

SANDAG

Board of Directors Agenda

Friday, November 19, 2021

9 a.m.

****Teleconference Meeting****

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Board of Directors meeting scheduled for Friday, November 19, 2021, will be conducted virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Government Code Section 54953(e), and Assembly Bill 361 (Rivas 2021). Board members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

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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 clerkoftheboard@sandag.org (please reference "Friday, November 19, 2021, Board of Directors meeting" in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, November 18, will be provided to members prior to the meeting. If you desire to provide live verbal comment during the meeting, please join the Zoom meeting by computer or phone and use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter *9 to "Raise Hand" and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those joining via a computer and by the last three digits of for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made via email or orally per the instructions above.

SANDAG

Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Public speakers are limited to three minutes or less per person. The Board 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. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe.

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Message from the Clerk

In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) \$100, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws, and the compensation rate for the RTC is set pursuant to state law.

Vision Statement

Pursuing a brighter future for all.

Mission Statement

We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.

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.

Board of Directors

Friday, November 19, 2021

Item No.		Action
1.	Public Comments/Communications Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. 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 comments.	
2.	Chief Executive Officer's Report <i>Hasan Ikhata, Chief Executive Officer</i> An update on key programs, projects, and agency initiatives will be presented.	Discussion
Consent		
+3.	Approval of Meeting Minutes <i>Francesca Webb, SANDAG</i> +3A. October 22, 2021, Meeting Minutes +3B. October 29, 2021, Meeting Minutes	Approve
+4.	TransNet Environmental Mitigation Program: FY 2022 Annual Funding * <i>Kim Smith and Courtney Pesce, SANDAG</i> The Transportation and Regional Planning Committees recommend that the Board of Directors approve the allocation of \$4 million in funding for FY 2022 for regional land management and biological monitoring.	Approve
+5.	Approval of Solicitation for the Development of a Resource Management Plan and Ownership and Management of the Rancho Lilac Property <i>Kim Smith, SANDAG</i> The Board of Directors is asked to authorize the Chief Executive Officer to conduct a solicitation for the development of a Resource Management Plan and Ownership and Management of Rancho Lilac.	Approve
+6.	Approval of Federal Transit Administration Section 5310 Vehicles in Continued Non-Use Status <i>Zachary Rivera, SANDAG</i> The Board of Directors is asked to approve waivers of Board Policy No. 035 to authorize staff to grant requests for non-use status for three grantees' vehicles.	Approve

- | | | |
|------|---|-------------|
| +7. | Policy Advisory Committee Actions
<i>Francesca Webb, SANDAG</i>

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees since the last Board meeting. | Approve |
| +8. | 2022 Board of Directors and Policy Advisory Committee Annual Meeting Calendar
<i>Francesca Webb, SANDAG</i>

The Board of Directors is asked to approve the calendar of meetings of the Board and Policy Advisory Committees for the upcoming year. | Approve |
| +9. | Continuation of Teleconferenced Meetings*
<i>Melissa Coffelt, SANDAG</i>

In accordance with recent amendments to the Brown Act open meetings law (Assembly Bill 361), the Board of Directors is asked to adopt Regional Transportation Commission (RTC) Resolution No. RTC-2022-03, allowing for continued remote teleconferenced public meetings for all SANDAG legislative bodies based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state or local officials regarding social distancing. | Adopt |
| +10. | State Route 94/State Route 125 South to East Connector Project Update
<i>Karen Jewel, Caltrans</i>

This report provides an update on the progress and status of the State Route 94/State Route 125 South to East Connector project. | Information |
| +11. | Chief Executive Officer Delegated Actions*
<i>Kim Monasi, SANDAG</i>

In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Chief Executive Officer since the last Board meeting. | Information |
| +12. | Meetings and Events Attended on Behalf of SANDAG
<i>Francesca Webb, SANDAG</i>

Board members will provide brief reports on external meetings and events attended on behalf of SANDAG since the last Board meeting. | Information |

Reports

- | | | |
|------|--|---------|
| +13. | 2022 State Transportation Improvement Program
<i>Sue Alpert, SANDAG</i>

The Transportation Committee recommends that the Board of Directors approve the submission of the proposed 2022 State Transportation Improvement Program to the California Transportation Commission. | Approve |
|------|--|---------|

+14. SANDAG Housing and Smart Growth Funding* **Approve**

*City of Chula Vista Mayor Mary Salas, Regional Planning Committee Chair
Tuere Fa'aola and Jenny Russo, SANDAG*

**+14A. Housing Incentive Program Overview and Housing Acceleration
Program Call for Projects**

The Regional Planning Committee recommends that the Board of Directors approve:

1. The evaluation criteria, in substantially the same form as attached, and release the calls for projects for the 2021 Housing Acceleration Program (HAP).
2. The proposed applicability and waivers of certain requirements in Board Policy Nos. 033 and 035 for this cycle of the HAP.

+14B. *TransNet* Smart Growth Incentive Program Call for Projects

The Regional Planning Committee recommends that the Board of Directors approve:

1. The evaluation criteria, in substantially the same form as attached, and release the call for projects for the 2021 *TransNet* Smart Growth Incentive Program – Planning.
2. The proposed waiver of certain requirements in Board Policy No. 033 for this cycle of SGIP.

+14C. On-Call Sustainable Communities Solicitation

The Board of Directors is asked to authorize the Chief Executive Officer to conduct a solicitation for On-Call sustainable communities services.

+15. Potential *TransNet* Extension Ordinance Amendments* **Discussion**

Ariana zur Nieden, SANDAG

The Board of Directors is asked to discuss draft concepts for potential *TransNet* Extension Ordinance amendments.

16. Member Comments

Board members shall have the opportunity to provide information and announcements on any issue within the jurisdiction of SANDAG that is not on this agenda. Subjects of previous agenda items may not again be addressed under member comments.

17. Upcoming Meetings **Information**

The next Board meeting is scheduled for Friday, December 3, 2021, at 9 a.m.

18. Adjournment

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item

October 22, 2021, Board of Directors Meeting Minutes

Chair Catherine Blakespear (City of Encinitas) called the meeting of the Board of Directors to order at 9 a.m.

Action: **Approve**

The Board of Directors is asked to approve the minutes from its October 22, 2021, meeting.

Reports

1. Proposed Fiscal Year 2022 Budget Amendment: Social Equity Early Action Transit Pilots (Approve)

Dr. Helen Griffith, member of the public, spoke in support of the Pilot programs.

Craig Jones, Social Equity Working Group member, spoke in support of the Pilot programs.

Esperanza Gonzalez, member of the public, spoke in support of the Pilot programs.

Maritza Garcia, member of the public, spoke in support of the Pilot programs.

Maria Cortez, member of the public, spoke in support of the Pilot programs.

Carolina Hernandez, member of the public, spoke in support of the Pilot programs.

Keara O'Laughlin, Social Equity Working Group member, spoke in support of the Pilot programs.

Brian Pollard, Urban Collaborative Project, spoke in support of the Pilot programs.

Bee Mittermiller, member of the public, spoke in support of the Pilot programs.

Denisse Lopez, member of the public, spoke in support of the Pilot programs.

Goyo Ortiz, member of the public, spoke in support of the Pilot programs.

Diana Frias, Mid-City CAN, spoke in support of the Pilot programs.

Katie Meyer, member of the public, spoke in support of the Pilot programs.

Iris Contreras, member of the public, spoke in support of the Pilot programs.

Ariana Federico, Mid-City CAN, spoke in support of the Pilot programs.

Noah Harris, Climate Action Campaign, spoke in support of the Pilot programs.

Suzanne Hume, member of the public, spoke in support of the Pilot programs.

Laura, member of the public, spoke in support of the Pilot programs.

Nicole Burgess, member of the public, spoke in support of the Pilot programs.

Ulla Rang, member of the public, spoke in support of the Pilot programs.

Angelica Santiago, member of the public, spoke in support of the Pilot programs.

Randy Torres Van Vleck, Social Equity Working Group member, spoke in support of the Pilot programs.

Liliana Soriano, member of the public, spoke in support of the Pilot programs.

Haneen Mohammed, member of the public, spoke in support of the Pilot programs.

Action: Second Vice Chair Alejandra Sotelo-Solis (City of National City) made a motion to approve the Transportation Committee recommendation to approve an amendment to the FY 2022 Program Budget to:

- 1) create new Overall Work Program Project Element No. 3505000 for the Early Action Transit Pilot project; and
- 2) program \$2.13 million of Congestion Mitigation and Air Quality Improvement funds to fund the project.

The motion was seconded by Mayor Lesa Heebner (City of Solana Beach).

A substitute motion was made by Mayor Richard Bailey (City of Coronado) and seconded by Councilmember Christopher Rodriguez (City of Oceanside), to approve an amendment to the FY 2022 Program Budget to:

- 1) create new Overall Work Program Project Element No. 3505000 for the Early Action Transit Pilot project;
- 2) program \$2.13 million of Congestion Mitigation and Air Quality Improvement funds to fund the project, and
- 3) Expand the pilot program to ages 24 and under and add additional opportunities for the same underserved population to use Lyft, Uber, and related services.

The substitute motion failed.

Yes: Mayor Matt Hall (City of Carlsbad), Mayor Bailey, Mayor Bill Wells (City of El Cajon), Councilmember Rodriguez, Mayor Steve Vaus (City of Poway), Mayor Rebecca Jones (City of San Marcos), Mayor John Minto (City of Santee), and Mayor Judy Ritter (City of Vista).

No: Chair Blakespear, Vice Chair Todd Gloria (City of San Diego), Second Vice Chair Sotelo-Solis, Mayor Mary Salas (City of Chula Vista), Supervisor Terra Lawson-Remer (County of San Diego), Mayor Terry Gaasterland (City of Del Mar), Mayor Paul McNamara (City of Escondido), Councilmember Paloma Aguirre (City of Imperial Beach), Councilmember Jack Shu (City of La Mesa), Mayor Raquel Vasquez (City of Lemon Grove), and Mayor Heebner.

Abstain: None.

Absent: None.

The Board of Directors voted on the original motion. The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Salas, Supervisor Lawson-Remer, Mayor Gaasterland, Mayor McNamara, Councilmember Aguirre, Councilmember Shu, Mayor Vasquez, and Mayor Heebner.

No: Mayor Hall, Mayor Bailey, Mayor Wells, Councilmember Rodriguez, Mayor Vaus, Mayor Jones, Mayor Minto, and Mayor Ritter.

Abstain: None.

Absent: None.

2. Regional Digital Equity Strategy (Information)

Director of Mobility and Innovation Antoinette Meier, Senior Regional Planner Krystal Ayala; Sarah Aghassi, County of San Diego; Mike Connolly, Southern California Tribal Chairmen's Association; and Sam Attisha, Cox Communications; presented an overview of the Regional Digital Equity Strategy, as well as an update from Digital Divide Taskforce members on partnership initiatives to bridge the digital divide.

Sunne Wright McPeak, California Emerging Technology Fund, spoke in support of the item.

Terry Loftus, member of the public, spoke in support of the item.

David Graham, member of the public, spoke in support of the item.

Irina Prokhorova, San Diego Futures Foundation, spoke in support of the item.

Action: Information only.

3. Release of Debt Service Reserve Fund for 2008 Series A, B, C, and D Bonds (Adopt)

Chief Financial Officer André Douzdjian and Peter Shellenberger, PFM Financial Advisors LLC, presented the item.

Action: Upon a motion by Second Vice Chair Sotelo-Solis and a second by Vice Chair Gloria, the Board, acting as the San Diego County Regional Transportation Commission (RTC), approved RTC Resolution No. RTC-2022-01 authorizing the release of the 2008 Series A-D Debt Service Reserve Fund, and the execution and distribution of the documents.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Hall, Mayor Salas, Supervisor Lawson-Remer, Mayor Gaasterland, Mayor McNamara, Mayor Wells, Councilmember Aguirre, Councilmember Shu, Mayor Vasquez, Councilmember Rodriguez, Mayor Jones, Mayor Minto, Mayor Heebner and Mayor Ritter.

No: None.

Abstain: None.

Absent: City of Coronado and City of Poway.

Consent

4. Approval of Meeting Minutes (Approve)

The Board was asked to approve the minutes from its October 8, 2021, meeting.

There were no public comments on this item.

5. Regional Equitable Housing Subcommittee (Approve)

The Board of Directors was asked to approve the creation of a regional equitable housing subcommittee to discuss the SANDAG housing program.

There were no public comments on this item.

6. Wildlife Conservation Board Grant Funding (Adopt)

The Board of Directors was asked to adopt resolution 2021-08 to receive Proposition 50 funding from the California Wildlife Conservation Board and to authorize SANDAG to accept the grant, if awarded.

There were no public comments on this item.

7. *TransNet* Environmental Mitigation Program: Land Management Grant Program Call for Projects (Approve)

The Transportation Committee recommended that the Board of Directors approve the modifications to the draft evaluation criteria and the release of the call for projects for the tenth cycle of the *TransNet* Environmental Mitigation Program Land Management Grant Program.

There were no public comments on this item.

8. Approval of Proposed Contract Awards (Approve)

The Board of Directors was asked to authorize negotiations to proceed, and the Executive Director to execute agreements for:

- 1) Enterprise Resource Planning Solution with Tyler Technologies, Inc., and
- 2) The Pershing Drive Bikeway Project to West Coast General Group, a Joint Venture.

There were no public comments on this item.

9. Policy Advisory Committee Actions (Approve)

The Board was asked to ratify the delegated actions taken by the Policy Advisory Committees.

There were no public comments on this item.

10. Continuation of Teleconferenced Meetings (Adopt)

In accordance with recent amendments to the Brown Act open meetings law (Assembly Bill 361), the Board of Directors was asked to adopt RTC Resolution No. RTC-2022-03, allowing for continued remote teleconferenced public meetings for all SANDAG legislative bodies based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state or local officials regarding social distancing.

11. Chief Executive Officer Delegated Actions (Information)

In accordance with various Board Policies, this report summarized delegated actions taken by the Chief Executive Officer.

There were no public comments on this item.

12. Meetings and Events Attended on Behalf of SANDAG (Information)

Board members provided brief reports on external meetings and events attended on behalf of SANDAG.

There were no public comments on this item.

Action: Upon a motion by Vice Chair Gloria, and a second by Councilmember Shu, the Board voted to approve Consent Items Nos. 4 through 10.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Hall, Supervisor Lawson-Remer, Mayor Gaasterland, Mayor McNamara, Councilmember Shu, Mayor Vasquez, Councilmember Rodriguez, Mayor Jones, Mayor Minto, Mayor Heebner, and Mayor Ritter.

No: None.

Abstain: None.

Absent: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, and City of Poway.

Reports (continued)

13. Chief Executive Officer's Report (Discussion)

Chief Executive Officer Hasan Ikhata presented an update on key programs, projects, and agency initiatives.

Action: Discussion only.

14. Public Comments/Communications/Member Comments

Al Tarkington, member of the public, spoke regarding stabilization efforts along the Del Mar Bluffs.

Payson Stevens, member of the public, spoke regarding the draft Environmental Impact Report for the Regional Plan.

Michael Solorio, member of the public, spoke regarding the draft Environmental Impact Report for the Regional Plan.

Drew Cady, member of the public, spoke regarding stabilization efforts along the Del Mar Bluffs.

Karen Lore, member of the public, spoke regarding stabilization efforts along the Del Mar Bluffs.

Shirly Weiss, member of the public, spoke regarding stabilization efforts along the Del Mar Bluffs.

Ulla Rang, member of the public, spoke regarding stabilization efforts along the Del Mar Bluffs.

15. Upcoming Meetings

The next Board meeting is scheduled for Friday, October 29, 2021, at 9 a.m.

17. Adjournment

Chair Blakespear adjourned the meeting at 12:26 p.m.

Confirmed Attendance at Board of Directors Meeting

October 22, 2021

Board of Directors	Title	Name	Attend Virtually
City of Carlsbad	Mayor	Matt Hall (Primary)	Yes
City of Chula Vista	Mayor	Mary Salas (Primary)	Yes
City of Coronado	Mayor	Richard Bailey (Primary)	Yes
County of San Diego	Supervisor	Terra Lawson-Remer (Primary)	Yes
County of San Diego	Supervisor	Joel Anderson (Primary)	Yes
City of Del Mar	Mayor	Terry Gaasterland (Primary)	Yes
City of El Cajon	Mayor	Bill Wells (Primary)	Yes
City of Encinitas	Mayor	Catherine Blakespear (Primary)	Yes
City of Escondido	Mayor	Paul McNamara (Primary)	Yes
City of Imperial Beach	Mayor	Paloma Aguirre (2nd Alt.)	Yes
City of La Mesa	Councilmember	Jack Shu (Primary)	Yes
City of Lemon Grove	Mayor	Racquel Vasquez (Primary)	Yes
City of National City	Second Vice Chair	Alejandra Sotelo-Solis (Primary)	Yes
City of Oceanside	Councilmember	Christopher Rodriguez (Primary)	Yes
City of Poway	Mayor	Steve Vaus (Primary)	Yes
City of San Diego	Vice Chair	Todd Gloria (Primary)	Yes
City of San Diego	Council President	Jennifer Campbell (Primary)	Yes
City of San Marcos	Mayor	Rebecca Jones (Primary)	Yes
City of Santee	Mayor	John Minto (Primary)	Yes
City of Solana Beach	Councilmember	Lesa Heebner (Primary)	Yes
City of Vista	Mayor	Judy Ritter (Primary)	Yes
Caltrans		Gustavo Dallarda (1st Alt.)	Yes
Metropolitan Transit System	Councilmember	Paloma Aguirre (Primary)	Yes
North County Transit District	NCTD Chair	Tony Kranz (Primary)	Yes
Imperial County	Supervisor	Sup. Jesus Escobar (Primary)	No
U.S. Department of Defense	Executive Director	Dennis Keck (Primary)	Yes
Port of San Diego	Commissioner	Garry Bonelli (Primary)	Yes
San Diego County Water Authority	Councilmember	Mel Katz (Primary)	Yes
San Diego County Regional Airport Authority		Gil Cabrera (Primary)	Yes
Mexico	Consul General	Natalia Figueroa (Alternate)	No
SCTCA	Chairman	Cody Martinez	No

October 29, 2021, Board of Directors Meeting Minutes

Chair Catherine Blakespear (City of Encinitas) called the meeting of the Board of Directors to order at 9:01 a.m.

Action: Approve

The Board of Directors is asked to approve the minutes from its October 29, 2021, meeting.

1. Public Comments/Communications

Nina Babiarz, member of the public, spoke in opposition to tracking of vehicle miles traveled.

Mike Bullock, member of the public, spoke regarding climate stabilization.

Cheryl Brierton, member of the public, spoke regarding issues related to the elderly

Tony, member of the public, spoke in support of the Youth Opportunity Pass pilot project and climate stabilization efforts.

Mark Aaron, member of the public, spoke regarding historical government decision making and corporate welfare.

2. Chief Executive Officer's Report (Discussion)

Chief Executive Officer Hasan Ikhata presented an update on key programs, projects, and agency initiatives.

Action: Discussion only.

Consent

3. 2021 Regional Plan: Changes for Proposed Final Plan (Discussion/Possible Action)

Director of Regional Planning Coleen Clementson presented updates that will be reflected in the proposed final 2021 Regional Plan in response to public comments.

John Alvarado, member of the public, spoke regarding mileage charge impacts on non-profit organizations and families.

Phil Petree, ICEJSD, spoke in support for the Regional Plan and encouraged further climate stabilization efforts.

Bee Mittermiller, member of the public, spoke in support for the Regional Plan and encouraged further climate stabilization efforts.

Pamela Heatherington, member of the public, spoke in support for the Regional Plan.

Councilmember Joe La Cava, City of San Diego, spoke regarding decarbonization of the transportation system, job growth, open space and habitat conservation, and social equity. Councilmember La Cava also suggested changes to plans around the alignment of Rose Canyon, improvements to State Route 52, and the preservation of Marion Bear memorial park.

Deborah Knight, member of the public, spoke regarding impacts to Marion Bear park.

Laura Hunter, member of the public, spoke in support of bike and pedestrian safety measures, free transit, and climate stabilization efforts.

Dorothy Martin, member of the public, spoke regarding air quality improvements and in opposition to mileage charges, citing privacy concerns.

Carolina Martinez, member of the public, spoke in support of updates to the Regional Plan.

Craig Jones, member of the public, spoke in support of the Regional Plan.

Mary Scyorcura, member of the public, spoke in opposition to bike lanes.

Bob Leiter, member of the public, spoke in support of the Regional Plan and urged for further climate stabilization efforts.

Noah Harris, Climate Action Campaign, spoke in support of the Regional Plan and urged further climate stabilization efforts.

Mike Bullock spoke regarding the Oceanside mobility hub.

Ariana Federico, member of the public, spoke in support of pilot projects including youth opportunity passes and the 10 transit lifelines, and urged the Board to consider anti-displacement strategies and they implement the Regional Plan.

