MEETING NOTICE
AND AGENDA

JOINT MEETING OF THE REGIONAL PLANNING TECHNICAL WORKING GROUP AND CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE

The Regional Planning Technical Working Group and Cities/County Transportation Advisory Committee may take action on any item appearing on this agenda.

Thursday, December 3, 2009
9 to 11 a.m.

SANDAG, 7th Floor Board Room
401 B Street, Suite 800
San Diego, CA  92101-4231

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AGENDA HIGHLIGHTS

• URBAN CORE TRANSIT STRATEGY: LESSONS LEARNED; TRANSIT MODE SHARE GOALS; TRANSIT NETWORK EVALUATION CRITERIA; AND APPOINTMENTS

• SMART GROWTH TRIP GENERATION STUDY STATUS UPDATE

• CTAC UTILITY UNDERGROUNDING AD HOC SUBCOMMITTEE UPDATE

• NOMINATION AND ELECTION OF NEW CTAC VICE CHAIR

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## Item #

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<td>1. WELCOME AND INTRODUCTIONS</td>
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Members of the public will have the opportunity to address the Regional Planning Technical Working Group (TWG) and Cities/County Transportation Advisory Committee (CTAC) on any issue within the jurisdiction of the working groups that is not on this agenda. Speakers are limited to three minutes each.

+3. MEETING SUMMARY FROM OCTOBER 29, 2009  APPROVE

TWG and CTAC should review and approve the October 29, 2009, Joint TWG/CTAC meeting summary.

### Consent Item (4)

+4. OVERVIEW OF SUSTAINABLE COMMUNITIES STRATEGY  INFORMATION (Susan Baldwin)

A report on Senate Bill 375 and the Sustainable Communities Strategy (SCS) that will be presented to the Regional Planning Committee on December 4, 2009, is attached. A presentation about the SCS was made at the TWG/CTAC joint meeting on October 29.

### Report Items (5 Through 10)

+5. URBAN CORE TRANSIT STRATEGY: LESSONS LEARNED; TRANSIT MODE SHARE GOALS; TRANSIT NETWORK EVALUATION CRITERIA; AND APPOINTMENTS  DISCUSSION/ APPOINTMENTS (Carolina Gregor)

In preparation for the development and evaluation of the transit network alternatives for the Urban Core Transit Strategy, staff will provide an overview of lessons learned from transit systems of peer regions and will request the working groups to discuss and provide input on the methodology for transit mode share goals and the criteria by which to evaluate the performance of the alternative networks, once they are developed. Each group will also be requested to appoint a representative to participate in portions of the PB Consultant Team Workshop scheduled in mid-January.
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<td>6.</td>
<td>SMART GROWTH TRIP GENERATION STUDY STATUS UPDATE (Christine Eary)</td>
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The SANDAG Smart Growth Trip Generation Study will update the San Diego Traffic Generators manual with observed rates for smart growth developments, and provide a tool for evaluating trip generation in smart growth settings. A working group comprised of San Diego Regional Traffic Engineers Council (SANTEC), CTAC, and TWG members have been advising on the study. Staff will provide a brief status update on the study, due to be completed within the next few months.

7. UPDATE ON TRANSPORTATION PROJECT EVALUATION CRITERIA AD HOC WORKING GROUP (Scott Strelecki) |

SANDAG staff will provide a review on the status of the group’s work to date.

8. CTAC UTILITY UNDERGROUNDING AD HOC SUBCOMMITTEE UPDATE (Frank Rivera, CTAC Chair) |

An update will be provided on the first meeting of the CTAC Utility Undergrounding Ad Hoc Subcommittee held on October 29, 2009.

9. NOMINATION AND ELECTION OF NEW CTAC VICE CHAIR |

In accordance with the CTAC Charter, nominations will be accepted and an election will be held for the new two-year term for Vice Chair from January 2010 to December 2011. CTAC will also be asked to confirm the appointment of Robert Johnson (current CTAC Vice Chair) as the new CTAC Chair starting in January 2010.

**Note:** Only CTAC members will participate in this item.

10. ADJOURNMENT AND NEXT MEETINGS |

The next TWG meeting will be held on Thursday, December 10, 2009, from 1:15 to 3:15 p.m., with a special emphasis on the 2050 Regional Growth Forecast.

The next CTAC meeting will be held on Thursday, January 7, 2010, from 9:30 to 11 a.m.

+ next to an item indicates an attachment
Action Requested: APPROVE

MEETING SUMMARY OF THE OCTOBER 29, 2009, REGIONAL PLANNING TECHNICAL WORKING GROUP AND CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE MEETING

Agenda Item #1: Welcome and Introductions

The Regional Planning Technical Working Group (TWG) Chair Bill Anderson (City of San Diego) and the Cities/County Transportation Advisory Committee (CTAC) Chair Frank Rivera (Chula Vista) called the joint meeting of the TWG and CTAC to order at 1 p.m. Self-introductions were conducted.

