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, December 13, 2012
1:15 to 3:15 p.m.

SANDAG, Conference Room 7
401 B Street, Suite 800
San Diego, CA 92101-4231

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AGENDA HIGHLIGHTS

• ELECTION OF CHAIR AND VICE CHAIR
• THE REGIONAL PLANNING TECHNICAL WORKING GROUP’S ROLE AND PARTICIPATION IN DEVELOPING ALTERNATIVE LAND USE SCENARIOS TO FURTHER REDUCE GREENHOUSE GAS EMISSIONS
• SERIES 13 REGIONAL GROWTH FORECAST
• CITY OF IMPERIAL BEACH COMMERCIAL ZONING REVIEW AND UPDATE

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## REGIONAL PLANNING TECHNICAL WORKING GROUP

**Thursday, December 13, 2012**

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
</tr>
<tr>
<td>2.</td>
<td>PUBLIC COMMENTS AND COMMUNICATIONS</td>
</tr>
</tbody>
</table>

Members of the public shall have the opportunity to address the Regional Planning Technical Working Group (TWG) on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the TWG coordinator prior to speaking. Public speakers should notify the TWG coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. TWG members also may provide information and announcements under this agenda item.

+3. **MEETING SUMMARY OF NOVEMBER 8, 2012**  
The TWG should review and approve the meeting summary from its November 8, 2012, meeting.

### REPORTS (4 through 9)

4. **ELECTION OF CHAIR AND VICE CHAIR**  
Bill Chopyk, Community Development Director for the City of La Mesa, and Pat Murphy, Planning and Building Director for the City of Encinitas, have served as the Chair and Vice Chair of the TWG since May 2011. Mr. Murphy has retired from the City of Encinitas. Based upon the departure of the Vice Chair, the TWG should elect a Chair and Vice Chair. Nominations will be conducted at the meeting.

+5. **AMERICAN PLANNING ASSOCIATION “COMMUNITY PLANNING ASSISTANCE TEAMS” (Lance Schulte, AICP Commissioner and Chair of Community Planning Assistant Teams Program)**  
The Community Planning Assistance Teams (CPAT) program is a pro-bono planning service provided by the American Planning Association and the American Institute of Certified Planners (APA/AICP). There are two CPAT project application cycles each year. More information is available at www.planning.org/communityassistance/teams. Attached is a brief informational flyer on CPAT.

+6. **FREIGHT STAKEHOLDERS WORKING GROUP PARTICIPATION (Andrea Hoff)**  
During FY 2013, the SANDAG Planning Department is embarking on three critical freight planning studies: (1) the Freight Gateway Study Update, (2) Assessment of Freeway Operational Strategies Related to the Use of Managed Lanes by Trucks, and (3) Goods Movement Strategy portion of the Regional Plan. In order to support these efforts, SANDAG is forming a Freight Stakeholders Working Group to provide feedback to staff regarding different aspects of the studies. The TWG is asked to appoint a representative and an alternate to serve as a member of the Freight Stakeholders Working Group.
7. THE REGIONAL PLANNING TECHNICAL WORKING GROUP’S ROLE AND PARTICIPATION IN DEVELOPING ALTERNATIVE LAND USE SCENARIOS TO FURTHER REDUCE GREENHOUSE GAS EMISSIONS (Carolina Gregor)

One of the commitments included in the 2050 Regional Transportation Plan and Sustainable Communities Strategy, and now included in the work program of the regional plan, is the preparation of alternative land use and transportation scenarios that could further reduce greenhouse gas emissions, including the evaluation of potential parking strategies. Work to begin developing the scenarios will start in January or February 2013, and will include a public participation component. The TWG will serve as SANDAG’s primary working group to help shape the framework for the scenarios, with input by the Cities/County Transportation Advisory Committee. The TWG is requested to discuss potential methods for the group’s participation in the planning process, including the option of forming a subgroup, and public outreach techniques. Attached for background information is a report to the TWG from earlier this fall.

