

# **SANDAG**

## ***Regional Planning Committee***

### ***Agenda***

**Friday, April 2, 2021**

**12:30 to 2:30 p.m.**

**\*\*Teleconference Meeting\*\***

#### MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

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

There are a few options for public participation:

- Submit comments via email to [clerk@sandag.org](mailto:clerk@sandag.org)
- Observe the meeting via Zoom
- To participate via Zoom webinar, click the link to join the meeting:  
<https://zoom.us/j/92492928768>

Webinar ID: 924 9292 8768

- To participate via Telephone, dial a number based on your current location:  
US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or + 1 301 715 8592 or  
+ 1 312 626 6799 or +1 929 205 6099

International numbers available: <https://zoom.us/u/aenc45zWhX>

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**Public Comments:** Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at [clerk@sandag.org](mailto:clerk@sandag.org) (please reference: "April 2, Regional Planning Committee Meeting" in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, April 1, will be provided to members prior to the meeting. If you desire to provide a live verbal comment during the meeting, please join the Zoom meeting either by computer or phone. At the time for public comments, members of the public will be advised to 'Raise Hand' if they wish to provide comments. The 'Raise Hand' feature can be found on the Zoom toolbar for those who join via computer or by entering \*9 for those who join via telephone only. The Chair will call on members of the public by name for those joining via a computer and by the last three digits of your telephone number for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record.

# SANDAG

Welcome to SANDAG. Members of the public may speak to the Regional Planning Committee on any item at the time the Committee is considering the item. Public speakers are limited to three minutes or less per person. The Committee may only take action on any item appearing on the agenda.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at [sandag.org/meetings](http://sandag.org/meetings). Additionally, interested persons can sign up for email notifications at [sandag.org/subscribe](http://sandag.org/subscribe).

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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.*

## **Our Commitment to Equity**

*We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

*We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. In 2021, SANDAG will develop an equity action plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.*

*We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.*

# Regional Planning Committee

Friday, April 2, 2021

Item No.		Action
1.	<p><b>Public Comments/Communications/Member Comments</b></p> <p>Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Regional Planning Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comment.</p>	
2.	<p><b>Executive Director's Report</b> <i>Hasan Ikhata, SANDAG</i></p> <p>An update on key programs, projects, and agency initiatives will be presented.</p>	Discussion
<b>Consent</b>		
+3.	<p><b>Approval of Meeting Minutes</b></p> <p>The Regional Planning Committee is asked to review and approve the minutes from its February 5, 2021, meeting.</p>	Approve
+4.	<p><b>San Diego Regional Military Working Group Charter Update</b> <i>April DeJesus, SANDAG</i></p> <p>The Regional Planning Committee is asked to approve the revised San Diego Regional Military Working Group Charter.</p>	Approve
+5.	<p><b>TransNet Environmental Mitigation Program Land Management Grant Program: Quarterly Status Update</b> <i>Courtney Pesce, SANDAG</i></p> <p>This report provides an update on progress made by <i>TransNet</i> Environmental Mitigation Program Land Management Grant recipients.</p>	Information
+6.	<p><b>TransNet Smart Growth Incentive Program and Active Transportation Grant Program: Quarterly Status Update</b> <i>Tracy Ferchaw, SANDAG</i></p> <p>This report provides an update on the <i>TransNet</i> Smart Growth Incentive and Active Transportation Grant programs</p>	Information

## Reports

- |     |   |             |
|-----|---|-------------|
| +7. | <b>2021 Regional Plan Environmental Impact Report:<br/>Five Things to Know</b><br><i>Keith Greer, SANDAG</i><br><br>An overview of the components and schedule of the 2021 Regional Plan Environmental Impact Report will be presented.   | Information |
| +8. | <b>2021 Regional Plan: Series 14 Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern</b><br><i>Rachel Cortes and Allison Wood, SANDAG</i><br><br>Staff will provide an overview of the Series 14 Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern for the draft San Diego Forward: The 2021 Regional Plan. | Information |
| 9.  | <b>Upcoming Meetings</b><br><br>The next Regional Planning Committee meeting is scheduled for Friday, May 7, 2021, at 12:30 p.m.  | Information |
| 10. | <b>Adjournment</b>  |             |

+ next to an item indicates an attachment

April 2, 2021

## February 5, 2021, Meeting Minutes

Chair Mary Salas (South County) called the meeting of the Regional Planning Committee to order at 12:33 p.m.

**Action: Approve**

The Regional Planning Committee is asked to approve the minutes from its February 5, 2020, meeting.

### 1. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Mayor John Minto (East County), and a second by Mayor Rebecca Jones (North County Inland), the Regional Planning Committee approved the minutes from its December 4, 2020, meeting.

The motion passed.

Yes: Chair Salas, Vice Chair Terra Lawson-Remer (County of San Diego), Councilmember Sean Elo-Rivera (City of San Diego), Mayor Minto, and Mayor Jones.

No: None.

Abstain: None.

Absent: North County Coastal.

### 2. Public Comments/Communications/Member Comments

None.

### 3. Executive Director's Report (Discussion)

Executive Director Hasan Ikhtrata presented an update on key programs, projects, and agency initiatives.

Action: Discussion only.

## Consent

### 4. Proposed Community-Based Organizations Working Group Name Change (Approve)

The Regional Planning Committee was asked to approve the proposed Charter update reflecting the name change of the 2021 Regional Plan Community-Based Organizations Working Group to the 2021 Regional Plan Social Equity Working Group.

### 5. Waiver of Review for Time Extension Amendments: SANDAG Grant Programs (Recommend)

The Regional Planning Committee was asked to recommend that the Board of Directors extend the amount of time that SANDAG grants may be extended due to COVID-19 under the Executive Director's Delegated Authority for an aggregate total of up to 24 months.

### 6. Shoreline Preservation Working Group Charter Update and Consideration of Non-Voting Membership Expansion (Approve)

The Regional Planning Committee was asked to approve the proposed Charter update for the Shoreline Preservation Working Group and authorize staff to facilitate an application process to add non-voting Technical and Community Advisors to the Working Group.

Action: Upon a motion by Mayor Jones and a second by Mayor Terry Gaasterland (North County Coastal), the Regional Planning Committee voted to approve Item Nos. 4 through 6.

The motion passed.

Yes: Chair Salas, Vice Chair Lawson-Remer, Mayor Councilmember Elo-Rivera, Minto, Mayor Gaasterland, and Mayor Jones.

No: None.

Abstain: None.

Absent: None.

## **Reports**

### **7. Draft Regional Social Equity Planning Framework (Discussion)**

Senior Regional Planner Jane Clough provided an overview on the draft Regional Social Equity Planning Framework.

Action: Discussion only.

### **8. Continued Public Comments**

There were no continued public comments.

### **9. Upcoming Meetings (Information)**

The next Regional Planning Committee meeting is scheduled for Friday, March 5, 2021, at 12:30 p.m.

### **10. Adjournment**

Chair Salas adjourned the joint meeting at 1:13 p.m.

## Confirmed Attendance at SANDAG Regional Planning Committee Meeting

February 5, 2021

Jurisdiction	Name	Member/Alternate	Attend
South County	Mary Salas, Chair	Member	Yes
	Mona Rios	Alternate	Yes
East County	John Minto	Member	Yes
	George Gastil	Alternate	Yes
City of San Diego	Sean Elo-Rivera	Member	Yes
	Stephen Whitburn	Alternate	No
County of San Diego	Terra Lawson-Remer, Vice Chair	Member	Yes
	Nora Vargas	Alternate	No
North County Coastal	Terry Gaasterland	Member	Yes
	Matt Hall	Alternate	Yes
North County Inland	Rebecca Jones	Member	Yes
	Joe Green	Alternate	No
Caltrans, District 11	Gustavo Dallarda	Member	No
	Ann Fox	Alternate	Yes
	Mario Orso	Alternate	No
Metropolitan Transit System	Jill Galvez	Member	Yes
	George Gastil	Alternate	No
North County Transit District	Paul McNamara	Member	Yes
	Esther Sanchez	Alternate	No
Port of San Diego	Sandy Naranjo	Member	Yes
	Raphael Castellanos	Alternate	No
Regional Planning Technical Working Group	Karen Brindley	Member	No
	Tony Shute	Alternate	No
San Diego County Water Authority	Brian Boyle	Member	Yes
	Craig Elitharp	Alternate	No
Southern California Tribal Chairmen's Association	Erica Pinto	Member	No
	Cody Martinez	Alternate	No
U.S. Department of Defense	Steve Chung	Member	Yes
	Mary Beth Dreusike	Alternate	No
California Department of Fish and Wildlife	Vacant	Member	No
	David Mayer	Alternate	No
Wildlife Conservation Board	John Donnelly	Member	No
	Vacant	Alternate	No
U.S. Army Corps of Engineers	Michelle Lynch	Member	No
	Kyle Dahl	Alternate	No
U.S. Fish and Wildlife Service	Vacant	Member	No
	Susan Wynn	Alternate	No

April 2, 2021

## San Diego Regional Military Working Group Charter Update

### Overview

There are 14 members of the San Diego Regional Military Working Group (MWG) representing the military, cities adjacent to military installations, and transit operators in the region. Apart from the MWG Chair, who is non-voting as designated in the MWG Charter, the remaining members are all voting seats. The proposed Charter update would clarify that the cities and transit operators are also voting members of the MWG and consolidate two Navy seats into one. The Charter update was recommended for approval by the Regional Planning Committee at the March 1, 2021, MWG meeting.

#### Action: **Approve**

The Regional Planning Committee is asked to approve the revised San Diego Regional Military Working Group Charter.

#### Fiscal Impact:

None.

#### Schedule/Scope Impact:

None.

### ***Coleen Clementson, Director of Regional Planning***

Key Staff Contact: April DeJesus, (619) 699-7322, [april.dejesus@sandag.org](mailto:april.dejesus@sandag.org)

Attachment: 1. Revised Military Working Group Charter





**WORKING GROUP CHARTER**  
**SAN DIEGO REGIONAL MILITARY WORKING GROUP**

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**PURPOSE**

The San Diego Regional Military Working Group (Military Working Group) provides a collaborative forum for the various branches of the military and SANDAG to address areas of mutual interest, including growth management, habitat, transportation, regional growth, housing, water, energy, and other related topics that can help inform San Diego Forward: The Regional Plan.

**LINE OF REPORTING**

The Military Working Group reports to the Regional Planning Committee, which in turn reports to the Board of Directors.

**RESPONSIBILITIES**

The Military Working Group responsibilities include reviewing current activities and plans being implemented by SANDAG and the various branches of the military. The goal is to coordinate programs, address issues of concern, and determine the best ways in which the military can support regional prosperity, while the region supports the effective operations of the military.

The Military Working Group will provide input on SANDAG work efforts as they relate to the local military community. The Military Working Group also assists with the associated outreach to the military community on issues of regional significance.

**MEMBERSHIP**

The voting membership of the Military Working Group shall be composed of thirteen members, including four~~five~~ representatives from the armed forces: Navy Region Southwest; ~~Navy Facilities Engineering Command~~; Marine Corps Installation West; Marine Corps Recruitment Depot; and U.S. Coast Guard San Diego Sector. In addition, the voting membership will include one representative from the following jurisdictions and agencies: City of Coronado, City of Imperial Beach, City of Oceanside, City of National City, City of San Diego, County of San Diego, the Port of San Diego, the San Diego Metropolitan Transit System (MTS), and the North County Transit District (NCTD). Representatives appointed should include personnel whose responsibilities include facilities and transportation planning.

Each entity represented in the Military Working Group should make those appointments in writing and may include one or more alternate representatives to serve in the primary member's absence. Members shall serve until a replacement is appointed by its respective agency. Should a vacancy occur in the position of a primary or alternate member, a represented entity shall be entitled to appoint a replacement representative.