Agenda Item #2: Public Comments and Communications

Members of the public will have the opportunity to address TWG and CTAC on any issue within the jurisdiction of the Working Groups that is not on this agenda. Speakers are limited to three minutes each.

No public comments were made at this meeting.

Agenda Item #3: Approval of Meeting Minutes (Approve)

A. Meeting Summary of the September 10, 2009, TWG Meeting.

Action: John Brindle (Escondido) made a motion and Brad Raulston (National City) seconded to approve the minutes. The minutes were unanimously approved.

B. Meeting Summary of the October 1, 2009, CTAC Meeting.

Action: Zoubir Ouadah (Poway) made a motion and Abi Palaseyed (City of San Diego) seconded to approve the minutes. The minutes were unanimously approved.
CHAIR’S REPORT

Agenda Item #4: Announcement: Retirement of Bob Leiter of San Diego Association of Governments

Bob Leiter, FAICP, Director of Land Use and Transportation Planning at San Diego Association of Governments (SANDAG), is retiring on December 30, 2009. Mr. Leiter has been in public service for over 35 years, having served as the planning director at the Cities of Escondido, Chula Vista, Ventura, and San Rafael, and most recently, as the Director at SANDAG. Mr. Leiter has been actively engaged in the planning profession for many years. In addition to the numerous planning activities that he has been involved in over the years, he currently serves as Board Chair for the American Planning Association (APA) Regional and Intergovernmental Planning Division, teaches urban planning courses through University of California, San Diego Extension, and participates as an active member of Lambda Alpha. Mr. Leiter was selected as a Fellow of the American Institute of Certified Planners in 2007 and won the San Diego Section APA Distinguished Planner Award in 2004. TWG and CTAC congratulated Mr. Leiter on his retirement.

Action: This item was presented for information only.

REPORTS (5 through 11)

Agenda Item #5: Status Update on the Series 12 - 2050 Regional Growth Forecast (Information)

SANDAG has been working closely with each jurisdiction to develop the 2050 Regional Growth Forecast for use in the 2050 Regional Transportation Plan (RTP). The draft forecast is scheduled to be available in December 2009, and the final forecast is scheduled for the Board of Directors approval in February 2010. Beth Jarosz (SANDAG) presented a status update on the forecast.

Action: This item was presented for information only. Pat Murphy (Encinitas) asked about jurisdictions that will not have a final land use scenario available by December.

Agenda Item #6: Initial Concepts for the 2050 RTP Environmental Justice Analysis (Information)

Beth Jarosz (SANDAG) and Jane Clough-Riquelme (SANDAG) provided information on an Environmental Justice Analysis as part of the 2050 RTP process. Staff is developing an initial study plan and requested input from TWG and CTAC on the study’s methodology and potential criteria.

Action: This item was presented for information only. Brad Raulston (National City) commented on the confusion between environmental justice in terms of land use and in terms of public participation. Zoubir Ouadah (Poway) inquired about qualifications for transportation project funding.
Agenda Item #7: Overview of Sustainable Communities Strategy (Information)

Susan Baldwin (SANDAG) presented information regarding the Sustainable Communities Strategy (SCS) and the Regional Housing Needs Assessment (RHNA). The SCS is a new element of the RTP required by Senate Bill (SB) 375 (Steinberg). SB 375 also requires that the RHNA be consistent with the SCS and be prepared in conjunction with the RTP. Per SB 575 (Steinberg) signed by the Governor in October 2009, the next RHNA and housing element cycle (5th revision) will be completed in alignment with the 2050 RTP. The RHNA will be completed by July 2011, and local housing elements will be due by December 31, 2012.

Action: This item was presented for information only. Gary Knight (San Diego North Economic Development Corporation) commented on the reduction in financial resources and developer support needed for matching appropriate housing density to adequate transportation, and inquired into SANDAG programs to incentivize or stimulate building that will reach SCS goals. Chair Anderson (City of San Diego) asked about SANDAG support for model parking ordinances near transit, specifically to reduce parking ratios. Pat Murphy (Encinitas) commented on the use of a Level of Service threshold for traffic impacts and the possibility of coming up with a regional alternative threshold to match the goals of SCS. Rich Whipple (Solana Beach) inquired about the process for SANDAG to assist jurisdictions with submitting greenhouse gas reduction targets. Devon Muto (County of San Diego) asked about the availability of public opinion polls for jurisdiction staff to better inform decision makers on the process.

Agenda Item #8: Urban Core Transit Strategy (Discussion)

An important part of the 2050 RTP will be the development of an innovative and visionary “Urban Core Transit Strategy” to significantly increase the attractiveness and use of transit, walking, and biking in the urban core area, and make transit time-competitive with the car. Carolina Gregor (SANDAG) provided an overview of the work program to develop the Urban Core Transit Strategy and facilitated an initial brainstorming session on potential transit concepts and ideas that could be considered in the development of the alternative transit networks.