Michael Beck, member of the public, spoke in support of changes to the Regional Plan and thanked staff for their responsiveness to stakeholders.

Megan Flaherty, member of the public, spoke in support of the changes to the Regional Plan and in opposition to new lanes around Marion Bear park.

Belen Hernandez, Mid-City CAN, spoke in support for the Regional Plan and free transit research.

Steve Gelb, SD350, spoke regarding climate stabilization efforts and the 10 transit lifelines, and urged the Board to consider anti-displacement strategies.

Bill Tippetts, member of the public, spoke in support of the Regional Plan.

David Guerrero, member of the public, spoke in support of the Regional Plan.

Paula Stager, member of the public, spoke in opposition to road use charges.

Katie Meyer, member of the public, spoke regarding the scale of the climate crisis.

Erin, member of the public, spoke in opposition to road use charges.

Frank Landis, member of the public, spoke regarding species conservation and impacts of travel around Marion Bear park.

Elizabeth Chavez Corrasco, member of the public, spoke regarding the 10 transit lifelines and support for the Regional Plan.

Erik, member of the public, spoke in opposition to road use charges.

Karen Zirk, member of the public, spoke regarding traffic near Marion Bear park and habitat conservation.

Paul Jamason, member of the public, spoke in support of changes to the Regional Plan.

Toshi Ishihara, member of the public, spoke in support of changes to the Regional Plan.

David Alvarez, member of the public, spoke regarding the reversal of damage caused by climate change.

Roddy Jerome, member of the public, spoke in support of pilot projects including youth opportunity passes.

Fran B., member of the public, spoke regarding electric vehicle taxes and opposition to transit expansion.

Jesus Martin Gallegos-Munoz, member of the public, spoke regarding connections to Barrio Logan.

Donalb Beyer, member of the public, spoke regarding transit ridership and in opposition to new taxes.

Action: Discussion only.

4. Review of Draft Agendas (Approve)

Director of Government Relations Victoria Stackwick presented item.

There were no public comments on this item.

Action: Upon a motion by Vice Chair Alejandra Sotelo-Solis (City of National City), and a second by Vice Chair Todd Gloria (City of City of San Diego), the Board voted to approve the draft agendas for the November 19, December 3, and December 10, 2021, Board of Directors meetings.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Hall, Mayor Mary Salas (City of Chula Vista), Councilmember Mike Donovan (City of Coronado), Supervisor Joel Anderson (County of San Diego), Mayor Terry Gaasterland (City of Del Mar), Mayor Bill Wells (City of El Cajon), Mayor Paul McNamara (City of Escondido), Mayor Serge Dedina (City of Imperial Beach), Councilmember Jack Shu (City of La Mesa), Mayor Racquel Vasquez (City of Lemon Grove), Councilmember Christopher Rodriguez (City of Oceanside), Mayor Steve Vaus (City of Poway), Mayor Rebecca Jones (City of San Marcos), Mayor John Minto (City of Santee), Mayor Lesa Heebner (City of Solana Beach), and Mayor Judy Ritter (City of Vista).

No: None.

Abstain: None.

Absent: None.

5. Member Comments

None.

1. Public Comments (continued)

Harry Orgovan, member of the public, spoke regarding coastline preservation.

6. Upcoming Meetings

The Board meeting originally scheduled for Friday, November 5, 2021, has been cancelled. The next scheduled Board of Directors meeting is Friday, November 19, 2021, at 9 a.m.

7. Adjournment

Chair Blakespear adjourned the meeting at 12:23 p.m.

Confirmed Attendance at Board of Directors Meeting

October 29, 2021

Board of Directors	Title	Name	Attend Virtually
City of Carlsbad	Mayor	Matt Hall (Primary)	Yes
City of Chula Vista	Mayor	Mary Salas (Primary)	Yes
City of Coronado	Mayor	Mike Donovan (2nd Alt.)	Yes
County of San Diego	Supervisor	Terra Lawson-Remer (Primary)	Yes
County of San Diego	Supervisor	Joel Anderson (Primary)	Yes
City of Del Mar	Mayor	Terry Gaasterland (Primary)	Yes
City of El Cajon	Councilmember	Bill Wells (Primary)	Yes
City of Encinitas	Mayor	Catherine Blakespear (Primary)	Yes
City of Escondido	Mayor	Paul McNamara (Primary)	Yes
City of Imperial Beach	Mayor	Serge Dedina (Primary)	Yes
City of La Mesa	Councilmember	Jack Shu (Primary)	Yes
City of Lemon Grove	Mayor	Racquel Vasquez (Primary)	Yes
City of National City	Second Vice Chair	Alejandra Sotelo-Solis (Primary)	Yes
City of Oceanside	Councilmember	Christopher Rodriguez (Primary)	Yes
City of Poway	Councilmember	Steve Vaus (Primary)	Yes
City of San Diego	Vice Chair	Todd Gloria (Primary)	Yes
City of San Diego	Council President	Jennifer Campbell (Primary)	Yes
City of San Marcos	Mayor	Rebecca Jones (Primary)	Yes
City of Santee	Mayor	John Minto (Primary)	Yes
City of Solana Beach	Mayor	Lesa Heebner (Primary)	Yes
City of Vista	Mayor	Judy Ritter (Primary)	Yes
Caltrans		Gustavo Dallarda (1st Alt.)	Yes
Metropolitan Transit System	Councilmember	Paloma Aguirre (Primary)	Yes
North County Transit District	NCTD Chair	Tony Kranz (Primary)	Yes
Imperial County	Supervisor	Sup. Jesus Escobar (Primary)	No
U.S. Department of Defense	Executive Director	Dennis Keck (Primary)	Yes
Port of San Diego	Commissioner	Garry Bonelli (Primary)	Yes
San Diego County Water Authority	Councilmember	Mel Katz (Primary)	Yes
San Diego County Regional Airport Authority		Gil Cabrera (Primary)	Yes
Mexico	Consul General	Carlos González Gutiérrez (Primary)	No
SCTCA	Chairman	Cody Martinez	No

TransNet Environmental Mitigation Program: FY 2022 Annual Funding

Overview

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

Consistent with the Ordinance and adopted *TransNet* Environmental Mitigation Program Memorandum of Agreement, the FY 2022 Capital Improvement Program Budget includes \$4 million for regional land management and monitoring efforts.

Key Considerations

Each year, the SANDAG Board of Directors allocates \$4 million toward implementation of regional land management and biological monitoring pursuant to a Memorandum of Agreement (MOA) with state and federal agencies on the implementation of the EMP.

Regional land management and biological monitoring activities follow the objectives and priorities identified in the [Management Strategic Plan¹ \(MSP\)](#) and are included in a two-year Work Plan. This Work Plan outlines overarching goals, area of emphasis, and key milestones for implementing the MSP over a two-year period. The approved two-year Work Plan for FY 2021-2022 is provided as Attachment 1.

Table 1 of Attachment 2 depicts specific recommendations for the allocation of FY 2022 funding. In general, investments would be split between the following four focus areas: promoting key sensitive species; promoting native vegetation communities; enhancing wildlife movement; and promoting regional coordination.

The Regional Planning and Transportation Committees reviewed this item at their October and November 2021, meetings and recommend that the Board of Directors approve the proposed FY 2022 annual allocation of \$4 million in funding for regional land management and monitoring. This item also was discussed by the Independent Taxpayer Oversight Committee on October 13, who made no changes to the recommendation.

Action: Approve

The Transportation and Regional Planning Committees recommend that the Board of Directors approve the annual allocation of \$4 million in funding for FY 2022 for regional land management and biological monitoring, as described in the report.

Fiscal Impact:

The FY 2022 Budget includes \$4 million in funding to implement the *TransNet* EMP FY 2021-2022 Work Plan approved by the Board on October 23, 2020.

Schedule/Scope Impact:

This action would allow continuation of regional management and monitoring in FY 2022 under the provisions of the *TransNet* EMP.

¹ Full title of plan: *Management and Monitoring Strategic Plan for Conserved Lands in Western San Diego County: A Strategic Habitat Conservation Roadmap (2017)* prepared for SANDAG by the San Diego Management and Monitoring Program.

Next Steps

Implementation of the FY 2021-2022 Work Plan would help eliminate future listing and promote recovery of endangered species by providing biological monitoring and land management to proactively address the decline of endangered species and their habitats.

Coleen Clementson, Director of Regional Planning

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

Attachments:

1. *TransNet* EMP Regional Management and Monitoring FY 2021-2022 Work Plan
2. Recommended FY 2022 Allocation for Habitat Conservation Fund (1200300).

***TransNet* Environmental Mitigation Program:
Regional Management and Monitoring FY 2021–2022 Work Plan
Approved on October 23, 2020**

Introduction

The *TransNet* Extension Ordinance and Expenditure Plan, approved by the voters in November 2004, includes the Environmental Mitigation Program (EMP), which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. The EMP is a unique component of the *TransNet* Extension Ordinance in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities to help implement the regional habitat conservation plans. This funding allocation is tied to mitigation requirements and the environmental clearance approval process for projects outlined in the Regional Transportation Plan and to implement the Habitat and Open Space policy objectives developed as part of San Diego Forward: The Regional Plan.

Each year, the Board of Directors allocates \$4 million to implement regional land management and biological monitoring pursuant to a *TransNet* Memorandum of Agreement with state and federal agencies on the implementation of the EMP. In 2013, a technical document entitled *Management Strategic Plan (MSP) for Conserved Lands in Western San Diego County* was developed to increase the efficient use of both the *TransNet* funding as well as other outside local, state, and federal funds. This plan was updated in 2017 to include monitoring and management objectives for 2017–2021 and is in the process of further updating to include objectives for 2022–2026. The MSP has several elements dealing with species management, wildlife connectivity, wildfires, and regional monitoring that will promote the purpose of the *TransNet* EMP. The MSP is available at: sdmmp.com/portal.php.

The purpose of the MSP is to identify a roadmap to prioritize actions that are needed to ensure the persistence of key wildlife species, maintain ecosystem processes, and maintain healthy natural communities in an efficient and integrated manner across the region in the context of a changing ecosystem due to wildfires, habitat type conversion, and climate change.

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

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

FY 2021–2022 Strategic Goals and Areas of Emphasis

To guide the development of the annual allocation of regional management and monitoring funds, a set of strategic goals have been approved by the Board of Directors to implement the MSP. These strategic goals identify long-term areas of achievement that should remain relatively unchanged on an annual basis. Supporting these strategic goals are the areas of emphasis and achievement milestones, which will be updated each year to highlight particular areas of focus for the coming year and as a measure of success.

Strategic Goals

1. **Promote key sensitive species** persistence and resiliency through management actions to prevent extirpation and extinction.
2. **Promote native vegetation communities** persistence and resiliency through the development and implementation of strategies to maintain and increase habitat quality.
3. **Improve wildlife movement** through the identification of critical linkage areas and implementation of strategies to enhance the physical and genetic connectivity of species across rural and urban landscapes.
4. **Promote regional coordination** through the facilitation and coordination with existing land management efforts, development of best management practices, and leverage existing funding.

Areas of Emphasis and FY 2021–2022 Milestones

The highest priority for SANDAG during FY 2021–2022 is to develop metrics describing the state of the preserve that clearly communicate progress in managing the preserve system and are relevant and interesting to the general public, decision makers, and partners. The second highest priority is to build off prior work to continue with monitoring and management of species and their habitats, while reducing threats and increasing collaboration and use of best practices across the region.

1.0 Promote Key Sensitive Species.

1.1 Priority Rare and Endemic Plants Recovery

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

Achievement Milestones FY 2021–2022

- Continue to work with contractor and land managers to coordinate and implement regional **rare plant “Inspect and Manage” (IMG)** monitoring for 15 species in 2021 and 13 species in 2022. IMG monitoring was initiated in 2014 to document status, habitat and threats for known occurrences of priority rare plant species. Work with land managers and contractor to conduct **baseline surveys** to find new populations for 4 MSP priority rare plants in 2021, and 4 in 2022.
- Analyze **rare plant monitoring data** collected in years 2014–2022. Provide recommendations for monitoring and management actions for land managers.
- Coordinate with Marine Corps Air Station Miramar on the results of their **willow monardella** demographic monitoring and hydrologic studies; develop assessments at current and historic locations and suitable habitat on Conserved Lands to address the effects of hydrologic modification on the species and the potential for expansion of occurrences; and use this information to design future surveys for this species.

- **Implement high-priority management actions** for 7 **rare plant species** included in the MSP Framework Rare Plant Management Plan and the MSP Seed Collection, Banking and Bulking Plan. For species not yet included in the plans, continue to implement management actions identified as priorities based on IMG data and conservation seed banking and management needs.
- Continue to work with San Diego Zoo Global's Native Seed Bank and land managers to prioritize **rare plant seed collection** for conservation banking and for bulking to provide seed for management projects.

1.2 **Priority 1 Vertebrates Recovery**

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

Achievement Milestones FY 2021–2022

Amphibians

- Continue coordinating and implementing regionwide **arroyo toad** surveys based on the regional monitoring strategy developed by U.S. Geological Survey (USGS). Collect additional genetic material for analysis. Finalize monitoring plan based on sampling design and protocol developed for 2020 regional surveys. Continue supporting land managers on the implementation of priority management actions.
- Prepare a regional **western spadefoot toad** monitoring plan with protocol and sampling design that can be conducted in conjunction with vernal pool and other wetlands monitoring. Prepare a management plan to enhance and create western spadefoot habitat. Refine model to inform development of management and monitoring areas for toads.
- Prepare a regional **coast newt** monitoring plan with protocol and sampling design that can be conducted in the limited riparian areas of the county where this species occurs.

Reptiles

- Continue to monitor and enhance occurrences of previously translocated **southwestern pond turtles** at Sycuan Peak Ecological Reserve (Sweetwater watershed), Rancho Jamul Ecological Reserve (Otay watershed), and Wheatley Preserve (San Dieguito River watershed). Identify, manage, and translocate southwestern pond turtles to an additional site in the San Diego River watershed to build the population to sustainable levels.

Birds

- Continue to support management of cactus nurseries, **coastal cactus wren** habitat restoration, and fire management to protect cactus wren habitat in North and South County.
- Update the 2015 **coastal cactus wren** habitat conservation and management plan with recommendations from the 5-year cactus wren reproduction, foraging, and habitat study and expand to include all occurrences on conserved lands in the MSPA.
- Prepare a **coastal cactus wren** regional monitoring plan with sampling design, protocols and monitoring frequency. Continue to conduct surveys and assess habitat conditions on Conserved Lands in western San Diego County.
- In 2021 and 2022, prepare **golden eagle** monitoring and management plans. Include recommendations from the five-year comprehensive golden eagle movement, foraging, nesting, and genetics study.
- Prepare **southwestern willow flycatcher** monitoring plan and continue surveys along the San Luis Rey River and additional watersheds with the potential to support the species. Develop and implement management recommendations from the five-year reproductive monitoring study.
- Continue to provide technical support to implement priority management actions for the **western burrowing owl** as identified in the management plan completed in 2017.
- Working with partners, participate in the statewide **tricolored blackbird** survey effort to document presence/absence, estimate numbers, and characterize habitat. Prepare a tricolored blackbird management plan in coordination with land managers and other partners to enhance habitat and determine other management needs.
- Survey for breeding **northern harriers** and document breeding status, habitat, and threat conditions. Work with partners to prepare a northern harrier management plan.
- Coordinate with land managers to survey for breeding **loggerhead shrikes** and document habitat characteristics and threats.
- Work with wildlife agencies, species experts, and land managers to support monitoring and management actions for **western snowy plover**, with particular focus on improving the quality of beach habitats used by wintering plovers.
- Support recovery actions for **light-footed Ridgway's rail**, including developing a monitoring plan, conducting a genetics study, continuing captive propagation efforts, and enhancing and restoring nesting habitat.

Mammals

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

1.3 Priority 1 Invertebrates Recovery

The updated MSP has identified nine rare invertebrate species that could be entirely lost within San Diego County. Another two species are included as priorities for vegetation focused management (see Section 2.1 below). During 2021 and 2022, there are monitoring and management objectives for all 11 invertebrate species.

Achievement Milestones FY 2021–2022

- Continue **Hermes copper butterfly** monitoring and habitat assessments to document status and assess habitats and threats. Continue implementing translocations and monitoring effectiveness and develop best management practices for captive collection of eggs. Implement high-priority management actions from the management plan. Work with partners to develop and implement a monitoring plan that will track long-term status, habitat, and threats to this species.
- Conduct **Harbison dun skipper** host plant, adult, larval and hibernation surveys and habitat assessments. Implement high-priority management actions from the management plan.
- Continue to support surveys for **Quino checkerspot butterfly** and mapping the host plant distribution to develop a metapopulation model guiding development of a monitoring plan and identifying management opportunities to increase connectivity and enhance populations. Prepare a Quino Habitat Checkerspot butterfly monitoring plan and a management plan and implement high-priority actions. Develop and include in MSP Seed Collection, Banking, and Bulking Plan a section for Quino checkerspot forbs, and host plants and implement to restore habitat. Support U.S. Fish and Wildlife Service (USFWS) efforts to captive rear larvae and translocate to reestablish and augment wild populations.
- Develop and begin implementing a **Thorne's hairstreak** monitoring plan based upon previous monitoring efforts in 2009–2012. Coordinate with updating of Tecate cypress maps and mortality assessment.
- Support the wildlife agencies and partners in species recovery efforts for **Laguna Mountain skipper**. These include monitoring, collecting eggs from gravid females in the wild and lab, and establishing a translocated population in historic habitat on Laguna Mountain.
- Prepare a section for surveying **Crotch's bumble bee** in the pollinator community monitoring plan. Implement surveys for this species in conjunction with pollinator community monitoring associated with coastal sage scrub, chaparral, and grassland vegetation monitoring.
- Provide technical support to land managers for implementation of vegetation and species monitoring and management for vernal pool invertebrate species, **San Diego fairy shrimp** and **Riverside fairy shrimp** (and western spadefoot toad where suitable conditions are present).

1.4 General Stressors and Threats Management

There are numerous existing and newly emerging threats in the San Diego region that need ongoing management for the long-term persistence of native species (see Vol 2 of MSP).

Achievement Milestones FY 2021–2022

- Provide technical support for the management of tern sites at Mission Bay Park to support successful breeding of **California least tern**. Work with wildlife agencies, land managers, and other partners to improve predator control, including identifying a place to temporarily house birds of prey removed from tern colonies.
- Provide technical support for the eradication of **feral pigs** in San Diego County.
- Implement high-priority management actions identified in the **Invasive Animal Strategic Plan**. Complete and implement an invasive animal database and early detection rapid response system.
- In collaboration with statewide efforts, continue to provide funding for **shothole borer-Fusarium complex** monitoring, management, and research and education to formulate and implement management actions. Include riparian bird community monitoring to document effects of shothole borer-Fusarium complex on breeding birds.
- Implement management actions based on the recommendations from the completed **Argentine ant** and **urban runoff** studies. Continue monitoring water flows and climatic data to inform the Aquatic Index of Biological Integrity. Prepare a comprehensive hydrology management plan.
- Provide technical assistance to **model habitat suitability for MSP species** under alternative future climate change scenarios. Conduct a spatially explicit **vulnerability assessment** of potential climate change impacts to Conserved Lands across the MSP area. Model response of animal occurrences to climate variability.

2.0 Promote Native Vegetation Communities.

2.1 Vegetation Community Monitoring and Recovery

Vegetation communities serve as habitat for priority plant and animal species and as surrogates for ecosystem health. Changes in the vegetation communities due to fires, invasive species, droughts, climate change, and other factors may be causing a landscape-level change to these communities.

Achievement Milestones FY 2021–2022

- Continue to develop and implement **regional vegetation monitoring** strategy to determine ecological integrity of coastal sage scrub, chaparral, and grassland in the San Diego region. Continue development and evaluation of the remote imagery and Lidar based **ecological integrity landscape model to detect change in shrub and invasive grass** cover over time. Complete and implement long-term monitoring plan for coastal sage scrub, chaparral, and grassland vegetation that includes surveying VF plant and animal species (11 rare plant species, Blainville's horned lizard, Bell's sparrow, grasshopper sparrow, San Diego black-tailed jackrabbit).

- Complete **ecological integrity landscape model** based on Lidar and remote imagery to identify levels of **tree mortality** over time for **riparian** and **oak woodlands**. Develop long-term oak woodland and riparian forest and scrub monitoring plan that includes sections for VF plant and animal species (two-striped garter snake, yellow-breasted chat) associated with these communities.
- Initiate development of a combined **salt marsh, foredune, beach, salt pan, and coastal strand vegetation monitoring plan** that includes sections for VF animal species (Coulter's saltbush, southern tarplant, wandering skipper, Belding's savannah sparrow). Prepare sections for surveying **tiger beetles** in this vegetation monitoring plan.
- Initiate development of a **grazing monitoring plan** and implement the study in collaboration with researchers, land managers and other partners to evaluate the use of grazing as a large-scale management tool. Assess effectiveness of grazing to reduce fire risk, control invasive non-native grasses and forbs and restore ecological integrity, and benefit MSP species in coastal sage scrub and grassland habitats.