8. SERIES 13 REGIONAL GROWTH FORECAST (Kirby Brady)

SANDAG staff will provide a brief status update on the 2050 Regional Growth Forecast including progress on the regionwide growth projections, land use inputs, and constrained lands.

9. CITY OF IMPERIAL BEACH COMMERCIAL ZONING REVIEW AND UPDATE (Greg Wade, City of Imperial Beach)

The City of Imperial Beach has completed a comprehensive review and update of its commercial zoning within the City. The objective was to stimulate economic development, increase the City’s economic tax base, promote well-designed commercial and mixed-use development, revise/reduce outdated parking regulations, enhance the pedestrian atmosphere throughout the City, and respect the character of adjoining residential development. Two key components were an expanded outreach effort and the preparation and adoption of a Program Environmental Impact Report to help expedite the development review process. The Commercial Zoning Review recommendations were unanimously adopted in August 2012 and are currently awaiting certification by the California Coastal Commission as a Local Coastal Plan Amendment.

10. ADJOURNMENT AND NEXT MEETING

The next TWG meeting will be held on Thursday, January 10, 2013, from 1:15 to 3:15 p.m.

+ next to an agenda item indicates an attachment
MEETING SUMMARY OF NOVEMBER 8, 2012

Please note: Audio file of meeting is available on the SANDAG Web site (www.sandag.org) on the TWG page.

Agenda Item 1: Welcome and Introductions

The meeting was called to order by Bill Chopyk (City of La Mesa), Chair of the Regional Planning Technical Working Group (TWG).

Agenda Item 2: Public Comments and Communications

Members of the public had the opportunity to address the TWG on any issue within the jurisdiction of the respective group that was not on the agenda.

Voting results from the elections held on November 6, 2012, were discussed. Outcomes of major ballot measures in various municipalities were reported.

Mr. Chopyk inquired into the presence of parking structures utilizing in-lieu-of fees in other municipalities.

Agenda Item 3: Meeting Summary

TWG members were asked to review and approve the summary for the October 11, 2012, TWG meeting.

Action: Upon a motion by John Conley (City of Vista) and a second by Pat Murphy (City of Encinitas), the October 11, 2012, TWG summary was approved unanimously.

Agenda Item 4: Recognition of Devon Muto, former County of San Diego Representative to the Regional Planning Technical Working Group

Devon Muto was congratulated and acknowledged for his contributions to the San Diego County General Plan Update as he makes his transition into the private sector.
Agenda Item 5: Shift Towards Paperless Agenda (Information)

TWG members were informed that SANDAG is moving toward paperless agendas in an effort to “go green.” Starting in 2013, TWG members will be given a choice to receive agendas electronically.

Agenda Item 6: Draft Public Participation Plan

Paula Zamudio (SANDAG) reported that the draft Public Participation Plan (PPP) was accepted by the Board of Directors at its October 26, 2012, meeting and requested review and comments from the TWG. The draft PPP will be open for public review through December 10, 2012, and will be presented to the SANDAG Board of Directors on December 21, 2012.

Agenda Item 7: Series 13 Regional Growth Forecast (Discussion)

Beth Jarosz (SANDAG) and Grace Chung (SANDAG) discussed the 2050 Regional Growth Forecast. Ms. Jarosz provided an update on the regionwide growth projections and an overview of the PECAS model of development (Production Exchange Consumption Allocation System), with an emphasis on underutilized lots and redevelopment modeling. Ms. Chung reviewed the constraints modeling process.

Release of the regionwide forecast will be postponed to January or February 2013 while revisions are made to national data by the Census Bureau and the California Department of Finance. Preliminary findings of the subregional forecast will be shared on a staff level in spring of 2013. Using the PECAS model, projections will incorporate land values as well as the value of structures into future growth forecasts. PECAS will perform return on investment calculations and provide a model for redevelopment projections.

TWG members asked questions regarding the potential applications of the new integrated format related to redevelopment, historical structures, and power lines.

Agenda Item 8: Visualization Toolbox (Discussion)

Kirby Brady (SANDAG) presented the new Visualization Toolbox being developed by SANDAG. The Visualization Toolbox will serve as a catalog of exemplary work from which local and regional planners, stakeholders, as well as the public may explore progressive techniques for visualization and outreach.

