MEETING NOTICE
AND AGENDA

REGIONAL PLANNING TECHNICAL WORKING GROUP
The Regional Planning Technical Working Group may take action on any item appearing on this agenda.

Thursday, April 9, 2009
1:15 to 3:15 p.m.
SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: Carolina Gregor
(619) 699-1989
cgr@sandag.org

AGENDA HIGHLIGHTS

• TransNet SMART GROWTH INCENTIVE PROGRAM: PROJECT PRIORITY RECOMMENDATIONS
• LONG-RANGE REGIONAL PLANS AND FORECASTS: A WORK PLAN TO COMPLY WITH SENATE BILL 375
• ALIGNING THE REGIONAL HOUSING NEEDS ASSESSMENT AND REGIONAL TRANSPORTATION PLAN IN THE SAN DIEGO REGION

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To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
1. WELCOME AND INTRODUCTIONS

INFORMATION

2. PUBLIC COMMENT AND COMMUNICATIONS

Members of the public will have the opportunity to address the Regional Planning Technical Working Group (TWG) on any issue within the jurisdiction of the group. Speakers are limited to three minutes each.

CONSENT ITEMS (3 through 4)

+3. SUMMARY OF MARCH 12, 2009, REGIONAL PLANNING TECHNICAL WORKING GROUP MEETING

APPROVE

The TWG should review and approve the March 12, 2009, meeting summary.

4. STATUS OF PROPOSAL FOR ON-CALL VISUAL SIMULATION SERVICES
(Carolina Gregor)

INFORMATION

Staff thanks the TWG members that responded to the visual simulation survey conducted last year. The survey results indicate that there is demand for the SANDAG Service Bureau to provide "on-call" visual simulation services for "2-D" simulations. The Service Bureau is developing a Request for Proposals, and will report back to the TWG when the service becomes available.

REPORTS (5 through 10)

5. REPORTS FROM TWG MEMBERS

DISCUSSION

Members of the TWG may report on their activities, upcoming events, and/or planning-related conferences.

6. ANNOUNCEMENT: SPECIAL WORKSHOP ON THE 2050 REGIONAL GROWTH FORECAST (Beth Jarosz)

INFORMATION

A special workshop on the 2050 Regional Growth Forecast will be held on Thursday, April 30, 2009, from 12 noon to 3 p.m., focused on Phase 2 of the Forecast. Please mark your calendars and plan to attend this workshop.
+7. TransNet SMART GROWTH INCENTIVE PROGRAM: PROJECT PRIORITY RECOMMENDATIONS (Stephan Vance)  INFORMATION

Forty-three project applications were received by SANDAG for the TransNet Smart Growth Incentive Program. Twenty-six capital projects and seventeen planning projects were submitted by fourteen agencies. The projects are being evaluated based on the application criteria. A list of recommended projects is attached. These recommendations will go to the Regional Planning Committee for approval in May.

+8. LONG-RANGE REGIONAL PLANS AND FORECASTS: A WORK PLAN TO COMPLY WITH SENATE BILL 375 (Coleen Clementson)  INFORMATION

The passage of Senate Bill (SB) 375 and provisions included in the 2008 RTP Settlement Agreement over the 2030 Regional Transportation Plan Environmental Impact Report (EIR) significantly change how SANDAG will prepare the next Regional Transportation Plan (RTP) and Regional Housing Needs Assessment (RHNA). Both also set the stage for a future update of the Regional Comprehensive Plan (RCP). SANDAG staff has responded to these new requirements in the draft FY 2010 Budget and Overall Work Program. This informational report was presented to the Regional Planning Committee and Transportation Committee on April 3, 2009.

+9. ALIGNING THE REGIONAL HOUSING NEEDS ASSESSMENT AND REGIONAL TRANSPORTATION PLAN IN THE SAN DIEGO REGION (Kim Kawada)  DISCUSSION

SANDAG is proposing state legislation that would align the timing of the fifth revision of the Regional Housing Needs Assessment (RHNA) in the San Diego region with the upcoming Regional Transportation Plan (RTP) update in 2011. Also proposed is that jurisdictions that have not completed their 2005-2010 housing element updates by January 1, 2010, be required to complete all necessary site rezoning programs by July 1, 2011. The TWG should discuss and make a recommendation to the Executive Committee regarding this proposal.

10. SANDAG SERVICE BUREAU PRODUCT AND SERVICES (Cheryl Mason)  INFORMATION

The Service Bureau, the consulting arm of SANDAG, provides informational and technical services to the member agencies, other public and private organizations, and individuals. An overview of the Service Bureau’s areas of expertise and products and services (including consultation services for coordinating with tribal governments) will be provided.

