

### Joint Working Group Forum #2 Summary

On July 27, 2023, SANDAG hosted a second Joint Working Group Forum event to continue the conversation and solicit ideas and input for the development of the 2025 Regional Plan (Plan). The forum hosted a variety of diverse viewpoints from 120 individuals representing members of the public, local jurisdictions, task forces, transit agencies, community-based organizations, and six SANDAG working groups, including:

- Sustainable Communities Working Group
- Social Equity Working Group
- Mobility Working Group
- Military Working Group
- Social Services Transportation Advisory Council
- Shoreline Preservation Working Group



Attendees provided feedback to SANDAG staff on core aspects of the Plan, including projects and policies, regional initiatives, and planning for future forecasts. Feedback was solicited through multiple formats including written responses and verbal discussions. For Spanish speakers, materials were translated, a dedicated table was available for discussion, and live interpretation was available throughout the entirety of the forum. Conversations generated valuable feedback that will be useful as SANDAG continues to develop the Plan.

### Projects and Policies

The Plan must meet certain federal and state requirements for air quality and greenhouse gas emissions (GHG). To meet these requirements, the Plan must propose projects and policies that decrease vehicle miles traveled (VMT) and GHG.

#### The Activity

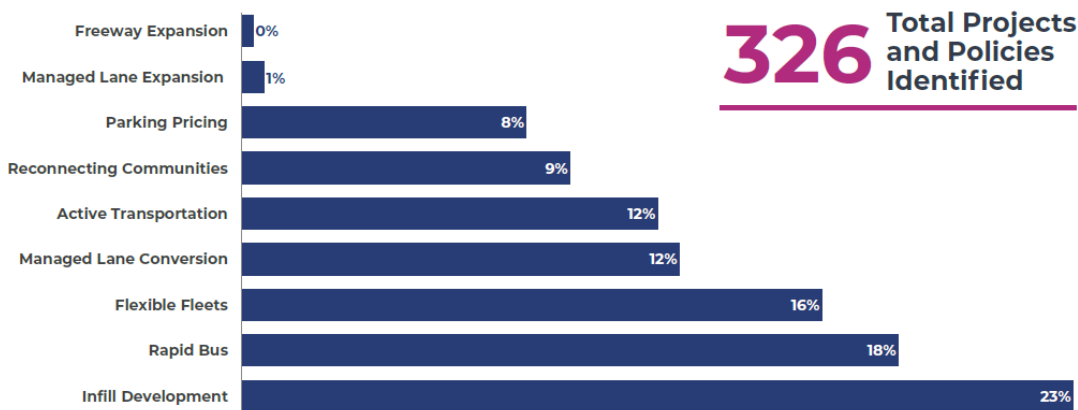
- Participants were asked to pair VMT/GHG reducing projects (i.e., active transportation, flexible fleets, Rapid bus, reconnecting communities), represented by blue sticky notes, with policies (i.e., infill development, parking pricing, managed lane conversion), represented by yellow sticky notes, and propose a general location on a map of the San Diego region.



- Additionally, participants had the option to add VMT/GHG inducing projects (i.e., freeway expansion, managed lane expansion), represented by red sticky notes, to the map. For each VMT/GHG inducing project proposed, participants would also have to add four extra VMT/GHG reducing project and policy pairs to offset the negative impact.