**MEETING TIME AND LOCATION**

The Military Working Group will meet quarterly at SANDAG offices, as well as other times and locations as may be needed.

**SELECTION OF THE CHAIR**

The Chair of the Military Working Group shall be a member of the SANDAG Board of Directors appointed by the Board. The Chair shall oversee the meetings of the Military Working Group but shall not be a voting member.

**DURATION OF EXIS TENCE**

The Military Working Group will continue as long as the members determine that it serves as an effective means of communication and coordination, subject to annual review pursuant to SANDAG Board Policy.

April 2, 2021

## **TransNet Environmental Mitigation Program Land Management Grant Program: Quarterly Status Update**

### **Overview**

This report provides the status of projects funded through the *TransNet* Environmental Mitigation Program Land Management Grant program for Quarter 2 (October 1, 2020 – December 31, 2020).

#### **Action: Information**

This report provides an update on progress made by *TransNet* Environmental Mitigation Program Land Management Grant recipients.

### **Key Considerations**

During Quarter 2, eight projects were completed:

- The City of San Diego Navajo Canyon Project (5005501)
- City of San Diego Florida Canyon Project (5005502)
- Escondido Creek Conservancy Elfin Forest Project (5005503)
- City of San Diego Otay Mesa Open Space Project (5005504)
- County of San Diego Ramona Grasslands Project (5005507)
- Back Country Land Trust Wright's Field Project (5005509)
- San Diego River Park Foundation Boulder Creek Project (5005510)
- San Diego Zoo Global Burrowing Owl Project (5005517)

#### **Fiscal Impact:**

Combined, the completed projects were awarded \$522,136 in grant funding.

#### **Schedule/Scope Impact:**

Out of 13 projects, 12 are on schedule and one project is on the Watch List. As of December 31, 2020, 104 Land Management Grant projects have been completed and closed out.

Attachment 1 provides the status of projects that are currently active. Out of 13 projects, 12 are on schedule and one project is on the Watch List. Projects are placed on the Watch List if a grantee is not making timely progress toward its milestones (defined in [SANDAG Board Policy No. 035](#)) and the grantee has not yet sought corrective action.

The City of Chula Vista Rice Canyon Invasive Removal has been placed on the Watch List due to lack of work performed on the project. The City of Chula Vista has experienced complications with starting the project in 2019 and in addition, COVID-19 prolonged delays beginning in March 2020. In March 2020, the City of Chula Vista requested and was provided a 12-month time-only extension; and has hired a consultant who started work in November 2020. SANDAG will continue to work with the City of Chula Vista to minimize risk of leaving unclaimed grant funding.

### **Next Steps**

The next quarterly status report is scheduled to be presented to the Independent Taxpayer Oversight Committee, and the Transportation and Regional Planning Committees in June 2021.

### **Coleen Clementson, Director of Regional Planning**

Key Staff Contacts: Courtney Pesce (619) 699-6942, [courtney.pesce@sandag.org](mailto:courtney.pesce@sandag.org)  
Kim Smith, (619) 699-6949, [kim.smith@sandag.org](mailto:kim.smith@sandag.org)

Attachment: 1. Status of Active *TransNet* EMP Land Management Grant Program Projects: Reporting Period October 1, 2020 to December 31, 2020.

**Status of Active TransNet EMP Land Management Grant Program Projects:**  
Reporting period Oct 1 - Dec 31, 2020

	Contract #	Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status/ Amendment History	Project Complete Based on Current Project Schedule	Project Complete Based on Dollars Spent	Notes
<b>8th Cycle</b>												
1	5004954	Chaparral Lands Conservancy	Otay Mesa Rare Plants	Seed collection and bulking for two rare species and the establishment of new occurrences for five MSP species through seeding, planting, and maintenance.	\$141,319	4/5/17	4/5/22	No	Project IS making timely progress toward their milestones. No Amendments.	<b>75% Completed</b>	SANDAG Grant: <b>36% Spent</b> Matching Funds: <b>108.60% Spent</b>	
2	5004955	Chaparral Lands Conservancy	Proctor Valley Vernal Pools and Uplands	Restoration of 19 acres of vernal pool and coastal sage scrub habitat in Proctor Valley specific to the needs of MSP species and the establishment of two high-priority MSP plant species through collection, bulking, seeding, and maintenance efforts.	\$393,864	4/5/17	4/5/22	No	Project IS making timely progress toward their milestones. No Amendments.	<b>75% Completed</b>	SANDAG Grant: <b>76.91% Spent</b> Matching Funds: <b>104% Spent</b>	
3	5004956	The Nature Collective	North County Dunes 2	Phase 2 of North County Dunes Restoration Project focusing on the implementation and completion of site specific plan for Cardiff State Beach and invasive management and support for existing coastal dune and bluff species at South Carlsbad State Beach Campground.	\$197,799	2/13/17	5/13/21	No	Project IS making timely progress toward their milestones. One Amendment - 12 month extension	<b>76% Completed</b>	SANDAG Grant: <b>65.70% Spent</b> Matching Funds: <b>106.10% Spent</b>	
<b>9th Cycle</b>												
4	5005506	National Parks Service	Cabrillo	Remove invasive plants, restore social trails with complimentary native plants, and reduce off-trail use with signage, fencing, and education via social media platforms.	\$25,000	11/8/18	5/8/21	No	Project IS making timely progress toward their milestones. One Amendment - 12 month extension	<b>86% Completed</b>	SANDAG Grant: <b>66.60% Spent</b> Matching Funds: <b>N/A</b>	
5	5005508	City of Chula Vista	Rice Canyon Invasive Removal	Reduce threats to Otay tarplant, San Diego thornmint, and Orcutt's bird beak within Rice Canyon by maintaining and installing new fencing (wire and t post) and signage to direct trail users on authorized trails only.	\$36,500	11/8/18	5/8/21	Yes	One Amendment - 12 months	<b>86% Completed</b>	SANDAG Grant: <b>0% Spent</b> Matching Funds: <b>N/A</b>	The City of Chula Vista requested for a time-only amendment in March of 2020 due to contracting issues delaying the start of work. The pandemic then also delayed work in April of 2020. Sub-Contractor work began in November 2020.
6	5005511	The Chaparral Lands Conservancy	Rare Plants 2	Seed bulking for Orcutt's spineflower, short-leaved dudleya, and Orcutt's brodiaea; supplementation of existing plant populations; and control invasive plants.	\$79,998	1/28/19	7/28/21	No	Project IS making timely progress toward their milestones. One Amendment - 12 month extension	<b>76% Completed</b>	SANDAG Grant: <b>74.67% Spent</b> Matching Funds: <b>N/A</b>	
7	5005512	San Diego Audubon Society	Silverwood-Anstine	Survey the Silverwood Reserve property lines currently affected and install approximately 1,100 feet of non-barbed wire fencing. In addition 255 feet of lodge pole wood fencing will be installed at the Anstine Preserve.	\$34,311	10/30/18	4/29/21	No	Project IS making timely progress toward their milestones. One Amendment - 6 month extension	<b>86% Completed</b>	SANDAG Grant: <b>68.67% Spent</b> Matching Funds: <b>N/A</b>	
8	5005513	The Nature Collective	Veldt Grass 2	Begin Phase 1 eradication perennial veldt grass (Ehrharta calycina) in the newly acquired Lake Property, adjacent to San Elijo Lagoon Ecological Reserve.	\$76,655	12/6/18	6/6/21	No	Project IS making timely progress toward their milestones. One Amendment - 12 month extension	<b>80% Completed</b>	SANDAG Grant: <b>73.47% Spent</b> Matching Funds: <b>N/A</b>	
9	5005514	Mission Resource Conservation District	Invasive Species Management	The Santa Margarita and San Luis Rey Watersheds are now over 98% free of Arundo donax. This project will continue re-treatments to allow the program to reach its goal of eradication.	\$183,750	10/11/19	10/11/22	No	Project IS making timely progress toward their milestones. No Amendments.	<b>39% Completed</b>	SANDAG Grant: <b>55.49% Spent</b> Matching Funds: <b>30.01% Spent</b>	
10	5005515	City of San Diego	San Pasqual Cactus Wren	Enhance and restore an additional 100 acres of habitat for the endangered Coastal cactus wren along the north side of San Pasqual Valley.	\$200,000	1/28/19	1/28/24	No	Project IS making timely progress toward their milestones. No Amendments.	<b>38% Completed</b>	SANDAG Grant: <b>9.95% Spent</b> Matching Funds: <b>9.94% Spent</b>	
11	5005516	City of San Diego	Lower Otay Reservoir	Weed management, cactus relocation, and cactus planting to expand existing coastal cactus wren territory from Salt Creek Preserve towards the Sweetwater population.	\$243,142	2/25/19	2/25/24	No	Project IS making timely progress toward their milestones. No Amendments.	<b>36% Completed</b>	SANDAG Grant: <b>17.36% Spent</b> Matching Funds: <b>7.23% Spent</b>	