11. ADJOURNMENT AND NEXT MEETING  INFORMATION

The next regularly scheduled TWG meeting will be held on Thursday, May 14, 2009, from 1:15 to 3:15 p.m. The special workshop on the 2050 Regional Growth Forecast will be held on Thursday, April 30, 2009.

+ next to an item indicates an attachment
SUMMARY OF MARCH 12, 2009, REGIONAL PLANNING TECHNICAL WORKING GROUP (TWG) MEETING

Agenda Item #1: Welcome and Introductions

Bill Anderson, City of San Diego and TWG Chair, presided. Self-introductions were conducted.

Agenda Item #2: Public Comments and Communications

Mike Bullock, resident of Oceanside, presented a case for a new “Best Practices” parking section (Section 9.1) of the current draft of the Smart Growth Design Guidelines. Mr. Bullock recommends that the Guidelines cover cost, value, and the pricing of surface, parking garage, and underground parking, and encourages the proactive term “Parking Demand Management” throughout the document. He highlighted two “Best Practices”: amending parking ordinances to include a requirement for numerically and functionally adequate bicycle parking, and Intelligent Parking Systems where drivers establish parking and driving accounts. He added that the Guidelines should also include a new subsection (Section 9.8), which provides a complete description of Intelligent Parking and urges all cities to adopt Intelligent Parking as their vision for parking. In addition, Mr. Bullock recommended that the Smart Growth Design Scorecard weigh more heavily on reducing Vehicle Miles Traveled (VMT), and that the Guidelines include references covering parking guidelines.

CONSENT ITEMS (#3 through #5)

Agenda Item #3: Summary of the February 12, 2009, Technical Working Group Meeting

The TWG approved the minutes.

Agenda Item #4: Reminder: Form 700 Statement of Economic Interests

TWG members may access the 2008/09 Form 700 on the Fair Political Practices Commission’s (FPPC) Web site at www.fppc.ca.gov. Completed forms should be mailed to Deborah Gunn of SANDAG by Friday, March 20, 2009.

Agenda Item #5: TransNet Smart Growth Incentive Program Applications

SANDAG received 43 applications for TransNet Smart Growth Incentive Funds (26 for capital grants and 17 for planning grants). The applications request a total of $29.7 million ($25.4 million for capital projects and $4.3 million for planning projects). Projected revenues for the biennial program total $9.59 million. The applications are under review. A priority list of projects for funding will be presented to the TWG in April, and a recommendation for funding will go to the Regional Planning Committee and the Board of Directors in May 2009.
REPORT ITEMS (6 through 12)

Agenda Item #6: Overview of Zero Waste Proposal in San Diego County

Richard Anthony, Citizens Advisory Committee of SANDAG’s Solid Waste Management Task Force, gave a presentation on zero waste and organics management for mitigating climate change, conserving resources, and reducing pollution in the San Diego region. Mr. Anthony encouraged local planning directors to allow farms to use compost and organic ground cover (which currently goes to landfills); reduce permit costs and increase resources for organic farms; and preserve local farming areas from suburban encroachment. Mr. Anthony passed out a petition for adopting a resolution to phase organics out of landfills by 2012 and urged TWG members to bring this up with their elected officials.

Agenda Item #7: Series 12 Regional Growth Forecast

Ed Schafer, SANDAG, provided a status update on the Series 12 Regional Growth Forecast, including land use inputs for the Existing Policies scenario (Phase 1), and a review of the range of alternative scenarios that will be analyzed and brought back to the TWG for review in coming months (Phase 2). Mr. Schafer reported that all nineteen jurisdictions have turned in their land use inputs and SANDAG is in the process of creating a database and drafting figures for residential and employment capacity for each in about a month. Once received, jurisdictions should send a confirmation e-mail to Mr. Schafer (esc@sandag.org) or Beth Jarosz (bja@sandag.org) if figures are satisfactory. If there is an issue or concern, please contact staff and make an appointment to review the maps and modeling process.

Mr. Schafer presented information regarding Phase 2. Main points included:

- The San Diego region is projected to need 400,000+ housing units between 2004 and 2050, with a deficit of 100-200,000 units beginning around 2025 (Existing Plans scenario).
- The forecast is based on both residential and employment capacity, because houses in Riverside or Mexico are not served by the San Diego County Water Authority.
- Under the “No Growth” scenario, housing prices would increase by 20 percent, household size would increase by 10 percent, and there would be a substantial increase in interregional commuting.
- It is impossible to stop growth through local policies, since fertility and mortality rates account for nearly 2/3 of growth.
- Next steps include a Special Forecast Workshop in April; selecting preferred land use scenarios out to 2050 in May; hosting public workshops in June and July; and draft 2050 subregional forecast results for review in September.