2.2 Proactive Wildfire Planning and Management

Large wildfires in 2003 and 2007, plus more recent smaller wildfires, have severely impacted populations of key species identified as critical by the MSP and their habitats. Management action to reduce threats pre- and post-fire and during suppression need to be implemented.

Achievement Milestones FY 2021–2022

- Support preparation of a **Fire Ignition Reduction Plan** with specific recommendations to prevent wildfire ignitions affecting Conserved Lands in the MSP area.
- Develop a regional MSP **Resource Avoidance Areas Map** integrated into fire agencies' Wildland Fire Decision Support Systems and preparation of Preserve Fire Management Plans for Conserved Lands.
- Support establishment of a **Wildland Fire Resource Advisor Program** for locally owned lands that integrates with federal and state programs.

2.3 Invasive Plant Species Management

Invasive plants pose a threat to existing native plants and increase the risk of wildfires by changing the natural ecosystem. In 2012, an Invasive Plant Strategic Plan was completed for managing invasive plant species in San Diego County.

Achievement Milestones FY 2021–2022

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

2.4 Updated Vegetation Mapping

Vegetation mapping of the County is essential for tracking changes in vegetation cover on Conserved Lands through time. A vegetation classification system was developed, and a vegetation map was produced for western San Diego County in 2012, with further refinements in 2014.

Achievement Milestones FY 2021–2022

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

2.5 Enforcement

Non-authorized use of the preserve system continues to cause impacts to MSP species and their habitats and increase the costs of habitat maintenance and restoration.

Achievement Milestones FY 2021–2022

- Support preserve managers and landowners in enforcement of unauthorized activities on open space lands. Work with local jurisdictions to evaluate and promote opportunities to work with local law enforcement staff similar to efforts completed in FY 2017–2018 with cities of San Diego and Carlsbad.

2.6 Preserve Level Management Plan Standardization

Integration of the MSP goals and objectives into preserve level management plans will provide better coordination between regional and preserve level data collection and MSP land managers management and monitoring efforts.

Achievement Milestones FY 2021–2022

- No milestones are included in the FY 2021–2022 Work Plan at this time.

2.7 Land Management Implementation (e.g., grants)

The EMP Land Management Grant Program has been an important source of funding for implementing management actions to benefit MSP species and their habitats in the San Diego region.

Achievement Milestones FY 2021–2022

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

2.8 Emergency Land Management Fund

An Emergency Land Management Fund has been established for use in large-scale emergency situations impacting MSP species and their habitats and or which known management options are available.

Achievement Milestones FY 2021–2022

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

3.0 Improve Wildlife Movement.

3.1 Wildlife Corridor and Linkages Monitoring

Species need to move to maintain population size and genetic diversity. In a landscape fragmented by urban development and linear infrastructure, restrictions to movement could result in a risk of extinction or extirpation.

Achievement Milestones FY 2021–2022

- Work with land managers to implement management actions based on the results of studies that evaluated the genetic connectivity of **horned lizards** throughout the MSP.
- Continue developing a long-term monitoring plan for **mountain lions** in the San Diego region to evaluate population trends. Collaborate with Orange and Riverside counties to improve regional connectivity. Implement high-priority actions to improve mountain lion connectivity identified in the mountain lion linkage assessments for San Diego County. Test deterrent methods to reduce livestock losses in areas of the County with high depredation pressures.
- Work with partners to develop and implement a regionwide **camera monitoring strategy** for wildlife connectivity and linkage function. Develop a quantitative linkage monitoring plan.
- Continue the study begun in 2014 to determine the locations and movement of **American badgers** in western San Diego County, assess habitat and threats, and examine ways to improve badger connectivity and reduce mortality. Prepare a specific management plan with recommendations for badger habitat management and for connectivity enhancement within the Management Strategic Planning Area.
- Continue to support and work with partners to implement the existing **linkage improvement** recommendations from previous studies at prioritized locations in San Diego County.
- Support local efforts to implement the **State Route 94** and **SR 67** Wildlife Infrastructure Plans.
- In 2021, prepare a monitoring plan to survey **pollinator communities and assess ecological integrity** of pollinator functions in coastal sage scrub, chaparral, forblands, and grasslands across the MSPA.

4.0 Promote Regional Coordination.

4.1 – 4.5 San Diego Management and Monitoring Program

The San Diego Management and Monitoring Program (SDMMP.com) was established by SANDAG in 2008 to provide a regionally coordinated, scientific approach to management and biological monitoring of rare plant and animal species on Conserved Lands in San Diego County. The SDMMP is the first program of its kind to help bring cities, counties, wildlife agencies, military, consulting firms, education, and non-profit entities together to develop and implement regional land management and biological monitoring objectives across NCCP boundaries. The SDMMP is fully funded by SANDAG and is embedded with the San Diego Field Office of the USGS. There are currently five positions in the

SDMMP, which include the Program Administrator, Management and Monitoring Coordinator, Senior Ecologist, Geographic Information System (GIS) Manager, and Data Manager.

Achievement Milestone FY 2021–2022

- Fund the following positions as needed: SDMMP Program Administrator, Management and Monitoring Coordinator, Senior Ecologist, GIS Manager, and Data Manager.
- Implement the updated MSP and all incorporated strategic plan elements (Connectivity, Fire, Monitoring).
- Support the SDMMP and stakeholders in MSP implementation by creating and managing GIS viewers, maps and map layers, webpage content, data analysis, and databases.
- Collaborate with the military and other regional conservation planning programs to promote intraregional and interregional habitat conservation planning in Southern California.
- Provide a quantitative and qualitative assessment on the status of regional management and monitoring efforts.
- Hold regular meetings with stakeholders to collaborate on regional management and monitoring projects.
- Provide regional science support and data analysis of regional management and monitoring data.
- Update and manage the Conserved Lands Database.
- Refine the output products of the regional database, increase availability of data sets to preserve managers, and provide preformatted data reports to interested stakeholders.
- Incorporate all data from regional biological assessments into the regional master occurrence database for analysis.
- Work with SANDAG and partners to develop regional metrics to track the health of the preserve system and present to the public.

4.6 Conserved Lands Database Management

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

Achievement Milestone FY 2021–2022

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

4.7 Administrative & Science Support

Achievement Milestone FY 2021–2022

- Provide regional science, technical support and data analysis of regional management and monitoring data and reports. Work with outside entity to develop regional metrics to track health of the preserve system and present to the public.

TABLE 1 - Recommended FY 2022 Allocation for Habitat Conservation Fund

A	B	F	G	
#	Strategic Goal	FY 21 Allocation	Proposed FY 22 Allocation	Comments
1	Promote key sensitive species			
1.1	Rare and Endemic Plant Monitoring and Recovery	\$370,000	\$569,082	Continue to facilitate monitoring by local jurisdictions and contract a consultant to fill the gaps in monitoring for FY 2022. Included funding to analyze the genetics for the Orcutt's spineflower in partnership with the Navy. Remaining funds will be used for analysis of all the rare plant monitoring data to provide recommendations for monitoring and management.
1.2	Vertebrate Monitoring and Recovery	\$622,220	\$556,157	Continue funding species habitat recovery.
1.3	Invertebrate Monitoring and Recovery	\$130,000	\$71,713	Continue to work with contractors on rare butterfly monitoring and management.
1.4	General Stressors and Threats Management	\$245,000	\$122,946	Continue to work with partners to implement the Invasive Animal Management Plan. Continue to work with partners to tie urban runoff studies and the Aquatic Index of Biological Integrity to be consistent with MS4 permits.
	Subtotal	\$1,367,220	\$1,319,898	
2	Promote native vegetation communities			
2.1	Vegetation Community Monitoring and Recovery	\$57,464	\$215,676	Continue with regional vegetation monitoring protocol development and testing. Continue with the development and implementation of a grazing plan in coordination with land managers.
2.2	Pro-active Wildfire Planning and Management	\$0	\$0	No additional funding needed. Use of existing funds to continue the development of a Fire Ignition Reduction Plan; a regional Resource Avoidance Area Map integrated into fire agencies' Wildland Fire Decision Support Systems; and preparation of Preserve Fire Management Plans for Conserved Lands.
2.3	Invasive Plant Species Management	\$554,480	\$0	No additional funding needed. Continue to work with County of San Diego Agriculture to strategically reduce invasive species in the region.
2.4	Updated Vegetation Mapping	\$0	\$636,839	Funding added to work with a contractor to update the regional vegetation mapping for the MSP Area.
2.5	Enforcement	\$0	\$0	No additional funding needed. Continue to work with local jurisdictions to start multiple pilot efforts.
2.6	Preserve level management plan standardization	\$0	\$0	No additional funding needed.
2.7	Land Management Implementation (e.g., grants)	\$1,000,000	\$600,000	Funding included for the 11th cycle of Land Management Grants.
2.8	Emergency Land Management Fund	\$0	\$0	No additional funding needed.
	Subtotal	\$1,611,944	\$1,452,515	
3	Improve wildlife movement			
3.1	Wildlife Corridor and Linkages Monitoring	\$192,978	\$295,000	Continue to work with partners and contract a consultant to implement regional wildlife movement monitoring using motion cameras. Included funding to continue monitoring badgers and start the development of a monitoring and management plan.
	Subtotal	\$192,978	\$295,000	
4	Promote regional coordination			
4.1	Program Administrator	\$0	\$0	No additional funding needed.
4.2	Management & Monitoring Coordinator	\$75,604	\$85,825	Continue to work under existing contracts for FY 2022.
4.3	Biologist	\$204,531	\$250,000	Continue to work under existing contracts for FY 2022.
4.4	GIS Support	\$203,283	\$276,967	Continue to work under existing contracts for FY 2022.
4.5	Database Development and Support	\$269,440	\$284,393	Continue to work under existing contracts for FY 2022.
4.6	Conserved Lands Database Management	\$0	\$0	Continue to work under existing contracts for FY 2022.
4.7	Administrative & Science Support	\$75,000	\$35,402	Continue to work under existing contracts for FY 2022. Work with an outside entity to help develop tools to communicate the Preserve Metrics report to the public. Provide regional science, technical support and data analysis of regional management and monitoring data and reports. Provide funding for monitoring to inform the strategies and actions in support of the eradication of wild pigs.
	Subtotal	\$827,858	\$932,587	
	TOTAL FUNDING STRATEGY	\$4,000,000	\$4,000,000	

Approval of Solicitation for the Development of a Resource Management Plan and Ownership and Management of the Rancho Lilac Property

Overview

On November 20, 2020, the SANDAG Board of Directors directed staff to cancel a prior Request for Proposals (RFP) and issue a new RFP for the ownership and management of the property known as Rancho Lilac, which was purchased as part of the *TransNet* Environmental Mitigation Program. The Board's direction was to include a provision for the consideration of future public access and trails into the scope of work within the new RFP.

Key Considerations

In 2011, Caltrans acquired the 902-acre Rancho Lilac property ("Property") with EMP¹ funds to meet the provision of the *TransNet* Ordinance that requires the State Route 76 (SR 76) highway improvement projects to result in an environmental "*net benefit*"² compared to typical mitigation, which seeks only to offset impacts. Caltrans is seeking to transfer the property to a qualified entity to manage the property's biological and historic resources for which it was acquired. SANDAG would provide the funding for the land management through the *TransNet* EMP.

The previous RFP for this work was rescinded by the Board due to the original RFP scope of work not including a public trails element. SANDAG worked with potential proposers and interested stakeholders during the spring and summer of 2021, holding meetings to gather input on the contents of a new scope of work. The new RFP scope of work (Attachment 1) reflects the Board's direction to study public access and trails prior to transferring ownership of the Property to a long-term property manager.

The new scope of work will be completed in two phases. Phase 1 includes the development of a Resource Management Plan (RMP) for perpetual management of the property. The RMP will guide the use and management of the Property to protect and maintain populations of listed and sensitive species and their habitats, maintain wildlife movement, and maintain the historical and cultural resources and other open space values. The scope of work explicitly addresses evaluating the compatibility of future public access and trails on the Property in the RMP (see pages 6-9 of the attached scope of work).

The contract award to the proposer selected to perform Phase 1, will include a right of first offer for that proposer to also propose on providing perpetual ownership and management of the property based on what is included in the completed RMP. Proposers will be required to demonstrate experience with both land and financial management. If the proposer selected for Phase 1 is not awarded Phase 2, a separate procurement for the land management portion of the work would be prepared. Pending approval by the California

Action: **Approve**

The Board of Directors is asked to authorize the Chief Executive Officer to conduct a solicitation for the development of a Resource Management Plan and Ownership and Management of Rancho Lilac, as detailed in this report.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

¹ EMP funds can only be used for the acquisition, restoration, and management of property acquired for the mitigation of transportation projects.

² The *TransNet* Ordinance requires that the State Route highways 67, 76, and 94 expansions "should be mitigated in order to produce an on-site "net benefit" to species and to the movement of wildlife along these wildlife corridors."

Transportation Commission and acceptance by the SANDAG Board of the RMP, a conservation easement could be signed, after which the property would be transferred, and an escrow account would be established.

The selected land manager will be responsible for the on-the ground stewardship, including biological and cultural resource conservation and promotion of endangered and sensitive species. The financial manager will be fiscally responsible to ensure that funds are accounted for and tied to the perpetual stewardship of the Property.

Next Steps

Pending approval by the Board, SANDAG will release the RFP to the public in January of 2022. This solicitation would be conducted consistent with Board Policy No. 016: Procurement of Services. A recommendation for contract award will be brought to the Board for approval after proposers have been evaluated.

Coleen Clementson, Director of Regional Planning

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

Attachment: 1. Draft Scope of Work– Development of Resource Management Plan and Ownership and Management of Rancho Lilac Property

¹ EMP funds can only be used for the acquisition, restoration, and management of property acquired for the mitigation of transportation projects.

² The *TransNet* Ordinance requires that the State Route highways 67, 76, and 94 expansions “should be mitigated in order to produce an on-site “net benefit” to species and to the movement of wildlife along these wildlife corridors.”

DRAFT SCOPE OF WORK

Caltrans is currently the owner in fee simple of the Rancho Lilac Property (Property) located within northern San Diego County, California. The Property was purchased in 2011 to comply with the “net benefit” provision of the *TransNet* Extension Ordinance for the State Route 76 (SR-76) Melrose Drive to South Mission Road and SR-76 South Mission Road to Interstate 15 (I-15) Widening projects. Under the provisions of the *TransNet* Extension Ordinance, the SR-76 projects were one of three transportation improvements under the Regional Transportation Plan (RTP) that was to provide a “net benefit” to species and habitat above and beyond traditional mitigation. Net benefit provisions for SR 76 include the acquisition and management of the Property.

SANDAG is seeking proposals from qualified organizations for professional services to develop a Resource Management Plan (RMP) and own and manage the Property in perpetuity based on the RMP (“Project”). The Project will be completed in two phases. Phase 1 will include development of an RMP for perpetual management. During Phase 1, Caltrans will continue to own and manage the Property. Phase 2 will include a right of first offer to the organization selected to develop the RMP in Phase 1 for perpetual ownership and management of the Property based on the completed RMP. If the RMP is not approved by Caltrans or accepted by SANDAG, or if Caltrans or SANDAG cannot reach agreement with the organization performing Phase 1 within 6 months of SANDAG’s acceptance of the RMP, SANDAG reserves the right to resolicit for Phase 2. The following reflects the minimum tasks necessary to include with the proposal.

I. RESOURCE MANAGEMENT PLAN (Phase 1)

Within 24 months of notice to proceed for Phase 1, the selected organization will be responsible for the development of a RMP which will guide the perpetual management of the Property in Phase 2. During Phase 1, Caltrans will continue to own and manage the Property. General public access will be restricted until after the Property is transferred from Caltrans to the Phase 2 Land Manager. The selected organization and their subconsultants will be provided access for the preparation of the technical studies required for the preparation of the RMP.

The selected organization will submit the draft RMP to Caltrans and SANDAG for review by each agency and resource agencies as required under the Transnet EMP Memorandum of Agreement. Following the approval of the RMP by Caltrans, and the acceptance of its completion by the SANDAG Board of Directors, negotiations for Phase 2 would begin with the selected organization. If the RMP is not approved by Caltrans or accepted by SANDAG, or if Caltrans or SANDAG cannot reach agreement with the selected organization on terms or costs for the perpetual ownership and management of the Property within 6 months of SANDAG’s acceptance of the RMP, staff will recommend to the SANDAG Chief Executive Officer that negotiations with the selected organization be terminated. The Chief Executive Officer has final authority to terminate negotiations.

II. LAND MANAGEMENT (Phase 2)

The selected Phase 2 Land Manager will be responsible for the perpetual management of the Property pursuant to the RMP completed in Phase 1.

Based on the Phase 1 analysis of the costs for the perpetual management of the Property and negotiations with Caltrans and SANDAG, Phase 2 would involve the establishment of an endowment for the perpetual management and the transfer of the Property in fee title from Caltrans to the Land Manager. The Phase 2 Land Manager will work with Caltrans staff to negotiate the transfer of the title of property through the California Transportation Commission process. The Phase 2 Land Manager will work with SANDAG and Caltrans staff to record a conservation easement and historical covenant (or similar property protection mechanisms mutually agreed to by all parties), over the Property for the protection of the resources.

The Phase 2 Land Manager (and its Fiscal Manager if not self-managing the fund) will work with SANDAG to establish a non-wasting endowment for land management as discussed in the RMP. The Fiscal Manager must meet the minimum standards established below. Funds for the endowment will be established upon the California Transportation Commission's approval of transfer of the fee title of the Property to the Land Manager.

Phase 2 ends with the transfer of title to the Land Manager by recordation of a transfer agreement, the recordation of a conservation easement and historical covenant (or similar property protection mechanism) on the Property, and the establishment of the endowment. Caltrans will continue to own and manage the property until transfer of the property. Upon completion of transfer, the Phase 2 Land Manager will manage the Property pursuant to the RMP as approved by SANDAG and Caltrans. It is anticipated that transfer of the Property would occur approximately three years after notice to proceed with Phase 1 RMP development.

III. FISCAL MANAGEMENT

The Fiscal Manager will be fiscally responsible to ensure that endowment funds are accounted for, and tied to, the long-term stewardship of the Property.

Funding for Phase 2 would be made in a lump sum payment to the Fiscal Manager at the time of transfer of the Property to the Land Manager. The Fiscal Manager will hold the principal in a separate interest-bearing non-wasting endowment account and only the interest generated from the principal will be drawn to cover the cost of annual management activities. At least once per year, the Fiscal Manager will report to SANDAG on the status of the endowment fund, including interest earned during the year, fees paid to manage the endowment, and amount of interest released to the Land Manager.

IV. RESOURCE MANAGEMENT PLAN

The selected organization will develop a draft RMP that reflects the goals and objectives of the [*Management and Monitoring Strategic Plan for Conserved Lands in Western San Diego County*](#)

¹, and incorporates the principles included in [Framework/Template for Implementing Adaptive Management](#) ² (2017). The RMP would guide the use and management of the Property to protect and maintain populations of listed and other sensitive species; protect and maintain sensitive habitats; maintain wildlife movement; protect and maintain historical and cultural resources and other open space values; and maintain water quality.

The RMP would explicitly address the compatibility of future public access and trails on the Property with the conservation of the resource values for which the Property was acquired. The RMP will identify high, moderate, and low resource value areas with respect to siting trails on the Property and connections to trails located off the Property. The selected organization will collaborate with recreation ecologists and (as needed) species experts to determine a balance, if any, between various uses and resource protection.

It is expected that the selected organization would actively involve the interested stakeholders and members of the public in Phase 1 to gather input on how to best manage the Property and inform development of the RMP. This can be done through workshops, listening sessions, field meetings, advisory committees, or other interactive engagement with the public. **Proposers on this RFP must describe their proposed strategy to involve the public in the development of the RMP.**

Cost for the perpetual management of the Property based on the RMP will be developed concurrently. These costs will reflect the proposed use and management of the Property. Cost will reflect all aspects of the activities envisioned in the RMP, including public access and trails, historic and biological resource preservation, and property management tasks. For those property management tasks which include public work paid for with public funds under California Labor Code Section 1720, the Phase 2 Land Manager will be the awarding body for that work and must comply with public works requirements.

Annual funding will be determined using the Property Analysis Record (PAR) program or similar approved software developed for assessing the cost of land management (see <https://www.cnlm.org/par/>). The cost will be broken down as follows: Funding Required from SANDAG, Prospective Funding Envisioned from Outside Sources (e.g., grants), Matching Funding from Land Manager (e.g., volunteer hours, capital contribution). Any funding from SANDAG would be held in a separate interest-bearing non-wasting endowment account.

The selected organization will provide a draft of the RMP to SANDAG and Caltrans, who will solicit comments from the resource agencies as required under the *Transnet* EMP Memorandum of Agreement.