**Status of Active TransNet EMP Land Management Grant Program Projects:**  
Reporting period Oct 1 - Dec 31, 2020

Contract #	Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status/ Amendment History	Project Complete Based on Current Project Schedule	Project Complete Based on Dollars Spent	Notes	
12	5005518	San Diego Audubon Society	Mission Bay Park	Create resilient, self sustaining California Least tern and Nuttall's acmispion populations in Mission Bay through ecosystem based management and predator control community science.	\$195,333	11/7/18	11/7/21	No	Project IS making timely progress toward their milestones. No Amendments.	<b>69% Completed</b>	SANDAG Grant: <b>55.05% Spent</b> Matching Funds: <b>187.78% Spent</b>	
13	5005519	San Diego Zoo Global	Stinknet Removal	Manage an entrenched Oncosiphon piluliferum (stinknet) infestation at the Safari Park Biodiversity Reserve for the benefit of the large extant nesting population of coastal cactus wrens and other sensitive species on the property.	\$132,025	11/29/18	12/29/22	No	Project IS making timely progress toward their milestones. No Amendments.	<b>51% Completed</b>	SANDAG Grant: <b>47.85% Spent</b> Matching Funds: <b>44.60% Spent</b>	
<b>Recently Closed-Out Projects</b>												
	5005501	City of San Diego	Navajo Canyon	Create, enhance, and expand existing Coastal Cactus Wren (CACW) habitat and reduce the threat of wildfire and invasive plant conversion by replacing areas of invasive flashy fuels with native cactus in City of SD Chollas Radio Canyon and Navajo Canyon Open Spaces.	\$80,000	11/8/18	11/8/20	No	Project IS making timely progress toward their milestones. One Amendment - 6 month extension	<b>100% Completed</b>	SANDAG Grant: <b>99.65% Spent</b> Matching Funds: <b>N/A</b>	The City of San Diego was able to perform more work than anticipated in the grant application with the awarded grant amount.
	5005502	City of San Diego	Florida Canyon	Preserve native species, control invasive species, re-establish native vegetation and habitat, control erosion, establish a designated trail system, fence sensitive areas, and install signage in three sites within Florida Canyon.	\$43,957	11/8/18	11/8/20	No	Project IS making timely progress toward their milestones. One Amendment - 6 month extension	<b>100% Completed</b>	SANDAG Grant: <b>98.54% Spent</b> Matching Funds: <b>N/A</b>	
	5005503	The Escondido Creek Conservancy	Elfin Forest	Eradicate exotic plants that directly threaten the eastern Encinitas baccharis occurrences and eliminate exotic forbs from the rest of the Los Cielos Preserve Complex in order to protect occurrences of Orcutt's brodiaea and Encinitas baccharis.	\$79,853	11/14/18	11/14/20	No	Project IS making timely progress toward their milestones. One Amendment - 6 month extension	<b>100% Completed</b>	SANDAG Grant: <b>99.99% Spent</b> Matching Funds: <b>N/A</b>	
	5005504	City of San Diego	Otay Mesa Open Space	Create, enhance, and expand existing Coastal Sage scrub (CSS) habitat surrounding the vernal pools complex and western burrowing owl dens to act as a buffer from invasive plant species and to reduce sediment erosion into the vernal pools.	\$80,000	11/8/18	11/8/20	No	Project IS making timely progress toward their milestones. One Amendment - 6 month extension	<b>100% Completed</b>	SANDAG Grant: <b>99.98% Spent</b> Matching Funds: <b>N/A</b>	
	5005507	County of San Diego	Ramona Grasslands	Enhance the existing arroyo toad population and increase the potential for a southwestern pond turtle population within the Preserve.	\$80,000	12/4/18	12/4/20	No	Project IS making timely progress toward their milestones. One Amendment - 6 month extension	<b>100% Completed</b>	SANDAG Grant: <b>99.73% Spent</b> Matching Funds: <b>N/A</b>	
	5005509	Back Country Land Trust	Wright's Field	Development and implementation of a Recreation Management Plan (Plan) for the Wright's Field MSCP Preserve in Alpine. The implementation of this Plan will include trail decommissioning and rerouting, interpretive signage, and a 58 acre fire-fuel reduction / weed control program.	\$61,000	11/8/18	11/8/20	No	Project IS making timely progress toward their milestones. One Amendment - 6 month extension	<b>100% Completed</b>	SANDAG Grant: <b>100% Spent</b> Matching Funds: <b>N/A</b>	BCLT was able to secure \$61,000 in Matching Funds to perform more Fire Fuel Reduction than anticipated in the original grant application.
	5005510	San Diego River Park Foundation	Boulder Creek	Increase the suitability of roosting habitat for Townsend's big-eared bat by installing a gate at the entrance of a mine and controlling the existing erosion threat.	\$47,326	11/15/18	11/15/20	No	Project IS making timely progress toward their milestones. One Amendment - 6 month extension	<b>100% Completed</b>	SANDAG Grant: <b>100% Spent</b> Matching Funds: <b>N/A</b>	
	5005517	San Diego Zoo Global	Burrowing Owl	Support the establishment of a new breeding node at Rancho Jamul Ecological Reserve with supplemental releases of burrowing owl from an existing conservation breeding program.	\$50,000	12/6/18	12/6/20	No	Project IS making timely progress toward their milestones. No Amendments.	<b>100% Completed</b>	SANDAG Grant: <b>100% Spent</b> Matching Funds: <b>135.67% Spent</b>	

\*Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Board Policy No. 035) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.

April 2, 2021

## **TransNet Smart Growth Incentive Program and Active Transportation Grant Program: Quarterly Status Update**

### **Overview**

The *TransNet* Extension Ordinance provides funding for two competitive grant programs that support local efforts to increase walking, biking, and transit use throughout the region: the Smart Growth Incentive program (SGIP) and the Active Transportation Grant program (ATGP); the ATGP also is funded with Transportation Development Act (TDA) funds. The SGIP provides funding for transportation-related infrastructure improvements and planning efforts, which support smart growth and transit-oriented development in Smart Growth Opportunity Areas as shown in the Smart Growth Concept Map, while the ATGP encourages local jurisdictions to plan and build facilities that promote multiple travel choices and increase biking and walking.

#### **Action: Information**

This report provides an update on the *TransNet* Smart Growth Incentive and Active Transportation Grant programs.

#### **Fiscal Impact:**

More than 150 *TransNet* Smart Growth Incentive and Active Transportation Grant programs grants have been awarded since 2009, totaling more than \$80 million.

#### **Schedule/Scope Impact:**

Currently there are 36 active projects and no projects are on the Watch List.

### **Key Considerations**

The quarterly status report (Attachment 1) has been updated and reformatted from prior versions to provide improved project status clarity; address comments made at the September 9, 2020, Independent Taxpayer Oversight Committee meeting; define terms (see footnotes on Attachment 1); and offer additional information, including project completion by schedule, budget, and notes on anticipated work to be performed in the next quarter.

During the reporting period (October 1, 2020, through December 31, 2020), one ATGP project was completed, the City of National City's National City Bicycle Parking Enhancements ATGP project; the update for this project can be seen in the "Completed" section of Attachment 1, Exhibit B. Additionally, 25 SGIP, 10 ATGP, and 2 Exchange<sup>1</sup> projects are currently underway; all projects are on schedule and no projects are on the Watch List. Projects are placed on the Watch List if a grantee is not making timely progress towards its milestones (as defined in [SANDAG Board Policy No. 035](#)) and the grantee has not sought corrective action.

### **COVID-19 Impacts**

In April 2020, the Board of Directors granted a waiver of Policy Advisory Committee (PAC) review of time extension amendments for grantees covered by Board Policy No. 035 unable to perform under their current schedule due to COVID-19 and delegated the authority to approve these extensions to the Executive Director. The bases of COVID-19 amendment requests have included inability to obtain the materials to carry out the work due to supply chain disruption, inability to conduct public outreach, inability to commence construction or other fieldwork, and inability to obtain permits or approvals from city council or another agency to carry out the work.

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<sup>1</sup> Following the state's Active Transportation Program grant awards, if a member jurisdiction is awarded funding from the state, SANDAG allows a funding exchange to swap *TransNet* funds for the state funds to reduce the administrative burden on the member jurisdiction.

As of January 31, 2021, 22 out of a total of 36 active project grantees have requested schedule amendments under this waiver. These projects are identified in the attached status tables as (\*admin) amendments.

As jurisdictions are facing continued public outreach challenges and social distancing requirements during construction activities, it is anticipated that some grantees will request schedule extensions beyond the 12-month time period. At its March 12, 2021 meeting, the Board approved the extension of the waiver of review by a PAC for COVID-19-caused time extensions for an aggregate of up to 24 months. Staff will continue to closely monitor the challenges of COVID-19 restrictions and the impact on project schedules.

### **Next Steps**

The next quarterly status update is scheduled for presentation to the ITOC, Regional Planning Committee, and Transportation Committee in summer 2021.

### ***Julie Wiley, Director and Legal Counsel, Contracts and Grants Department***

Key Staff Contact: Tracy Ferchaw, (619) 699-1977, [tracy.ferchaw@sandag.org](mailto:tracy.ferchaw@sandag.org)

Attachment: 1. Status of *TransNet* SGIP, ATGP, and ATGP/ATP Exchange Projects: Reporting Period through December 31, 2020

**Status of TransNet Smart Growth Incentive Grant Program Projects**

Reporting period through December 31, 2020

Exhibit A

Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
1	Chula Vista	CAPITAL: Installs traffic calming measures from 100+/- feet north of F Street (end of Phase II) to E Street. Cycle 4 (FY 2017-2019)	\$2,500,000	03/20/2019	02/20/2021	No	Project IS making timely progress toward its revised milestones. Am1 (admin) – 30-day extension Am 2 (RPC) – 9-month extension	99% Completed	SANDAG Grant: <b>62% Spent</b> Matching Funds: <b>62% Spent</b>	Project complete pending contractor “punch list” items and will be reported in the next quarterly report.
2	El Cajon	CAPITAL: revitalizes the Main Street corridor into an attractive 'urban-forest' gateway, with tree-lined widened sidewalks and Class IV bikeways, LID planters, signage, thematic site furnishing, and lighting. Cycle 4 (FY 2017-2019)	\$2,500,000	08/02/2019	12/02/2022	No	Project IS making timely progress toward its milestones. No Amendments	40% Completed	SANDAG Grant: 3% Spent Matching Funds: 28.8% Spent	Project on schedule

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Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
3 El Cajon	El Cajon Transit Center Connection Improvements	CAPITAL: provides a direct link to transit by installing elements that will encourage smart growth such as wide sidewalks, enhanced crosswalks, thematic lighting, LID basins, streets trees, site furniture, a roundabout, bulb-outs, signage, and Class I bikeway. Cycle 4 (FY 2017-2019)	\$2,500,000	08/02/2019	12/02/2022	No	Project IS making timely progress toward its milestones. No Amendments	33% Completed	SANDAG Grant: <b>2.9% Spent</b> Matching Funds: <b>2.9% Spent</b>	Work Anticipated for the Next Reporting Period 50% plans and cost estimate.
4 Escondido	Grand Avenue Complete Streets Improvement Project Phase 1	CAPITAL: Creates a pedestrian-friendly, aesthetically appealing streetscape in the heart of Escondido's historic Town Center to enhance the vibrancy of downtown. Cycle 4 (FY 2017-2019)	\$150,000	03/20/2019	03/20/2022	No	Project IS making timely progress toward its milestones. No Amendments	40% Completed	SANDAG Grant: <b>26.3% Spent</b> Matching Funds: <b>26.3% Spent</b>	Work Anticipated for the Next Reporting Period includes 60% draft design submittals.

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Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
5	Escondido	Transit Center Active Transportation Connections  CAPITAL: Fills important gaps in the active transportation network immediately adjacent to the Escondido Transit Center (ETC) where active transportation demand is the highest. The project connects the ETC to grocery, commercial, residential, and office centers to the west by constructing a bridge for pedestrians and by providing bike lanes between Tulip and Quince streets. Cycle 3 (FY 2014 – 2016)	\$1,270,000	12/03/2015	03/03/2021	No	Project IS making timely progress toward its revised milestones. Am 1 (RPC) — 32-month extension Am 2 (*admin) – 9-month extension	67% Completed	SANDAG Grant: <b>58.9% Spent</b> Matching Funds: <b>N/A</b>	The Contractor’s workforce on the project has been reduced since California’s stay at home order was issued due to COVID-19. The City requested a schedule extension, and an extension was approved, due to delays.  The City of Escondido has no match requirement for this grant.
6	La Mesa	Complete Streets Integrated Design Manual  PLANNING: Evaluates the City’s existing Complete Streets Policies, updates them as needed, and integrates them with engineering design principles in one easy-to-use, Complete Streets Integrated Design Manual. Cycle 4 (FY 2017-2019)	\$169,801	02/04/2019	02/03/2022	No	Project IS making timely progress toward its milestones. Am 1 (*admin) – Pending	35% Completed	SANDAG Grant: <b>54% Spent</b> Matching Funds: <b>54% Spent</b>	The project was on schedule and a framework for the manual was established. Due to COVID-19 delays this project requested a schedule amendment in July 2020.

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Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
7 La Mesa	North Spring Street Smart Growth Corridor	CAPITAL: Enhances public infrastructure, encourages/supports future private development, contributes to the reduction of greenhouse gases, and serves as a model smart growth project for the region. Enhancements include ADA-compliant ramps, high-visibility cross walks, lighting, safety fencing, a Class III bicycle route with sharrow markings along the corridor, a pedestrian railroad crossing, and sidewalk improvements. Cycle 3 (FY 2014 – 2016)	\$992,503	11/12/2015	07/12/2021	No	Project IS making timely progress toward its revised milestones. Am 1 (RPC) — 12-month extension Am 2 (RPC) — 12-month extension Am 3 (*admin) – 6-month extension	83% Completed	SANDAG Grant: <b>30% Spent</b> Matching Funds: <b>30% Spent</b>	After many delays, rail crossing phase of construction has started and sidewalk improvements are anticipated next quarter. The City of La Mesa requested a COVID-19 related schedule extension of 6-months due to public outreach challenges.