Comments included concerns with Urban Water Management Plan updates and forecast schedules, creating a contingency factor in the forecasts to allow for unpredictable growth through plan amendments and community plan updates, and the cause for producing a negative water supply assessment while using smart growth principles in development. It was decided that these issues should be addressed at issue-specific meetings and at the upcoming workshop, and in the meantime staff will discuss data forecast application processes with the County Water Authority.
**Agenda Item #8: 2008/09 Employment and Residential Land Inventory** (postponed due to time constraints)

**Agenda Item #9: San Diego Regional Economic Development Corporation (EDC) Initiatives**

Andrew Poat, director of the San Diego Regional EDC, presented three different initiatives that touch on housing, land use, regional planning, and municipal revenues for purposes of information and project collaboration: (1) Infrastructure initiative: five-point plan adopted by EDC Board of Directors designed to achieve greater housing supply; (2) Underutilized assets study: assessment of public benefits that could accrue from higher intensity land use; and (3) Municipal revenues study: assessment of regional municipal revenue growth likely to occur in San Diego County. EDC plans to support SANDAG in housing strategies and smart growth initiatives, especially as the 2010 election cycle approaches. Mr. Poat requested that jurisdictions respond to an e-mail that will go out asking for information to be used as part of a project for determining a strategy for economic stimulus funds.

**Agenda Item #10: Progress Report for the Regional Climate Action Plan (RCAP) and Regional Energy Strategy (RES) Update**

Andrew Martin and Susan Freedman, SANDAG, presented updates on the Regional Climate Action Plan (RCAP) and Regional Energy Strategy (RES). With direction from the SANDAG Energy Working Group, staff is developing the RCAP and RES for consideration by the Board of Directors in fall 2009. Staff presented the proposed framework, vision, and policies of each plan. The California Energy Commission (CEC) formed a partnership with SANDAG to undertake this effort. Staff will return to the TWG this summer with completed drafts.

Driven by changes in state policy, the RCAP focuses on reducing or altering the largest greenhouse gas (GHG) emitting sectors (on-road transportation and electricity generation, natural gas end-uses). It will focus on actions regional and local governments in reducing can take to reduce GHG emissions and adapt to the regional impacts of climate change. A primary purpose of the RCAP is to identify GHG reduction measures that can prepare the region for addressing Senate Bill (SB 375) and climate change in the next update of the Regional Transportation Plan (RTP). Draft RCAP guiding principles and policies focus on transportation-land use, electricity-natural gas end uses (including buildings), the role of government, and adaptation to climate change.

The RES is being updated due to an increase in state emphasis on land use and transportation planning, stronger energy efficiency and renewable energy targets, and a focus on deploying alternative transportation fuels, vehicles, and infrastructure across the state. Updates from the 2003 RES include:

- Transportation energy, electricity, and natural gas policies
- Energy considerations for transportation and land use planning
- Local implementation of the “preferred loading order”: energy conservation as top priority
- Climate change and GHG emissions from energy use
- Focus on areas that local and regional government can influence

The goals of the RES are to increase renewable resource penetration from the existing 6 percent to 20 percent of total resources by 2010 (existing state law, more aggressive than 2003 RES), and 33 percent of total resources by 2020 (identified as a target in the Climate Change Scoping Plan, not currently state law), as well as reduce per capita energy use. Renewable resources include supply
that counts toward SDG&E Renewable Portfolio Standard (RPS) and customer-side renewables in California Solar Initiative and Self Generation Incentive Program. Although not a law, the RES update also is looking at ways to integrate energy-saving measures into general plans.

TWG comments included emphasizing the role of SANDAG as a resource for jurisdictions for climate change mitigation strategies and regional GHG reduction research, modeling, and inventories. Ms. Freedman mentioned that SANDAG will be entering a local government partnership with SDG&E once the state gives final approval to each utility later this year. Through the partnership, the SANDAG Sustainable Region Program should be able to assist local governments with energy planning, green building and some GHG reduction measures. Another SDG&E partnership should be able to provide specific GHG inventory assistance.