Ms. Brady gave a demonstration of the Web-based toolbox and requested feedback from the TWG. The TWG was asked to refer examples to Ms. Kirby as the toolbox continues to be populated.

Members of the TWG expressed interest in including topographical maps and a wide variety of examples in the Visualization Toolbox.
Agenda Item 9: North Coast Corridor Transportation Demand Management Plan (Discussion)

Antoinette Meier (SANDAG) gave an overview of the North Coast Corridor Transportation Demand Management (TDM) Plan, which will develop a corridor-specific TDM strategy, focusing on the Interstate 5 and Los Angeles to San Diego (Rail Corridor Agency) construction impacts. Ms. Meier reported that the two main goals of the plan are to minimize construction-related impacts and influence sustained modal shift from single occupant vehicles to transportation alternatives. The plan will provide a context-specific framework for congestion management during construction.

Ms. Meier informed the TWG that various surveys have been deployed identifying potential barriers, as well as opportunities for TDM strategies targeting corridor users, local schools, local jurisdictions, and others.

Agenda Item 10: Update on California Department of Housing and Community Development Draft Housing Element Update Guidance and Site Identification/Analysis Issues (Information)

Coleen Clementson (SANDAG) reported on the California Department of Housing and Community Development’s (HCD’s) efforts to develop a streamlined approach to site analysis for jurisdictions updating their Housing elements. She reported that templates and guidance are being developed by HCD and should be available by the end of the calendar year. Since many jurisdictions have already completed their Housing elements, Ms. Clementson noted that these tools may not be as helpful for the San Diego region as they will be for other regions.

Mr. Chopyk commented that HCD needs to look at jurisdictions individually due to variance between cities identifying housing opportunities. Pat Murphy (City of Encinitas) commented that site analysis was less significant for them due to increasing infill development rather than vacant land.

Agenda Item 11: Highlighting Smart Growth: Draft 2012 La Mesa General Plan Update and La Mesa Housing Element (Information)

Mr. Chopyk provided an overview of the Draft 2012 La Mesa General Plan, with emphasis on the Housing element, which was recently honored by HCD. Key features of the General Plan included elements for Sustainability, Health and Wellness, a Sidewalk master plan, a Bicycle Facilities and Alternative Transportation plan, and a Parks master plan.

The City of La Mesa Draft Housing element was submitted to HCD in March of 2012. Mr. Chopyk discussed the review process and feedback from HCD, especially regarding affordable housing and transit-oriented development.

Mr. Chopyk reported that the draft Environmental Impact Report (EIR) will be available toward the end of the year and will be open for comment. HCD certified the City of La Mesa’s Draft Housing element. Certification of the draft EIR and adoption of the General Plan are anticipated by spring/summer of 2013.
Agenda Item 12: Adjournment and Next Meeting (Information)

The next TWG meeting will be held on Thursday, December 13, 2012, from 1:15 to 3:15 p.m.

Action: The TWG meeting was adjourned by Mr. Chopyk.
Now Accepting Applications for Community Planning Assistance Teams

Upcoming deadline: December 5, 2012

Do you enjoy helping communities in need? Looking to volunteer?

"Immediate benefits included improving the community residents' spirit — their communal self-image, while also bringing recognition to the neighborhood as a place with historic and social value."

- Kathi Ingrish, AICP, Matthews, North Carolina (recipient of CPAT for Crestdale neighborhood in Matthews, NC)

"I enjoyed working with...the rest of the team. I will be writing an article for the Michigan Chapter of APA to encourage planners in the State to experience CPAT receiving all the attributes of helping a community and our profession."

-Russell A. Soyring, AICP – Team Member for Story County CPAT

"There is an incredible sense of satisfaction being able to bring out good community conversations. On a personal level I love being challenged by other professionals and the community. Even though I have given a few days of my time I walk away much richer from it."