Action: This item was presented for information only. TWG and CTAC members filled out a questionnaire and participated in the brainstorming session.

Agenda Item #9: Community Active Transportation Strategy (Discussion)

In conjunction with the development of the San Diego Regional Bicycle Plan, revisions to the project selection/evaluation process for the TDA/TransNet Bicycle, Pedestrian, and Neighborhood Safety/Traffic Calming grant program are proposed to achieve a balance between regional and local active transportation projects. A new concept is the Community Active Transportation Strategy that would supplant Pedestrian Master Plans and replace it with a comprehensive effort to combine planning for pedestrians, bicycles, traffic calming, and Safe Routes to school. Ideally, all of these efforts should be coordinated to have the greatest impact. Chris Kluth (SANDAG) requested input from TWG and CTAC on the development of the Strategy.
Action: This item was presented for information only. Chair Anderson (City of San Diego) mentioned a presentation by the Copenhagen Director of Engineering that discussed intersection light priority for bicyclists. Brian Mooney (Del Mar) mentioned a pilot program on Pacific Coast Highway to reorient parking as a safety measure for bicyclists plus a review of shared road versus bicycle lanes, all of which will be studied for impact on surrounding residential neighborhoods. John Brindle (Escondido) commented on a SANDAG-sponsored pilot program to light bicycle paths. Melissa Ayres mentioned the discussion of connecting land uses, transportation, and bicycle/pedestrian infrastructure in the El Cajon Downtown Specific Plan. Zoubir Ouadah (Poway) commented on the use of engineering intersections to improve pedestrian safety, and the importance of balancing motorized and non-motorized traffic. John Conley (Vista) inquired about the link between the Strategy and Caltrans Bicycle Transportation Account (BTA) funding requirements.

Agenda Item #10: Rail Grade Separation Evaluation Criteria (Discussion)

The Transportation Committee approved the evaluation criteria at its October 16, 2009, meeting. Dan Martin (SANDAG) provided an update on the actions taken by the Transportation Committee, including the approved Implementation Option and discussed the next steps for local jurisdictions.

Action: This item was presented for information only.

Agenda Item #11: Adjournment and Next Meeting(s) (Approve)

Another joint CTAC/TWG meeting was proposed on Thursday, December 3, 2009, from 9 to 11 a.m. to continue discussion on the items presented today. The working groups approved the proposed joint meeting. Chair Rivera (Chula Vista) announced that Caltrans BTA grants are due December 1, and reminded CTAC that quality assurance programs for construction are past due for approval. He also reminded CTAC that the Utility Undergrounding Subcommittee met last Monday; minutes were sent out and comments are due. Dan Martin (SANDAG) announced that there is consideration of hearing an update on the efforts underway by the Transportation Project Evaluation Criteria Ad Hoc Working Group at the next meeting. Carolina Gregor (SANDAG) announced the cancellation of the November 12, 2009, TWG meeting.
Introduction

The purpose of this report is to provide the Regional Planning Committee (RPC) an update on SANDAG efforts to implement Senate Bill (SB) 375.

SANDAG is the first major metropolitan planning organization (MPO) in the state whose Regional Transportation Plan (RTP) will be subject to the provisions of SB 375. The 2050 RTP and Sustainable Communities Strategy (SCS), which is a new element of the RTP required by SB 375, is scheduled to be adopted in July 2011. The Regional Housing Needs Assessment (RHNA) for the next housing element cycle is also scheduled to be adopted by July 2011. The 2050 Regional Growth Forecast, which is a key component in the development of the RTP, SCS, and RHNA, is scheduled to be considered for approval for planning purposes by the SANDAG Board of Directors in February 2010.

As noted in an April 3, 2009, report to the RPC (Long-Range Regional Plans and Forecasts: A Work Plan to Comply with Senate Bill 375), compliance with SB 375 significantly changes how we will prepare the next RTP and RHNA. Key provisions of the law include:

- the California Air Resources Board (CARB) is required to establish regional greenhouse gas (GHG) reduction targets for cars and light trucks;
- regional planning agencies are required to prepare a Sustainable Communities Strategy (SCS)—a new element of the RTP—to strive to meet established GHG reduction targets and, if unable to meet the target, agencies must also prepare an Alternative Strategy (APS);
- the RHNA is required to be synchronized with the RTP process and RHNA allocations are required to be consistent with the SCS; and
- CEQA requirements are streamlined for certain types of development projects contained in an SCS.