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Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
8 National City	24th Street Transit Oriented Development (TOD) Overlay	PLANNING: Comprehensively analyzes the study area surrounding the 24th Street Transit Center to plan a new vision for the area to include transit-supportive land use, improved mobility and parking options, and an enhanced public realm. Cycle 4 (FY 2017-2019)	\$500,000	12/06/2018	06/05/2021	No	Project IS making timely progress toward its milestones. Am 1 (*admin) –	25% Completed	SANDAG Grant: <b>36.5% Spent</b> Matching Funds: <b>36.5% Spent</b>	Work anticipated for next quarter includes continued community outreach, draft feasibility study and transportation and urban design analysis.
9 National City	Roosevelt Ave Smart Growth Revitalization Plan	CAPITAL: Provides streetscape, lighting, signage, mobility options, urban greening, stormwater runoff, and parking to encourage adjacent development and to improve this high visibility edge of downtown as seen from Interstate 5. Cycle 4 (FY 2017-2019)	\$2,080,000	02/14/2019	08/14/2021	No	Project IS making timely progress toward its milestones. No Amendments	20% Completed	SANDAG Grant: <b>5.7% Spent</b> Matching Funds: <b>5.7% Spent</b>	After initial outreach efforts a revised construction specification schedule has been made to minimize construction impacts and businesses already impacted due to COVID-19. Due to COVID-19 delays this project requested a schedule amendment in July 2020
10 National City	Sweetwater Protected Bikeway	CAPITAL: Provides nearly 1.2 miles of protected bike facilities along Sweetwater Road and extend the Class I bike path on Plaza Bonita Road to Sweetwater Road (0.4 miles). Cycle 4 (FY 2017-2019)	\$2,500,000	02/14/2019	08/14/2022	No	Project IS making timely progress toward its milestones. No Amendments	20% Completed	SANDAG Grant: <b>5.1% Spent</b> Matching Funds: <b>5.1% Spent</b>	Completed 95% design and cost estimate. Work anticipated next quarter include attaining Caltrans Encroachment permitting.

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11 Oceanside	Coastal Rail Trail Extension	PLANNING: extends the existing Coastal Rail Trail limits in the City of Oceanside by creating a Class I bicycle and pedestrian path. This connection will improve pedestrian and bicycle mobility and create a safe route for pedestrians and bicyclists between North and South Oceanside. Cycle 4 (FY 2017-2019)	\$400,000	06/13/2019	06/13/2021	No	Project IS making timely progress toward its milestones. No Amendments	30% Completed	SANDAG Grant: <b>0% Spent</b> Matching Funds: <b>0% Spent</b>	Completed 35% plan production. Work anticipated next quarter includes CEQA documentation and technical studies. The City is currently working on invoice #1
12 San Diego (Civic San Diego)	14th Street Pedestrian Promenade Demonstration Block	CAPITAL: Creates an approximately 30-foot wide pedestrian promenade/linear park. Plans to link City College to Barrio Logan through East Village, including connecting several existing and future park sites. Serves to connect Downtown’s densely populated neighborhoods with enhanced landscaped corridors focused on improving pedestrian and other non-vehicular circulation. Cycle 3 (FY 2014 – 2016)	\$1,000,000	12/08/2015	01/8/2021	No	Project IS making timely progress toward its milestones. Am 1 (RPC) — location change Am 2 (staff) — 6-month extension Am 3 (RPC) – 12-month extension Am 4 (RPC) – 12-month extension	99% Completed	SANDAG Grant: <b>100% Spent</b> Matching Funds: <b>100% Spent</b>	Project complete pending contractor “punch list” items and will be reported in the next quarter report.

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Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
13 San Diego (Civic San Diego)	Downtown San Diego Wayfinding Signage – Cycle Network	CAPITAL: Facilitates an experience that would promote cycling and provide directional and destination signage for residents, visitors, and workers to access the new cycle network. Cycle 4 (FY 2017-2019)	\$220,000	03/12/2019	09/12/2022	No	Project IS making timely progress toward its milestones. No Amendments	60% Completed	SANDAG Grant: <b>19.3% Spent</b> Matching Funds: <b>19.3% Spent</b>	Design is complete. Work anticipated next quarter includes preparing bid package for construction contract.
14 San Diego (Civic San Diego)	E Street Greenway Master Plan	PLANNING: Creates a master plan for E Street Greenway, a linear park that will expand open space in the City of San Diego's densest community, Providing a safe pedestrian connection from the Gaslamp Quarter through the East Village neighborhood. The Greenway will contain widened pedestrian paths, enhanced landscaping and place-making opportunities Cycle 4 (FY 2017-2019)	\$110,000	01/22/2019	07/21/2021	No	Project IS making timely progress toward its milestones. Am 1 (*admin) – 6-month extension	40% Completed	SANDAG Grant: <b>72.1% Spent</b> Matching Funds: <b>72.1% Spent</b>	Work anticipated for next quarter includes finalizing Master Plan for presentation to community and City Council.

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Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
15 San Diego (Civic San Diego)	East Village Green Park, Phase 1	Capital: Phase 1 improvements consists of 1.2 acres of new parkland including a community center, two cafes, children's play area, performance pavilion, open lawn, games area, interactive fountain, dog park, and the relocation of two local historic buildings. Cycle 4 (FY 2017-2019)	\$1,039,748	04/04/2019	10/31/2022	No	Project IS making timely progress toward its milestones. No Amendments	37% Completed	SANDAG Grant: <b>0.67% Spent</b> Matching Funds: <b>0.67% Spent</b>	Work anticipated next quarter includes obtaining construction permits and preparing bid package for construction contract.
16 San Diego	College Area Smart Growth Study (CASGS)	PLANNING: Identifies, analyzes, and provides recommendations for nodes and corridors with smart growth development potential within the College Area community. Cycle 4 (FY 2017-2019)	\$500,000	01/07/2019	01/07/2021	No	Project IS making timely progress toward its milestones. Am 1 (*admin) – 12-month extension	15% Completed	SANDAG Grant: <b>24.6% Spent</b> Matching Funds: <b>23.4% Spent</b>	The City of San Diego requested a COVID-19 related schedule extension of 12-months due to public outreach challenges.

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17 San Diego	Downtown Mobility Cycle Way Improvement Phase I & II	Capital: Improves bike infrastructure in Downtown San Diego. The project scope includes street resurfacing, traffic striping, construction of 5.09 miles of Class IV (Cycle Track), which include curb ramps, raised median, angled parking conversion, and signal modification for bike signals. Cycle 4 (FY 2017-2019)	\$2,500,000	03/05/2019	03/05/2022	No	Project IS making timely progress toward its milestones. No Amendments	83% Completed	SANDAG Grant: <b>55% Spent</b> Matching Funds: <b>55% Spent</b>	Project in construction phase and on schedule to be complete by contract termination date.
18 San Diego	University Community Smart Growth Concept Study	PLANNING: Supports the basic principles of smart growth by building upon the community's role as a major employment, retail, education, and housing center interconnected by an expanding regional transportation system. Cycle 4 (FY 2017-2019)	\$500,000	01/07/2019	01/07/2021	No	Project IS making timely progress toward its milestones. Am 1 (*admin) – 12-month extension	50% Completed	SANDAG Grant: <b>37.6% Spent</b> Matching Funds: <b>46.4% Spent</b>	The City of San Diego requested a COVID-19 related schedule extension of 12-months due to public outreach challenges.

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19 San Diego	Mira Mesa Transit Oriented Development Concept Plan	PLANNING: Produces a land use strategy to support transit/mobility hubs within the Sorrento Mesa and Miramar Road employment areas and the smart growth opportunity areas (SGOAs) along Mira Mesa Boulevard/Black Mountain Road. Cycle 4 (FY 2017-2019)	\$500,000	01/07/2019	01/07/2021	No	Project IS making timely progress toward its milestones. Am 1 (*admin) – 12-month extension	25% Completed	SANDAG Grant: <b>52% Spent</b> Matching Funds: <b>100% Spent</b>	The City of San Diego requested a COVID-19 related schedule extension of 12-months due to public outreach challenges.
20 San Diego	Clairemont TOD Design Concepts	PLANNING: Produces a land use strategy to support transit/mobility hubs within the Sorrento Mesa and Miramar Road employment areas and the smart growth opportunity areas (SGOAs) along Mira Mesa Boulevard/Black Mountain Road. Cycle 4 (FY 2017-2019)	\$500,000	01/07/2019	01/07/2021	No	Project IS making timely progress toward its milestones. Am 1 (*admin) – 12-month extension	40% Completed	SANDAG Grant: <b>72.5% Spent</b> Matching Funds: <b>66% Spent</b>	The City of San Diego requested a COVID-19 related schedule extension of 12-months due to public outreach challenges.

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21 Vista	Paseo Santa Fe Phase II	CAPITAL: This infrastructure and street scape project is located in Vista's Town Center on South Santa Fe Avenue. It is a complete and livable streets revitalization project that includes a road diet that will reduce the street width from five lanes to two lanes; install new curbs, gutters, and enhanced sidewalks; construct roundabouts at key intersections; and install decorative elements such as landscaping, street lights, street signs, and pedestrian furniture. Cycle 3 (FY 2014 – 2016)	\$2,000,000 <sup>1</sup>	11/19/2015	01/19/2022	No	Project IS making timely progress toward its revised milestones. Am 1 (RPC) — 32-month extension	98% Completed	SANDAG Grant: <b>98% Spent</b> Matching Funds: <b>98% Spent</b>	Project complete pending contractor “punch list” items and will be reported in the next quarter report.
22 Vista	Paseo Santa Fe Phase III	CAPITAL: Improves multi-modal mobility and reduces speeds to 20 mph with a road diet, enhanced sidewalks and bus stops, roundabout, and pedestrian elements such as lighting, landscaping, furniture, permanent public art, and street signs Cycle 4 (FY 2017-2019)	\$2,500,000	02/14/2019	02/14/2021	No	Project IS making timely progress toward its milestones. No Amendments	100% Completed	SANDAG Grant: <b>100% Spent</b> Matching Funds: <b>100% Spent</b>	Project complete pending contractor “punch list” items and will be reported in the next quarter report.

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

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Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
23 County of San Diego	Alpine Community Plan Implementation Financing Tools and Mechanisms Plan	PLANNING: Enhances the effectiveness of the community plan by identifying potential funding tools and mechanisms for implementation of plan recommendations. Cycle 4 (FY 2017-2019)	\$300,000	01/28/2019	01/27/2022	No	Project IS making timely progress toward its milestones. Am 1 (*admin) – 12-month extension	10% Completed	SANDAG Grant: <b>3.1% Spent</b> Matching Funds: <b>11.7% Spent</b>	Project experiencing challenges in public outreach and anticipates requesting a COVID-19 related schedule extension was requested in December 2020
24 County of San Diego	Casa De Oro – Campo Road Specific Plan	PLANNING: Develops a Specific Plan for the Campo Road corridor, in the community of Casa de Oro, including a form-based-code and design guidelines, and establishes a framework to guide future private investment to transform the area into an inviting, compact, walkable, and bikeable environment. Cycle 4 (FY 2017-2019)	\$500,000	01/28/2019	07/28/2021	No	Project IS making timely progress toward its milestones. No Amendments	57% Completed	SANDAG Grant: <b>22.3% Spent</b> Matching Funds: <b>28.4% Spent</b>	Project experiencing challenges in public outreach and anticipates requesting a COVID-19 related schedule extension next quarter.