- Sue Schwartz, FAICP – Team Leader for Maricopa, AZ CPAT

American Planning Association
1030 15th Street, Suite 750W | Washington, DC 20005
Recent Projects

**Seven Ranches Area, Maricopa, Arizona - February 2012**

The City of Maricopa, located about 30 miles south of Phoenix, experienced tremendous growth over the past decade, transitioning from a small town of just over 1,000 people in 2000 to more than 40,000 by 2010. The private water provider for Seven Ranches cannot meet minimum fire flow requirements, which has prevented additional development. The area's poor infrastructure, blighted homes, and uncoordinated developments have presented significant obstacles for the overall economic expansion of the city. A 2009 survey conducted in Seven Ranches showed a strong desire for a planning study focusing on the area's infrastructure issues and the encouragement of commercial / mixed use developments.

In February 2012, the CPAT team travelled to Maricopa and conducted a well-attended community meeting. Residents participated in a visual preference survey using an electronic polling system. Team members also met with residents individually and in groups to hear hopes, concerns, and other ideas. They then put together a presentation of their recommendations and presented it to the community.

**Story County, Iowa – November 2011**

Story County, Iowa, located just north of Des Moines, is a community looking to strategically align economic development and quality of life. Recently, the county has faced increasing pressure from development interests seeking to expand. This has caused some friction between these interests and some long-term residents who wish to keep much of the land outside the county’s 15 towns and cities exclusively agricultural. As the county seeks to develop and expand its economic base, it must draft a plan that will address both sides of this critical issue.

In October 2011, the CPAT team arrived in Story County touring various cities and sites around the area. After an initial meeting with the County Board of Supervisors and County Planning and Zoning Staff, the team held back to back focus groups with different stakeholders from all parts of the county. Team members heard not only from mayors and representatives from local governments, but business leaders in the county as well. In the evening, the team convened a public forum which brought a group of interested citizens into the conversation. After taking a day to work with urban planning students from nearby Iowa St. University to put together a presentation for the community, the team presented their recommendations to town citizens, stakeholders, and the Story County Board of Supervisors.

APA is currently seeking applications from communities and volunteer team members for its Community Planning Assistance Teams.

**What is CPAT?**
- CPAT is a place-based initiative of the American Planning Association that seeks to foster community education, engagement, and empowerment.
- Expert assistance from a team of planning professionals is used to develop a framework or vision plan that promotes a sustainable, livable, economically vibrant, and healthy community.

**Who can apply for CPAT assistance?**
- Counties, Cities, Towns, Community Groups, Non-Profits

**Who works on the CPAT?**
- A multidisciplinary team of planning professionals.
- Team members are selected based on the specific expertise needed for the project.
- Team works with community members, key stakeholders, elected officials, and other decision makers.

**Application Process**

Team Member applications from professional planners are accepted on a rolling basis and are kept on file to be paired with future community projects. Community applications are accepted over two application cycles per year, one ending in early June and the other in early December. Once a project is accepted, APA staff reviews the Team Member applications on file and begins to arrange a team of professional planners to participate in the project based on their areas of expertise. Teams typically consist of 4-5 planners, with one individual designated as Team Leader, and one dedicated APA senior staff member.

**How can I get more information and apply?**
- Go to the CPAT page of APA’s website (http://www.planning.org/communityassistance/teams/)

**Questions?**
- Please contact us at CPAT@planning.org
San Diego Association of Governments

REGIONAL PLANNING TECHNICAL WORKING GROUP

December 13, 2012

AGENDA ITEM NO.: 6

Action Requested: APPOINT

FREIGHT STAKEHOLDERS WORKING GROUP PARTICIPATION

File Number 3100700

Introduction

During FY 2013, the SANDAG Planning Department is embarking on three critical freight planning studies: (1) the Freight Gateway Study Update, (2) Assessment of Freeway Operational Strategies Related to the Use of Managed Lanes by Trucks, and (3) Goods Movement Strategy portion of the Regional Plan. In order to support these efforts, SANDAG is forming a Freight Stakeholders Working Group to provide feedback to staff regarding different aspects of the studies.

Recommendation

The Regional Planning Technical Working Group is asked to appoint a representative and an alternate to serve as members of the Freight Stakeholders Working Group.