This report primarily focuses on the work SANDAG, other MPOs and stakeholders, and state agencies are doing to establish regional GHG reduction targets. This work includes the Regional Targets Advisory Committee (RTAC) report that was submitted to the CARB at the end of September, other statewide activities that affect the GHG targets and implementation of SB 375, and GHG reduction target-setting process.
SB 375 requires the CARB to set GHG reduction targets for cars and light trucks for 2020 and 2035. GHG targets will be set for all 18 MPOs in the state, of which SANDAG is one, and must be integrated into each agency’s next RTP.\(^1\) MPOs can recommend their own targets to CARB, a task that SANDAG is undertaking. As part of the target-setting process, CARB appointed an RTAC, on which SANDAG’s Executive Director served, to make recommendations on the factors to be considered and methodologies to be used in setting the targets. The RTAC report was submitted to CARB on September 30, 2009, and is available on the CARB Web site. The report was accepted by CARB at a public meeting in Sacramento on November 19, 2009. Webcast archives of CARB meetings can be accessed from the CARB Web site as can the final RTAC report (http://www.arb.ca.gov/cc/sb375/rtac/report/092909finalreport.pdf).

In addition to working on the preparation of the RTAC report, SANDAG staff is participating in two other statewide efforts:

- the update of the California Transportation Commission RTP Guidelines for consistency with SB 375, and
- coordination among the major MPOs on implementation of SB 375.

Public outreach activities for the 2050 RTP and SB 375 implementation also have started. The Regional Planning Stakeholders Working Group (SWG) has held two meetings to date. Underrepresented communities are participating in the SWG meetings with the help of Environmental Justice Mini-Grants. In addition, SANDAG has hired a consultant to assist staff in developing other components of the public outreach strategy. This will likely include a series of public presentations and workshops and involvement of the public through other means such as social networking sites and the SANDAG Web site.

Discussion

Recommendations of the Regional Targets Advisory Committee (RTAC) Pursuant to SB 375, A Report to the California Air Resources Board

AB 32 calls for the state to reduce GHG emissions to 1990 levels by 2020. The CARB is required to provide each MPO with draft GHG targets for 2020 and 2035 by June 30, 2010, and to adopt final targets by September 30, 2010 (less than one year before the RTP for the San Diego region is scheduled to be completed). The process for creating these targets involves a number of interactions between CARB and interested parties. SB 375 specifically requires CARB to exchange information with each affected MPO and Air District. As noted in the Introduction, each MPO can recommend its own target to CARB.

The RTAC report recommends factors to be considered and methodologies to be used for regional GHG target-setting. SB 375 states that the committee “may consider any relevant issues, including but not limited to data needs, modeling techniques, growth forecasts, impacts of regional jobs-housing balance on interregional travel and greenhouse gas emissions, economic and demographic trends, the magnitude of GHG reduction benefits from a variety of land use and transportation

\(^1\) To clarify, SB 375 is not the only strategy that will address GHG emissions from cars and light trucks; standards for vehicle efficiency and rules for the carbon content of fuels to address GHG emissions are being set separately from SB 375.
strategies, and appropriate methods to describe regional targets and to monitor performance in attaining those targets.”

The report recommends a seven-step target-setting process that centers on collaboration among MPOs and CARB with support from Caltrans and the California Transportation Commission regarding modeling and regional transportation plan guidance. It also recommends a “bottom-up” and transparent process, with all data, analyses, and documents made available for public review at every step of the process. The seven-step process is intended to ensure effective and efficient communication between CARB and the MPOs during the target-setting process.

A summary of the seven-step process follows. The RTAC report recommends that all data, analyses, and documents resulting from these steps be made available for public review. (The full RTAC text of the seven steps is included in Attachment 1.)

1. MPOs prepare an analysis of estimated 2005, 2020, and 2035 GHG emissions levels based on their adopted fiscally constrained RTP, which includes future land uses that are reasonably expected to occur.

2. CARB uses the results from Step 1 to compile GHG emission estimates for each of the MPOs individually for 2005, 2020, and 2035, and establish a GHG baseline against which reductions from regional strategies (Steps 3 and 4) can be compared.

3. Using a bottom-up approach with input from regional and local officials and stakeholders, MPOs would work with CARB to develop factors for preparing sensitivity analyses and multiple scenarios to test the effectiveness of various approaches to help identify the most ambitious, achievable GHG emission reduction strategies for 2020 and 2035.

4. MPOs analyze the alternatives using a sketch planning tool, Best Management Practices (BMP) spreadsheet tool, or other means, and forward the results to CARB. CARB compiles the results and other relevant information and prepares a preliminary draft uniform statewide target for public review and comment. MPOs may also submit a proposed regional target at this time.

Steps 1 through 4 should be completed as close to March 1, 2010, as possible to allow CARB staff to submit draft targets to its Board by June 30, 2010.

5. CARB considers feedback from MPOs and other stakeholders on the preliminary draft uniform statewide target, as well as any formal regional target submittals received as part of Step 4. Any revisions to regional targets “would be subject to a ‘reasonably tough test’ and would ensure that each region’s target is the most ambitious achievable.”