¹ Available at http://sdmmp.com/msp_doc.php

² Available at https://sdmmp.com/view_article.php?cid=CiteID_1603251358357770

Resource Management Plan elements should include at minimum:

- A. Introduction
- B. Existing/Baseline Conditions
- C. Plans, Goals, and Objectives
- D. Management Strategies and Actions
- E. Monitoring Program
- F. Detailed Implementation Plan/Schedule/Costs
- G. Appendices

In addition, specific technical and management responsibilities are described below and will be incorporated into the RMP.

Biological Resources

- Review existing Lilac Ranch Biological Technical Report (2008 BTR) (Helix, 2008 Attachment TBD), which is available for download under the "Documents/Attachments" tab with the RFP).
- Design and conduct biological surveys to provide a new baseline of biological data regarding the resources present on Rancho Lilac, and to update projects and special projects over time. The selected organization will take into consideration the previous 2008 BTR and use survey methods sufficiently robust to provide data necessary to inform the determination of the feasibility of trails and recreation compatible with the perpetuation of the sensitive biological resources on the property at current or higher levels. The new surveys should span breeding seasons of all the species occurring on site, including those reported in the 2008 BTR.
- Provide a comparison of the results from the 2008 BTR and the current surveys as to species present and the locations they occur/ed. Accounting for any differences among survey methodologies, provide an explanation to the degree possible for differences between the data sets in species richness and abundance.
- Determine and map all wildlife corridors on the property, including those of greatest concern for wildlife movement.
- Baseline surveys for key species and identification of management issues will be needed to aid in the formulation of management directives.
- An evaluation of the effects of historic grazing on the vegetation communities may need to be conducted. Grazing may be a management tool to maintain native forb cover within the annual grasslands onsite.
- Identify and prioritize vegetation management strategies and locations to control exotic species. For example, there has been some treatment of giant reed (*Arundo*

donax) along Keys Creek, however the area may require additional treatment and continued monitoring. In addition, the oak woodlands on the Property may be checked for indications of gold-spotted oak borer (*Agrilus auroguttatus*). Recommendations for actions needed to address gold-spotted oak borer should be included in the RMP.

Cultural Resources

- The selected organization must review the First Supplemental Historical Resources Compliance Report Rancho Lilac (Attachment TBD), which is available for download under the "Documents/Attachments" tab with the RFP) to understand the cultural resources that have been previously identified on the property. Forty-nine cultural resources were evaluated, including 29 historic built environment resources, 4 historic archaeological sites, and 16 prehistoric archaeological sites. Of those, 46 were determined eligible for the National Register of Historic Places. The State Historic Preservation Office has concurred on these determinations.
- Actively implement the Cultural Resource Treatment Plan (April 2013). The treatment plan outlines the provisions that include protection of eligible archaeological sites, maintenance of property in the same or better condition than its condition at the date of transfer, and adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards) for any project affecting archaeological sites. The appropriate treatment standard for archaeological sites within Rancho Lilac is preservation in place through avoidance.
- As part of the historic covenant attached with the transfer of the Property, an Assignee may be designated to ensure compliance with the historic covenant and oversight of the Property in perpetuity. Although the Assignee has yet to be determined, the selected organization will work with Assignee to make sure all conditions of the historic covenant are met in perpetuity.
- Assess any potential impacts to archaeological resources on the Property prior to any ground-disturbing activities in consultation with Native Americans and/or local historical societies.
- The selected organization will be required to nominate Rancho Lilac to the San Diego County Local Register of Historical Resources within 12 months from the end of Phase 2, to ensure that the County will have some review authority over projects that may affect Rancho Lilac's historic resources.
- For built environment resources (buildings and structures), the selected organization must follow the treatment outlined in the Interim Historical Resources Management Plan (May 2013) and the Cultural Resource Treatment Plan. The Interim Historical Resources Management Plan identifies interim deficiencies and estimated costs associated with future maintenance of the historic district. This can be used as guidance for the selected organization until the RMP is finalized. When restoration and stabilization of built environment resources are necessary, all associated activities

must be conducted in accordance with the Standards, and a qualified architectural historian must provide oversight to ensure the appropriate implementation of the Standards. Caltrans/SANDAG must be consulted prior to the implementation.

Public Access

- The selected organization will study the feasibility, planning, design, construction, and maintenance of a public access and trail system on the Property. Public access will only be for passive activities/recreation. The selected organization will develop a Public Access Plan for the Property concurrently with the evaluation of the biological and cultural resources. The Public Access Plan can be a standalone document or an appendix of the RMP but will address all conceivable public use of the Property, including but not limited to public staging areas, trails, signage, fencing, types of use, timing of public access, and any other public amenities. This will include an evaluation of all biological, cultural, and historic resources to determine high, medium, and low sensitivity areas as they relate to public access.
- The development of the Public Access Plan will involve and be based on the following:
 - Review of threat/stressor information on human uses on preserves - [Volume 2B of the Strategic Plan](#) referenced above.³
 - Review of the document titled [Human Use of Preserves](#).⁴
 - Baseline biological information as specified under Biological Resources above. This will provide the selected organization the data necessary to inform the determination of the high, moderate, and low resource value areas with respect to siting trails on the Property and connections to trails located off the Property.
 - Mapping of all existing ranch roads and trails (regardless of purpose – including ranch paths created by humans, wildlife, or cattle) to determine (a) which ranch roads and trails should be decommissioned and restored, and (b) compatibility of the ranch roads and trails for future public access and recreational trails taking into consideration potential connections to existing formally approved trails on adjacent properties.
 - Collaboration with recreation ecologists and (as needed) species experts to aid in the following activities.
 - Assess the feasibility of trails and recreation on the Property being compatible with biological and cultural resource conservation. The assessment of compatibility of trails and recreation should occur (a) during their initial consideration, (b) during any iterative process to further consider them, and (c) if they are approved, regularly thereafter in the implementation of adaptive management.

³ Available at https://sdmmp.com/view_threat.php?threatid=TID_20160304_1452

⁴ Available at https://sdmmp.com/upload/threats/threats_background/MSP%20Vol2B%20HumanUse%202017_1494454044.pdf

- Prepare adaptive management measures specifically for trail- and recreation-related disturbance to wildlife.
 - Determine the types, intensity, locations, and schedules (diel and seasonal) of recreation, if any, that could be compatible with the biological and cultural resource conservation.
 - Identify potential risks of potential trail alignments and provide measures to reduce those risks.
 - Design a long-term monitoring program to assess potential disturbance resulting from trails and recreation and to inform adaptive management of the Property. The long-term monitoring plan should utilize a scientific approach such as a “Before-After-Control-Impact” (BACI) design or similar experimental approach to be able to assess impacts from land use changes and management action. This program should integrate species monitoring with recreation monitoring to (a) systematically assess recreation's direct and indirect effects on sensitive wildlife species, including their ability to travel undisturbed through the property, and (b) inform ongoing adaptive management of human activity.
 - Assist in assessing the compatibility of trails and recreation in the context of wildlife movement along the on-site reaches of Keys Creek and its tributaries and through the wildlife corridor of which the Property is a key component.
- The collaboration with recreation ecologists and (as needed) species experts to assess the feasibility of compatible trails and recreation will consider the following, at a minimum.
- Size and topography of Property (e.g., with respect to loop trails, which may create islands of habitat that wildlife may avoid).
 - Vegetation cover and topographic relief between humans and wildlife.
 - Surrounding land use.
 - Distribution of species that presently occur and that might occur in the future.
 - Wildlife-created trails.
 - Alternate suitable locations for wildlife to move to.
 - Sensitivities to trails and recreation of species that presently occur and that might occur in the future, considering (a) types, timing (diel, seasonal), frequency, level (# of humans), and locations of recreation, and (b) types of disturbance to wildlife (e.g., alert distances, flight distance, breeding interruptions).

- Recreation-related ecological footprints – the areas beyond the trails within which trails themselves and human activities on the trails negatively directly and/or indirectly affect wildlife.
 - Effective management options for avoiding and minimizing the negative effects of trails and recreation on wildlife if trails and recreation are considered.
 - Quantitative disturbance thresholds to provide the best recommendation for land managers.
 - Information regarding the timing of the construction of planned trails in the area, including trails conceptually identified in the County of San Diego Community Trails Master Plan [\(CTMP\)](#)⁵, as updated. The CTMP contains information on the need to have trails that are connected and are consistent with habitat protection. The RMP should also address these connections to future offsite trails.
 - The potential for a staging area within the Property if trails are feasible.
 - Educational opportunities such as kiosks or interpretive signs to further educate the public on the wildlife and habitat within the Property.
- The Public Access Plan will be developed by undertaking a community relations strategy that will guarantee a transparent and accessible public input process during the development of the RMP and evaluation of the feasibility of a trail system on the Property. This includes direct outreach to neighbors surrounding the Property and to the broader community of Valley Center. These efforts can include special outreach to the Valley Center Historical Society and Museum in order to encourage future collaboration around care and stewardship of the unique historical resources present on the Property and/or to the Valley Center Trails Association as a community partner willing to assist in outreach to community and partner groups when assessing feasibility of trails/recreation on the Property with respect to the public's wishes.
 - The RMP will include a strategy for the execution and funding of the design, environmental clearance, construction and maintenance of trails and staging areas, if any, on the Property. The strategy will specifically call out the entity(ies) responsible for the funding, construction, and maintenance and the timing for each of these activities. SANDAG will not provide funding for design, environmental clearance, and construction of trails; however, funding would be considered for any signage, fencing and/or adaptive management efforts necessary to ensure protection of biological, cultural, and historic resources.

⁵ Available at <https://www.sandiegocounty.gov/content/sdc/pds/community-trails-master-plan.html>

Property Management/Security/Community Relations

- The selected organization will agree to secure and oversee the Property including, but not limited to the following activities:
 - Confirming property boundaries and existing easements. This information will be provided by SANDAG/Caltrans.
 - Checking property boundaries for runoff from adjacent agricultural areas, in order to ensure that wastewater from neighboring properties is not negatively impacting the Property.
 - Assessing the status of all gates and fencing and making the necessary repairs to ensure control of access onto the Property. Access will be secured to prevent trespass with off-road vehicles and to dissuade pedestrians from trespass. For the same reasons, new signage will be installed on all gates, at the main entrance, and at key points around the Property's perimeter that describe the property's conserved status and outline proscribed activities.
 - Maintaining an appropriate security presence on the Property. It is anticipated that this will include an on-site property manager.

Agricultural Operations/Facilities and Tenants

- Closely inspect and assess the historical structures on the Property and lay out a multi-year strategy for maintaining these structures, restoring them where appropriate and removing extant hazards (such as asbestos used in the structures' original construction). The strategy and any restoration plans will follow the treatment outlined in the *Interim Historical Resources Management Plan* (May 2013) and the *Cultural Resource Treatment Plan*.
- Review the status of the tenants residing on the Property, including the caretaker that lives on the property, and the Yellow Deli that operate an organic fruit stand and sandwich shop to the east of Lilac Road. The selected organization can determine whether or not to continue this tenancy relationship as long as it does not contradict any of the other strategies it decides to implement to conserve and manage the Property's biological and cultural resources.
- All rental income from the tenancies on the Property shall be used for the management of the property pursuant to the RMP. The potential rental income can be considered as a part of the costs for long-term management or to provide biological or historical improvements. The selected organization will provide SANDAG/Caltrans with an annual financial statement of rental incomes in perpetuity as part of the annual distribution of the endowment distributable.

Water Rights and Irrigation

- The selected organization will assess the current status of water rights and irrigation systems on the Property to consider how water use and current patterns of management/diversion are affecting the biological resources on the Property,

particularly Keys Creek. This includes groundwater withdrawal (e.g., wells, if any, on the Property, or off the Property that may affect the on-site water table and surface water levels). The existing systems of water storage and irrigation will be maintained as appropriate. In the future, patterns of water usage and distribution may change in conjunction with stewardship activities on the Property, particularly any future habitat restoration activities.

Water Pollution Control

- The selected organization shall identify best management practices and specific projects to protect water quality and manage water supplies on the Property. They shall not allow the discharge of contaminated storm water runoff or unauthorized non-storm water discharges from any activities on the Property to any private or public storm water drainage systems, which may include but are not limited to: discharges of runoff containing chemicals, fuel, grease, oil, or other hazardous materials; discharges of pool or fountain water containing chlorine, biocides, or other chemicals and discharges of pool or fountain filter backwash water; discharges of sediment, pet waste, vegetation clippings, or other landscape or construction related wastes; discharge of runoff from washing toxic materials from paved or unpaved areas; and discharge of materials such as litter, landscape debris, construction debris, cattle manure, or any federally banned pesticides.
- The selected organization shall comply with State and federal water pollution control requirements, and those of municipalities, counties, drainage districts, and other local agencies regarding discharge of storm water and non-storm water to sewer systems, storm drain systems, or any watercourses under jurisdiction of the above agencies.
- The selected organization will work with adjacent (or beyond) property owners to address storm water and non-stormwater runoff onto the Property that may damage the Property either by erosional force and/or contamination, such as chemicals in irrigation flow from upstream properties.

Hazardous Materials

- Hazardous materials are those substances listed in California Code of Regulations, Title 22, Section 6626.126, Appendix X, or those which meet the toxicity, reactivity, corrosivity or flammability criteria of Article 11 of the above Code, as well as any other substance which poses a hazard to health or environment.
- The selected organization shall not use, create, store, or allow any such substances on the premises. Fuel stored in a motor vehicle for the exclusive use in such vehicle is accepted. In no case shall the selected organization cause or allow the deposit or disposal of any such substance on the property. However, household products necessary for routine cleaning and maintenance of the property may be kept on the premises in quantities reasonable for current needs.

Approval of Federal Transit Administration Section 5310 Vehicles in Continued Non-Use Status

Overview

The Specialized Transportation Grant Program (STGP) is a competitive grant program that seeks to improve mobility for seniors and individuals with disabilities whose needs are not met by conventional transit or Americans with Disabilities Act paratransit services. Funded by the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) and the *TransNet* Senior Mini-Grant Program, the STGP supports operating, mobility management, and capital projects, including the purchase of accessible vehicles on behalf of grantees who use them to provide transportation services. Through the STGP, SANDAG has awarded 147, purchased 135, and currently oversees a fleet of 127 accessible vehicles operated by 12 grantees.

Due to COVID-19, most grantees' vehicles have provided reduced service, while some have not provided service at all, likely attributable to reduced demand, concern over the health and safety of seniors and individuals with disabilities, and physical distancing requirements. Staff has observed, however, that fewer vehicles are in non-use status as vaccination rates increase, new COVID-19 cases decline, and demand begins to return.

Section 1.1.4 of [Board Policy No. 035](#) states "use of the vehicles for the benefit of the public must commence within six months following award of the purchase." The Board of Directors is asked to approve a waiver of this requirement for three grantees.

Key Considerations

Details of the impacts from COVID-19 on the STGP were presented to the Board at its [January 22, 2021, meeting](#). Staff presents quarterly status updates to the Transportation Committee on the progress and performance of STGP projects, including STGP-funded vehicles in non-use status. The most recent update to the Transportation Committee was at its [October 1, 2021, meeting](#).

At its January 22, 2021, meeting, the Board approved waiving of the requirement in Section 1.1.4 of Board Policy No. 035 for "grantees that have requested an exception as well as those that may request it **while the public health emergency is in effect**." [Emphasis added.] The state of California lifted its public health emergency orders in June 2021, which resulted in the blanket waiver approved in January 2021, also being lifted. Therefore, Board approval is sought for the waivers described in this report.

The first waiver is proposed for San Diego Center for the Blind (SDCB), which was awarded one vehicle through the Cycle 10 STGP Call for Projects. The vehicle was delivered on November 9, 2020, and has remained in non-use status due to COVID-19 concerns. SDCB recently requested permission to keep the vehicle in non-use status through December 31, 2021. Since SDCB's vehicle was purchased using FTA Section

Action: **Approve**

The Board is asked to approve waivers to Board Policy No. 035 to authorize staff to grant requests for non-use status for three grantees' vehicles as described in the report.

Fiscal Impact:

None.

Schedule/Scope Impact:

Pending approval, San Diego Center for the Blind could keep its one vehicle in non-use status through December 31, 2021. Home of Guiding Hands and Facilitating Access to Coordinated Transportation would each put one vehicle into service no later than January 1, 2022, and February 1, 2022, respectively, following necessary repairs.

5310 Program funds, staff sought FTA guidance. On October 26, 2021, FTA confirmed that it did not see an issue with allowing for the continuation of non-use status through the end of the calendar year provided the SDCB vehicle could not be made available to other agencies to offer service. Given the short time frame between now and December 31, 2021, finding another agency to serve as an interim operator has been deemed infeasible by staff.

Home of Guiding Hands (HGH), another grantee, has a vehicle that was previously in use and has requested to keep the vehicle in non-use status through December 31, 2021, while HGH works to attain mechanical parts necessary to make the vehicle safe and operable. Finally, Facilitating Access to Coordinated Transportation (FACT) is working to attain a new engine for one vehicle. FACT plans to put the vehicle back into service once the vehicle is repaired, which is planned to occur no later than the end of January 2022.

Next Steps

Pending approval, staff would process an amendment to allow SDCB to retain its one vehicle in non-use status through the end of the calendar year and require SDCB to provide at least reduced service beginning January 1, 2022. Staff would also work closely with HGH to get its vehicle back into service no later than January 1, 2022, and FACT to get its vehicle back into service no later than February 1, 2022, after necessary mechanical parts have been installed.

Hasan Ikhata, Chief Executive Officer

Key Staff Contact: Zachary Rivera, (619) 699-4892, Zachary.Rivera@sandag.org

Attachments: None

Policy Advisory Committee Actions

Overview

[SANDAG Board Policy No. 001](#) delegates certain responsibilities to the Policy Advisory Committees to allow SANDAG to effectively address key public policy and funding responsibilities. All items delegated to the Policy Advisory Committees are subject to Board ratification. Below are the delegated actions taken by the Policy Advisory Committees that are subject to ratification.

Audit Committee: October 22, 2021

Accepted the Office of the Independent Performance Auditor (OIPA) report on the review results for State Route 125 and recommended that it move forward to the Board of Directors for review.

Discussed and provided input on the for the OIPA Vendor Operational and System Controls review results and other required next steps and approved a motion to move to the Board of Directors for consideration.

Regional Planning Committee: November 5, 2021

Approved an amendment to the charter of the 2021 Regional Plan Social Equity Working Group, making it ongoing with membership being competitively selected on a periodic basis.

Hasan Ikhata, Chief Executive Officer

Key Staff Contact: Francesca Webb, (619) 699-1985, francesca.webb@sandag.org

Action: **Approve**

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees since the last Board of Directors meeting.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

2022 Calendar of Meetings of the SANDAG Board of Directors and Policy Advisory Committees*

Board of Directors Policy or Business (Normally second and fourth Fridays, 9 a.m. to 12 noon)	Transportation Committee (Normally first and third Fridays, 9 a.m. to 12 noon)	Regional Planning Committee (Normally first Friday, 12:30 to 2:30 p.m.)	Executive Committee (Normally second Friday, 8 to 9 a.m.)	Public Safety Committee (Normally third Friday, 1 to 3 p.m.)	Borders Committee (Normally fourth Friday, 12:30 to 2:30 p.m.)	Audit Committee (Normally fourth Friday, 12:30 to 2:30 p.m.)
January 14, 2022 January 28, 2022	January 7, 2022 January 21, 2022	January 7, 2022	January 14, 2022	January 21, 2022	January 28, 2022	January 28, 2022
February 11, 2022 February 25, 2022	February 4, 2022 February 18, 2022	February 4, 2022	February 11, 2022	February 18, 2022	February 25, 2022	February 25, 2022
March 11, 2022 March 25, 2022	March 4, 2022 March 18, 2022	March 4, 2022	March 11, 2022	March 18, 2022	March 25, 2022	March 25, 2022
April 8, 2022 April 22, 2022	April 1, 2022 April 15, 2022	April 1, 2022	April 8, 2022	April 15, 2022	April 22, 2022	April 22, 2022
May 13, 2022 May 27, 2022	May 6, 2022 May 20, 2022	May 6, 2022	May 13, 2022	May 20, 2022	May 27, 2022	May 27, 2022
June 10, 2022 June 24, 2022	June 3, 2022 June 17, 2022	June 3, 2022	June 10, 2022	June 17, 2022	June 24, 2022	June 24, 2022
July 8, 2022 July 22, 2022	July 1, 2022 July 15, 2022	July 1, 2022	July 8, 2022	July 15, 2022	July 22, 2022	July 22, 2022
August 12, 2022 August 26, 2022	August 5, 2022 August 19, 2022	August 5, 2022	August 12, 2022	August 19, 2022	August 26, 2022	August 26, 2022
September 9, 2022 September 23, 2022	September 2, 2022 September 16, 2022	September 2, 2022	September 9, 2022	September 16, 2022	September 23, 2022	September 23, 2022
October 14, 2022 October 28, 2022	October 7, 2022 October 21, 2022	October 7, 2022	October 14, 2022	October 21, 2022	October 28, 2022	October 28, 2022
November 4, 2022 November 18, 2022 (First and third Fridays due to holiday schedule)	To be scheduled only if needed	November 4, 2022	November 4, 2022 (First Friday due to holiday schedule)	To be scheduled only if needed	November 18, 2022 (Third Friday due to holiday schedule)	November 18, 2022 (Third Friday due to holiday schedule)
December 2, 2022 December 16, 2022 (First and third Fridays due to holiday schedule)	December 9, 2022 (Only one meeting; second Friday due to holiday schedule)	December 2, 2022	December 2, 2022 (First Friday due to holiday schedule)	December 9, 2022 (second Friday due to holiday schedule)	To be scheduled only if needed	To be scheduled only if needed

*Changes to the normal meeting schedule are shown in **bold**

Continuation of Teleconferenced Meetings

Overview

Executive Orders issued during the COVID-19 pandemic provided local government agencies with temporary relief from many of the usual teleconferencing requirements that are part of open meeting laws. AB 361 was signed recently and provides legislative bodies of local agencies, including the SANDAG Board of Directors (Board) and the Policy Advisory Committees and Working Groups that report to the Board, an opportunity to continue teleconferenced, or virtual, public meetings if certain conditions are met pertaining to the health and safety of meeting attendees. Resolution No. RTC-2022-03 is provided for the Board's consideration to allow for continued teleconferenced meetings.