Discussion

The Planning Department is launching three important freight planning efforts in the upcoming fiscal year. A Freight Stakeholders Working Group will provide input to staff in developing the studies. Each of the three studies is described briefly below.

Freight Gateway Study Update

In March 2010, SANDAG published the Comprehensive Freight Gateway Study (Gateway Study), which provided a forecast of regional freight traffic in San Diego and Imperial Counties through 2050. The primary objective of the Gateway Study is to give SANDAG, the Imperial County Transportation Commission, and other regional stakeholders access to timely and thorough freight flow information as an estimation tool to better plan and manage a sustainable freight network, with a particular emphasis on cross-border freight flows.

The Freight Gateway Study Update will refresh the baseline estimates (from 2007 to 2012) and refresh the forecast freight flows using updated data from freight stakeholders and purchased commodity flow data. The Gateway Study Update will inform the update of the Goods Movement Strategy portion of the Regional Plan by identifying current and future freight flows and by providing insights into how freight investments impact freight flows, industrial development, and related economic activity.
**Assessment of Freeway Operational Strategies Relating to the Use of Managed Lanes by Trucks**

The overall goal of this study is to assess the opportunities and challenges for improved operations, safety, and efficiency on San Diego region freeways by allowing the use of Managed Lanes (MLs) by trucks. The study will identify and analyze different potential strategies for accommodating and managing trucks on the region’s freeways and point to key issues associated with each strategy. Areas of study include legal and safety issues, policy and operational considerations, social and economic implications, and market response and infrastructure constraints. The study also will include examination of potential benefits of operational strategies for trucks that may result in enhanced freight mobility, congestion reduction, lower emissions, and revenue generation.

This study will serve as a first step in analyzing the opportunities and challenges associated with use of MLs by trucks in the region. If promising alternatives are identified through this research, then phased additional studies may include a more detailed planning study for a specific corridor to further identify appropriate scenarios, policy and operational actions, cost, and potential phasing.

**Goods Movement Portion of the Regional Plan**

The Regional Plan will contain a freight component that considers the growing importance of freight and goods movement to the region’s economic prosperity and seeks to balance regional and national freight priorities. The goods movement portion of the Regional Plan may produce a menu of projects that reflects the needs of the region and balances freight benefits with sustainability needs. The goods movement portion of the Unconstrained Network will consist of road and truckway projects (accommodating more than 90 percent of freight by volume) that comprise the backbone of the freight distribution network and may include several maritime, rail, border, air cargo, intermodal centers, and pipeline-related projects.

**Freight Stakeholders Working Group Membership and Next Steps**

The Freight Stakeholders Working Group will consist of a broad range of freight stakeholders that will be called upon as needed depending on their relevant expertise and interest in a particular study. A draft charter for the proposed Freight Stakeholders Working Group is attached. The group will meet as needed during development of the three studies and sunset upon their completion.

Attachment: 1. Freight Stakeholders Working Group Charter

Key Staff Contact: Andrea Hoff, (619) 699-1983, Andrea.Hoff@sandag.org
PURPOSE
The purpose of the Freight Stakeholders Working Group is to provide input to the development of three freight planning efforts: (1) Freight Gateway Study Update, (2) Assessment of Freeway Operational Strategies Related to the Use of Managed Lanes by Trucks, and (3) Goods Movement Strategy portion of the Regional Plan. Input includes feedback on data collection, study assumptions, evaluation criteria and performance measures, and related goods movement planning activities.

LINE OF REPORTING
The Freight Stakeholders Working Group reports to the Transportation Committee.

RESPONSIBILITIES
The Freight Stakeholders Working Group serves to provide input and feedback to SANDAG staff and in turn, the Transportation Committee regarding the Freight Gateway Study Update, Assessment of Freeway Operational Strategies Related to the Use of Managed Lanes by Trucks, and Goods Movement Strategy portion of the Regional Plan.