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25 County of San Diego	Valley Center Community Plan Update	PLANNING: Updates the content and broaden the scope of the existing community plan by focusing on land use refinements; diversifying mobility and housing options; connecting community services; and simplifying/streamlining development review processes. Cycle 4 (FY 2017-2019)	\$325,000	01/28/2019	05/28/2021	No	Project IS making timely progress toward its milestones. No Amendments	40% Completed	SANDAG Grant: <b>37% Spent</b> Matching Funds: <b>51.8% Spent</b>	Project experiencing challenges in public outreach and anticipates requesting a COVID-19 related schedule extension next quarter

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Smart Growth Incentive Program Projects (Completed)				
Grantee	Project	Description of Project Activities	Grant Amount	Project Complete Date
26 El Cajon	El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan	PLANNING: Comprehensively analyzes the study area surrounding the El Cajon Transit Center to plan a new vision for the area to include transit-supportive land use, improved mobility options, and an enhanced public realm. Cycle 3 (FY 2014 – 2016)	\$400,000	PROJECT COMPLETE — JUNE 2018
27 El Cajon	CAP Environmental and Benefit Cost Analysis	PLANNING: Completes the city’s Climate Action Plan (CAP), which will result in a complete environmental benefit-cost analysis and completing a California Environmental Quality Act document. Cycle 4 (FY 2017-2019)	\$150,000	PROJECT COMPLETE — JUNE 2019
28 Imperial Beach	Palm Avenue Mixed-Use and Commercial Corridor Plan West End Sector	PLANNING: Builds upon the 2009 Master Plan taking the plans from a 30 percent level to 100 percent construction drawings for the project area (West End Sector). Project details include public right-of-way improvements, traffic calming measures, and significant pedestrian, bicycle, and transit improvements. Cycle 3 (FY 2014 – 2016)	\$400,000	PROJECT COMPLETE — NOVEMBER 2018
29 Lemon Grove	Broadway Downtown Village Specific Expansion	PLANNING: Considers promoting mixed-use with increased residential densities and commercial intensities within the proposed boundaries consistent with the adopted Downtown Village Specific Plan (DVSP). However, the proposed project also will consider a form-based code for the expansion as well as areas of the existing DVSP. This area falls within a walkable distance to the Lemon Grove Trolley Depot and several bus stops. Cycle 3 (FY 2014 – 2016)	\$175,000	PROJECT COMPLETE — MAY 2018
30 Lemon Grove	Lemon Grove Avenue Realignment	CAPITAL: Realigns and reconstructs segments of Lemon Grove Avenue (LGA) and North Avenue, the trolley/railroad crossing, and the LGA State Route 94 entrance/exit. Upgrades existing substandard improvements at the trolley/railroad crossing; water and storm drains; and underground San Diego Gas & Electric, Cox, and AT&T transmission and/or distribution overhead lines. Cycle 3 (FY 2014 – 2016)	\$805,000	PROJECT COMPLETE — NOVEMBER 2018

Am = Amendment

TC = Transportation Committee approval

RPC = Regional Planning Committee approval

Admin = Staff approval

\*Admin = Amendments approved under COVID-19 Waiver of Review

CAPITAL Description category = Construction

Smart Growth Incentive Program Projects (Completed)				
Grantee	Project	Description of Project Activities	Grant Amount	Project Complete Date
31 National City	Downtown Specific Plan Update	PLANNING: Provides an overall update to the original plan adopted in 2005. Incorporates new elements related to smart growth, specifically Transportation Demand Management and parking policies. Revises land use zones and urban design standards and recommends future implementation programs/projects in a manner that will provide direction for development that will create a unique sense of place in National City's vibrant Downtown core. Cycle 3 (FY 2014 – 2016)	\$320,000	PROJECT COMPLETE — DECEMBER 2017
32 National City	Downtown Westside Wayfinding and Community Gateways	CAPITAL: Includes the installation of new wayfinding/gateway signs throughout the Downtown and Westside Communities. The visually unified street space will attract and support future development and serve as a model example for smart growth in the region. Cycle 3 (FY 2014 – 2016)	\$825,000	PROJECT COMPLETE — MARCH 2018
33 National City	Westside Mobility Improvements	CAPITAL: Enhances bicycling and pedestrian connections in the Downtown and Westside Specific Plan areas and encourages smart growth development. Includes the installation of Class II bicycle facilities, intersection curb bulb-outs at key intersections, and ADA-compliant curb ramps at intersections with improved crosswalks. Cycle 3 (FY 2014 – 2016)	\$2,000,000	PROJECT COMPLETE — MARCH 2018
34 San Diego	Grantville Trolley Station/ Alvarado Creek Enhancement Project	PLANNING: Restores the Alvarado Creek channel to a naturalized creek with bridges and walking/cycling trails, the pedestrian and bicycle experience between future transit-oriented developments and the transit stop will be greatly enhanced. The station's full potential cannot be fully realized without supporting amenities such as a restored creek. Cycle 3 (FY 2014 – 2016)	\$400,000	PROJECT COMPLETE — AUGUST 2017
35 San Diego	Kearny Mesa Smart Growth Employment Area Plan	PLANNING: Will produce an updated land use and zoning strategy to expand employment potential of the project area and allow complementary residential uses in a mixed-use context. Cycle 3 (FY 2014 – 2016)	\$105,000	PROJECT COMPLETE — DECEMBER 2017
36 San Diego	Morena Boulevard Station Area Study Phase 2	PLANNING: Supports mixed-use, transit-oriented development in the Mid-Coast Trolley station areas by preparing amendments to Linda Vista and Clairemont Mesa planning documents, processing rezones, and developing a programmatic environmental document. Cycle 2 (FY 2011 – 2013)	\$400,000	PROJECT COMPLETE — JANUARY 2019

Am = Amendment

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Admin = Staff approval

\*Admin = Amendments approved under COVID-19 Waiver of Review

CAPITAL Description category = Construction

Smart Growth Incentive Program Projects (Completed)				
Grantee	Project	Description of Project Activities	Grant Amount	Project Complete Date
37 San Diego	San Ysidro Wayfinding Signs	CAPITAL: Includes the design and installation of wayfinding signs in the San Ysidro Port of Entry District to improve the area's mobility and respond to changes in the configuration of the Port of Entry. Signs will help visitors easily locate public services, popular destinations, and transportation options. Cycle 3 (FY 2014 – 2016)	\$350,000	PROJECT COMPLETE — DECEMBER 2018
38 San Diego (Civic San Diego)	Sixth Avenue Bridge Promenade Feasibility and Conceptual Design	PLANNING: Will complete a Feasibility and Conceptual Design study for an enhanced pedestrian connection between Downtown and Bankers Hill/Balboa Park. The preliminary concept for this project includes an enhanced pedestrian pathway or promenade from Downtown to Balboa Park with treatments such as widened sidewalks, landscaping, benches, and trellises. Cycle 3 (FY 2014 – 2016)	\$200,000	PROJECT WITHDRAWN— FEBRUARY 2018
39 San Diego	Pacific Beach Greenways, Parks, and Transit	PLANNING: Expands community open space and improves multimodal circulation by identifying new public spaces, improves mobility, supports transit, and fosters development in an existing smart growth area. The study effort will include the creation of public open spaces, multimodal infrastructure improvements that improve safety for all modes of travel and expand beach access, improvements to the beach boardwalk, and integration of arts and culture in urban design. Cycle 3 (FY 2014 – 2016)	\$400,000	PROJECT COMPLETE — JUNE 2019

\* Watch List Projects are projects not making timely progress toward their milestones (as defined in SANDAG Board Policy No. 035: Competitive Grant Program Procedures) and that have not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may cause a project to be placed on the watch list.

Am = Amendment

TC = Transportation Committee approval

RPC = Regional Planning Committee approval

Admin = Staff approval

\*Admin = Amendments approved under COVID-19 Waiver of Review

CAPITAL Description category = Construction

**Status of *TransNet*/Transportation Development Act  
Active Transportation Grant Program Projects**  
Reporting Period through December 31, 2020

Exhibit B

Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
1 El Cajon	Active Transportation Plan	PLANNING: develops an Active Transportation Master Plan for the City of El Cajon and updates the 2011 Bicycle Master Plan, incorporating the City's ongoing Safe Routes to School program, and refinement of conceptual mobility improvements in the City's Transit District Specific Plan. Cycle 4 (FY 2017-2019)	\$207,000	08/02/2019	08/02/2021	No	Project IS making timely progress toward its milestones. No Amendments	15% Completed	SANDAG Grant: <b>6.3% Spent</b> Matching Funds: <b>3.2% Spent</b>	Work anticipated for next quarter includes: continued community outreach and development of ATP logos and Fact Sheet.
2 El Cajon	Bike Parking Enhancements Project	BIKE PARKING: installs bicycle racks throughout El Cajon, providing cyclists with safe, secure, and convenient parking for end-of-trip storage and enhance regional and local bicycle networks. Cycle 4 (FY 2017-2019)	\$50,000	08/02/2019	08/02/2021	No	Project IS making timely progress toward its milestones. No Amendments	66% Completed	SANDAG Grant: <b>0% Spent</b> Matching Funds: <b>56% Spent</b>	Project is in final installation. Work anticipated for next quarter includes project completion and grant close out process.

Am = Amendment

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RPC = Regional Planning Committee approval

Admin = Staff approval

\*Admin = Amendments approved under COVID-19 Waiver of Review

CAPITAL Description category = Construction



Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
3 La Mesa	Massachusetts Ave & Blackton Dr – Bike Connectivity and Intersection Improvements	CAPITAL: Fills a gap in the City of La Mesa Bike Network by installing a northbound Class II bike lane on the east side of Massachusetts Avenue between Blackton Drive and University Avenue. Cycle 4 (FY 2017-2019)	\$123,000	12/05/2018	06/05/2021	No	Project IS making timely progress toward its milestones. No Amendments	25% Completed	SANDAG Grant: <b>0% Spent</b> Matching Funds: <b>0% Spent</b>	Project has completed 100% design Plans and Cost Estimate. Work anticipated for next quarter includes: preparation of project specifications and bid construction RFP. All costs to date have been in-house and not charged to grant.
4 La Mesa	University Avenue Corridor – Bike Network and Pedestrian Improvements	CAPITAL: Fills critical gaps in the Currently Adopted Regional Bike Network by providing Class II bike lanes on University Avenue from 69th Street to Harbison Avenue and from La Mesa Boulevard to Baltimore Avenue. Cycle 4 (FY 2017-2019)	\$502,000	12/05/2018	09/05/2021	No	Project IS making timely progress toward its milestones. Am 1 (*admin) – 12-month extension	50% Completed	SANDAG Grant: <b>0% Spent</b> Matching Funds: <b>0% Spent</b>	Work anticipated for next quarter include: finishing underground utility work and asphalt overlay. The City of La Mesa is experiencing staff challenges which is resulting in lack of invoicing in a timely manner. They are preparing invoices for next quarter.
5 National City	National City Boulevard Inter City-Bike Connection	CAPITAL: Provides nearly 0.2 miles of enhanced (buffered) bike lanes along 33rd Street from Hoover Avenue to National City Boulevard. Cycle 4 (FY 2017-2019)	\$394,001	12/06/2018	6/06/2022	No	Project IS making timely progress toward its milestones. No Amendments	30% Completed	SANDAG Grant: <b>10% Spent</b> Matching Funds: <b>10% Spent</b>	Completed 100% design and cost estimate. Work anticipated for next quarter includes Obtaining Caltrans permits.