Andy Hamilton, Air Pollution Control District, commented that the District is looking into a potential strategy to decrease permit fees for land use developers when they use smart growth principles in design, and asked about transit measures in the upcoming RTP update to support smart growth. Carolina Gregor, SANDAG, responded that through provisions relating to the 2030 RTP Environmental Impact Report (EIR) Settlement Agreement, SANDAG will be hiring a consultant to assist in preparing an Urban Core Transit Strategy, which will consist of developing various “out-of-the-box” alternative transit networks that will feed into the 2050 RTP.

**Agenda Item #11: Update on Senate Bill (SB) 375 and Regional Housing Needs Assessment (RHNA)/Housing Element Deadlines**

Susan Baldwin, SANDAG, updated the TWG about issues related to SB 375 and RHNA. She reported on a meeting with the Department of Housing and Community Development (HCD) and the four major councils of government in California. She said that current legislation requires back-to-back housing elements (2010 and 2013), and that SANDAG staff is working on clean-up legislation that would allow the region’s next RHNA and housing element deadlines to be aligned with the next RTP, which is due to be completed in July 2011. If that effort is successful and legislation is adopted, the upcoming year would be focused on working on the RHNA distribution, which would be completed at the same time as the next RTP. However, housing advocates are skeptical of a proposed extension since there are seven jurisdictions in the San Diego region that do not have certified housing elements. Staff will know within one or two months if both or only the 2013 elements will be due. Preliminary numbers from HCD will be available this spring which will be shared with the TWG. Ms. Baldwin emphasized the importance of jurisdictions completing their housing elements and SANDAG’s availability to assist jurisdictions with that process.

**Agenda Item #12: Adjournment and Next Meeting**

The meeting was adjourned at 3:20 p.m. The next TWG meeting will be held on Thursday, April 9, 2009, from 1:15 to 3:15 p.m. at SANDAG.
Introduction

In December 2008, SANDAG issued a call for projects for the first two-year cycle of the TransNet Smart Growth Incentive Program. SANDAG received 43 project applications, 17 for planning grants and 26 for capital grants. After an initial screening, 35 of the 43 applications were determined to be eligible to compete for funding under the program. SANDAG staff, with assistance from an independent evaluation panel have reviewed and scored the projects according to project evaluation criteria developed through the Regional Planning Committee (RPC) and adopted by the Board of Directors. Based on that process, and the amount of funding available, staff is recommending eight capital improvement projects and six planning projects for funding in the first cycle. This report describes the evaluation process and the projects recommended for funding.

Discussion

SANDAG has estimated that the total funding available for the first two-year cycle of the TransNet Smart Growth Incentive Program (FY 2009 and FY 2010) will be $9.6 million. The applications submitted included $25.2 million for capital projects and $4.5 million for planning projects for a total request of $29.7 million. Based on program eligibility criteria, capital improvement projects must be located within smart growth opportunity areas identified as “existing/planned” on the SANDAG Smart Growth Concept Map. Seven projects did not meet that criterion and were disqualified. In addition, one of the proposed projects, the Grossmont Trolley Station Elevator and Pedestrian Bridge, was previously funded through the Pilot Smart Growth Incentive Program, and was requesting additional funds under the TransNet program to cover a shortfall that developed since the original grant funds were rewarded. As the project evaluation process was underway, the SANDAG Transportation Committee recommended that this project’s funding needs be met with economic stimulus funds made available through the American Recovery and Reinvestment Act. Taking these eight projects out of the competition resulted in 35 projects totaling $22.6 million competing for the $9.6 million available.

Project Selection Process

The 35 eligible projects were evaluated based on the established criteria developed through an extensive stakeholder involvement process and approved by the RPC. Planning and capital projects were evaluated on separate criteria. The criteria for capital improvements includes a set of objective criteria on the land use and transportation characteristics of the project setting, project readiness, cost-effectiveness, and the level of matching funds committed to the project. The projects also were judged on subjective criteria regarding the smart growth qualities of the proposed project area and
the quality of the proposed project. The planning projects were scored on the smart growth qualities and development potential of the project area, on the proposed project and how well it addressed the project area’s needs, and on evidence of the local commitment to smart growth. Evaluation points also were awarded to planning projects for proximity to regional transit services and on the level of matching funds committed to the project.

To ensure impartial scoring, the subjective criteria were scored by an independent panel consisting of SANDAG staff, planning faculty from San Diego State University, the University of California, San Diego, the New School of Architecture and Design, and one member each from the Cities/County Transportation Advisory Committee (CTAC) and the Regional Planning Technical Working Group (TWG). The CTAC and TWG members of the panel were from Poway and Santee, jurisdictions that did not submit projects for funding.