MEMBERSHIP
The Freight Stakeholders Working Group will consist of a broad range of freight stakeholders that will be called upon as needed depending on their relevant expertise and interest in a particular study. Members will include one representative from the City/County Transportation Advisory Committee, the San Diego Traffic Engineers Council, the Regional Planning Technical Working Group, and members from the California Department of Transportation, Port of San Diego and Port users, Federal Highway Administration, California Trucking Association, American Trucking Association, San Diego County Regional Airport Authority, shippers and carriers using the airport, San Diego and Arizona Eastern Railway, Burlington North Santa Fe Railroad, Union Pacific Railroad, regional truckers, warehouse operators, San Diego Regional and Otay Mesa Chambers of Commerce, San Diego World Trade Center, ADMICARGA Baja California short line rail operator, Imperial County Transportation Commission, Southern California Association of Governments, Waste Management, Environmental Health Coalition, and others interested in efficient goods movement in the San Diego region.

MEETING TIME AND LOCATION
The Freight Stakeholders Working Group will meet as needed during development of the Freight Gateway Study Update, Assessment of Freeway Operational Strategies Related to the Use of Managed Lanes by Trucks, and Goods Movement Strategy portion of the Regional Plan.
DURATION OF EXISTENCE

The Freight Stakeholders Working Group will sunset within the next 2.5 years upon completion of the (1) Freight Gateway Study Update, (2) Assessment of Freeway Operational Strategies Related to the Use of Managed Lanes by Trucks, and (3) Goods Movement Strategy portion of the Regional Plan.

BROWN ACT AND CONFLICT OF INTEREST

SANDAG staff will present regular reports seeking additional input related to the three goods movement studies to the Cities/County Transportation Advisory Committee (CTAC), Transportation Committee, and Board of Directors. SANDAG’s Executive Director approved the creation of the Freight Stakeholders Working Group and approved this Charter. For these reasons, the Freight Stakeholders Working Group is not subject to the Ralph M. Brown Act.

Input from the Freight Stakeholders Working Group will undergo intervening analysis by SANDAG staff, CTAC, and the Board of Directors. Therefore, members of the Freight Stakeholders Working Group will not be required to submit Statements of Economic Interest (Form 700).
2050 REGIONAL PLAN WORK PROGRAM: IMPLEMENTING COMMITMENTS FROM THE 2050 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY - LAND USE AND TRANSPORTATION SCENARIOS AND GREENHOUSE GAS TARGET SETTING

Introduction

The 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS), adopted by the SANDAG Board of Directors in October 2011, included several implementation actions and commitments. These actions and commitments have been incorporated into the work program of the 2050 Regional Plan, the new combined plan that will merge the update of the Regional Comprehensive Plan (RCP) with the update of the next RTP/SCS. The proposal to integrate these two plans was approved by the SANDAG Board of Directors in May 2012. The TWG, along with other working groups, received an introductory report last month for review and input on the draft work plan and public involvement plan for the new Regional Plan.

One of the commitments included in the 2050 RTP/SCS, and now included in the work program of the Regional Plan, is the preparation of alternative land use and transportation scenarios that could further reduce greenhouse gas (GHG) emissions, including the evaluation of potential parking strategies. Funding for this project has been obtained from the state of California Strategic Growth Council (SGC).

The purpose of this report is to initiate the dialogue with SANDAG working groups, Policy Advisory Committees and regional stakeholders about the land use and transportation scenarios, and the role of the scenarios in the next GHG emission target-setting process as part of the RTP/SCS update, as required by Senate Bill 375 (SB 375) (Steinberg, 2008). SB 375 went into effect in 2009 and added statutes to the California Government Code to encourage planning practices that create sustainable communities and reduce GHG emissions from cars and light trucks.

TWG is requested to provide input on the proposed key tasks outlined in this report.

