being executed	
26.	Installation of Audible Pedestrian Signals and Countdown Pedestrian Signals	Carlsbad	Capital	\$150,660	Ready to advertise for construction	
27.	Kelton Rd. Midblock Pedestrian Improvements	San Diego	Capital	\$248,400	Agreement recently executed	
28.	Boys and Girls Club Sidewalk Improvements	Vista	Capital	\$146,844	Preparing 90% Design	
29.	Bayshore Bikeway Segments 7 and 8	SANDAG	Capital	\$1,078,000	Design 95% complete	
30.	West Bernardo Bike Path and Cantilever	Escondido	Capital	\$1,425,000	Construction on hold during bird nesting season as scheduled, will resume in September	

Watch List projects are those whose Use-It-or-Lose-It milestones appear to be in danger of falling behind schedule and therefore require additional monitoring.

TransNet Smart Growth Incentive Program and Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program Oversight Requirements

Planning Grants

1. *Contact Information.* Grantee must provide SANDAG with contact information for the project manager. Grantee must provide SANDAG with updated contact information in a timely manner if there are any changes to staff assigned.
2. *Stakeholder and Community Meetings.* Grantee must provide SANDAG with advance notice (preferably within two weeks) and agendas of all stakeholder and community meetings, and a copy of minutes following the meeting. SANDAG staff may attend any meetings as appropriate.
3. *Request for Proposals.* Grantee must submit consultant Request for Proposals to SANDAG staff for review and comment.
4. *Quarterly Reports.* Grantee must submit quarterly reports to SANDAG, detailing accomplishments in the quarter, anticipated progress next quarter, pending issues and actions toward resolution, and status of budget and schedule.

TransNet Smart Growth Incentive Program and Bicycle Pedestrian Neighborhood Safety/Traffic Calming Program Oversight Requirements

Capital Grants

1. *Contact Information:* Grantee must provide SANDAG with contact information for the project manager. Grantee must provide SANDAG with updated contact information in a timely manner if there are any changes to staff assigned.
2. *Design Development Meetings:* Grantee must provide SANDAG with advance notice (preferably within two weeks) and agendas of all design development meetings, and a copy of minutes following the meeting. SANDAG staff may attend any meetings as appropriate.
3. *Plan Review:* Grantee must submit project design drawings to SANDAG for review and comment at 30 percent, 60 percent, 90 percent, and 100 percent. SANDAG staff may meet with the grantee to comment on submitted plans and assure substantial conformance. SANDAG may comment on submitted plans regarding:
 - : whether they are consistent with the project proposed in the original grant application, and
 - : consistency with accepted pedestrian/bicycle facility and smart growth design standards.
4. *Quarterly Reports:* Grantee must submit quarterly reports to SANDAG, detailing accomplishments in the quarter, anticipated progress next quarter, pending issues and actions toward resolution, and status of budget and schedule.
5. *Performance Monitoring:* SANDAG staff may measure performance of the constructed capital improvements against stated project objectives, and evaluate the overall SGIP. Grantee is expected to meet with SANDAG staff to identify relevant performance measures and data sources, and provide available data and feedback regarding the program as appropriate.

ITEM #5
OCTOBER 1, 2010



CITY HEIGHTS

Community Development Corporation

October 1, 2007

Honorable Jim Madaffer, Chairman and Members Transportation Committee
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, California 92101

10-02-07P02:14 RCVD

**RE: FY 2009 FEDERAL TRANSPORTATION APPROPRIATIONS PROCESS AND CRITERIA
ITEM #7 FOR THE SANDAG TRANSPORTATION AGENDA, October 5, 2007**

Dear Chairman Madaffer and Members of the Transportation Committee:

This is to provide comments on behalf of the City Heights Community Development Corporation (CHCDC) regarding the subject FY 2009 Federal Transportation Appropriates Process and Criteria.

We request that the following two Evaluation Criteria be added to those proposed:

6. Project is required to fulfill not yet completed mitigations for an operating transportation facility.
7. Project will achieve regional environmental justice objectives.