As required for some competitive grant programs at SANDAG, 25 percent of the points were awarded to projects based on the local jurisdiction’s support of regional affordable housing needs as prescribed in SANDAG Policy No. 033.

**Project Recommendations**

Under the guidelines established for the program by the RPC, 80 percent of the funds should be awarded to capital improvement projects. Consequently, the staff recommendation is to fund the top eight capital projects, utilizing 79 percent of the funds, leaving $2,035,669 for planning projects. The top six planning projects have requested grants totaling $1,860,000, which would leave an additional $175,669 not programmed. The next two projects on the list have the same score and are both from the City of San Diego. Staff is recommending that these additional funds could be programmed for one or both of these projects if the City of San Diego can identify additional matching funds that would enable them to complete the project or projects as proposed.

**Next Steps**

The list of projects for the first cycle of the TransNet Smart Growth Incentive Program will be reviewed by the Independent Taxpayers Oversight Committee at its April meeting to confirm the eligibility of the recommended projects. The project recommendations also will be reviewed by the TWG at its April meeting. The decision of what projects to fund lies with the RPC, and that action is scheduled for the May meeting. Once the RPC approves a list of projects, the Board of Directors will be asked to program the funds, and that action, also scheduled for May, will allow SANDAG to enter into grant agreements with the agencies receiving awards and begin funding projects.

Attachments: 1. TransNet Smart Growth Incentive Program Capital Project Priority Recommendations
   2. TransNet Smart Growth Incentive Program Planning Project Priority Recommendations

Key Staff Contact: Stephan Vance, (619) 699-1924, sva@sandag.org
## TransNet Smart Growth Incentive Program
### Capital Project Priority Recommendations

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**Total**                                                                 $18,073,900  $38,631,030

**FY 2009 Funds**                                                                 $4,772,610

**FY 2010 Funds**                                                                 $4,817,959

**Total Available**                                                                 $9,590,569

**Minimum 80% Capital Funds**                                                                 $7,672,455

**Recommended Capital Projects**                                                                 $7,554,900

**Recommended Planning Projects**                                                                 $2,035,669

**Total**                                                                 $9,590,569

**Total Requested Funds (Capital and Planning)**                                                                 $22,614,900

**Amount Over-Subscribed**                                                                 $13,024,331
### TransNet Smart Growth Incentive Program
#### Planning Project Priority Recommendations

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<tr>
<th>Agency</th>
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**Total**                                           $4,541,000  $7,380,350

**FY 2009 Funds**                                      $4,772,610
**FY 2010 Funds**                                      4,817,959

**Total Available**                                   $9,590,569

**Maximum 20% Planning Funds**                        $1,918,114

**Left for planning**                                 $2,035,669
                                                          $175,669
LONG-RANGE REGIONAL PLANS AND FORECASTS:
A WORK PLAN TO COMPLY WITH SENATE BILL 375

Introduction
The passage of Senate Bill (SB) 375 and provisions included in the 2008 RTP Settlement Agreement (Settlement Agreement) regarding the 2030 Regional Transportation Plan Environmental Impact Report (EIR) significantly change how SANDAG will prepare the next Regional Transportation Plan (RTP) and Regional Housing Needs Assessment (RHNA). Both also set the stage for a future update of the Regional Comprehensive Plan (RCP). SANDAG staff has responded to these new requirements in the draft Fiscal Year 2010 Budget and Overall Work Program. The purpose of this informational report is to provide an overview of the proposed work plan and its key elements to the Regional Planning Committee, Transportation Committee, and SANDAG Board of Directors.

Discussion
Compliance with SB 375 significantly changes how we will prepare the next RTP and RHNA. Provisions of the law require that:

- the California Air Resources Board (CARB) establish regional greenhouse gas (GHG) reduction targets;
- regional planning agencies create a Sustainable Communities Strategy (SCS)—a new element of the RTP—to strive to meet established GHG reduction targets or, if unable to meet the target, an Alternative Strategy (APS) must be prepared;
- regional planning agencies conduct extensive outreach and adopt a public participation plan for the SCS;
- the RHNA be synchronized with the RTP process and that the RHNA allocations be consistent with the SCS; and
- more extensive environmental review is conducted to ensure that local jurisdictions can benefit from the CEQA streamlining provisions included in the law.

The RTP Settlement Agreement further requires that SANDAG develop an Urban Core Transit Strategy and complete a study regarding the impediments to public transit as part of the 2050 RTP, to be adopted in July 2011. Other provisions of the Settlement Agreement have an indirect relationship to the RTP and are not specifically discussed in this report.