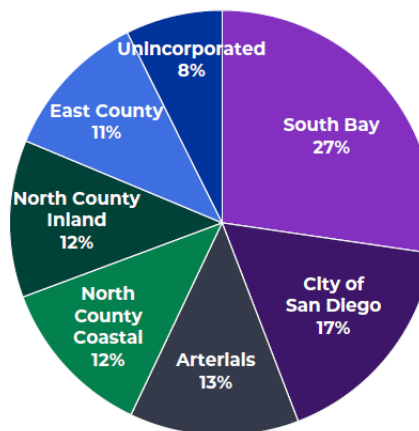
## The Outcome

- There were a total of 326 projects and policies identified. The most favored policy by participants was infill development, which was paired with an even distribution of the four project types. The desire for infill development was spread throughout the region, with a high concentration in South Bay, City of San Diego, and North County Inland.
- The most favored project was Rapid bus, which was also spread throughout the region and often paired with managed lane conversion. The project and policy pair were mainly concentrated in South Bay and along the I-15, SR 52, SR 56, I-5, I-8, I-805, SR 78, and SR 125 corridors.
- A good amount of support for flexible fleets and active transportation was evident throughout the region. Flexible fleets were heavily identified in South Bay, North County Coastal, and East County. Active transportation was heavily located in South Bay and City of San Diego.
- Although participants mentioned reconnecting communities and parking pricing throughout the region, they were identified the least amount.
- There was also little to no support shown for the VMT/GHG increasing projects (i.e., managed lane expansion and freeway expansion).



## Subregional Locations Represented

South Bay	89
City of San Diego	55
Arterials	42
North County Coastal	40
North County Inland	39
East County	37
Unincorporated	24



## Regional Initiative

The Plan must also meet certain federal and state requirements for equity. To meet these requirements, the Plan must propose regional initiatives that increase opportunities for everyone in the San Diego region.

### The Activity

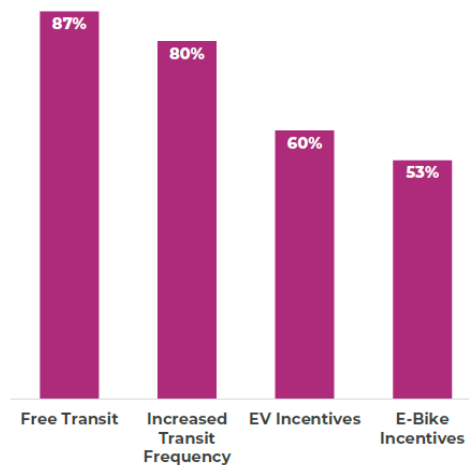
- Participants were asked to add regional initiatives (i.e., free transit, increased transit frequency, electric vehicle [EV] incentives, electric bike [E-Bike] incentives), represented by green sticky notes, and add them to the map of the San Diego region.

### The Outcome

- The most favored initiatives among participants were free transit and increased transit frequency.
- Participants emphasized keeping transit free for youth through the Youth Opportunity Pass (YOP), extending the initiative to young adults and senior citizens, and keeping fares affordable for all ages in between.
- Participants also noted the importance of increased transit frequency to sustaining and building the public transit ridership necessary to support fare subsidies. Additionally, increased transit frequency will improve convenience and reliability for all riders.

#### Regional Initiatives

Free Transit	13
Increased Transit Frequency	12
EV Incentives	9
E-Bike Incentives	8



## Planning for Future Forecasts

The Plan forecasts what the San Diego region will look like in the future and estimates that the population will increase and then decrease, the population will be older on average, housing stock will increase, and jobs will continue to grow.

### The Activity

- Participants considered how to accommodate the housing and transportation needs of an aging population as well as improving access to employment centers to accommodate job growth.

## The Outcome

- Participants unanimously advocated for policies and programs tailored towards an 'aging in place' approach. Infill development was the leading recommendation, with an emphasis on creative policy solutions to diversify housing types, increase affordable housing stock, and increase access to amenities within neighborhoods. Following infill development, flexible fleets was the next leading suggestion with consensus urging increased public transit frequency, safety, accessibility, connectivity, and amenities overall.
- Participants urged that affordable housing production and transit-oriented development should increase to align with future employment growth. The largest barriers preventing workers from living inside San Diego County are affordability and connectivity. Coupled with a population of higher age on average, contributors were skeptical of the efficiency and costs associated with relying on outside workers to support the region's future employment needs.



## Engagement Strategy

SANDAG will continue its commitment to working with stakeholders in the region so that the Regional Plan is truly a plan for everyone. There will be further opportunities for additional joint working group forums, specific working group updates, discussions at CBO and jurisdictional meetings, virtual events and town halls, and additional stakeholder workshops.

For more information and to stay updated on activities related to the 2025 Regional Plan, visit [SANDAG.org/Regional-Plan/2025-Regional-Plan](https://www.sandag.org/Regional-Plan/2025-Regional-Plan) and sign up to receive email updates at [SANDAG - Subscribe](#).