Background

The development of alternative land use and transportation scenarios is proposed to test strategies that could result in further reductions of GHG emissions beyond those forecasted in the 2050 RTP/SCS.
The 2050 RTP/SCS contained two targets to reduce GHG emissions from cars and light trucks on a per capita basis from 2005 levels. These targets were established by the California Air Resources Board (CARB) in the target-setting consultation process, as called for in SB 375. As shown in Table 1, the first target was to reduce GHG emissions by seven percent by 2020, and the second was to reduce GHG emissions by thirteen percent by 2035. The modeling and analysis in the 2050 RTP/SCS indicated that the plan met these two targets, achieving reductions of 14 percent by 2020 and 13 percent by 2035. Although no target was set by CARB for 2050 (the horizon year for the 2050 RTP/SCS), the plan anticipated GHG emission reductions of ten percent by 2050.1

Table 1: 2050 RTP/SCS: Results of GHG Emissions -
Average Weekday Per Capita CO2 for Cars and Light Trucks from 2005

<table>
<thead>
<tr>
<th>Target Year</th>
<th>CARB Reduction Target</th>
<th>GHG Emission Reductions</th>
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<tr>
<td>2020</td>
<td>7%</td>
<td>14%</td>
</tr>
<tr>
<td>2035</td>
<td>13%</td>
<td>13%</td>
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<td>10%</td>
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Forecasting and Modeling Efforts

Concurrent with this effort, SANDAG is also working on developing the new “Series 13” or 2050 Regional Growth Forecast update (Forecast) and new land use and transportation models (including PECAS and the Activity Based Model), which are anticipated to be ready by summer 2013.

Initial work on defining the scenario assumptions will begin in early 2013, and scenario testing will begin in summer 2013, when the Series 13 Forecast and new modeling tools will be available. Through this planning process, SANDAG expects to prepare three to four scenarios, and anticipates that all scenario testing, analysis, and refinement will be completed by February 2014, so that the results can be used to help develop the Revenue Constrained Transportation Network Scenarios.

Proposed Key Tasks

The following are the proposed major tasks to develop the alternative scenarios.

1. Scope of Work. Develop and refine the scope of work and schedule for the alternative land use and transportation scenarios and initiate the procurement process for planning and modeling consultant assistance. Generally, the scope of work is anticipated to include

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1Page 3-3 of the SANDAG 2050 RTP/SCS states, “The 2050 horizon year extends well beyond the target years of 2020 and 2035 outlined in SB 375. So what happens beyond 2035? While growth will continue in the region, after the urbanized areas have been developed according to current local general plans, development could gradually move toward more remote areas where fewer transportation options are available if local plans are not changed. The growth forecast shows this happening simply because most local general plans have a horizon year prior to 2050. Although, it is expected that local plans will be updated and revised between now and 2050 to reflect more development in the urbanized areas of the region, based on current plans, the projected growth beyond 2040 would likely result in an increased demand for driving. The results for 2050 are best estimates based on historical and current empirical observations in the region and do not reflect future attitude changes about transportation and where people will choose to live and work as a result of significant investments in transportation options. In addition, the GHG modeling for 2050 uses emission factors for the year 2040 (EMFAC 2007 includes emissions factors through 2040 only) and assumes no technological improvements to vehicles or fuels in the final ten years of the plan (this is due to the lack of accepted published data beyond 2040).”

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developing land use assumptions, transportation assumptions (including parking strategies), indicators for testing the scenarios, public outreach mechanisms, visualization tools, and assistance with policy development resulting from the scenarios.

2. **Input on Land Use and Transportation Concepts and Indicators.** Solicit input from the SANDAG Board, Policy Advisory Committees, working groups, and other stakeholders to define specific land use and transportation assumptions that could be tested, and indicators by which the scenarios will be evaluated. It is assumed that three to four scenarios would be developed and analysis would be based on approximately ten primary indicators. The development of the land use and transportation assumptions and associated indicators would happen through regularly-scheduled SANDAG meetings, public workshops, and other outreach mechanisms currently being developed as part of the Regional Plan Public Involvement Plan (PIP).

3. **Scenario Analysis.** Model, test, evaluate, and refine the scenarios based on feedback from the SANDAG Board, Policy Advisory Committees, working groups, and other stakeholders. This would result in a report and/or graphic images summarizing the performance of the alternative scenarios and a list of proposed refinements for next round of scenario testing.