The proposed work plan includes several key efforts, which are summarized below. Attached is a generalized work plan timeline.
2050 Regional Growth Forecast

A regional growth forecast is produced every four years to reflect the most current economic, demographic, land use and transportation data, and to keep pace with ongoing regional planning efforts such as the RTP and RCP. The last forecast provided growth projections and estimates to 2030. The upcoming forecast will provide growth projections and estimates to 2050.

Work is already underway to produce the 2050 Regional Growth Forecast, which will be used in the preparation of the 2050 RTP, San Diego County Water Authority’s Urban Water Management Plan, and RCP. In October 2008, SANDAG staff initiated the local land use data collection process with the Regional Planning Technical Working Group (TWG) in order to prepare the “existing plans and policies” phase of the forecast. The TWG assists with local land use inputs, including existing land uses, planned land uses, and potential redevelopment and infill areas, all of which are important to the forecasting process and build upon the RCP smart growth principles. SANDAG has received input from all the jurisdictions in the region, and staff are now inputting and verifying the information in coordination with local planning staff. The second phase involves preparing alternative growth scenarios that can be applied to forecast years after 2025, beyond the horizon year of local general plans. Around the year 2025, the region also runs out of housing capacity based on current plans and future growth. SANDAG staff has started discussions with the TWG on the range of alternative scenarios to consider. The RPC and SANDAG Board of Directors will be asked to weigh in on the alternative scenarios which will also be discussed in future public workshops this summer. The draft 2050 Regional Growth Forecast is anticipated in September/October 2009. The Board of Directors will be asked to adopt the 2050 Regional Growth Forecast for planning purposes in early 2010.

In addition to the TWG, a Technical Review Committee is being convened, composed of experts in demography, housing, economics, and other disciplines from state and local agencies, local universities, and the private sector. This committee is responsible for reviewing the regional model structure, data inputs and assumptions and evaluating the forecast results.

Urban Core Transit Strategy

The RTP Settlement Agreement calls for SANDAG to develop an Urban Core Transit Strategy that evaluates possible regional transit strategies that maximize peak-period transit mode share in the urban core. The strategy will result in three to four long-range strategic transit network alternatives that will be factored into the 2050 RTP. The transit network alternatives will be structured to significantly increase the attractiveness and use of transit, walking, and biking to make transit time-competitive with the private car and thereby to reduce vehicle miles traveled (VMT) in the greater San Diego region. It is anticipated that SANDAG will release the Request for Proposals for this work in May and select a consultant this summer.

Airport Multimodal Accessibility Plan (AMAP)

SANDAG is working with the San Diego County Regional Airport Authority (Authority) on the development of a Regional Aviation Strategic Plan (RASP) and an Airport Multimodal Accessibility Plan (AMAP). The Authority is lead for the RASP, which will identify workable strategies to improve the performance of the regional airport system. SANDAG is the lead for the AMAP, which will develop a multimodal strategy to improve surface transportation access to airports. The development of the RASP and AMAP will be a coordinated process between the Authority and
SANDAG. The overall schedule is designed to allow the RASP and AMAP to be incorporated into the 2050 RTP.

**Sustainable Communities Strategy (SCS) / Regional Housing Needs Assessment (RHNA)**

The SCS will be a new element of the RTP, as required by SB 375, to show how regional GHG targets would be achieved through development patterns, infrastructure investments, and/or transportation measures or policies that are determined to be feasible. Additionally, the SCS must be consistent with the RHNA and must address protection of sensitive resource areas, including areas protected under Habitat Conservation Plans (HCPs). If the SCS does not meet regional GHG targets, an Alternative Planning Strategy (APS) must be developed, which demonstrates what alternative and additional measures would need to be taken in order for the region to meet its target.

The adopted Smart Growth Concept Map, which identifies existing, planned smart growth areas linked to existing and planned public transit, along with the identified habitat planning areas, will serve as a basis for the SCS. Additionally, the results of the Regional Climate Action Plan (RCAP) will provide ideas for additional measures that could reduce GHG emissions.

SB 375 changed previous housing element law by aligning regional housing planning with regional transportation planning. As a result of this change, the RHNA is on an eight-year cycle and will be conducted as part of every other RTP process (the RTP is updated every four years). Currently, SB 375 requires the San Diego region to adopt two housing elements within a 2½-year period (June 30, 2010 and December 31, 2012). SANDAG staff is pursuing legislation to merge and clarify the deadlines. SANDAG staff will discuss details of the RHNA process with the RPC at a future meeting.