6. CARB staff recommends draft targets to its Board.

Steps 5 and 6 should be completed by June 30, 2010.

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2 The sensitivity analyses will investigate how projected reductions in GHG emissions vary based on changes in the key assumptions (e.g., transit networks, transportation demand management measures, and land use densities) on which the projections are based.
7. CARB, MPOs, and others continue to exchange technical information and modeling results prior to final target-setting, which will be complete by September 30, 2010.

Some other key recommendations contained in the RTAC report include:

1. CARB should develop a list of Best Management Practices (BMPs) to help inform the target-setting process. A range or general scale of the possible GHG benefits of the BMPs should be identified.

2. MPOs should augment their travel demand models, which are used to do travel forecasting in the development and evaluation of RTPs, with other methods to inform target-setting, develop SCSs and APSs, and to demonstrate compliance with GHG targets using:
   a. A BMP spreadsheet tool that indicates the level of GHG reduction that could be achieved by implementing a particular policy or set of policies, and
   b. Tools that adjust the outputs of the travel demand models to account for model insensitivity to particular policies or factors, such as urban design or changes in land use densities.

3. MPOs should make improvements to their travel demand models to address issues such as housing affordability issues and other social equity factors.

Update of California Transportation Commission RTP Guidelines

During the past few months a statewide effort has been undertaken to update the California Transportation Commission’s (CTC’s) RTP Guidelines for consistency with SB 375. SANDAG staff is participating in this update process. To ensure a degree of statewide consistency in the development of RTPs, the CTC is authorized under statute (Government Code Section 14522) to prepare RTP Guidelines, in cooperation with MPOs/Regional Transportation Planning Agencies (RTPAs), Caltrans, and other stakeholders. RTP Guidelines promote an integrated, statewide approach to the transportation planning process, and set forth a uniform transportation planning framework throughout the state that identifies federal and state requirements for the development of RTPs. A more detailed description of the work of the SB 375 Regional Transportation Plan Guidelines Work Group and RTP Guidelines Subcommittees, which started meeting in July 2009, including meeting agendas and guideline drafts, can be found on the CTC Web site (http://www.catc.ca.gov/programs/rtp.htm).

MPO Coordination on Implementing SB 375

In addition to work on the RTP Guidelines, several of the major MPOs in the state (SANDAG, Southern California Association of Governments (SCAG), Association of Bay Area Governments(ABAG), Metropolitan Transportation Commission (MTC), Sacramento Council of Governments (SACOG), and San Joaquin COG (representing the Central Valley MPOs) have recently started meeting together to exchange ideas on approaches to developing RTPs, SCSs, APSs, and transportation and land use modeling improvements associated with the implementation of SB 375. The first meeting of the group was held on November 3, 2009. The group discussed technical, policy, and legal issues such as data collection, scenario development and evaluation, analytical tool needs,
CEQA requirements, and the need for ongoing coordination with respect to implementation of SB 375. As a result of the first meeting, three work groups were formed: Planning, Modeling, and Legal. SANDAG staff is participating in all three work groups.

**SANDAG GHG Target-Setting Work**

SANDAG staff is working on a number of tasks associated with GHG target-setting. CommunityViz, a sketch planning tool has been procured to assist in the target-setting. This tool will enable SANDAG to evaluate various land use and transportation scenarios without running them through the full transportation model. The scenario analysis will include land use alternatives, transit investment alternatives, and Transportation Demand Management (TDM) and Transportation System Management (TSM) alternatives. In addition, updates are being made to the SANDAG transportation model to increase ability to account for and sensitivity to policies and factors related to GHG emissions. As this work progresses, it will be presented to SANDAG working groups, the Regional Planning and Transportation Committees, the Board, and other interested parties. The RTP/SCS public outreach program will ensure that access to and information about SANDAG’s GHG target-setting process is available for public review.

**Next Steps**

Over the next several months, staff will keep the RPC updated on the SB 375 implementation efforts discussed in this report, including the GHG target-setting process and the RTP/SCS public participation process.

Attachment: 1. Excerpt from Recommendations of the Regional Targets Advisory Committee (RTAC) Pursuant to Senate Bill 375, A Report to the Air Resources Board, pp. 9-12 (seven-step target-setting process)

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Susan Baldwin, (619) 699-1943, sba@sandag.org
A. Target Setting Process

1. MPO/ARB Interaction

SB 375 encourages a high level of ARB interaction with key stakeholders throughout the target setting process as evidenced by the representation on the Committee as well as specific direction for ARB to exchange technical data with MPOs and the affected air districts. The success of the target setting process, therefore, is described best through the collaborations that must continue to occur. Interaction with local governments, the public, air districts, other state agencies, and transportation and land use experts is important as discussed elsewhere in this report. The interactions between ARB and the MPOs are particularly critical given that the planning requirements of SB 375 fall to the MPOs to carry out.