We believe that these criteria would qualify the CenterLine Bus Rapid Transit system and stations listed in the Regional Transportation Implementation Plan as "SAN 26 C" for additional funding to complete the mitigations for construction of the SR - 15 Freeway through Mid-City San Diego.

Prioritizing these criteria would assist in achieving the objectives of the expedited design charrette and community engagement process and assist in achieving the proposed redesign and construction of Mid-City CenterLine Bus Rapid transit stations and system connections by the Early Action Plan date of 2012.

Sincerely,

HC Jay Powell, CHCDC Executive Director

Cc Mayor Jerry Sanders
Supervisor Ron Roberts
Councilmember Toni Atkins
State Senator Christine Kehoe
Gary Gallegos, Executive Director, San Diego Association of Governments
Pedro Orso Delgado, Director, California Transportation Department, District 11

30/TN/covenant/FY 2009 Federal AppropsSANDAGTransportComm100507c



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TO: SANDAG TRANSPORTATION COMMITTEE

DATE: Friday, October 1, 2010

AGENDA ITEM # 5 : FY 2012 FEDERAL APPROPRIATIONS PROCESS AND CRITERIA

**ensure the next surface
transportation authorization is driven by the following principles
and priorities:**

1. Create affordable transportation options for all people.

Significantly increase funding and maximize existing funding that supports enhanced public transportation service, bicycle facilities, and sidewalks— particularly in disadvantaged communities.

Give communities flexibility to use federal funds to help operate local public transportation systems.

Expand and improve service for people who depend on public transportation—older adults, individuals with disabilities, people in rural areas, and the poor.

Increase investment in bicycle-sharing, car-sharing, and auto-loan programs for low-income families in rural communities, small towns, and underserved urban neighborhoods.

2. Ensure fair access to quality jobs, workforce development, and contracting opportunities in the transportation industry.

Establish and uphold job quality protections and standards, including prevailing wages and benefits, across the transportation sector.

Provide resources for affordable job training and career pathways for all people—including women, people of color, and low-income individuals—to access employment opportunities associated with manufacturing, building, maintaining, repairing, and operating our nation's transportation systems.

Strengthen, enforce, and tie federal funding to compliance with contracting goals for disadvantaged business enterprises, in order to ensure supplier and industry diversity.

(OVER)

3. Promote healthy, safe, and inclusive communities.

Establish a pilot program using health impact assessments to evaluate the individual and community health outcomes of transportation projects in urban, suburban, rural, and tribal communities.

Require complete streets and provide resources to ensure all communities have roads, sidewalks, and active transportation networks that are safe and welcoming to everyone who uses them.

Require and fund a greener and cleaner freight system in ports, on rail, and via truck, to reduce emissions, improve air quality, and support local solutions to freight transportation challenges.

Provide incentives to reduce the combined cost of housing and transportation, particularly for our nation's poorest families, and guarantee access to racially and economically integrated communities by expanding and preserving affordable housing near public transportation, quality schools, and job centers.

Increase resources at the U.S. Department of Transportation to support transportation projects that better integrate housing, community economic development, and environmental sustainability goals.

4. Invest equitably and focus on results.

Establish criteria and align federal funding to national transportation outcomes such as improved mobility for people and goods, access, transit ridership, health and safety, as well as reduced household costs, carbon emissions, and vehicle miles traveled.

Repair and improve aging transportation infrastructure to ensure that it is safe and well-maintained.

Actively enforce civil rights provisions to ensure fair and equitable access to the benefits of our transportation system, and prevent disproportionate negative impacts on disadvantaged communities.

Utilize new revenue to expand or improve mobility and access for underserved communities and ensure that any mechanisms used to finance our nation's transportation system do not disproportionately burden low-income people.

Establish rural transportation planning organizations where they do not exist, and reform metropolitan planning organizations and state departments of transportation to improve accountability and public engagement in decision making, especially for tribes and historically disadvantaged communities.

REPRINT OF PRINCIPLES FOR EQUITY IN TRANSPORTATION

TRANSPORTATION FOR AMERICA

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and

www.centerlinetransit.com