**2050 RTP**

Federal law requires that an RTP be prepared every four years. In accordance with state and federal guidelines, the 2050 RTP is slated for adoption by the SANDAG Board of Directors in July 2011. The planning efforts described in this report are key inputs or components for the development of a 2050 RTP that complies with SB 375, requirements of the Settlement Agreement, and air quality conformity. As part of the RTP development, goals and objectives from the 2030 RTP (adopted in 2007) will be revised and updated. The results of related work efforts such as the Regional Climate Action Plan, Regional Energy Strategy Update, Regional Bicycle Master Plan, Comprehensive Freight Gateway Forecast, high-speed rail planning, corridor and subregional studies, collaborative projects with Tribal Nations, as well as interregional and Binational strategies will be incorporated. Other major tasks include updates to the project evaluation criteria and plan performance measures, economic analysis of investment strategies, new revenue projections, and project cost estimates. Additionally, the 2050 RTP will be subject to any new requirements established in the federal surface transportation reauthorization, which is anticipated to be passed in 2010.

The TWG and a new Stakeholder Working Group will play an integral role in the development of the RTP along with the region’s public works directors and traffic engineers, who are represented in the Cities/County Transportation Advisory Committee (CTAC) and San Diego Traffic Engineers Council (SANTEC), respectively. The San Diego Region Conformity Working Group (CWG) will be consulted on the development of the air quality conformity analysis.
2050 RTP Environmental Impact Report (EIR)

The EIR for the 2050 RTP will require analysis that has not been included in previous RTP EIRs. The RTP environmental analysis will include GHG baseline measurements and projections, as well as potential mitigation measures that could reduce emissions. The EIR also will include analysis of the additional work products required by SB 375 and the Settlement Agreement.

In addition, as part of the environmental review process for the RTP, SB 375 includes California Environmental Quality Act (CEQA) streamlining provisions as an incentive to encourage certain types of projects that help achieve the GHG reduction target and are consistent with the SCS. Cities and counties that find the CEQA streamlining provisions useful have the opportunity to align their planning decisions with the decisions of the region. It should be noted, however, that the CEQA streamlining provisions are not mandatory and are intended to be a tool that local jurisdictions may use, if desired.

RTP / SCS Public Participation Plan

SANDAG regularly involves the public in regional planning efforts. A public participation plan is being prepared to involve the public in every step along the way to develop the 2050 RTP and set the stage for a future RCP update. The plan will include the establishment of a new Regional Planning Stakeholder Working Group to provide input on the development of key work elements in the planning process, including the public participation plan. Additionally, there will be a series of public workshops and other means for involving the public and receiving input on the work products and draft 2050 RTP. SANDAG staff is making a special effort to consider alternative methodologies for engaging a wider diversity of citizens in the planning process, taking advantage of existing community networks.

Next Steps

In order to implement the proposed work plan, SANDAG will benefit from substantial work that has already been done toward meeting the requirements of SB 375 and the Settlement Agreement. The adopted Smart Growth Concept Map together with regional habitat planning areas will serve as a basis for the SCS. Additionally, the results of the RCAP will provide new tools toward reducing VMT and GHG. A number of planning efforts that will be incorporated in the 2050 RTP development have been initiated, such as the I-5 South Multimodal Corridor Study, Mid-Range Transit Plan, and Freight Gateway Forecast.

SANDAG staff will provide a more detailed 2050 RTP work plan to the RPC, Transportation Committee, and Board of Directors in May.

BOB LEITER  
Director of Land Use and Transportation Planning

KURT KRONINGER  
Director of Technical Services

Attachment: 1. Draft Long-Range Plans and Forecasts Integrated Work Plan Summary

Key Staff Contact: Coleen Clementson, (619) 699-1944, ccl@sandag.org
### - Proposed Long-Range Regional Plans and Forecasts -
Integrated Work Plan Overview
(Getting to an RTP that complies with SB 375)

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<tr>
<th>Major Tasks</th>
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*March 2009*
SUMMARY

This legislative proposal is to align the timing of the fifth revision of the Regional Housing Needs Assessment (RHNA) in the San Diego region with the upcoming Regional Transportation Plan (RTP) update in 2011.