Background

For more than 18 months, the COVID-19 pandemic has caused schools, businesses, governments, and other organizations to make significant adaptations to ensure continuity of services and functions while protecting the health and safety of families, workers, customers, and the community at large. Governor Newsom proclaimed a state of emergency in California on March 4, 2020, and that remains in effect to this day. Various state and local health orders outline measures that are required to be taken, or recommended, to limit the transmission of COVID-19, including vaccination, wearing of face coverings, and social distancing. COVID-19 continues to be a health risk throughout the region; the Centers for Disease Control and Prevention consider San Diego County to be a high transmission area.

Among its provisions, Executive Order N-29-20, issued March 17, 2020, authorized exemptions to certain requirements under the Brown Act and the Bagley-Keene Open Meeting Act to allow for government entities to conduct teleconferenced, or virtual, public meetings while social distancing orders were in place. All meetings of the SANDAG Board, Policy Advisory Committees, and Working Groups have been conducted using an Internet-based platform since March 2020, with a high degree of effectiveness and increased levels of engagement and participation by the public. The decision to continue conducting virtual public meetings has been a matter of health and safety for attendees. SANDAG's meeting facilities are not large enough to accommodate Board members, presenters, support staff, and members of the public and allow for appropriate levels of social distancing given the ongoing risk of COVID-19 transmission.

Assembly Bill 361, signed on September 16, 2021, incorporates into state law some aspects of the teleconferencing rules that have applied to local public agencies by Executive Order N-29-20. The intent of AB 361 is to enable governing bodies, such as the SANDAG Board, to make a determination, via a

Action: **Adopt**

The Board is asked to adopt Resolution No. RTC-2022-03 ratifying state and local health emergency conditions due to COVID-19 and the need for continuation of teleconferenced public meetings to ensure the health and safety of attendees.

Fiscal Impact:

There is no financial impact to the continuation of teleconferenced public meetings.

Schedule/Scope Impact:

If Resolution No. RTC-2022-03 is approved, meetings of the SANDAG Board of Directors, Policy Advisory Committees, and Working Groups would continue per their usual meeting schedule.

majority vote of the Board, about the safety of holding in-person meetings when a state of emergency exists. Should the Board wish to conduct virtual public meetings, it may consider adoption of Resolution No. RTC-2022-03. This action would find that continuing to allow all of SANDAG's legislative bodies to meet virtually is in SANDAG's best interests based on the continued state of emergency arising from the COVID-19 pandemic as well as state and/or local officials continuing to recommend measures to promote social distancing, thereby allowing use of the adapted teleconferencing rules allowed for under AB 361. The Board may reconsider continuation or cessation of teleconferenced meetings every 30 days through adoption of a subsequent resolution.

Next Steps

Should Resolution No. RTC-2022-03 be adopted, meetings of the SANDAG Board, Policy Advisory Committees, and Working Groups would be conducted virtually through December 19, 2021. The Board shall reconsider the state of emergency and its impact on the ability for members and other attendees to meet safely in person at its meeting on December 17, 2021.

Hasan Ikhata, Chief Executive Officer

Key Staff Contact: Melissa Coffelt, (619) 699-1955, melissa.coffelt@sandag.org

Attachment: 1. Resolution No. RTC-2022-03



401 B Street, Suite 800
San Diego, CA 92101
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Regional Transportation Commission

Resolution No. RTC-2022-03

A RESOLUTION OF THE SANDAG BOARD OF DIRECTORS AUTHORIZING REMOTE TELECONFERENCE MEETINGS OF THE LEGISLATIVE BODIES OF SANDAG

WHEREAS, the SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) is committed to preserving and nurturing public access and participation in meetings of the Board of Directors, as well as SANDAG Policy Advisory Committees and Working Groups; and

WHEREAS, the SANDAG Board of Directors also acts as the San Diego County Transportation Commission and provides oversight of SANDAG committees and working groups; and

WHEREAS, all meetings of SANDAG's legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code Sections 54950 – 54963), so that any member of the public may attend, participate, and watch SANDAG's legislative bodies conduct their business; and

WHEREAS, Assembly Bill 361 (AB 361), which was signed into law on September 16, 2021, amended Government Code section 54953, and thereby makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3) (including the requirement that all teleconference meeting locations be open to the public), subject to the existence of specified conditions; and

WHEREAS, a required condition under AB 361 is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, it is further required under AB 361 either that state or local officials have imposed or recommended measures to promote social distancing, or that the legislative body finds that the state of emergency continues to directly impact the ability of the members to meet safely in person; and

WHEREAS, such conditions now exist in San Diego County, specifically, a State of Emergency has been proclaimed by the Governor on March 4, 2020 and is still in effect; and

WHEREAS, the San Diego County Health Officer Order (effective June 15, 2021) has directed all governmental entities in the County to take necessary measures within the governmental entity's control to ensure compliance with State and local laws, regulations, and orders related to the control of COVID-19; and

WHEREAS, the California Department of Industrial Relations has recognized the fact that social distancing, in combination with other preventative measures, helps to decrease the spread of COVID-19; and

WHEREAS, as a consequence of the local emergency, the Board of Directors does hereby find that the legislative bodies of SANDAG may conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953,

and that such legislative bodies shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953 of the Government Code; and

WHEREAS, SANDAG has taken the following measures to ensure public access to SANDAG's Board, Policy Advisory Committee, and Working Group Meetings:

- Written public comments may be submitted to SANDAG, and
- A live public participation option is provided to the public and detailed on the cover page of each meeting agenda package.

NOW THEREFORE, THE SANDAG BOARD OF DIRECTORS, ALSO ACTING AS THE SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION, DOES HEREBY FIND AND RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Remote Teleconference Meetings. The SANDAG Chief Executive Officer and his designee(s) and all legislative bodies of SANDAG are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public teleconferenced meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 3. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of December 18, 2021, or such time as the Board of Directors adopts a subsequent finding in accordance with Government Code section 54953(e)(3) to extend the time during which the legislative bodies of SANDAG may continue to conduct teleconferenced public meetings without compliance with paragraph (3) of subdivision (b) of section 54953 of the Government Code.

PASSED, APPROVED, AND ADOPTED at the meeting of the Board of Directors this 19th day of November, 2021

Ayes

Noes

Absent

**Chair of the Board of Directors
of the San Diego County Regional
Transportation Commission**

[Seal]

Attest

**Secretary of the Board of Directors of the
San Diego County Regional Transportation
Commission**

State Route 94/State Route 125 Interchange and Arterial Operational Improvements Project Update

Overview

The current 2019 Federal Regional Transportation Plan and the draft 2021 Regional Transportation Plan include proposed investments for the [State Route 94 \(SR 94\)/State Route 125 \(SR 125\) interchange project](#). This project proposes to construct the missing direct connector from southbound SR 125 to eastbound SR 94. Design is approximately 60% complete.

This area in the county is experiencing high levels of congestion and this connector will provide a freeway-to-freeway connection to reduce traffic on local arterials. Added benefits include reduced vehicle idling, a reduction in greenhouse gas (GHG) emissions, less locally detoured trips, and overall a safer facility for the public.

Key Considerations

In June 2018, the Board of Directors approved a budget amendment to add State Transportation Improvement Plan – Advanced Project Delivery Element funds to this project for the design phase. In September 2019, additional Local Partnership Program and *TransNet* funds were allocated for the design and right-of-way phases. Additional geotechnical work will be required to complete the design phase. As part of the FY 2023 Program Budget, this project will be requesting additional State Transportation Improvement Program funds to fully fund the design phase for the project.

Caltrans will provide a project update on the current design efforts and other potential improvements/modifications under evaluation.

Next Steps

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

Sharon Humphreys, Director of Engineering and Construction

Key Staff Contact: Karen Jewel, (619) 688-6738, karen.jewel@dot.ca.gov

Action: **Information**

An overview of the State Route 94/State Route 125 interchange project will be presented.

Fiscal Impact:

The FY 2022 SANDAG Program Budget includes \$11.6 million for the Design and \$11.5 million for right-of-way for State Route 94/State Route 125 interchange project.

Schedule/Scope Impact:

Project design for the State Route 94/State Route 125 interchange project began in late 2019. Pending additional funding, the project will begin construction in mid-2023.

Chief Executive Officer Delegated Actions

Overview

Various Board Policies require the Chief Executive Officer to report certain actions to the Board of Directors on a monthly basis or upon taking specified actions.

Action: **Information**

In accordance with various Board Policies, this report summarizes delegated actions taken by the Chief Executive Officer.

Delegated Actions

Investment Transactions: [SANDAG Board Policy No. 003](#) states that a monthly report of all investment transactions shall be submitted to the Board. Attachment 1, contains the reportable investment transactions for October 2021.

Fiscal Impact:

Two securities reached maturity for a total of \$4.3 million and one security was purchased for \$4.8 million.

Legal Matters: [SANDAG Board Policy No. 008](#) authorizes the Office of the General Counsel or outside counsel to file documents and make appearances on behalf of the agency in court proceedings.

In the matter of Luis Quintero v. SANDAG (Superior Court Case No. 2019-00017834), the following actions were taken by Nossaman on behalf of SANDAG:

- On September 27, 2021, attended a Motion Hearing on Unopposed Motion for Preliminary Approval of Class Action Settlement

In the matter of Anna Avenue Associates v. SANDAG (Superior Ct. Case No. 2018-00000231; Court of Appeal, Cal. Ct. App. Case No. D079524), the following actions were taken by Best & Krieger on behalf of SANDAG:

- On September 27, 2021, filed a Petition for Writ of Mandate and/or Other Appropriate Relief

In the matter of SANDAG v. Bank of America, et al. (S.D.N.Y. Case No. 21-cv-4893), the following actions were taken by Browne George Ross O'Brien Annaguey & Ellis on behalf of SANDAG:

- On October 25, 2021, filed an Opposition to Joint Partial Motion to Dismiss the Amended Consolidated Class Action Complaint.
- On July 26, 2021, filed an Amended Complaint

In the matter of SANDAG v. 8650 Villa La Jolla (Superior Ct. Case No. 2017-00039831), the following actions were taken by Nossaman on behalf of SANDAG:

- On September 28, 2021, filed a Stipulation and Order to Amend the Complaint in Eminent Domain
- On October 20, 2021, filed a Stipulation and Order to Amend the Complaint in Eminent Domain
- On October 26, 2021, filed a Stipulation for Interlocutory Judgment
- On October 27, 2021, filed a Notice of Entry of Order
- On October 29, 2021, filed an Order for Interlocutory Judgment in Condemnation

Budget Modifications: [SANDAG Board Policy No. 017](#) authorizes the Chief Executive Officer to enter into agreements currently not incorporated in the budget and to make other budget modifications in an amount of up to \$300,000 per transaction, so long as the overall budget remains in balance. This provision may not, however, be used multiple times on the same budget line item in order to circumvent the \$300,000 limit. Staff understands this to mean the budget resets when actions are reported out or upon the Board of Directors adopting a new budget. Actions taken in October are shown in Attachment 2.

Right-of-Way: SANDAG Board Policy No. 017, Section 4.15, authorizes the Chief Executive Officer to execute right-of-way certifications for submittal to the California Department of Transportation, and take all other actions necessary to facilitate the timely filing of such certifications for SANDAG projects that are either on the State Highway System or for those off-system projects with federal funding. The list below reflects the approved documents for this reporting period.

Mid-Coast Corridor Transit Project – Capital Improvement Project No. 1257001			
No.	Address	Nature of Activity	Date
1.	8657 Villa La Jolla, San Diego, CA 92037; PS Business Parks LP	Partial Settlement and Release Agreement	10/25/2021
2.	8657 Villa La Jolla, San Diego, CA 92037; PS Business Parks LP; Green Way Foods, LLC	Stipulation of Interlocutory Judgement	10/25/2021

California Environmental Quality Act: SANDAG Board Policy No. 017, Section 4.17 authorizes the Chief Executive Officer to approve exemptions and addendums to a previously-approved Environmental Impact Report or Negative Declaration consistent with CEQA Section 15164 where only minor technical changes or additions are necessary.

A Notice of Exemption for the Right of Entry Permit for the Del Mar Bluffs Emergency Repair at MP 245.2 was signed by SANDAG's Chief Executive Officer on October 12, 2021. The Notice of Exemption was posted by the Governor's Office of Planning and Research on October 12, 2021, and by the County Clerk on October 21, 2021.

Regional Transportation Improvement Program Administrative Modification:

Regional Transportation Commission (RTC) Resolution No. RTC-2020-01 authorizes the Chief Executive Officer to approve administrative modifications to the Regional Transportation Improvement Program. Changes are authorized by the requesting agency by resolution or approved policy. Administrative Modification No. 5 was approved on October 21, 2021. Table 1 (Attachment 3) summarizes the changes made to 19 projects and 4 grouped listing in the region.

Hasan Ikhmeta, Chief Executive Officer

Key Staff Contact: Kimberly Monasi, (619) 699-6902, Kimberly.Monasi@sandag.org

Attachments:

1. October 2021 Investment Securities Transactions Activity
2. October 2021 Budget Transfers and Amendments
3. 2021 RTIP Administrative Modification No. 5 – Table 1

**MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS
OCTOBER 1 THROUGH OCTOBER 31, 2021**

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
BOUGHT			
10/13/2021	U S TREASURY NT 1.625% 10/31/23	\$ 4,700,000.00	\$ 4,819,152.34
	TOTAL BOUGHT:	<u>\$ 4,700,000.00</u>	<u>\$ 4,819,152.34</u>
MATURED			
10/15/2021	F H L M C M T N 0.500% 4/15/24	\$ 4,000,000.00	\$ 4,000,000.00
10/15/2021	TOYOTA AUTO 2.120% 2/15/23	289,488.64	292,157.36
	TOTAL MATURED:	<u>\$ 4,289,488.64</u>	<u>\$ 4,292,157.36</u>
SOLD			
	NO REPORTABLE SECURITIES FOR THIS MONTH		

FY 2022 BUDGET TRANSFERS AND AMENDMENTS

in '000s

PROJECT NUMBER	PROJECT NAME	CURRENT BUDGET	NEW BUDGET	CHANGE	EXPLANATION
2353600	CJAM - Project Safe Neighborhood Research Partner	\$0.00	\$33.48	\$33.48	New revenue agreement passed through from the U.S. Attorney's Office
3501001	eBike Incentive Program	\$0.00	\$98.59	\$98.59	This is a regional travel demand management (TDM) strategy by funding an electric bike (e-bike) incentive pilot in FY22.
3322400	5310 Program - Covid-19 Relief	\$0.00	\$825.64	\$825.64	
3320200	Specialized Transportation Grant Program	\$337.94	\$255.38	(\$82.56)	CRRSAA/ARPA funds added to 3320200 and 3321400 at Board of Directors 6/11/21 meeting. Transferring to new project number for better financial tracking.
3321400	Enhanced Mobility for Seniors and Disabled Pass Through	\$3,820.58	\$3,077.51	(\$743.08)	

Table 1 - Summary of Changes Report (\$000)
2021 RTIP Amendment No. 5

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CAL46E	Caltrans	Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program	\$640,409	\$677,173	\$36,764	6%	↑ SHOPP (AC)-Rdway Presrv NHS
ESC08	Escondido, City of	Felicita Ave/Juniper Street	\$3,186	\$3,186	\$0	0%	+ Toll Credits for local match
NCTD02	North County Transit District	Preventive Maintenance	\$139,132	\$137,509	-\$1,623	-1%	↓ FTA 5337; ↓ TDA
NCTD18	North County Transit District	Rail-Right-of-Way State of Good Repair & Improvements	\$46,485	\$46,043	-\$442	-1%	↑ FTA 5337; ↓ SB1 - TIRCP; ↑ STA
NCTD20	North County Transit District	Rail Vehicles & Related Equipment	\$26,758	\$27,258	\$500	2%	↑ FTA 5337; ↑ STA
NCTD34	North County Transit District	Transit Service Operating Support	\$268,375	\$268,375	\$0	0%	↓ STA; ↑ TDA
SAN40	San Diego Association of Governments	Metropolitan Planning	\$78,354	\$78,373	\$19	0%	↑ TransNet - SS
SAN227	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways	\$53,942	\$60,367	\$6,425	12%	↑ ATP - R; + RSTP
SAN261	San Diego Association of Governments	Palomar Street Rail Grade Separation	\$5,000	\$5,000	\$0	0%	↑ TransNet - MC; ↓ CMAQ
SD09	San Diego, City of	Sidewalks - Citywide	\$23,394	\$27,323	\$3,929	17%	↑ TransNet - LSI
SD16A	San Diego, City of	Traffic Signals - Citywide	\$43,433	\$45,690	\$2,257	5%	↑ TransNet - LSI
SD18	San Diego, City of	Traffic Control Measures	\$12,241	\$11,843	-\$398	-3%	↓ TransNet - LSI

Table 1 - Summary of Changes Report (\$000)
2021 RTIP Amendment No. 5

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SD23	San Diego, City of	Storm Drains - Roadway Drainage Improvements	\$36,647	\$34,835	-\$1,812	-5%	↓ <i>TransNet</i> - LSI
SD34	San Diego, City of	El Camino Real	\$49,674	\$61,722	\$12,048	24%	↑ Local Funds
SD49	San Diego, City of	Median Improvements Citywide	\$13,542	\$14,682	\$1,140	8%	↑ <i>TransNet</i> - LSI
SD96	San Diego, City of	Street Resurfacing Citywide	\$112,593	\$97,031	-\$15,562	-14%	↓ <i>TransNet</i> - LSI
SD99	San Diego, City of	Bridge Rehabilitation	\$5,645	\$6,280	\$635	11%	↑ <i>TransNet</i> - LSI
SD176	San Diego, City of	Maintenance and Non Congestion Relief Efforts	\$58,047	\$56,319	-\$1,728	-3%	↓ <i>TransNet</i> - LSI
SD186	San Diego, City of	Administrative Expenses	\$5,122	\$5,064	-\$58	-1%	↓ <i>TransNet</i> - LSI
SD237	San Diego, City of	Coastal Rail Trail	\$23,150	\$13,650	-\$9,500	-41%	↓ <i>TransNet</i> - LSI
V07	Various Agencies	Biological Mitigation Program	\$458,000	\$458,000	\$0	0%	↓ <i>TransNet</i> - Regional EMP; ↑ <i>TransNet</i> - Regional EMP (AC); Added footnote linking to other project
V14	Various Agencies	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)	\$96,240	\$96,418	\$178	0%	↑ <i>TransNet</i> - LSI
V20	Various Agencies	Grouped Projects for Engineering - Complete Corridor Studies	\$40,071	\$37,963	-\$2,108	-5%	↓ RSTP

Additional explanation is provided for those projects that have a change of more than \$20M or 50% based on the federal guidelines that determine what consists of a minor change and is considered an administrative modification.

Table 1 - Summary of Changes Report (\$000)
2021 RTIP Amendment No. 5

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
Abbreviation ATP-R CMAQ FTA 5337 Local Funds RSTP SHOPP - Roadway Preservation TDA SB1 - TIRCP STA TDA Toll Credits <i>TransNet</i> - LSI <i>TransNet</i> - MC <i>TransNet</i> - REMP <i>TransNet</i> - SS		Fund Type Active Transportation Program - Regional Congestion Mitigation and Air Quality Federal Transit Administration State of Good Repair Grant Program Funds available from other sources such as developer fees, fare revenue or general fund Regional Surface Transportation Block Grant State Highway Operation and Protection Program - Roadway Preservation Transportation Development Act Senate Bill 1 - Tranist and Intercity Rail Capital Program State Transit Assistance Transportation Development Act Local funds that can be used to match federal funds Prop A Extension - Local System Improvements Prop A Extension - Major Corridors Prop A Extension - Regional Environmental Mitigation Program Prop A Extension - Senior Services					

Meetings and Events Attended on Behalf of SANDAG

Board members participated in the following meetings and events on behalf of SANDAG. Key topics of discussion are also summarized.