The proposed process for setting greenhouse gas emission targets under SB 375 should center on collaboration among the MPOs and ARB, with support from Caltrans and the California Transportation Commission regarding modeling and regional transportation plan guidance. Technical input may also be solicited from other agencies, such as the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency.

The target setting process will also require direct participation and buy-in from local jurisdictions, county transportation commissions (particularly for the SCAG region), affected air districts, and other major stakeholders. The MPO/ARB interactions and the emission reduction target setting process will be greatly enhanced by what the committee has described as a “bottom-up” process. Transparency is also key to this process. The Committee recommends that all data, analyses and documents be available for public review at every step in the process.

To ensure effective and efficient communication between ARB and the MPOs between now and September 2010, the Committee recommends the following process as a way to set the level of expectation about how that interaction could occur.

**Step 1**  MPOs prepare an analysis of their adopted fiscally constrained RTP, which includes its assessment of the location and intensity of future land use that is reasonably expected to occur. The analysis would include estimates of respective regional 2005 base year, 2020 and 2035 greenhouse gas emission levels (e.g., for defined “No Project” and “Project” alternatives included in a RTP EIR or other related assessment), using their existing models. MPOs would work together with ARB to ensure that this analysis uses consistent long-range
planning assumptions statewide, to the degree practicable, including, but not limited to:

- Existing and forecasted fuel prices and auto operating costs
- Reasonably available federal and state revenues
- Assumptions about fleet mix and auto fuel efficiency standards provided by ARB
- Demographic forecasts (e.g., aging of population and changes to household income and cost of living)
- Assumptions about goods movement-related travel impacts (e.g., heavy-duty trucks, rail, seaports and airport)

Each MPO’s analysis would be made available to the public.

**Step 2** ARB uses the results from Step 1 to compile greenhouse gas emission estimates for each of the MPOs individually in the base year of 2005 and the target years of 2020 and 2035. ARB staff would then meet with the MPOs to share those results, and make them available to the public for review. ARB staff would also compare baseline greenhouse gas emission estimates with MPO fuel use data for comparison. To the extent that there are differences, ARB will attempt to understand them. This would result in a greenhouse gas emissions “baseline” against which further reductions from regional strategies developed in Step 3 and 4 can be compared.

**Step 3** Using a bottom up approach with input from regional and local officials and stakeholders, the MPOs would work with ARB to develop parameters for preparing sensitivity analyses and multiple scenarios to test the effectiveness of various approaches that would help identify the most ambitious achievable greenhouse gas emission reduction strategies for 2020 and 2035. ARB and MPOs are encouraged to coordinate and develop comparable packages across the regions. The policies and practices that could be incorporated into these alternative scenarios include, but are not limited to, those identified in the BMP list and may include:

- Increased transportation funding and system investments in modes that will reduce greenhouse gas emissions, such as public transit, rail transportation, and non-motorized transportation
- Improved integration between land use and transportation policies, through means such as funding for supportive local infrastructure near public transit and funding for regionally coordinated preservation of natural areas
- Inclusion of policies that promote infill, higher densities, mixed uses, improved pedestrian and bicycle connections, and open space preservation
- Increased use of transportation demand management measures to reduce single-occupant vehicle (SOV) travel demand
- Increased use of transportation systems management measures that will improve system efficiency
• Including pricing options, such as express lanes, parking, and various fuel taxes
• Accelerated integration of more fuel efficient and clean fuels automobiles into the fleet mix than what is already required by adopted state vehicles and fuels programs
• Increased funding for and/or supply of housing affordable to the local workforce

In this step, the MPOs and ARB would also identify the data inputs and outputs that should be obtained from existing or new scenario assessments developed with existing travel demand and land use models, off-model tools, sketch planning analyses, or the BMP spreadsheet tool.

The Committee recommends that the data outputs be related to the performance indicators discussed in the performance monitoring section later in this report and should be comparable from region-to-region, to the extent feasible.

Outputs may include those listed in the Performance Monitoring section, and may include:

• Greenhouse gas levels at target years
• Transportation performance measures
• Economic performance measures
• Other environmental performance measures
• Social equity performance measures
• Housing production performance measures

In identifying the measures to be used in developing these alternative scenarios, MPO staffs and ARB staff would use information from existing scenario assessments and cost-effectiveness studies wherever possible.

The list of measures, alternative scenarios and data outputs identified for each MPO will be made available for public comment.