Am = Amendment

TC = Transportation Committee approval

Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
6 Oceanside	Enclosed Bike Parking Facility	BIKE PARKING: establishes an enclosed bike parking facility (BikeStation) to support City Hall and downtown business employees. Will provide secured bike parking for 40 bikes which will encourage and promote increased bicycle commuting. Cycle 4 (FY 2017-2019)	\$70,000	06/12/2019	12/12/2021	No	Project IS making timely progress toward its milestones. Am 1 (*admin) –	50% Completed	SANDAG Grant: <b>20% Spent</b> Matching Funds: <b>20% Spent</b>	Work anticipated for next quarter includes installation of enclosure and electrical hook up.
7 San Diego	Move Free, SD, Education, Encouragement, and Awareness Campaign	EEA: Designed to create pedestrian, transit, and bike mode shift in the City of San Diego using enhanced data sources to determine the most effective means of communication. Cycle 4 (FY 2017-2019)	\$125,000	01/07/2019	07/07/2021	No	Project IS making timely progress toward its revised milestones. Am 1 (admin) – 6-month extension Am 2 (*admin) – 12-month extension	65% Completed	SANDAG Grant: <b>62.7% Spent</b> Matching Funds: <b>100% Spent</b>	Working on creating project road safety videos and posters. Work anticipated for next quarter includes: continued active transportation outreach and project evaluation.
8 San Diego	SD Streamview Drive Phase II	CAPITAL (Design only): Provides access improvements for all users: pedestrians, bicyclists, bus riders, and drivers by installing and improving sidewalks, and installing bikes lanes, pop outs, and roundabouts Cycle 4 (FY 2017-2019)	\$585,950	03/05/2019	03/04/2021	No	Project IS making timely progress toward its milestones. Am 1 (*admin) – 6-month extension	15% Completed	SANDAG Grant: <b>3.8% Spent</b> Matching Funds: <b>3.8% Spent</b>	Work anticipated for next quarter includes 60% Design Plans.

Am = Amendment

TC = Transportation Committee approval

Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
9 Santee	Prospect Avenue and Mesa Road Intersection Improvements	CAPITAL: Provides access improvements for all users: pedestrians, bicyclists, bus riders, and drivers by installing and improving sidewalks, and installing bikes lanes, pop outs, and roundabouts Cycle 4 (FY 2017-2019)	\$306,999			No	Project IS making timely progress toward its milestones.	5% Completed	SANDAG Grant: <b>3.8% Spent</b> Matching Funds: <b>3.8% Spent</b>	Work anticipated for next quarter includes Final PS&E package for Council review. Due to COVID-19 restrictions and lack of bike, ped, and traffic through project area collection of Baseline Data is delayed.
10 Solana Beach	Loma Santa Fe Active Transportation Improvements	CAPITAL (Design only): Provides enhanced bike, pedestrian, and traffic calming improvements. Cycle 4 (FY 2017-2019)	\$616,050	01/04/2019	04/04/2021	No	Project IS making timely progress toward its milestones. Am 1 (*admin) – 9-month extension	50% Completed	SANDAG Grant: <b>49% Spent</b> Matching Funds: <b>49% Spent</b>	Work anticipated for next quarter includes: environmental review and contract engineering. Due to COVID-19 restrictions, project has been delayed and a nine month extension was requested and executed in May 2020.

Am = Amendment

TC = Transportation Committee approval

Active Transportation Grant Program Projects (Completed)				
Grantee	Project	Description of Project Activities	Grant Amount	Project Complete Date
11 Carlsbad	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project	CAPITAL: Provides enhanced facilities for pedestrians, transit users, and bicyclists. The proposed project will establish a new standard for a pedestrian scramble, provide and demand actuated “No Turn on Red” blank out signs, modify traffic detection to count cyclists, and provide unique clearance times. Bicyclists will be provided with northbound and southbound bike boxes. Cycle 3 (FY 2014 – 2016)	\$270,000 <sup>2</sup>	ATGP CONTRACT COMPLETE – PROJECT PROGRESSING UNDER EXCHANGE CONTRACT
12 Chula Vista	Walk + Bike Chula Vista Education Encouragement Awareness Campaign	EDUCATION: Creates a positive multimedia campaign and coordinates and promotes new walking and biking infrastructure projects to increase awareness on bicycle and pedestrian access, educate businesses and residents, and promote alternative transportation choices and improved safety in Chula Vista. Cycle 3 (FY 2014-2016)	\$100,000	PROJECT COMPLETE — JANUARY 2017
13 Chula Vista	Multimodal Pedestrian/ Bikeway Master Plan	PLANNING: Develops plans to promote and upgrade interconnected pedestrian and bicycle transportation facilities within the City of Chula Vista. Cycle 3 (FY 2014 – 2016)	\$250,000	PROJECT COMPLETE — MAY 2020
14 Coronado	Coronado Comprehensive Active Transportation Strategy	PLANNING: Provides a complete multimodal transportation network in Coronado that accommodates the needs of all users and modes. Specifically, the Comprehensive Active Transportation Strategy will include a pedestrian master plan component, an updated bicycle master plan component, and the development of Safe Routes to School and traffic calming recommendations for the City of Coronado. Cycle 3 (FY 2014 – 2016)	\$90,000	PROJECT COMPLETE — NOVEMBER 2018
15 Del Mar	Civic Center Bike Locker Project	BIKE PARKING: By installing dual entry, Bluetooth enabled bike lockers, employees, residents, and visitors alike will be able to store their bike with ease via their smart phone device while they complete their work day, attend to city business, or visit various businesses or parks within walking distance of the Civic Center. Cycle 4 (FY 2017-2019)	\$10,000	PROJECT COMPLETE — OCTOBER 2020
16 El Cajon	Be Safe, El Cajon	SUPPORT: Circulate San Diego and the City of El Cajon will initiate a multimedia, multilingual, multimodal, and multifaceted education, encouragement, and awareness campaign to encourage active transportation and pedestrian safety for residents.	\$50,000	PROJECT COMPLETE — DECEMBER 2016

<sup>2</sup> The Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project received both Cycle 3 Active Transportation Grant Program Funds and 2015 Active Transportation Grant Program-Active Transportation Program Exchange Funds (see Exhibit C). The ATGP contract has been completed, and work continues under the Funds Exchange program.

Am = Amendment

TC = Transportation Committee approval

Active Transportation Grant Program Projects (Completed)				
Grantee	Project	Description of Project Activities	Grant Amount	Project Complete Date
17 Escondido	Escondido Creek Trail Signalized Bike/Pedestrian Crossing at El Norte Parkway Project	CAPITAL: Provides active transportation connectivity for the Escondido Creek Trail in accordance with the Escondido Creek Trail Master Plan. The project also includes a bridge that will provide a sidewalk, decorative fencing, a safety barrier, bike lanes, and buffers across the Escondido Creek. Cycle 3 (FY 2014 – 2016)	\$335,000	PROJECT COMPLETE — MARCH 2020
18 Imperial Beach	IB Biking Education, Encouragement, and Awareness Campaign	EEA: Builds a positive multimedia, informational, and outreach campaign to market new biking infrastructure and destination opportunities, increases bike use, teaches bike safety skills, educates businesses and residents, and promotes active transportation choices in Imperial Beach. Cycle 4 (FY 2017-2019)	\$50,000	PROJECT COMPLETE — OCTOBER 2020
19 Lemon Grove	ADA Transition Plan	PLANNING: Develops plans for updating ADA compliance to existing facilities within the City of Lemon Grove. Cycle 3 (FY 2014 – 2016)	\$50,000	PROJECT COMPLETE — JANUARY 2020
20 National City	National City Bicycle Parking Enhancements (Bike Parking)	BIKE PARKING: Installs bicycle racks throughout National City's bicycle network. The bicycle racks will provide cyclists with safe, secure, and convenient parking for end-of-trip storage and enhance regional and local bicycle networks.	\$50,000	PROJECT COMPLETE — JUNE 2017

Am = Amendment

TC = Transportation Committee approval

Active Transportation Grant Program Projects (Completed)				
Grantee	Project	Description of Project Activities	Grant Amount	Project Complete Date
21 National City	Waterfront to Homefront Connectivity Study	PLANNING: Would look at connecting transit, bike, and walking facilities with new technologies of carshare, bikeshare, Neighborhood Electric Vehicles, shuttles, electric bikes, and ride hailing to lower greenhouse gases and vehicle miles traveled. Cycle 4 (FY 2017-2019)	\$198,000	PROJECT COMPLETE — JUNE 2020

Am = Amendment

TC = Transportation Committee approval

Active Transportation Grant Program Projects (Completed)				
Grantee	Project	Description of Project Activities	Grant Amount	Project Complete Date
22 National City	Citywide Midblock Crossing Enhancements Project	CAPITAL: Provides additional pedestrian lighting enhancements at 14 existing mid-block pedestrian crossing locations throughout the city, creates a safe environment for pedestrians through complete street design principles, and encourages the development for a well-connected pedestrian network. Improvements include new solar-powered lights and curb bulb-outs, enhanced crosswalk striping, and upgrades to the curb ramp to be ADA compliant. Cycle 3 (FY 2014 – 2016)	\$625,000	PROJECT COMPLETE — JUNE 2018
23 National City	Division Street – Euclid to Harbison Bicycle Improvements	CAPITAL: Builds upon the recently constructed (State ATP Cycle 1 funded) Division Street Road Diet project by completing a road diet from Euclid Avenue to Harbison Avenue. Cycle 4 (FY 2017-2019)	\$312,000	PROJECT COMPLETE — OCTOBER 2020
6 National City	National City Bicycle Parking Enhancements	BIKE PARKING: Installs bike racks throughout National City’s bike network. Cycle 4 (FY 2017-2019)	\$50,000	PROJECT COMPLETE — DECEMBER 2020
25 Santee	Citywide Bike Lanes Project	CAPITAL: Provides for bike lanes along Fanita Parkway from Mast Boulevard to Carlton Oaks Boulevard, Cuyamaca Street from Riverpark Drive to Mast Boulevard, El Nopal from Magnolia Avenue to eastern city limits, Fanita Drive from Prospect Avenue to southern city limits, Riverview Parkway from Mission Gorge Road to Town Center Boulevard, and Woodside Avenue North from SR 67 off-ramp to eastern city limits. Cycle 3 (FY 2014 – 2016)	\$156,000	PROJECT COMPLETE — AUGUST 2017

Am = Amendment

TC = Transportation Committee approval

Active Transportation Grant Program Projects (Completed)				
Grantee	Project	Description of Project Activities	Grant Amount	Project Complete Date
26 Santee	Riverwalk Drive Crossing Project	CAPITAL: Installs new concrete bulb-outs, pedestrian ramps, pedestrian warning signage, a new ladder crosswalk, and enhanced area lighting. It also will add parking lanes to narrow the lanes and add sharrows down the length of the project. Cycle 3 (FY 2014 – 2016)	\$216,900	PROJECT COMPLETE — APRIL 2018
27 Solana Beach	Stevens/Valley Avenue Corridor — Bicycle and Pedestrian Improvement Project	CAPITAL: Reduces the number of lanes on Stevens/Valley Avenue in order to provide for bike lanes along all of Stevens/Valley Avenue to construct sidewalks in missing locations, provide enhanced crosswalks, construct curb ramps consistent with current standards, and provide traffic calming features to slow down traffic. Cycle 3 (FY 2014 – 2016)	\$500,000	PROJECT COMPLETE — MAY 2018

\* Watch List Projects are projects not making timely progress toward their milestones (as defined in Board Policy No. 035) and that have not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may cause a project to be placed on the watch list.