October 22, 2021: Metrolink Board of Directors Meeting, San Diego, CA

City of Encinitas Councilmember Joe Mosca attended the Metrolink Board meeting as the SANDAG representative. Councilmember Mosca participated in discussions on the approval of additional funding for emergency repairs in San Clemente; a Memorandum of Understanding for special event service with North County Transit District; and other Metrolink related business – all information applicable to rail services in the San Diego region.

Action: Information

Board members will provide brief reports on external meetings and events attended on behalf of SANDAG.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

October 26, 2021: LOSSAN Board of Directors Meeting, San Diego, CA

Councilmember Mosca also attended the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Board meeting as the SANDAG representative. Councilmember Mosca participated in discussions on the LOSSAN Strategic Plan and Pacific Surfliner ridership, revenue, and on-time performance trends; and approved a Pacific Surfliner Operating Agreement and other LOSSAN procurements.

Hasan Ikhata, Chief Executive Officer

Key Staff Contact: Francesca Webb, (619) 699-1985, francesca.webb@sandag.org

2022 State Transportation Improvement Program

Overview

During every odd-numbered year, the California Transportation Commission (CTC) develops the State Transportation Improvement Program (STIP), a five-year plan for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.

Key Considerations

The CTC adopted the [Fund Estimate and guidelines for the 2022 STIP](#) at its meeting on August 18, 2021. The Fund Estimate is the set of revenue assumptions that cover the period FY 2023 to FY 2027. The 2022 Fund Estimate adds about \$796 million of new capacity statewide over the five-year period. Compared to the 2020 Fund Estimate, the 2022 STIP reflects a \$227 million increase.

The STIP is a five-year statewide program of projects that is updated by the CTC every two years. Funding for the 2022 STIP primarily is derived from the State Highway Account (SHA), which includes state and federal funds. The portion of funding available by formula to the region is based on two main factors, which include population and lane miles of maintained state highway. SANDAG, as the Regional Transportation Planning Agency, is responsible for submitting the programming request for the San Diego County share.

During each new STIP cycle, two new years are added, and funding capacity is provided, allowing regions the opportunity to program new projects or to program later phases of work for existing projects already in the development process. Based on the maximum target share in the 2022 STIP Fund Estimate for San Diego, the total programming capacity for the 2022 STIP is approximately \$139.9 million for the FY 2023 through FY 2027 period. Typically, up to 5% of county shares may be used for planning, programming, and monitoring (PPM)¹ efforts. The 2018 STIP included funding for Advanced Project Development Element (APDE)² and accordingly, SANDAG programmed two APDE projects. For the 2022 STIP; however, there is no APDE capacity identified. Only cost increases on previous APDE projects can be funded.³

Action: **Approve**

The Transportation Committee recommends that the Board of Directors approve the submission of the proposed 2022 State Transportation Improvement Program to the California Transportation Committee.

Fiscal Impact:

The Proposed 2022 State Transportation Improvement Program (STIP) will provide a total of \$139.9 million of funding between FY 2023 and FY 2027.

Schedule/Scope Impact:

The proposed 2022 STIP is due to the California Transportation Commission on December 15, 2022. The STIP is scheduled to be adopted by the CTC in March 2022 with funding available beginning in FY 2023.

¹ STIP funds programmed for PPM purposes can be used for regional transportation and PPM implementation of STIP-funded projects.

² APDE projects are limited to two project development components: (1) environmental and permits; and (2) plans, specifications, and estimates.

³ The 2018 STIP programmed STIP-APDE funding for the Interstate 15 (I-15)/State Route 78 (SR 78) Managed Lanes (ML) Connectors environmental phase and State Route (SR) 94/125 Interchange and Arterial Operational Improvements design phase.

Current 2020 STIP

The current 2020 STIP, as shown in Table 1 below, programmed approximately \$99.17 million from FY 2021 through FY 2025. Of this amount, \$40 million has been allocated for Interstate 5 including \$12.84 of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds and \$1.1 million has been allocated for PPM in FY 2022.

Table 1: Current 2020 STIP (\$000s)

Project	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
HOV Extension, Phase 1, Carlsbad Seg, Pckg 1 - Construction (CMGC)			\$10,000			\$10,000
HOV Extension, Phase 1 Carlsbad Seg, Pckg 2 - Construction (CMGC)			\$27,163			\$27,163
HOV Extension, Phase 1, Carlsbad Seg, Pckg 3 - Construction (CMGC)			\$39,063			\$39,063
I-5/I-805 HOV to Express Lanes Conversion - Design				\$18,000		\$18,000
Regional PPM		\$1,105	\$1,415	\$1,210	\$1,212	\$4,942
Total		\$1,105	\$77,641	\$19,210	\$1,212	\$99,168

Proposed 2022 STIP

Project Considerations

The proposed 2022 STIP continues to implement SANDAG Board practice (in effect since the 2004 STIP) that prioritizes projects for funding as follows:

1. Focus on projects that are ready to go to construction
2. Focus on completing projects currently programmed in the STIP; and
3. Focus on *TransNet* priority projects.

In addition, the STIP Guidelines require that Caltrans and SANDAG meet and confer regarding project funding needs and priorities in development of the proposed STIP. During consultation with Caltrans District 11, staff evaluated the portfolio of projects in the *TransNet* program, Caltrans operational priorities for both the highway and rail programs, and the status of regional bike projects.

Other considerations are the timing of when funds are needed. Many projects in the portfolio are getting ready to go to construction in the next two years, while funding from the new STIP shares may not be available until FY 2026 or later.

Table 2 shows the staff recommendation for the 2022 STIP, which programs up to the full county maximum share target of \$78.3 million (including \$6.9 million for PPM)⁴. The total proposed for the 2022 STIP is about \$139.9 million.

Table 2: Proposed 2022 STIP Programming (\$000s)

Project	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Route 94/125 Interchange and Arterial Operational Improvements - Design	\$6,000					\$6,000
I-15/SR 78 ML Connectors - Environmental	\$5,000					\$5,000
HOV Extension, Phase 1, Carlsbad Seg, Pckg 3 (CMGC) - Construction	\$39,063					\$39,063
I-5/I-805 HOV to Express Lanes Conversion - Design and Construction		\$18,350		\$57,600		\$75,950
Uptown Bikeways: Washington to Mission Valley - Construction	\$7,000					\$7,000
Regional PPM	\$1,660	\$1,660	\$1,193	\$1,183	\$1,182	\$6,878
Total Proposed 2022 STIP Programming	\$58,723	\$20,010	\$1,193	\$58,783	\$1,182	\$139,891

Summary of Proposed STIP Program

1. SR Route 94/125 Interchange and Arterial Operational Improvements and I-15/SR 78 ML Connectors: Cost increases for projects programmed in the 2018 STIP APDE element are the first priority for funding in subsequent STIPs. In selecting projects for funding, CTC prioritizes projects that complete, or fund further components of projects included in prior STIPs such that agencies finish what is started. The environmental phase for the I-15/SR 78 ML Connector and design for the SR 94/125 Interchange and Arterial Operational Improvements projects were programmed in the 2018 STIP⁵. In consultation with Caltrans, project teams noted anticipated cost increases in the phases that have already been allocated. The cost increase for the I-15/SR 78 (\$5 million) was included in the FY 2022 SANDAG Program Budget, and the proposed STIP funding would replace regional federal funds which will be programmed on other projects. The cost increase for SR 94/125 project (\$6 million) is explained in Item 7 on this agenda and will be included in the FY 2023 Program Budget.
2. HOV Extension, Phase 1, Carlsbad Seg, Pckg 3 (CMGC); The I-5 North Coast Corridor (NCC) is proposed to be funded with STIP for the design phase from Palomar Airport Road to SR 78 and construction of two high occupancy vehicle (HOV) lanes from Birmingham Drive to SR 78. With the 2020 STIP, this project was broken into three parts A, B, and C. The first two of the three projects were allocated by the CTC prior to the end of FY 2021. The allocation included \$12,837 million of CRRSAA funding and an advance of future shares. The remaining amount programmed (\$39,063 million) for this project in the prior STIP remains to be allocated in FY 2023.
3. I-5/I-805 HOV to Express Lanes Conversion: The prior STIP included funds for design of I-5/I-805 HOV to Express Lanes Conversion. This proposal includes additional STIP funds for design (\$18,350 million) consistent with the FY 2022 budget to replace *TransNet* funds on the project. It also proposes to fund construction (\$57,600 million) of the first phase of the project and will be included in the FY 2023 Program Budget.
4. Uptown Bikeways: Washington to Mission Valley: This STIP proposal also includes funding (\$7 million) to complete the construction of the Uptown Bikeways: Washington to Mission Valley project. This is

⁴ The STIP Fund Estimate for San Diego includes a total target share of \$57,307 million through FY 2027 and a maximum estimated share through FY 2028 of \$78,316 million. Agencies may submit and the CTC may approve requests to advance amounts extending beyond the current STIP period (in the 2022 STIP this is the share period ending in FY 2028) or from advances against future share periods.

⁵ Table 1 does not show these projects that were programmed the 2018 STIP since these were funded in years prior to FY 2021, which are not fiscal years proposed for programming in the 2020 STIP.

a project in the Regional Bike Early Action Program previously awarded funds from the state competitive Local Partnership Program (LPP). STIP funds are eligible for the required 50% match for LPP. These costs are included in the FY 2022 budget as unfunded. While new STIP share funds are not available until FY 2026, under Assembly Bill 3090, the CTC can provide authorization to proceed with the project sooner and SANDAG would be reimbursed when the funds become available.

5. Regional Planning, Programming, and Monitoring: Regions are eligible to program up to 5% for PPM. Activities supported by these funds in the upcoming years include the implementation of project in the 2021 Regional Plan. The proposed amount (\$6,878 million) includes \$676,000, which is 5% of CRRSAA funds eligible to be used for staff time in FY 2023.

Next Steps

The 2022 STIP proposal would program funds where they are anticipated to be needed. Once all regions have submitted their STIP proposals, the CTC will determine how much, if any, would need to be shifted from the proposed programmed years. The CTC may request that the programming proposal be delayed to better fit the statewide programming capacity.

The deadline to submit STIP proposals to the CTC is December 15, 2021. CTC staff recommendations will be released in spring 2022 with the STIP scheduled for adoption in March 2022. Substantive changes to the programming recommendation would be brought back to the Transportation Committee and Board for further discussion and approval.

Hasan Ikhata, Chief Executive Officer

Key Staff Contact: Sue Alpert, (619) 595-5318, sue.alpert@sandag.org

Attachments: None

Housing Incentive Program Overview and Housing Acceleration Program Call for Projects

Overview

Increasing the availability of affordable homes is critical to bettering the quality of life for all San Diegans. In 2019, the state legislature passed Assembly Bill 101, which allowed for the creation of state grant fund programs to distribute one-time funding to regional entities to prioritize planning activities that accelerate housing production. The California Department of Housing and Community Development (HCD) established the Regional Early Action Planning Grant program (REAP), which allocated \$6.8 million to SANDAG. Using these grant funds, SANDAG is working to establish a Regional Housing Incentive Program and collaborate on projects that have a broader regional impact on housing.

As a component of the Regional Housing Incentive Program, SANDAG plans to release up to \$6 million through two Calls for Projects in November 2021: Housing Acceleration Program and *TransNet* Smart Growth Incentive Program.

The Housing Acceleration Program is a new grant program funded through the HCD REAP grant program, which is focused on housing acceleration and smart growth. To further accelerate the production of housing and promote sustainable development within employment centers, smart growth areas, and transit-oriented communities, SANDAG also is releasing a call for projects through the *TransNet* Smart Growth Incentive Program and is discussed in staff report 14B.

Key Considerations

Regional Housing Incentive Program

After receiving approval from the Board in January 2020, SANDAG applied for and received 25% of its REAP funds (\$1.7 million) from HCD. Similarly, in February 2021, SANDAG applied and received approval for the remaining 75% of its REAP funds (\$5.1 million) from HCD to continue developing a regional housing incentive program. Legislation requires that the funds (\$6.8 million) must be expended no later than December 2023. SANDAG has committed to the following actions for the Regional Housing Incentive Program:

- Perform outreach and developing a needs assessment identifying challenges facing local governments in achieving housing production goals, including funding, data collection, and reporting;
- Develop a local grant program to fund local governments planning actions to streamline housing development;

Action: **Approve**

The Regional Planning Committee recommends that the Board of Directors approve:

1. The evaluation criteria, in substantially the same form as attached, and release the calls for projects for the 2021 Housing Acceleration Program (HAP).
2. The proposed applicability and waivers of certain requirements in Board Policy Nos. 033 and 035 for this cycle of the HAP.

Fiscal Impact:

Three million dollars in HAP grants are funded through OWP 3321900.

Schedule/Scope Impact:

Pending Board approval, the HAP funds can be awarded and a notice to proceed issued by spring 2022.

- Develop a housing grant clearinghouse to increase the amount of state and federal grants acquired in the region; and
- Develop a housing policy outlining the role of SANDAG in increasing housing development in the region and meeting the goals of the Regional Housing Needs Assessment (RHNA).

As part of the development of the Regional Housing Incentive Program a survey was taken of local jurisdiction planning staff. With the survey, SANDAG staff identified regional initiatives SANDAG could implement to establish SANDAG as a prohousing leader and encourage the acceleration of housing production.

Regional Housing Incentive Program Initiatives	
<ul style="list-style-type: none"> • Housing Equity and Anti-Displacement Technical Assistance • Housing Legislation and California Environmental Quality Act (CEQA) Streamlining Training • Housing Policy Leadership Academy • Regional Support for Civic Engagement on Housing • Regional Housing Finance Agency 	<ul style="list-style-type: none"> • Capital Mapping • Regional GIS Database for Affordable Housing • Accelerating Housing on Publicly Owned Land • Local Pass-Through of Funding to Jurisdictions

Housing Acceleration Program

Pending Board approval, SANDAG would release a call for projects for the newly developed Housing Accelerator Grant Program (HAP) in the amount of \$3 million in November 2021. The HAP will be funded with the REAP funds SANDAG acquired from HCD, which is focused on housing acceleration and smart growth (Attachment 1). The goal of the HAP is to develop and adopt policies and process improvements that accelerate housing production, facilitate implementation of the 6th Cycle RHNA, implement the Regional Plan Sustainable Communities Strategy (SCS), and build local jurisdictions' capacity to compete for funding statewide through the HCD Prohousing Designation Program. The program provides grants and technical assistance to local jurisdictions to accelerate housing production statewide as well as promote equity and sustainability in housing planning and production.

On November 05, 2021, the Regional Planning Committee recommended that the Board of Directors approve the release for a call for projects in the amount of \$3 million in HAP funding to accelerate the production of housing.

Board Policies

Policy No. 033: Implementation Guidelines for SANDAG Regional Housing Needs Assessment Funding Incentives

Board Policy No. 033 provides specific requirements related to housing element compliance and lower income housing for local jurisdictions when applying for discretionary grant funding from SANDAG. Section 3 of the Policy provides that the Regional Planning Committee shall review and recommend to the Board of Directors whether new funding sources should be subject to Board Policy No. 033. As described above, the new REAP funding would support the HAP, which focuses on housing acceleration and smart growth policies. As such, staff recommends that Board Policy No. 033 apply to the new REAP funding source when discretionary funding is allocated to local agency projects by SANDAG.

Section 5 of Board Policy No. 033 establishes criteria for allocating points in the project evaluation process based on each local jurisdiction's efforts to plan for and produce lower income housing: (1) Greater RHNA Share Taken, (2) Regional Share of Cumulative Total of Lower Income Units Produced, (3) Total Number of

Affordable Housing Units, and 4% of Lower Income Households. Board Policy No. 033 was amended in January 2012 following adoption of the 2050 Regional Transportation Plan and Sustainable Communities Plan and the fifth housing element cycle. Similarly, a revision to these criteria is planned following the Board's consideration of the draft 2021 Regional Plan as an early implementation action to align board policy with current planning principles. Specific to criterion (1), Government Code Section 65584.05 no longer provides for agreements to shift regional housing need among local jurisdictions; therefore, this criterion could not be applied to this housing element cycle. In anticipation of the Board's action on the 2021 Regional Plan and board policy updates that would be proposed as a result, the Board of Directors is being asked to waive the application of Section 5 of Board Policy No. 033 to this cycle of the HAP and SGIP.

Policy No. 035: Competitive Grant Program Procedures

Board Policy No. 035 sets forth SANDAG's competitive grant program procedures. Among those procedures is (1) a minimum application submittal window of 90 days and (2) a requirement that grantees provide a resolution from their governing bodies committing to the matching fund amounts in their application and authorizing staff to accept the funding and execute a grant agreement with SANDAG. To maximize the jurisdictions' time to complete their proposed projects before the June 2023 expenditure deadline, staff is proposing a 60-day application submittal window and foregoing the requirement for a governing board resolution at time of application to accommodate the shorter timeframe. As such, the Board of Directors is being asked to waive the 90-day application submittal window and the application requirement for a governing body resolution in Board Policy No. 035 for this cycle of the HAP.

Next Steps

Pending action by the Board of Directors at its November 19, 2021, meeting, all application materials would be finalized and released. All applicants must submit an application by the respective deadlines for each program in order to be considered for project funding.

Coleen Clementson, Director of Regional Planning

Key Staff Contacts: Tuere Fa'aola, (619) 699-1989, tuere.faaola@sandag.org
Jenny Russo, (619) 699-7314, jenny.russo@sandag.org

Attachment: 1. Draft Housing Accelerator Program Eligibility and Evaluation Criteria

SANDAG

Housing Acceleration Grant Program

Call for Projects

I. Eligible Applicants and Projects

A. Eligible Applicants

- **Individual Jurisdictions:** Eligible applicants include the 18 incorporated cities in the SANDAG region and the County of San Diego.
- **Partnerships:** Jurisdictions can opt to work together on an application to conduct eligible activities consistent with the goals and objectives of this program. Jurisdictions may also partner with a community-based organization (CBO) or nonprofit located in the San Diego region to ensure the benefits of their activities are realized by a broad population and in an equitable manner. Only the 18 cities and County of San Diego are eligible to serve as the lead applicant and grantee.
 - Applicants forming partnerships must provide a letter of support from each jurisdiction, CBO, or nonprofit.

Only one application may be submitted per jurisdiction as an individual jurisdiction. Up to two applications may be submitted for jurisdictions forming partnerships. To be eligible to receive grant funds, an applicant/partnership must:

- Have the technical and financial capacity to implement the proposed project if awarded
- Have established Civil Rights Assurances that include adequate methods for ensuring that the benefits of the project are distributed equitably
- Be eligible to do business with the government. SANDAG will conduct a pre-award risk assessment, including but not limited to, verifying the suspension or debarment status of the applicant using SAM.gov.
- Comply with the provisions of the grant agreement
- Be willing to provide the required insurance and execute a grant agreement for a HAP project in the same form as attached to this CFP within the timelines noted in this CFP.

B. Eligible Projects and Project Types

To be eligible, a project must meet the following criteria:

- Project area must include a regionally defined priority area for smart growth.
- Jurisdiction has an adopted (or is in the process of developing a Climate Action Plan (CAP)
- Project application identifies the ability to achieve at least one Prohousing activity from among those listed in the program application (Attachment A).
- The application must be signed by an authorized representative of the lead applicant(s), such as the city manager or other authorized individual under the applicant's policies and procedures and demonstrate the applicant's willingness to participate and fulfill the program requirements. If applying in a partnership, each jurisdiction under the partnership must have an authorized representative sign the application.

- The project must be completed by June 30, 2023.
- Applications must include a project budget and a clear description of how funding will be used in the project budget table included in **Attachment A** of this CFP. Applicants are encouraged to add budget detail that includes quotes for products and services.
- The application must demonstrate a direct connection between the proposed activities and the program's goal to accelerate housing production. A plan for measuring outcomes must be included in the proposal and submitted in the final reporting.
- Project activities must illustrate their reach to the entire project area and describe the effort that will be made to reach low-income, disabled, and minority communities within the project area.
- Projects must not have alcohol, political, religious, or discriminatory themes or affiliations.