Senate Bill 375 (Steinberg) as passed in 2008 requires the 19 local jurisdictions within the San Diego region to adopt their next housing elements (fifth revision) no later than June 30, 2010. The law also requires the local jurisdictions to complete their sixth revision no later than 18 months after the adoption of next SANDAG RTP update. In accordance with the current schedule, the agency’s next RTP update is scheduled for adoption in July 2011, which in turn would require the next revision of housing elements in the region to be completed by January 2013 (fewer than three years from the 2010 housing element updates).

The SANDAG proposal to align the fifth revision of the housing element with the schedule for adoption of the 2011 RTP is shown in Attachment 1. This would eliminate an “interim” RHNA cycle in 2010 and allow the region to focus its resources on developing the next RHNA, Sustainable Communities Strategy, and RTP to meet the goals of SB 375.

Developed in consultation with the Department of Housing and Community Development (HCD), the RHNA numbers for the fifth housing element revision would cover the period from January 1, 2010 through December 31, 2020 (3 years plus 8-year housing element cycle). This would ensure that there is no gap in planning for the San Diego region’s housing needs.

A number of local jurisdictions within the region have not completed their 2005-2010 housing element updates (fourth revision due June 2005). It is proposed that the jurisdictions that have not completed their 2005-2010 housing element updates by January 1, 2010, be required to complete all necessary site rezoning programs by July 1, 2011.

WHAT WOULD THIS BILL DO?

This bill would:

- Align the fifth revision of the housing element (8-year cycle from January 2013-December 2020) with the scheduled adoption of the next SANDAG RTP update in 2011.
• Ensure the San Diego region’s housing needs are fully planned for by requiring the RHNA numbers for the fifth revision cover the planning period from January 1, 2010 through December 31, 2020.

• Ensure that the next housing elements developed for the San Diego region are consistent with the Sustainable Communities Strategy of the 2011 RTP update and fulfill the goals of SB 375.

• Eliminate the requirement to do two housing elements within a two and a half year period, a costly undertaking during a time when local government revenues are constrained. The San Diego region has sufficient affordable housing capacity over the upcoming period during which the next RHNA and RTP will be developed.

• Allow the 18 cities and county government in the San Diego region to focus their limited local planning resources on assisting regional efforts to implement SB 375.

• Require local jurisdictions in the region that have not completed their 2005-2010 housing element updates by January 1, 2010, to complete all necessary site rezoning programs by July 1, 2011.

PROPOSED LANGUAGE

Amend paragraph (5) of subdivision (c) of Section 65588 of California Government Code Section as follows:

(5) Local governments within the regional jurisdiction of the San Diego Association of Governments: June 30, 2005, for the fourth revision. Except that a local government within the regional jurisdiction of the San Diego Association of Governments that has not adopted its fourth revision by January 1, 2010, shall be required to complete and adopt all rezoning programs required in accordance with paragraph (1) of subdivision (c) of Section 65583 by July 1, 2011.

Amend subparagraphs (A) through (C) of paragraph (7) of subdivision (e) of Section 65588 of California Government Code Section as follows:

(7) (A) All local governments within a metropolitan planning organization in a region classified as nonattainment for one or more pollutants regulated by the federal Clean Air Act (42 U.S.C. Sec. 7506), except those within the regional jurisdiction of the San Diego Association of Governments, shall adopt the fifth revision of the housing element no later than 18 months after adoption of the first regional transportation plan to be adopted after September 30, 2010.

(B) All local governments within the regional jurisdiction of the San Diego Association of Governments shall adopt their fifth revision no more than five years from the fourth revision and their sixth revision no later than 18 months after adoption of the first regional transportation plan to be adopted after the fifth revision due date.
All local governments within the regional jurisdiction of a metropolitan planning organization or a regional transportation planning agency that has made an election pursuant to subparagraph (L) of paragraph (2) of subdivision (b) of Section 65080 shall be subject to the eight-year planning period pursuant to subdivision (b) of Section 65588 and shall adopt its next housing element 18 months after adoption of the first regional transportation plan following the election.

BACKGROUND

SANDAG will be the first major California metropolitan planning organization to implement the new requirements of SB 375. One of the goals of SB 375 is to align land use, housing, and transportation planning decisions to reduce greenhouse gas emissions. The bill allowed for aligning the planning processes for Regional Transportation Plans (updated every four years) and local housing elements (updated every eight years).

Final bill language left the local jurisdictions in the San Diego region with the requirement to complete an interim housing element by June 2010 and another one less than three years later (January 2013). The 2010 housing element cycle would have no ties to the goals of SB 375 or with the Sustainable Communities Strategy of the next SANDAG RTP update.

SPONSOR

San Diego Association of Governments (SANDAG)

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