Am = Amendment

TC = Transportation Committee approval



**Status of TransNet Active Transportation Grant Program/Active Transportation Program  
Funds Exchange Projects**

Reporting Period through December 31, 2020

Exhibit C

Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	Contract Expiration Date	Watch List*	Status and Amendment History	Project Complete Based on Project Schedule	Project Complete Based on Dollars Spent	Notes
1 Carlsbad	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project	CAPITAL: Provides enhanced facilities for pedestrians, transit users, and bicyclists. The proposed project will establish a new standard for a pedestrian scramble, provide and demand actuated “No Turn on Red” blank out signs, modify traffic detection to count cyclists, and provide unique clearance times. Bicyclists will be provided with northbound and southbound bike boxes. Awarded October 2015.	\$1,054,000 <sup>3</sup>	05/09/2016	05/09/2022	No	Project IS making timely progress towards its revised milestones. Am 1 (TC) — 36-month extension	20% Completed	SANDAG Grant: <b>89% Spent</b> Matching Funds: <b>89% Spent</b>	Project delayed as design revisions to include roundabout alternative are being redesigned due to community and stakeholder input.
2 Vista	Paseo Santa Fe Phase II	CAPITAL: This infrastructure and streetscape project is located in Vista's Town Center on South Santa Fe Avenue. It is a complete and livable streets revitalization project that includes a road diet that will reduce the street width from five lanes to two lanes; install new curbs, gutters, and enhanced sidewalks; construct roundabouts at key intersections; and install decorative elements such as landscaping, street lights, street signs, and pedestrian furniture. Awarded October 2015	\$3,700,000 <sup>4</sup>	04/12/2016	01/19/2022	No	Project IS making timely progress towards its revised milestones. Am 1 (TC) — 27-month extension	99% Completed	SANDAG Grant: <b>100% Spent</b> Matching Funds: <b>100% Spent</b>	Project complete pending contractor “punch list” items and will be reported in the next quarter report.

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

<sup>4</sup> The Vista Paseo Santa Fe Phase II Project also received \$2,000,000 in Cycle 3 of the Smart Growth Incentive Program (see Exhibit A).

Am = Amendment

RPC = Regional Planning Committee

Active Transportation Grant Program Exchange Projects (Completed)				
Grantee	Project	Description of Project Activities	Grant Amount	Project Complete Date
3 Chula Vista	F Street Promenade Streetscape Master Plan	PLANNING: Provides a plan using Complete Street principles, improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features. Awarded November 2014	\$491,000	PROJECT COMPLETE — AUGUST 2018
4 Escondido	Escondido Creek Bikeway Missing Link	CAPITAL: Constructs Class I and Class II bike facilities that connect the Escondido Creek Trail and Inland Rail Trail. Awarded November 2014	\$1,092,000	PROJECT COMPLETE — MARCH 2019
5 Del Mar	Pedestrian and Bike facilities along Camino del Mar, Jimmy Durante, and Via de la Valle	CAPITAL: Constructs street, sidewalk, and bicycle lane improvements to create continuous, aligned sidewalks and improved bicycle lanes within public right-of-way for better mobility. Awarded November 2014	\$812,000	PROJECT COMPLETE — JANUARY 2017
6 County of San Diego	Active Transportation Plan	PLANNING: Prepares a comprehensive master plan and policy document for the unincorporated area to guide the development and maintenance of active transportation infrastructure and supportive programs. Awarded November 2014	\$500,000	PROJECT COMPLETE — DECEMBER 2018
7 Imperial Beach	Bikeway Village Bayshore Bikeway Access Enhancement Project	CAPITAL: Constructs streetscape improvements and a Class II bike facility along 13th Street. Improvements will be implemented in conjunction with the adaptive reuse of two commercial warehouse structures into a commercial/retail-serving "Bikeway Village." Awarded November 2014	\$1,800,000	PROJECT COMPLETE — APRIL 2017
8 National City	Euclid Avenue Bicycle and Pedestrian Enhancements	CAPITAL: Implements a road diet and provides approximately 1.7 miles of a Class II buffered bike lane along Euclid Avenue between Cervantes Avenue and East 24th Street. Awarded November 2014	\$425,000	PROJECT COMPLETE — MAY 2017
9 National City	Division Street Road Diet	CAPITAL: Implements pedestrian improvements and installs approximately one mile of Class II buffered bike lanes along Division Street. Awarded November 2014	\$875,000	PROJECT COMPLETE — NOVEMBER 2017

\* Watch List Projects are projects not making timely progress toward their milestones (as defined in Board Policy No. 035) and that have not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may cause a project to be placed on the watch list.

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

April 2, 2021

## 2021 Regional Plan Environmental Impact Report: Five Things to Know

### Overview

SANDAG is drafting San Diego Forward: The 2021 Regional Plan (2021 Regional Plan), which is the long-term blueprint for transportation in the San Diego region that reimagines how people and goods move in the 21st century. The 2021 Regional Plan will require environmental review under the California Environmental Quality Act (CEQA). SANDAG is preparing an Environmental Impact Report (EIR), which will analyze the physical impacts on the environment from the proposed 2021 Regional Plan. On February 28, 2020, a presentation on environmental review for transportation projects under CEQA was made to the Board of Directors (Attachment 1). Information specific to the EIR being developed for the 2021 Regional Plan will be provided to the Regional Planning Committee.

#### Action: **Information**

An overview of the components and schedule of the 2021 Regional Plan Environmental Impact Report will be presented.

#### Fiscal Impact:

None.

#### Schedule/Scope Impact:

None.

### Key Considerations

- SANDAG will be preparing a Program EIR which is used to evaluate a plan or program that has multiple components or actions that are related either geographically or as logical parts of a long-term plan.
- The Program EIR will analyze 19 topical areas to determine if there are significant impacts to the physical environment from the 2021 Regional Plan.
- An analysis of alternatives will be included in the Program EIR; the Program EIR will also identify mitigation to avoid or reduce significant impact on the environment.
- The Program EIR will be available for a 45-day public review later this summer.

### **Coleen Clementson, Director of Regional Planning**

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

Attachment: 1. February 28, 2020, Board of Directors Agenda Item No. 21 – A Primer on Environmental Review for Transportation Improvements



## A Primer on Environmental Review for Transportation Improvements

### Overview

The Board of Directors requested a presentation on the environmental review process for transportation projects under the California Environmental Quality Act (CEQA) and its federal counterpart, the National Environmental Policy Act (NEPA). The Board also asked staff to address specific questions on the longevity of environmental documents and cost for environmental review.

### Action: Information

Information on the environmental review process for transportation projects under the National Environmental Policy Act and California Environmental Quality Act will be presented.

Environmental review (sometimes called environmental clearance) is a required component within the life cycle of all development projects, including capital projects for transportation improvements. Attachment 1 provides a discussion of the environmental process, the applicable laws, and typical questions that have been raised by the Board of Directors and the public.

### Key Considerations

- NEPA review is required whenever federal land, federal funding, or federal permits are required. CEQA review is required when a state or local government in California takes a discretionary action to approve a project. While the terminology used under NEPA and CEQA may differ slightly, the process is similar, as illustrated in Attachment 2.
- Caltrans is the lead agency for environmental review on the state highway system (CEQA and NEPA review for federally-funded projects), while SANDAG provides the environmental clearance (CEQA only) for heavy and light rail improvements and active transportation projects, as well as for the Regional Plan.
- The largest and most complex environmental documents are called Environmental Impact Reports (EIR) under CEQA, and Environmental Impact Statements (EIS) under NEPA; however, a variety of less complex documents are also used for environmental clearance if appropriate (Attachment 3).
- Under CEQA and NEPA, EIRs and EISs do not automatically expire after a given period; however, the greater the delay between certification of the document and start of construction the greater the risk of requiring subsequent environmental review that incurs additional cost and may require additional public review. Caltrans requires a revalidation if major steps to advance the project have not occurred within three years of approval of the EIS.

At the November 8, 2019, Board of Directors [meeting](#), staff presented an update of the *TransNet* Program. Included in that presentation was a list and implementation status of environmental review for the SANDAG Capital Program.

### Next Steps

CEQA is constantly evolving as legislation updates, regulatory updates to CEQA Guidelines, and case court opinions continue to refine the process. For example, no later than July 1, 2020, Senate Bill 743 (Steinberg, 2013) will require a shift in the methodology used to analyze transportation under CEQA; specifically, a shift

from use of level of service as a metric to an alternative methodology such as vehicle miles traveled. Staff will continue to provide updates on the environmental review process as requested.

***Hasan Ikhata, Executive Director***

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

- Attachments:
1. Discussion Memo
  2. Comparison of NEPA and CEQA Process
  3. Commonly Used Types of CEQA/NEPA Documents

# Discussion Memo

## Background

At its November 22, 2019, meeting, the Board of Directors requested a presentation on the environmental review process for transportation projects under the California Environmental Quality Act (CEQA). This memorandum provides a summary of the environmental review process (both CEQA and the National Environmental Policy Act [NEPA]) required as part of the approval of transportation projects.

### ***What Constitutes Environmental Review?***

Environmental review (sometimes called environmental clearance) takes place as a required component within the life cycle of all development projects that require a discretionary governmental action (i.e., a decision by a governmental agency). The two major statutes governing environmental review are NEPA and the CEQA. State and local agencies implement CEQA. Federal agencies normally implement NEPA, but for federally-funded transportation projects, Caltrans has been delegated NEPA authority by the Federal Highway Administration. These laws expressly require the incorporation of environmental considerations into the governmental decision-making process.

In general terms, environmental review follows four steps: (1) preparation of technical studies, (2) analysis of potential impacts based on those technical studies, (3) summarization of the analysis into various environmental documents as appropriate, and (4) review and approval by the governmental decision-maker. The intent of the process is to inform the agency and the public on the consequences of the proposed action, provide evaluation of alternatives, and mitigation to reduce significant impacts if required.

Caltrans is the lead agency for environmental review on the state highway system projects, while SANDAG provides the environmental clearance for heavy and light rail improvements and active transportation projects. SANDAG also conducts the environmental review for the Regional Plan.

### ***When is Environmental Review Initiated for a Project?***

The CEQA process must start early in the planning process to allow environmental considerations to influence project design, but late enough to provide meaningful information for environmental assessment (CEQA Guidelines § 15004(b)). Prior to initiating environmental review, a project must be included in the Regional Plan,<sup>1</sup> programmed in the Regional Transportation Improvement Program (RTIP), and budgeted in the SANDAG Capital Improvement Program Budget. After that, the environmental review generally starts along with design and preliminary engineering and is completed around 30% design. This allows for enough detail to conduct analysis on a stable project description, but not too far along so changes can be included in final engineering to avoid environmental impacts.

Other state and federal agencies can utilize the lead agency's environmental review for issuance of their regulatory permits and approvals (e.g., impacts to wetlands or endangered species).

### ***Examples of Environmental Documents***

Projects are first reviewed to determine if they are exempt from CEQA or excluded from NEPA. If so, no additional analysis is required, and the reasons for the exemption/exclusion are documented.

For projects that may have potentially significant impacts, an analysis is conducted to determine what type of environmental document to prepare. This is called an Initial Study (IS) under CEQA and an Environmental Assessment (EA) under NEPA. If there is no substantial evidence that a project subject to CEQA may cause any significant environmental impacts, a public agency may adopt a brief document known as a Negative Declaration (ND). For a project that may have significant impacts but avoids or reduces those impacts, a

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<sup>1</sup> Approval of the Regional Plan requires its own environmental review under CEQA.

Mitigated Negative Declaration (MND) may be prepared, and mitigation conditions are included as a part of the project approval. Similarly, after review of the EA, a federal agency may conclude that the action would not significantly affect the environment and prepare a finding of no significant impact (FONSI). The FONSI may address measures that an agency will take to reduce (mitigate) potentially adverse effects.

An EIR must be prepared when there is substantial evidence in the record that supports a fair argument that significant impact may occur. Similarly, if EA determines that the environmental consequences of a proposed federal undertaking may be significant, an environmental impact statement (EIS) is prepared. Both the EIR and EIS provide more detailed evaluations of the proposed project/action and alternatives. The public and agencies may provide input into the preparation of EIR or EIS prior to its development (referred to as scoping) and then comment on the draft EIR or EIS when it is completed.

Attachment 3 provides examples of common types of environmental documents utilized by SANDAG for local transportation projects.

### ***What is the SANDAG Board Action on Environmental Documents?***

The SANDAG Board reviews and approves exemptions and ND/MNDs and certifies EIRs. The Board does not take action on NEPA documents.