The Program will fund housing planning projects and activities. Projects eligible for funding under this Program must meet Program goals and objectives and result in a deliverable, such as a policy or program, that will help to accelerate housing production. Applicants should also describe how they plan to promote equity in housing production, promote sustainability, and/or drive development around transit. Projects must demonstrate a nexus to increasing housing and accelerating housing production. Some examples are provided below, but are not intended to be an exhaustive list:

- Projects may be coordinated or combined with Local Early Action Planning (LEAP) Grant program projects
- Technical assistance in improving housing permitting processes, tracking systems, and planning tools
- Establishing regional and countywide housing trust fund for affordable housing (e.g. planning activities and processes, guidelines, and charters)
- Performing infrastructure planning, including sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents
- Perform feasibility studies to determine the most efficient locations to site housing consistent with Government Code Sections 65040.1 (State Planning Priorities) and 65080 (regional transportation plans)
- Covering the costs of temporary staffing or consultant needs associated with eligible activities
- Other actions to accelerate additional housing production

Additional examples of eligible projects can be found in [REAP Eligible Activities Best Practices Examples](#).

II. Evaluation Criteria

Projects will be scored based on how well the applicant responses meet the criteria below. All criteria are Quantitative. See the section entitled “Quantitative Scoring and Qualitative Scoring” for more details.

No.	CRITERIA	POINTS POSSIBLE
1.	RELATIONSHIP TO REGIONAL TRANSIT	
A.	Project area includes or is within 0.5 miles of an existing or planned Rapid and/or rail stop (10 points) OR	10
B.	Project includes or is within 0.5 miles of an existing or planned major transit stop (non-Rapid/non-Rail projects) (5 points)	
2.	FURTHERING REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY	
A.	Project implements a land use strategy that facilitates VMT reduction and includes zoning for a higher density of housing than is currently allowed and/or improves jobs-housing balance.	10
B.	Project proposes housing policies, Prohousing activities, and/or plans for transportation/mobility improvements to better connect housing to the existing/planned regional transportation network.	10
3.	PROHOUSING POLICY IMPLEMENTATION	
A.	Favorable Zoning and Land Use	20
B.	Acceleration of Housing Production Timeframes	
C.	Reduction of Construction and Development Costs	
D.	Providing Financial Subsidies	
4.	HOUSING EQUITY	
	Planning activities that advance housing equity	20
5.	PARTNERSHIPS	
A.	Interjurisdictional Prohousing partnership	5
B.	Community-based organization partnership	5
6.	SUSTAINABILITY	
A.	Project is in a climate resilient area (areas with lower risk of fires, flooding, and impacts of sea level rise) OR includes plans to minimize the impacts of climate change.	5
B.	Project includes measures to reduce greenhouse gas emissions and implement a jurisdiction's Climate Action Plan	5
7.	MATCHING FUNDS	
	Projects will be awarded points based on evidence of matching funds	10
TOTAL		100

III. Scoring Rubric

The Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Evaluation Criteria.

1. RELATIONSHIP TO REGIONAL TRANSIT (10 POINTS POSSIBLE)

- Project area includes or is within 0.5 miles of an existing or planned Rapid and/or rail stop, as defined in the adopted [6th Cycle Regional Housing Needs Assessment \(RHNA\) plan](#) and shown in Figure 4.2 on page 19 of that document. **10 points**

OR

- Project includes or is within 0.5 miles of an existing or planned major transit stop (non-Rapid/non-Rail projects), as defined in the adopted [6th Cycle RHNA plan](#) and shown in Figure 4.2 on page 19 of that document. **5 points**

2. FURTHER PLANNING TO SUPPORT REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY (20 POINTS POSSIBLE)

Up to 20 points may be awarded to programs that further planning to support the Regional Mobility Hub Implementation Strategy in San Diego Forward: the 2019 Federal Regional Transportation Plan. Ten points will be awarded in two separate categories as shown below:

- Category 1: Land Use Strategies That Facilitate VMT Reduction

Project implements a land use strategy that facilitates VMT reduction and includes zoning for a higher density of housing than is currently allowed and/or improves jobs-housing balance. **10 points**

- Category 2: Projects that Connect Housing with Transportation

Project proposes housing policies, Prohousing activities, and/or plans for transportation/mobility improvements to better connect housing to the existing/planned regional transportation network. **10 points**

3. PROHOUSING POLICY IMPLEMENTATION (20 POINTS POSSIBLE)

The California Department of Housing and Community Development (HCD) has developed [Prohousing regulations](#). These regulations guide how HCD prioritizes localities that have implemented certain housing policies for state housing funding. One goal of SANDAG's Housing Acceleration Program is to create incentives for localities in the region to achieve the Prohousing designation. Prohousing activities are grouped into four categories.

Applicants will be awarded 5 or 10 points, as indicated below, for each Prohousing activity up to **20 points cumulative** for all categories. Applicants may choose to implement multiple Prohousing policies in a single category or in multiple categories.

- **Category 1: Favorable Zoning and Land Use**

Activities worth **10 points** each:

- Program would implement housing element plan for zoned capacity of >150% of RHNA
- Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones
- Eliminating minimum parking requirements
- Allowing residential in commercial zones

Activities worth **5 points** each:

- Allowing more/larger accessory dwelling units (ADUs) than state law requires
- Density bonus that is >10% more than state requirements
- Establishment of Workforce Housing Opportunity Zone (WHOF) or housing sustainability district
- Modify development standards to promote more density
- Program would implement housing element plan for zoned capacity of >125% of RHNA
- Reducing parking requirements

- **Category 2: Acceleration of Housing Production Timeframes**

Activities worth **10 points** each:

- Ministerial approval of housing
- Streamlined/program level California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for general plans/specific plans etc.
- Establishing permit process that is less than 2 months
- Elimination of public hearings for projects consistent with zoning/general plan
- One stop shop permitting processes or single point of contact
- Priority permit processing or reduced plan check times for ADUs/junior ADUs, multifamily, or affordable housing

Activities worth **5 points** each:

- Streamlining housing development at project level
- Establishing permit process that is less than 4 months
- Limitation to 3 public hearings for projects consistent with zoning/general plan
- Eliminate or replace subjective design standards with objective standards that simplify zoning
- Standard entitlement application
- Publicly posting online status updates on permit approvals

- **Category 3: Reduction of Construction and Development Costs**

Activities worth **10 points** each:

- Waive development impact fees for housing
- Adoption of universal design ordinances
- Preapproved prototype plans for missing middle housing (e.g., duplexes, triplexes, fourplexes, townhomes)

Activities worth **5 points** each:

- Measures that reduce costs for transportation related infrastructure or that encourage active transit or other alternatives to cars

- Reduce development impact fees for housing
- Less restrictive ADU standards than state requirements
- Fee reduction including deferrals or reduced fees for housing with people with special needs
- Promoting innovative housing types that reduce development costs
- **Category 4: Providing Financial Subsidies**

Activities worth **10 points** each:

- Establishment of local housing trust fund or collaboration on regional fund
- Program to comply with Surplus Lands Act and make publicly owned land available for affordable housing
- Establish Enhanced Infrastructure Financing District (EIFD)
- Prioritization of local general funds for affordable housing

Activities worth **5 points** each:

- Grants/low interest loans for affordable ADUs
- Direct residual redevelopment funds to affordable housing
- Development and regular use of housing subsidy pool, local/regional trust, or similar funding source

4. HOUSING EQUITY (20 POINTS POSSIBLE)

In February 2021, the SANDAG Board of Directors adopted the following statement of Commitment to Equity.

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.

SANDAG board adopted – February 22, 2021.

In accordance with SANDAG's Commitment to Equity, applicants will receive 5 or 10 points, as indicated below, for each planning activity that advances housing equity. Applicants may choose to implement multiple activities in each point category. 5 or 10 points will be awarded for every checked box, **up to 20 points maximum.**

Activities worth 10 points each:

- Establishment of rent stabilization
- Establishment of anti-displacement policies in conjunction with transit improvements
- Creation of a strategy or fund to preserve naturally occurring affordable housing
- Creation of tenant protection policies such as access to counsel, just cause eviction policy, etc.
- Rezoning and other policies that result in a net gain of housing capacity while concurrently mitigating development impacts on or from environmentally sensitive or hazardous areas.

- Programs, land use plans and new policies (other than those indicated in Section 3, above) that are intended to result in increased investment (such as infrastructure, housing, open space, etc.) in lower opportunity areas. Such areas include, but are not limited to, Low Resource and High Segregation & Poverty areas designated in the 2021 [California Tax Credit Allocation Committee \(CTCAC\)/HCD Opportunity Maps, and disadvantaged communities pursuant to California Senate Bill 535 \(2012\)](#).
- Zone changes or other policies (other than those listed above) that increase housing choices and affordability in High Resource and Highest Resource areas, as designated in the [2021 CTCAC/HCD Opportunity Maps](#).

Activities worth **5 points** each:

- Displacement risk studies
- Creating a publicly available database of affordable housing properties at risk of losing affordability restrictions through expiration of rent restrictions or tenant voucher programs
- Proactive monitoring housing at risk of losing affordability restrictions and proactive enforcement of state mandated tenant notification provisions

5. PARTNERSHIPS (10 POINTS POSSIBLE)

To leverage resources and create consistency across the region, SANDAG is encouraging jurisdictions to partner to share information, plan, and adopt policies together. Additionally, SANDAG encourages jurisdictions to partner with a community-based organization or nonprofit to ensure the benefits of Prohousing activities are realized by a broad population and in an equitable manner. Partnerships must be evidenced by a letter of support.

- Interjurisdictional Prohousing partnership letter provided **5 points**
- Community-based organization partnership letter provided **5 points**

6. SUSTAINABILITY (10 POINTS POSSIBLE)

- Is this project in a climate resilient area (areas with lower risk of fires, flooding, and impacts of sea level rise) OR does the project include plans to minimize the impacts of climate change? **5 points**
- Does the project include measures to reduce greenhouse gas emissions and implement a jurisdiction's Climate Action Plan? **5 points**

7. MATCHING FUNDS (10 POINTS POSSIBLE)

Projects will be awarded points based on evidence of matching funds. Only funds with evidence of enforceable commitments will be considered matching funds.

MATCH PERCENTAGE	POINTS
0%	0
0.01-9.99%	2
10.00-19.99%	4
20.00-29.99%	6
30.00-39.99%	8
40% or more	10

*Match percentage is calculated by dividing the matching funds committed to the project with the total project cost and multiplying by 100.

TransNet Smart Growth Incentive Program Call for Projects

Overview

The *TransNet* Extension Ordinance provides funding for competitive grants through the Smart Growth Incentive Program (SGIP). SANDAG would release a \$3 million call for projects on November 19, 2021 for SGIP planning funds for local jurisdictions, pending Board approval.

The SGIP call for projects would be released in tandem with a new program: The Housing Accelerator Grant Program (HAP) which is funded through a Regional Early Action Planning (REAP) grant SANDAG received from the California Department of Housing and Community Development as discussed in staff report 15A. This report provides information regarding SGIP, followed by each programs' distinct funding purposes and how both grant programs will work in tandem to develop sustainable communities across the San Diego region.

Key Considerations

SANDAG would release up to \$3 million in *TransNet* SGIP funds for planning efforts that encourage mobility hub planning in smart growth areas or employment centers. The Board committed to developing a Regional Mobility Hub Implementation Plan to reduce GHG emissions as a mitigation measure for the 2015 Regional Plan. The [Regional Mobility Hub Implementation Strategy](#) was completed in December 2017 and is included in the Board approved 2019 Federal Regional Transportation Plan. Additionally, SGIP funds for planning could support climate action plan implementation and facilitate compact, mixed-use, transit-oriented development and encourage the acceleration of housing production. In contrast to prior SGIP calls for projects, this cycle would make available planning funds only and therefore consists of a streamlined application process to efficiently award funding to local planning projects that support smart growth development, promote equity, and help our region meet state mandated goals to reduce vehicle miles traveled and greenhouse gas emissions.

On November 05, 2021, the Regional Planning Committee recommended that the Board of Directors approve the release for the calls for projects in the amount of \$3 million in HAP funding and \$3 million in SGIP funding to encourage regional projects that strengthen the connections between housing and transportation.

Attachment 1 is the draft SGIP call for projects including eligibility and evaluation criteria.

Attachment 2 includes a summary table that outlines some key elements of each program and how they differentiate.

Board Policy No. 033

Policy No. 033: Implementation Guidelines for SANDAG Regional Housing Needs Assessment Funding Incentives

Action: Approve

The Regional Planning Committee recommends that the Board of Directors approve:

1. The evaluation criteria, in substantially the same form as attached, and release the call for projects for the 2021 *TransNet* Smart Growth Incentive Program – Planning.
2. The proposed waiver of certain requirements in Board Policy No. 033 for this cycle of SGIP.

Fiscal Impact:

\$3 million of SGIP funding is available through *TransNet*.

Schedule/Scope Impact:

Pending Board approval, the SGIP funds can be awarded and a notice to proceed by spring 2022.

Section 5 of Board Policy No. 033 establishes criteria for allocating points in the project evaluation process based on each local jurisdiction's efforts to plan for and produce lower income housing: (1) Greater RHNA Share Taken, (2) Regional Share of Cumulative Total of Lower Income Units Produced, (3) Total Number of Affordable Housing Units, and 4% of Lower Income Households. Board Policy No. 033 was amended in January 2012 following adoption of the 2050 Regional Transportation Plan and Sustainable Communities Plan and the fifth housing element cycle. Similarly, a revision to these criteria is planned following the Board's consideration of the draft 2021 Regional Plan as an early implementation action to align board policy with current planning principles. Specific to criterion (1), Government Code Section 65584.05 no longer provides for agreements to shift regional housing need among local jurisdictions; therefore, this criterion could not be applied to this housing element cycle. In anticipation of the Board's action on the 2021 Regional Plan and board policy updates that would be proposed as a result, the ITOC is being asked to waive the application of Section 5 of Board Policy No. 033 to this cycle of the SGIP.

Next Steps

Pending recommendation action by the Board of Directors at its November 19, 2021, meetings, all application materials would be finalized and released. All applicants must submit an application by the deadline in order to be considered for project funding.

Coleen Clementson, Director of Regional Planning

Key Staff Contacts: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org
Tuere Fa'aola, (619) 699-1989, tuere.faaola@sandag.org

Attachments: 1. Draft Smart Growth Incentive Program Eligibility and Evaluation Criteria
2. HAP and SGIP Summary Table

SANDAG

Smart Growth Incentive Program

Call for Projects

I. Eligible Applicants and Projects

A. Eligible Applicants

- **Individual Jurisdictions:** Eligible applicants include the 18 incorporated cities in the SANDAG region and the County of San Diego.
- **Partnerships:** Jurisdictions can opt to work together on an application to conduct eligible activities consistent with the goals and objectives of this program. Jurisdictions may also partner with a community-based organization (CBO) or nonprofit located in the San Diego region to ensure the benefits of their activities are realized by a broad population and in an equitable manner. Only the 18 cities and County of San Diego are eligible to serve as the lead applicant and grantee.
 - Applicants forming partnerships must provide a letter of support from each jurisdiction, CBO, or nonprofit.

Only one application may be submitted per jurisdiction as an individual jurisdiction. Up to two applications may be submitted for jurisdictions forming partnerships. To be eligible to receive grant funds, an applicant must:

- Have the technical and financial capacity to implement the proposed project if awarded
- Have established Civil Rights Assurances that include adequate methods for ensuring that the benefits of the project are distributed equitably
- Be eligible to do business with the government. SANDAG will conduct a pre-award risk assessment, including but not limited to, verifying the suspension or debarment status of the applicant using SAM.gov.
- Comply with the provisions of the grant agreement.
- Be willing to provide the required insurance and execute a grant agreement for a SGIP project in the same form as attached to this CFP within the timelines noted in this CFP.

B. Eligible Projects and Project Types

The SGIP provides funding for transportation-related infrastructure improvements and planning efforts that support smart growth development in Smart Growth Opportunity Areas as shown on the [Smart Growth Concept Map \(updated May 2016\)](#) or regionally identified [employment centers](#). The goal is to fund planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices. Eligible projects should fall within the below categories. Some examples are provided for each category, but are not intended to be an exhaustive list. Additional examples of eligible projects can be found in [SGIP Eligible Planning Projects](#).

- Comprehensive planning efforts:
 - Specific area plans or community plans
 - Amendments/updates to general or specific plans

- Updates to climate action plans
- Updates to complete streets policies
- Smaller-scale neighborhood planning activities:
 - Traffic calming or mobility plans
 - Feasibility studies for future capital improvements
 - Parking management plans
 - Form based codes or design guidelines
 - Planning efforts required to make smart growth zoning changes
 - Health benefits and Impact assessments (HIA) to inform development of local planning efforts funded by the Smart Growth Incentive Program (SGIP), such as specific plans, area plans, or specific plan amendments. Any proposed HIA's must be directly connected to a proposed SGIP planning project
- Complete Streets Design Manuals
- Financing Tools
- Smart Growth Studies
- Transit Oriented Development Overlay Zones
- Transit Oriented Concept Plans
- Mobility Hub Plans

To be eligible, a project must also meet the following criteria:

- Jurisdiction has an adopted Climate Action Plan (CAP)
- The application must be signed by an authorized representative of the lead applicant(s), such as the city manager or other authorized individual under the applicant's policies and procedures and demonstrate the applicant's willingness to participate and fulfill the program requirements. If applying in a partnership, each jurisdiction under the partnership must have an authorized representative sign the application.
- Applications must include a project budget and a clear description of how funding will be used in the project budget table included in **Attachment A** of this CFP. Applicants are encouraged to add budget detail that includes quotes for products and services.
- The project(s) must be completed within thirty-six months of receiving the written Notice to Proceed.
- Project activities must illustrate their reach to the entire project area and describe the effort that will be made to reach low-income, disabled, and minority communities within the project area.
- Funded projects must not have alcohol, political, religious, or discriminatory themes or affiliations.

II. Evaluation Criteria

Projects will be scored based on how well the applicant responses meet the criteria below. All criteria are Quantitative. See the section entitled “Quantitative Scoring and Qualitative Scoring” for more details.

No.	CRITERIA	POINTS POSSIBLE
1.	RELATIONSHIP TO REGIONAL TRANSIT	
A.	Project area includes or is within 0.5 miles of an existing or planned Rapid and/or rail stop (10 points) OR	10
B.	Project includes or is within 0.5 miles of an existing or planned major transit stop (non-Rapid/non-Rail) (5 points)	
2.	FURTHER REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY	
A.	Project implements a land use strategy that facilitates VMT reduction and includes zoning for a higher density of housing than is currently allowed and/or improves jobs-housing balance.	10
B.	Project proposes housing policies, pro housing activities, and/or transportation/mobility improvements to better connect housing to the existing/planned regional transportation network.	10
3.	SMART GROWTH POLICY IMPLEMENTATION	
A.	Land Use	20
B.	Urban Design	
C.	Mobility	
D.	Sustainability	
E.	Resilience	
4.	SMART GROWTH EQUITY	
	Planning activities that advance equity	20
5.	PARTNERSHIPS	
	Interjurisdictional Prohousing partnership	5
	Community-based organization or nonprofit partnership	5
6.	SUSTAINABILITY	
A.	Project is in a climate resilient area (areas with lower risk of fires, flooding, and impacts of sea level rise) OR includes plans to minimize the impacts of climate change.	5
B.	Project includes measures to reduce greenhouse gas emissions and implement a jurisdiction’s Climate Action Plan	5
7.	MATCHING FUNDS	
	Projects will be awarded points based on evidence of matching funds	10
TOTAL		100

III. Scoring Rubric

The Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Evaluation Criteria.

1. RELATIONSHIP TO REGIONAL TRANSIT (10 POINTS POSSIBLE)

- Project area includes or is within 0.5 miles of an existing or planned *Rapid* and/or rail stop, as defined in the adopted [6th Cycle Regional Housing Needs Assessment \(RHNA\) plan](#) and shown in Figure 4.2 on page 19 of that document. **10 points**

OR

- Project includes or is within 0.5 miles of an existing or planned major transit stop (non-*Rapid*/non-Rail projects), as defined in the adopted [6th Cycle RHNA plan](#) and shown in Figure 4.2 on page 19 of that document. **5 points**

2. FURTHER THE REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY (20 POINTS POSSIBLE)

Up to 20 points may be awarded to programs that further planning to support the Regional Mobility Hub Implementation Strategy in San Diego Forward: the 2019 Federal Regional Transportation Plan. Up to ten points will be awarded in two separate categories as shown below:

- Category 1: Land Use Strategies That Align with SGOA or Mobility Hub

Project implements a land use strategy that facilitates VMT reduction and includes zoning for a higher density of housing than is currently allowed and/or improves jobs-housing balance. **10 points**

- Category 2: Projects that Connect Housing with Transportation

Project proposes housing policies, Prohousing activities, and/or plans for transportation/mobility improvements to better connect housing to the existing/planned regional transportation network. **10 points**

3. SMART GROWTH POLICY IMPLEMENTATION (20 POINTS POSSIBLE)

Smart growth is a compact, efficient, and environmentally sensitive urban development pattern. It focuses future growth and infill development close to jobs, services, and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources. Smart growth is characterized by more compact, higher density development in urbanized areas throughout the region. These areas are walkable, bike-friendly, near public transit, and promote good community design, resulting in housing and transportation choices for those who live and work in these areas. SANDAG seeks to promote a pattern of development with whole communities that feature a convenient mix of travel choices, safer streets, and support amenities.