**Step 4**  MPOs analyze the alternative scenarios using a sketch planning tool, BMP spreadsheet tool, or other acceptable means, and forward the results to ARB and make them available to the public, explaining the reasons for any difference in key outputs resulting from the various methodologies used to analyze scenarios. ARB would compile the results, and, combined with its review of empirical studies and other relevant information that relates to passenger vehicle and light truck greenhouse gas emissions (including new auto fuel efficiency standards and clean fuels), prepare a preliminary draft uniform statewide target for public review and comment. At this time, an MPO may also submit a proposed regional target pursuant to provisions of SB 375.
Step 5 ARB considers feedback from MPOs and other stakeholders on the preliminary draft uniform statewide target, as well as any formal regional target submittals received as part of Step 4, to assess whether any region’s target should be adjusted either above or below the preliminary draft uniform statewide target. Such revisions would be subject to a “reasonably tough test” and would ensure that each region’s target is the most ambitious achievable (see page 6).

Step 6 ARB staff recommends draft targets to its Board.

Step 7 ARB, MPOs and others continue to exchange technical information and modeling results prior to final target setting by September 2010. MPO and ARB shall encourage public participation in formulating alternative scenarios and determining outputs within the timelines noted below. The process outlined above will require a significant effort by all participants within a relatively short period of time in order to allow ARB staff to submit draft targets to its Board by June 30, 2010 and final targets by September 30, 2010 in accordance with SB 375. Therefore, it is recommended that a specific schedule be developed by the participants, based on the following key milestones:

- Steps 1 through 4 should be completed as close to March 1, 2010 as possible (April 30, 2010 for the SCAG region);
- Steps 5 and 6 should be completed by June 30, 2010; and,
- Step 7 will be completed by September 30, 2010.
URBAN CORE TRANSIT STRATEGY: LESSONS LEARNED; TRANSIT MODE SHARE GOALS; TRANSIT NETWORK EVALUATION CRITERIA; AND APPOINTMENTS

Introduction

Last month, the Regional Planning Technical Working Group (TWG) and the Cities/County Transportation Advisory Committee (CTAC) participated in a “kick-off” for the Urban Core Transit Strategy. The Transit Strategy will serve as the basis for the regional transit network that becomes incorporated into the 2050 Regional Transportation Plan (RTP), and also will assist with Senate Bill (SB) 375 implementation. The overarching goal is to create a world-class transit system for the San Diego region in 2050. Other key goals include significantly increasing the attractiveness and use of transit, walking, and biking in the urban core 1 and in existing transit investment areas, as depicted in Attachment 1; making transit time-competitive with automobile travel; maximizing peak-period transit mode share in the urban core area and in key transportation corridors/communities; and reducing vehicle miles traveled and greenhouse gas (GHG) emissions in the San Diego region. Three transit network alternatives will be developed and tested over the next several months, with ultimate incorporation of one of the networks (or a combination or variation thereof) into the 2050 RTP.

Discussion

Last month, staff presented the Urban Core Transit Strategy work program and project highlights, and facilitated a brainstorming session in preparation for the development of the alternative transit networks. This month, San Diego Association of Governments’ (SANDAG) policy advisory committees and working groups are receiving information on the lessons learned from peer regions and are being asked to provide input on two items: the methodology for the transit mode share goals for specific transportation corridors/communities, and the criteria by which the transit network alternatives will be evaluated. Discussion on these items are being initiated today at the joint TWG/CTAC meeting, and will be continued with the Regional Planning Committee, the Transportation Committee, and the Regional Planning Stakeholders Working Group (SWG) later this month. Once input has been received from all of the policy committees and working groups, staff will make necessary refinements and ask the Transportation Committee, at its January meeting, to

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1 The urban core area is defined as the trolley ring that includes downtown San Diego, Mission Valley, La Mesa, Lemon Grove, and portions of National City (Attachment 1).
accept the methodology for the transit mode share goals and the network evaluation criteria for use in the planning process.

The working groups are also being asked to appoint a representative from their groups to participate in portions of the PB Professional Consultant Team Workshop, scheduled in mid-January, as a critical step in the development of the alternative transit networks.

Lessons Learned from Peer Regions

The work program for this project includes conducting high-level research on areas comparable to the San Diego region that have implemented successful innovative transit networks and network features, with a focus toward urban core areas. The idea behind gathering the research is to “tell the story” and glean “lessons learned” from regions that have successfully achieved a transit “sea-change.”

While the components of stories from around the nation and the world are often similar, many have unique aspects or characteristics that have contributed to transit playing a significant role in overall mobility. Measures of transit’s success in these areas can be loosely defined as a combination of strong transit ridership, high transit mode shares, high levels of access to transit—particularly walking and bike access, significant shifts in trips to transit over the recent past, general transit operating efficiency and cost-effectiveness, and a direct relationship between levels of transit investment and transit system success. The lessons learned report, which will be distributed at the meeting, provides the experiences of selected regions, and highlights information such as critical decisions that were made in the transit planning effort, unique applications of transit strategies, facilities and services, transportation and land use policies that facilitated the shift toward a more transit-friendly region, and assessment of the applicability of these regions’ efforts to the San Diego region. The lessons learned will be taken into consideration in the development of the alternative transit networks and the mode share goals.