For EIRs, the Board of Directors certifies that the EIR was completed in compliance with CEQA; that the Board reviewed and considered the information contained in the final EIR prior to approving the project; and certifies that it reflects SANDAG's independent judgment and analysis. In addition, the Board of Directors makes specific written findings related to the environmental impacts and mitigation contained in the EIR, adopts a statement of overriding considerations if significant impacts remain after mitigation and adopts a mitigation monitoring and reporting program to assure any mitigation identified is implemented.

After Board action, SANDAG staff files a Notice of Determination/ Notice of Exemption (NOD/NOE) with the County Clerk and mails a copy of the Notice to the State Clearinghouse. Posting of the NOD/NOE establishes a 30-day statute of limitations for CEQA-based challenges.

### ***Do EIR/EIS Expire?***

For the state highway system, Caltrans has formalized a re-evaluation process and requires written revalidation prior each major federal approval or if major steps to advance the project have not occurred within three years of approval of the EIS.

That said, under CEQA and NEPA, EIRs and EISs do not automatically expire after a given period; however, the greater the delay between certification of the document and start of construction the greater the risk of requiring subsequent environmental review that incurs additional cost and may require additional public review. Changes that require updates to an approved EIR or EIS can include change in the project or other changes that would cause new or worse significant impacts. For example, in 2014 impacts to previously unknown endangered species required a supplemental EIR be prepared for the Mid-Coast Light Rail project and additional public review.

### ***What is the Cost of an Environmental Review?***

As a very general rule of thumb 3-5% of the total project cost is used as a starting point. A more refined cost is made during the project study report phase and considers several factors such as, number of alternatives to be studied, project location (e.g., coastal zone), scope of resource impacts (e.g., historic resources, endangered species), project footprint, project complexity and anticipated agency and public involvement). In addition, changes to the project after environmental review has started increases the overall cost as technical studies are modified, environmental analysis is redone and possible additional review from agencies and

stakeholder. In practice, mid-stream changes to a projects is considered one the biggest reasons for both the cost increases and time delays in the environmental review process.

### ***Who regulates the environmental review process?***

CEQA and NEPA are self-executing statutes. Public agencies are entrusted with compliance with CEQA/NEPA and its provisions are enforced, as necessary, by the public or other project opponents through litigation. It is each public agency's duty to determine what is and is not subject to CEQA/NEPA and comply as appropriate. A very small fraction of CEQA and NEPA documents are subject to litigation, but concerns about potential litigation often motivate a lead agency to "go the extra mile" in its environmental documents.

### ***How can environmental review be expedited?***

Environmental review can be expedited through use of existing statutory and categorical exemptions. As an example, SANDAG used Public Resources Code Section 21080.20.5 for the exemption of several bicycle transportation projects.

CEQA and NEPA also promotes "tiering" subsequent environmental review when the environmental issues have been analyzed in a broader EIR or EIS. This allows subsequent analyses to focus on project-specific impacts and incorporate larger program-level. Tiering is among the most efficient, but underutilized, methods for expediting subsequent CEQA review and avoiding duplicative analysis. The Regional Plan EIR is a good example of a first-tier EIR called a Program EIR that can be used to streamline CEQA review of individual transportation and land use projects that are consistent with the Regional Plan.

### ***How does SB 743 Change CEQA Analysis?***

SB 743 was signed in 2013, with the intent to *"more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."* When implemented, *"traffic congestion **shall not** be considered a significant impact on the environment" within California Environmental Quality Act (CEQA) transportation analysis."*

Specifically, SB 743 required the state Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to automobile delay measured by Level of Service (LOS) for evaluating transportation impacts. OPR has recommended that vehicle miles traveled (VMT) is the most appropriate metric for CEQA analysis and has provided a [technical advisory](#) for its implementation. Starting no later than July 1, 2020, LOS may no longer be used as a metric for CEQA analysis and VMT generally will be the most appropriate metric.

### **Next Steps**

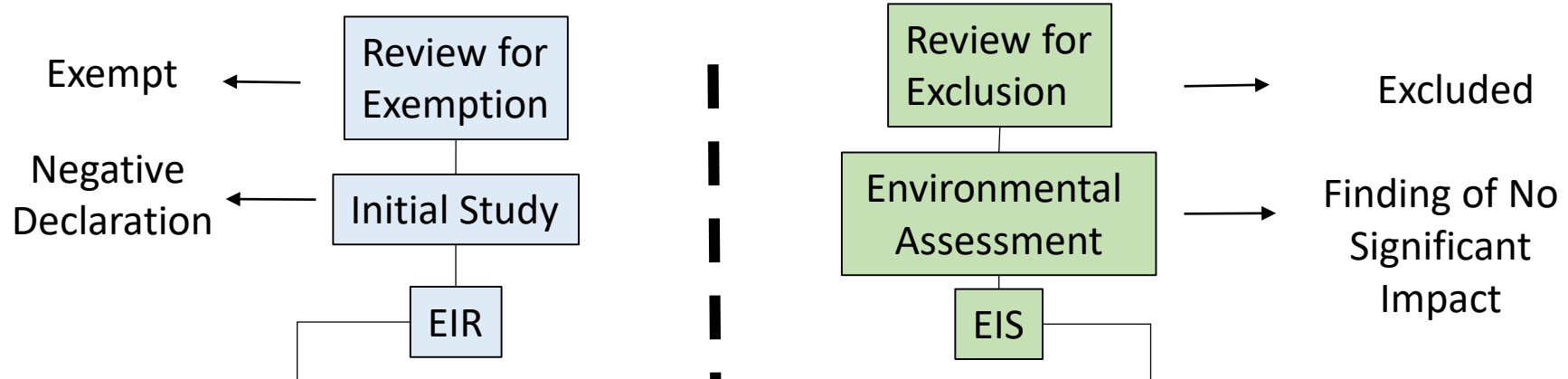
CEQA is constantly evolving as legislative amendments, regulatory (CEQA Guidelines) updates, and case law continue to refine the process. For example, changes to CEQA as a result of SB 743 were discussed above. In addition to the transportation analysis changes required to implement SB 743, the 2018 CEQA Guidelines amendments also made important changes to requirements for analysis of greenhouse gas, energy, water supply, and environmental hazards impacts.

At the federal level, Executive Order (E.O.) 13807, commonly known as One Federal Decision, was issued on August 15, 2017. The E.O. directs Federal agencies to expedite the environmental review and permitting process for a major infrastructure project by developing a single expedite timeline, issue a single EIS and record of decision and issue all necessary authorization decisions within 90 days of ROD issuance.

SANDAG staff incorporates new changes into its environmental review practices and stays current with the changing requirements through annual workshops and conferences. Staff will continue to provide updates on CEQA requirements as requested.



## Comparison of NEPA and CEQA Terminology and Process



<b>C E Q A</b>	Notice of Preparation		Notice of Intent	<b>N E P A</b>
	Scoping		Scoping	
	Draft EIR		Draft EIS	
	State Clearinghouse		EPA Filing: Federal Register	
	Public and Agency Review		Public and Agency Review	
	Preparation of Response to Comments		Final EIS	
	Review of Response by Commenting Agencies		EPA Filing: Federal Register	
	Final EIR		Agency Decision/Record of Decision	
	Agency Decision/Findings/ Statement of Overriding Considerations/ Mitigation, Monitoring and Reporting			

### Commonly Used Types of CEQA/NEPA Documents<sup>1</sup>

Document Type	Use	Examples
<b>Statutory Exemption</b>	Exemptions from CEQA granted by the Legislature.	2019 Federal Regional Transportation Plan  Changes to SANDAG Regional Comprehensive Fare Ordinance
<b>Categorical Exemption</b>	A list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.	San Onofre to Pulgas LOSSAN Double Track Project  Green Beach North Bridge 208.6 Replacement Staging Project
<b>Negative Declaration/ Mitigated Negative Declaration</b>	Used when Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment, or mitigation measures would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.	Bayshore Bikeway - Segment 8B Project  San Diego River Trail Carlton Oaks Golf Course Segment
<b>Program EIR</b>	EIR prepared on a series of actions that can be characterized as one large project and are related either geographically or as a chain of contemplated actions.	San Diego Forward: The Regional Plan Program EIR
<b>Project EIR</b>	EIR examines the environmental impacts of a specific project.	South Bay Bus <i>Rapid</i> Transit EIR
<b>Supplemental EIR</b>	Documentation to revise a previously certified EIR when only minor additions or changes are necessary to make the previous EIR adequate to apply to the changed project.	Interstate 5 North Coast Corridor Project Supplemental EIR
<b>Addendum to an EIR</b>	Documentation to show why project changes do not trigger the need for a Supplemental EIR	Addendum to the Mid-Coast Corridor Transit Project for Proposed Work in Pepper Canyon

<sup>1</sup> This is not intended to be an exhaustive list of the types of environmental documents available under CEQA or NEPA.

<b>Joint EIR/EIS</b>	A joint document prepared to meet the required of both CEQA and NEPA.	Mid-Coast Corridor Transit Project
<b>EA/ Finding of No Significant Impact (FONSI)</b>	A Finding of No Significant Impact (FONSI) presents the reasons why an action will not have a significant effect on the human environment. It must include the Environment Assessment (EA) or summary of the EA that supports the FONSI determination.	<p>Sorrento to Miramar LOSSAN Double Track Phase 2</p> <p>San Dieguito River Bridge Replacement, Double Track, and Del Mar Fairgrounds Special Events Platform</p>
<b>Categorical Exclusion (Cat Ex)</b>	Class of actions that a Federal agency has determined do not individually or cumulatively have a significant effect on the human environment	<p>Chesterfield Crossing Improvements</p> <p>Inland Rail Trail Bike Path</p>

April 2, 2021

## 2021 Regional Plan: Series 14 Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern

### Overview

A component of San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) is the Sustainable Communities Strategy (SCS), which requires the 2021 Regional Plan to integrate transportation and land use planning to demonstrate how the region will meet its mandated greenhouse gas (GHG) reduction target. In developing the draft 2021 Regional Plan, staff have developed an updated forecast of population, housing, and employment and a land use pattern that complements the envisioned transportation investments and accommodates the Cycle 6 Regional Housing Needs Assessment (RHNA) allocations.

### Key Considerations

Every three to four years, SANDAG produces a long-range forecast of population, housing, and employment that is used as a resource by public agencies, elected officials, planners, academics, and the general public.

The Series 14 Regional Growth Forecast aligns with the regional forecast from the California Department of Finance and is the basis for the 2021 Regional Plan.

The SCS land use pattern, or subregional allocation, of forecasted growth and development is based on the Series 14 Regional Growth Forecast. In developing the SCS land use pattern, staff considered Senate Bill 375 (Steinberg, 2008), which requires the land use scenario to contribute toward the regional GHG reduction target, accommodate the Cycle 6 RHNA determination, and utilize most recent planning assumptions.

The SCS land use pattern focuses future growth primarily in the regional Mobility Hub network, which would provide more people access to mobility options, employment opportunities, and other key destinations and would preserve open space and habitat areas.

### Next Steps

The Series 14 Regional Growth Forecast and the SCS land use pattern will be included in the draft 2021 Regional Plan and associated draft data will be made available to jurisdictions.

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### Action: **Information**

Staff will provide an overview of the Series 14 Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern for the draft San Diego Forward: The 2021 Regional Plan.

### Fiscal Impact:

Funding for development of the 2021 Regional Plan is included in Work Element Project No. 3102000 in the FY 2021 Program Budget.

### Schedule/Scope Impact:

The draft 2021 Regional Plan and draft Environmental Impact Report are expected to be released for review by the Board of Directors and public comment in spring and summer 2021, respectively.