Applicants will be awarded 5 or 10 points, as indicated below, for each smart growth activity up to **20 points cumulative**. Applicants may choose to implement multiple smart growth activities in a single category or in multiple categories.

- **Category 1: Land Use**

Activities worth **10 points** each:

- Increasing density within 0.5 miles of an existing or planned *Rapid* and/or rail stop, as defined in the adopted [6th Cycle Regional Housing Needs Assessment \(RHNA\) plan](#)
- Planning Transit Oriented Development (TOD) zones with incentives for affordable housing
- Creating Smart Growth & Housing Overlay Zones — A set of zoning ordinances specifying land use and/or design standards for a designated district; to ensure architectural character and urban form align with best practices in Smart Growth and support the development of range of housing options including moderate and affordable housing options
- Implementing density bonus that is >20% more than state requirements
- Eliminating parking requirements

Activities worth **5 points** each:

- Increasing density within 0.5 miles of an existing or planned major transit stop, as defined in the adopted [6th Cycle Regional Housing Needs Assessment \(RHNA\) methodology](#)
- Implementing density bonus that is >10% more than state requirements
- Establishment of Workforce Housing Opportunity Zone (WHOZ) or housing sustainability district
- Modify development standards to promote more density
- Establishing density minimums
- Reducing parking requirements

- **Category 2: Urban Design**

Activities worth **10 points** each:

- Comprehensive Smart Growth Design Guidelines — A set of standards that aims to promote walkability, active transportation, multimodal transportation options, and a unique community character through features such as building façades, public spaces, or landscaping.
- Creating zoning districts that allow mixed-use, mixed income development by right (i.e., without the need for a rezoning or special discretionary approval process).
- Permit residences in the upper floors of buildings in appropriate existing commercially zoned districts

Activities worth **5 points** each:

- Design guidelines to promote street-oriented buildings, with reduced or eliminated setbacks, building heights at least 50 percent of the street width, and locating vehicle entrances behind or on the sides of buildings.
- Design guidelines that promote attractive building entrances and frontages through requiring awnings, canopies or arcades that offer shade and weather protection for pedestrians, and other standards to enhance the pedestrian realm.
- Walkability Plan that includes design improvements to the public realm such as street trees, increased crosswalk visibility, wider sidewalks, street benches, wayfinding signage, etc.

- Bike Plan includes provisions for bicycle parking near building entrances using racks that can support the bicycle's frame at two points, protected bikeways, reduced vehicle speed limits, etc.

- **Category 3: Mobility**

Activities worth **10 points** each:

- Developing Smart Growth Street Design Standards to promote walking and multimodal transit options. Plans may include narrowing travel-lane width, increase bicycle lanes, decreasing on-street parking, medians, sidewalks, landscaping, lighting, crosswalks, pedestrian refuge islands, bulbouts, and accessibility ramps.
- Developing a comprehensive active transportation plan citywide, or within a targeted transit rich neighborhood
- Implementing Vision Zero plan city wide
- Project will offer people access to shared, on-demand transportation services that provide convenient and personalized travel options

Activities worth **5 points** each:

- Measures that reduce costs for transportation related infrastructure or that encourage active transit or other alternatives to cars
- Measures that reduce costs for transportation related infrastructure or that encourage active transit or other alternatives to cars
- Increasing transportation options (such as bus/rail service, micromobility, active transit, etc.) that connects existing or planned housing to other land uses
- Project will connect all adjacent roads to its internal street network and provides for future connection with adjacent properties, and street network is a highly connected grid, with streets spaces no further than 350 feet apart on average
- Increasing transportation options (such as bus/rail service, micromobility, active transit, etc.) that connects existing or planned housing to other land uses. Plan to connect most adjacent roads to its internal street network
- Plan to provide amenities to improve mobility such as trip-planning kiosks, complimentary WiFi, mobile device charging options, electric vehicle charging options, parcel delivery lockers, mobile retail services, passenger loading areas, and secure parking and charging for bikes, scooters, and rideable electric vehicles.

- **Category 4: Sustainability**

Activities worth **10 points** each:

- Develop a plan to reduce timeline for 20% reduction in greenhouse gas emissions by 2025

Activities worth **5 points** each:

- Plan to promote developments that achieve the highest level of certification from a green building certification system
- Plan to promote green building, including increasing reliance on renewable energy
- Plan to reduce building waste through recycling/reuse materials

- **Category 5: Resilience**

Activities worth **10 points** each:

- Developing a comprehensive resiliency plan for the city, county, or targeted residential growth area, that addresses impacts of climate change such as wildfire, drought, and sea level rise

Activities worth **5 points** each:

- Working with emergency first responders to develop emergency response plan for compact neighborhood development.
- Developing development standards for mitigating risks of climate change

4. **SMART GROWTH EQUITY (20 POINTS POSSIBLE)**

In February 2021, the SANDAG Board of Directors adopted the following statement of Commitment to Equity.

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.

SANDAG board adopted – February 22, 2021.

In accordance with SANDAG's Commitment to Equity, applicants will receive 5 points for each planning activity that advances housing equity. 5 points will be awarded for every item, **up to 20 points maximum.**

- Policies and plans that improve transportation choices in lower opportunity areas. Such areas include, but are not limited to, Low Resource and High Segregation & Poverty areas designated in the most recently updated California Tax Credit Allocation Committee (CTCAC)/HCD Opportunity Maps, and disadvantaged communities pursuant to California Senate Bill 535 (2012).
- Rezoning and other policies that result in an increase of housing choices in high and highest resource areas, designated in the most recently updated California Tax Credit Allocation Committee (CTCAC)/HCD Opportunity Maps
- Rezoning and other policies that result in a net gain of housing capacity while concurrently mitigating development impacts on or from Environmentally Sensitive or Hazardous Areas.
- Plan promotes equitable community engagement, for example through collaboration with community-based organizations or other nonprofits connected to disadvantaged communities or a public outreach plan that seeks to engage a diverse range of existing and future residents in the plan area.

5. **PARTNERSHIPS (10 POINTS POSSIBLE)**

To leverage resources and create consistency across the region, SANDAG is encouraging localities to partner to share information, plan and adopt policies together and to partner

with a community-based organization or nonprofit. Partnerships must be evidenced by a letter of support.

- Interjurisdictional Prohousing partnership letter provided **5 points**
- Community-based organization partnership letter provided **5 points**

6. SUSTAINABILITY (10 POINTS POSSIBLE)

Is this project in a climate resilient area (areas with lower risk of fires, flooding, and impacts of sea level rise) OR does the project include plans to minimize the impacts of climate change?
5 points

Does the project include measures to reduce greenhouse gas emissions and implement a jurisdiction's Climate Action Plan? **5 points**

7. MATCHING FUNDS (10 POINTS POSSIBLE)

Projects will be awarded points based on evidence of matching funds. Only funds with evidence of enforceable commitments will be considered matching funds.

MATCH PERCENTAGE	POINTS
0%	0
0.01-9.99%	2
10.00-19.99%	4
20.00-29.99%	6
30.00-39.99%	8
40% or more	10

*Match percentage is calculated by dividing the matching funds committed to the project with the total project cost and multiplying by 100.

**Housing Acceleration Program and *TransNet* Smart Growth Incentive Program
Calls for Projects Summary Table**

Housing Acceleration Program (HAP)	Smart Growth Incentive Program – Planning
Funding Source: Regional Early Action Planning (REAP) Grant	Funding Source: <i>TransNet</i> Extension Ordinance
Total Funding Available: \$3 million	Total Funding Available: \$3 million
Award Amount: Minimum – \$125,000 Maximum – \$500,000	Award Amount: Maximum – \$500,000
Match: Not required; however, points are awarded based on evidence of matching.	Match: Not required; however, points are awarded based on evidence of matching.
Project Examples: ADU ordinances, environmental documents, staff augmentation, etc. MUST have a nexus to housing acceleration. NO capital improvement projects.	Project Examples: Overlay zones, specific plans, complete street design manuals, mobility hub plans, etc. NO capital improvement projects.
Expenditure Deadline: June 30, 2023	Expenditure Deadline: 36 months upon grant execution
Application Timeline: 60 days	Application Timeline: 90 days

On-Call Sustainable Communities Solicitation

Overview

Pursuant to Board direction, professional services solicitations valued at \$5 million or more require approval by the Board of Directors. This on-call procurement is anticipated to leverage Regional Early Action Planning grant funds SANDAG received through the California Department of Housing and Community Development.

Key Considerations

SANDAG staff proposes to solicit services from qualified firms with expertise in a variety of planning services in the field(s) of land use, housing, community development finance, equity, climate resiliency, and transportation in order to support the Regional Housing Acceleration Program (HAP) and future implementation of the Regional Plan and its Sustainable Communities Strategy. Activities anticipated under this solicitation differ from the Planning On-Call. This on-call will be focused on planning efforts to increase housing production to help meet sixth cycle Regional Housing Needs Assessment housing element requirements and the linkage to supporting sustainable community strategies such as reducing vehicle miles traveled and greenhouse gas emissions. Also, this solicitation will be a joint procurement led by SANDAG on behalf of SANDAG, the cities of the region, and County of San Diego, to allow for expedited use of the HAP funding by grant recipients. The anticipated needs of grantees for consultant support are included in the cost estimate. The grantees will not need to undergo their own competitive procurement process or rate negotiations. SANDAG also will utilize the awarded contracts to conduct region-wide projects in support of the HAP.

As required by SANDAG Board Policy No. 016 and applicable law, an independent cost estimate was prepared by staff resulting in a Request for Proposals that would be issued with an aggregate estimated value range of \$20 million to \$25 million over a 5-year period. Factors that were considered in developing the estimate include historical use of on-call planning services, staff knowledge of future SANDAG and local jurisdiction projects and work program efforts, and projected expenditures by HAP grantees over the next five years based on interviews with local agency staff. A list of the types of projects supported by this proposed on-call is provided in Attachment 1.

The timing and amount of work that will be needed from the awarded firms will depend on the need for services for the HAP, which will be shaped by funding availability and policies and goals included in the 2015 Regional Plan and the 2021 Draft Regional Plan and its Sustainable Communities Strategy. Therefore, the amount of each contract awarded as a result of the proposed solicitation will be determined based on the project(s) awarded to the firms at the task order stage. Proposers will be selected based on their experience and expertise as well as their proposed rates.

Action: **Approve**

The Board of Directors is asked to authorize the Chief Executive Officer to conduct a solicitation for On-Call sustainable communities services, as detailed herein.

Fiscal Impact:

Due to the on-call nature of the solicitation, there will be no budget impact until projects commence, and task orders are awarded.

Schedule/Scope Impact:

The selected firms will provide consultant services for SANDAG and HAP grantees from 2022 through 2027.

Next Steps

Upon approval by the Board, the solicitation will be conducted consistent with relevant Board policies. The master contracts issued by SANDAG associated with these solicitations will return to the Board for approval.

Julie Wiley, Director of Contracts and Grants

Key Staff Contact(s): Jenny Russo, (619) 699-7314, jenny.russo@sandag.org
Tuere Fa'aola, (619) 699-1989, tuere.faaola@sandag.org

Attachment: 1. Example Projects to be Supported by Sustainable Communities On-Call

Example Projects to be Supported by On-Call Sustainable Communities

Project/Program Name
Regionwide Anti-Displacement Strategy
Regional Vision Zero Action Plan
Regional Resilience Framework
Regional Value Pricing and User Fee Implementation Study
Housing Financial Strategies Study
Mobility Hub/Transit Priority Area Incentive Studies
Multimodal Corridor Studies
Other Regional Housing Support
Other Smart Growth and Sustainable Communities Support

Potential *TransNet* Extension Ordinance Amendments

Overview

The [TransNet Extension Ordinance](#) calls for consistency with priorities and projects in the Regional Transportation Plan (Section 5.B.). The Ordinance also requires any changes be made in accordance with the *TransNet* Extension Ordinance Section 16: *Amendments* procedures, which states that certain provisions of the Ordinance may be amended to further its purpose with a two-thirds vote of the Commission, while others may only be amended by a vote of the electors.

To meet these requirements, SANDAG staff anticipates proposed amendments to the Ordinance, [Board Policy](#), and/or [ITOC Bylaws](#) will be brought forward for consideration in early 2022. An inventory of draft concepts for potential amendments is shown in Attachment 1.

Action: **Discussion**

The Board of Directors is asked to discuss draft concepts for potential *TransNet* Extension Ordinance amendments.

Fiscal Impact:

None at this time.

Schedule/Scope Impact:

SANDAG staff anticipates bringing forward potential Ordinance amendments for consideration in early 2022.

Key Considerations

Background

Potential Ordinance amendments stem from three main sources. Details are shown below.

- [TransNet Ten-Year Comprehensive Program Review](#)
- [FY 2018](#) and [FY 2021](#) *TransNet* Triennial Performance Audits
- [2021 Regional Plan](#)

***TransNet* Ten-Year Comprehensive Program Review**

The *TransNet* Ten-Year Comprehensive Program Review assessed *TransNet* Program performance and whether any course corrections or adjustments would result in performance improvements. As part of the ten-year review, themes emerged for consideration by the Board of Directors, including implementation of additional accountability and reporting, and reconsidering the Local Streets and Roads Program 70/30 congestion relief/maintenance requirement¹ to provide flexibility in addressing current local jurisdiction needs. Recommendations from the ten-year review also place an emphasis on establishing performance metrics and suggest SANDAG enhance or expand its existing performance reporting practices. Ten-year review recommendations also consider whether technology solutions in certain congested corridors might solve the region's transportation challenges better than the remaining projects initially envisioned in 2004 when the *TransNet* Ordinance was passed. In addition, the ten-year review calls for reevaluating whether the portfolio of projects remaining to be completed is the best mix for achieving congestion relief and the other goals of the *TransNet* program, among other recommendations.

¹ The *TransNet* Extension Ordinance requires that at least 70% of the revenues provided for the Local Street and Road Program be spent on congestion relief projects and no more than 30% spent on maintenance projects—commonly known as the “70/30 Split Rule.” Attachment 2 to [SANDAG Board Policy No. 031: TransNet Ordinance and Expenditure Plan Rules](#) summarizes the typical types of facilities eligible under each category.

FY 2018 and FY 2021 TransNet Triennial Performance Audits

In accordance with the *TransNet* Extension Ordinance, one of the responsibilities of the ITOC is to conduct triennial performance audits of SANDAG and other *TransNet* recipient agencies. The fourth audit, (FY 2015 through FY 2017), and fifth triennial performance audit (FY 2018 through FY 2020), were conducted with the assistance of an independent auditor in accordance with the requirements of the Ordinance. Recommendations from the FY 2018 performance audit stressed the importance of establishing a performance framework to better measure progress against Ordinance goals, discussed transit operations funding, and called for revisiting transit operator eligibility requirements. The FY 2021 performance audit provided recommendations to enhance ITOC practices and strengthen regional safety efforts and *TransNet* Regional Bikeway Program project delivery, among other recommendations.

2021 Regional Plan

The Board will be asked to adopt [San Diego Forward: The 2021 Regional Plan \(2021 Regional Plan\)](#) on December 10, 2021. To implement the transformative regional vision, the 2021 Regional Plan proposes the implementation of five key transformational transportation strategies referred to as the [5 Big Moves](#). In addition, a set of [policies and programs](#) are being considered as a necessary component toward achieving regional goals. The 2021 Regional Plan also must comply with specific [state and federal mandates](#) to achieve greenhouse gas emissions reduction targets, compliance with federal civil rights requirements, environmental justice considerations, and air quality conformity. Ordinance amendments would be consistent with key topic areas, goals and strategies emerging from the 2021 Regional Plan as required by the Ordinance.

Next Steps

In some instances, changes to related Board policies may be sufficient in lieu of Ordinance amendments.

SANDAG staff anticipates bringing forward potential Ordinance amendments, in addition to Board policy and ITOC Bylaws amendments, for ITOC, Transportation Committee, Board, and other working group discussion as appropriate, for consideration beginning in late 2021/early 2022. The following estimated schedule is anticipated:

- Continued Discussion of Potential Ordinance Amendments – fall 2021 through spring 2022
- Potential Ordinance Amendments Draft Concepts Overview for ITOC/Transportation Committee/Board consideration – November 2021
- *TransNet* Extension Ordinance amendments for ITOC/Board consideration – late winter 2022
- Subsequent Board policy amendments –summer 2022

Susan Huntington, Director of Financial Planning and Budgeting

Key Staff Contact: Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org

Attachment: 1. Summary of Potential *TransNet* Extension Ordinance Amendments: Draft Concepts

No.	TransNet Extension Ordinance Area	Draft Concept	Justification Source	Justification Source Reference
1	Expenditure Plan	Update the Ordinance Expenditure Plan consistent with the Ordinance requirement that all projects to be funded with revenues made available under the Expenditure Plan must be consistent with the Regional Plan. Expand to include bike, pedestrian, flexible fleets, and necessary ITS and digital communications infrastructure technologies.	TransNet Extension Ordinance TransNet Ten-Year Review TransNet Ten-Year Review	Section 5.B. Page 83, Mix of Future TransNet projects Page 82, Investment for Technology to Manage Transportation Network
2	Local Street and Road Program	Remove 70/30 congestion relief/maintenance split requirement to provide local jurisdictions more flexibility in funding current local needs, require use of Local Street and Road Program revenues consistent with Regional Plan priorities, and require performance reporting.	FY 2018 TransNet Triennial Performance Audit TransNet Ten-Year Review TransNet Ten-Year Review	Chapter 4: Local Street and Road, page 73 Page 80, Local Street and Road 70/30 Split Definition Page 80, Additional Accountability and Reporting from Local Streets and Road Program
3	Smart Growth Incentive Program	Replace reference to Regional Comprehensive Plan with Regional Plan consitent with prior SANDAG Board action in 2015 to merge the RCP with the 2050 RTP/SCS.	Regional Comprehensive Plan	San Diego Forward: The Regional Plan
4	Bicycle, Pedestrian and Neighborhood Safety Program	Increase the off-the-top 2% funding available for bicycle and pedestrian projects.	2021 Regional Plan FY 2021 TransNet Triennial Performance Audit SANDAG Board request to expedite project delivery SANDAG Commitment to Equity	Complete Corridors Page 93, Recommendation Nos. 15-22 Board Agenda Item No. 13 01/22/21 Board Agenda Item No. 14: SANDAG Commitment to Equity Statement
5	Transit Operations Funding	Revisit transit operations funding to address potential funding shortfall.	FY 2018 TransNet Triennial Performance Audit	Page 42, Assumptions used in the TransNet Transit Operations Plan were generally reasonable, although future shortfalls exist
6	Transit Operator Eligibility	Revisit transit operator eligibility requirements.	03/19/21 Transportation Committee Agenda Item No. 8B: FY 2020 TransNet Extension Ordinance Funding Eligibility Requests FY 2018 TransNet Triennial Performance Audit	Transportation Committee Agenda Item No. 8B and Transportation Committee Member Discussion Chapter 5: Transit Services

No.	TransNet Extension Ordinance Area	Draft Concept	Justification Source	Justification Source Reference
7	General Provisions	Integrate digital communications infrastructure for all SANDAG-funded projects.	TransNet Ten-Year Review CA Governor Newsom Executive Order N-73-20 SANDAG Board Resolution 2021-09 Supporting Digital Equity SANDAG Commitment to Equity	Page 82, Investment for Technology to Manage Transportation Network 10/22/21 Board Agenda Item No. 2: Regional Digital Equity Strategy 01/22/21 Board Agenda Item No. 14: SANDAG Commitment to Equity Statement
8	General Provisions	Establish a comprehensive performance framework to better measure progress against Ordinance goals, demonstrate accomplishments and performance outcomes/outputs, continue improvements to data analysis transparency, communication, and track TransNet accomplishments.	FY 2018 TransNet Triennial Performance Audit TransNet Ten-Year Review Plan of Excellence	Page 9, Chapter 2 Performance Framework Recommendations Page 80, Additional Accountability and Reporting from Local Streets and Road Program December 7, 2018, Board Agenda Item No. 3
9	Attachment to Ordinance; Statement of Understanding Regarding the Implementation of the Independent Taxpayer	Consider changes to enhance ITOC membership makeup, conflict of interest policy, terms, and selection process.	FY 2021 TransNet Triennial Performance Audit 10/13/21 ITOC Agenda Item No. 9: ITOC Membership, Terms and Selection Process	Chapter 7: ITOC Practices Aligned with Other Entities Reviewed https://www.sandag.org/uploads/meetingid/meetingid_5609_29808.pdf
10	All programs	Update funding estimates throughout the TransNet Extension Ordinance document.	TransNet Extension Ordinance	Section 5.B.