Methodology for Developing the Transit Mode Share Goals

The work program also includes developing transit mode share goals for the urban core and regionally-significant corridors/communities for 2050, in five- and ten-year increments. To best understand and measure mode share by corridors and communities, staff and the consultant team will identify trip-making behavior such as:

- Trip purpose,
- Trip origins and destinations, and
- Time of travel (i.e., peak vs. off-peak).

These trip-making behaviors will ultimately result in travel “markets.” The travel markets capture areas of similar trip-making behavior and provide a convenient way to describe travel along and within corridors and communities, such as, for example, the morning commute from south San Diego County to Sorrento Mesa. SANDAG and the consultant team are working together to identify appropriate travel markets in the region that will provide the most effective measure of transit mode share. Once these travel markets are identified, SANDAG and the consultant team will develop mode share goal ranges for each of the identified markets.
To develop the mode share goal ranges, staff and the consultant team are examining existing transit mode share data based on SANDAG’s transportation models and the 2003 transit ridership survey. Using these current transit mode share observations, we will then identify logical geographic areas to help organize the travel markets (trip-making behavior) and set mode share targets. The methodology will include testing adjustments to key travel behaviors (called sensitivity tests) to see how various adjustments affect the travel behavior and transit use. These adjustments can include options, such as increasing transit frequencies, reducing transit travel times, or other scenarios, which will help set appropriate transit mode share goals for the geographic areas. This information, combined with an overlay of initial land use trends from the draft 2050 Regional Growth Forecast may result in the identification of emerging travel markets (such as, perhaps, new origin/destination patterns) based on anticipated future land use changes.

The mode share goal ranges will be used as a factor in both developing and evaluating the transit network alternatives and will be used as an important piece of information at the PB Professional Consultant Team Workshop. The TWG and CTAC are asked to discuss and comment on the methodology for the transit mode share goals.

**Transit Network Evaluation Criteria**

Evaluation criteria will be necessary to assess the performance of the transit networks in relation to one another, as well as against a baseline scenario. SANDAG staff is developing a “Comparison Scenario,” which will consist of an overlay between the land use assumptions included in the 2050 Regional Growth Forecast (underway) and the Unconstrained Transportation Network included in the 2030 RTP. The land use assumptions for all of the alternative transit network scenarios will remain constant in order to objectively evaluate the performance of the transit networks against the evaluation criteria.

The evaluation criteria will include the transit mode share goals developed for key travel markets discussed above. Additional criteria under consideration include:

- **Transit Mode Share**: Mode share in the urban core and identified geographic markets
- **Ridership**: Passenger boardings by time of day, trip purpose, and travel market served; mode of access to transit (walk, bike, park-and-ride, feeder transit connection)
- **Transit System Performance and Effects on Rest of Transportation System**: Passenger boardings per revenue hour; and reductions in vehicle miles traveled (VMT), vehicle hours traveled, and vehicle trips
- **Cost-Effectiveness**: Capital and operating costs of the networks
- **Sustainability**: Reductions in VMT as an initial proxy for GHG emission reductions; non-motorized (i.e., bicycle/pedestrian) mode share; links to smart growth areas and job centers

The TWG and CTAC asked to discuss the draft transit network evaluation criteria.
**Appointment of TWG and CTAC Members to Represent the Working Groups at the Consultant Workshop**

As discussed at the last meeting, the PB Professional Consultant Team will convene in January to assist with the development of the alternative transit networks. The consultant team will consist of worldwide PB staff members, with expertise in transportation planning, transit systems, transit technologies, and land use and financial planning, adding a broad-based international perspective to the planning process. The consultant team workshop has been scheduled from Tuesday, January 12, to Thursday, January 14, 2010, in San Diego. Portions of the consultant workshop will be dedicated to ensuring that staff and the consultant team hear directly from representatives of the working groups, as well as the Settlement Agreement parties. In preparation for the Consultant Team Workshop, the TWG and CTAC are asked to appoint members to represent the working groups’ perspectives on ideas for the alternative transit networks. The working groups may choose to appoint up to two members (a primary and an alternate) for participation in this process. Selected members will receive more detailed information as the Consultant Team Workshop logistics become finalized.

**Next Steps**

Once input has been received from all of the policy committees and working groups on the methodology for developing the transit mode share goal ranges and the network evaluation criteria, staff will make necessary refinements and request the Transportation Committee, at its January meeting, to accept these items for use in the planning process.

Also in January, the PB Professional Consultant Team will convene to assist in the development of the alternative transit networks, followed by the Peer Review Panel, which will convene immediately afterward to critically review the alternative concepts. Members appointed from the working groups will participate in the PB Consultant Team Workshop as described above.

Attachment: 1. Urban Core Transit Strategy Study Area

Materials to be distributed at the meeting: Summary of Lessons Learned from Peer Regions

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