4. **Scenario Refinement and Finalization, and Integration into Related Efforts.** Refine and finalize the scenarios for use in selecting alternative Revenue Constrained Transportation Networks of the Regional Plan, and for developing potential supporting policies for consideration in the Regional Plan. This would result in a report summarizing the performance of the refined scenarios and analysis of how the scenario results could be considered in the development of the Revenue Constrained Transportation Networks of the Regional Plan and potential supporting policies.

Attached as background information is a report to the SANDAG Board prepared in 2010 regarding the scenario testing that occurred as part of the GHG emission target-setting process related to SB 375. Attachment 1 of the report summarizes the alternative scenarios that were prepared as part of that effort.

**Next Steps**

Per the draft work program presented last month, the Regional Planning and Transportation Committees will serve as the primary Policy Advisory Committees for the development of the Regional Plan and the alternative scenarios. The Cities-County Transportation Advisory Committee, TWG, and the Regional Housing Working Group will serve as the primary working groups in the scenario development process. Workshops and other public involvement mechanisms on the scenarios, in combination with other related topics (such as the Regional Transit Oriented Development Strategy, the Complete Streets Policy, and other issue areas), are anticipated during the planning timeframe.


Key Staff Contact: Carolina Gregor, (619) 699-1989, Carolina.Gregor@sandag.org
SENATE BILL 375 IMPLEMENTATION: GREENHOUSE GAS TARGET-SETTING – SCENARIO TESTING

Introduction

SANDAG is in the process of developing its first Regional Transportation Plan (RTP) subject to the provisions of Senate Bill 375 (SB 375) (Steinberg, 2008). The 2050 RTP is scheduled for Board adoption in summer 2011. At the March Board of Directors Policy meeting, SANDAG staff provided an overview of the SB 375 implementation efforts currently underway. Staff outlined the status of the greenhouse gas (GHG) target-setting process as outlined by the California Air Resources Board (CARB) through the Regional Targets Advisory Committee (RTAC), and the approach to testing various planning scenarios to determine the effects of GHG reduction strategies on emissions.

Discussion

Baseline RTP Analysis

SANDAG staff, in coordination with the other metropolitan planning organizations (MPOs) in the state and the staff from CARB, has prepared an analysis of adopted RTPs to determine the base year (2005) per capita GHG emissions from the transportation sector (cars and light-duty trucks), as well as projected GHG per capita emissions in the years 2020 and 2035 – the target years outlined in SB 375. For SANDAG, the 2030 RTP, adopted in November 2007, is being used to evaluate this “base case” scenario. In addition, staffs at SANDAG and the other MPOs have developed alternative scenarios for evaluation that would include new and expanded strategies that could lead to reduced per capita GHG emissions as compared to the base case. It is anticipated that the results from any analysis performed will be provided to CARB staff for its consideration in recommending GHG emission targets for the transportation sector later this year. The SANDAG base case scenario (2005 per capita GHG emissions), as expressed from data in the 2030 RTP, and estimates for the target years 2020 and 2035 are outlined in Table 1.

1 While the information in Table 1 is based on Revenue Constrained transportation network from the 2030 RTP, it has been processed through the SANDAG four-step transportation model, which includes enhancements that were not available at the time the 2030 RTP was adopted. In addition, assumptions for the price of fuel and the trips that originate outside of the region and pass through the region to a destination outside of the region were not included in the numbers. Finally, the data relies on the recently completed 2050 Regional Growth Forecast.
Table 1 – SANDAG Greenhouse Gas Emissions
(Average Weekday Pounds Per Capita CO₂ Emissions from Passenger Vehicles and Light-Duty Trucks)

<table>
<thead>
<tr>
<th>Current Plan</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005 Base Year</td>
<td>2020</td>
</tr>
<tr>
<td>26.0</td>
<td>23.7</td>
</tr>
</tbody>
</table>

The per capita emissions in 2020 are lower than the 2005 base case due to balanced transportation capital investments and balanced growth in jobs and housing throughout the region. However, per capita emissions increase from 2020 to 2035 due in part to a disparity in employment growth and housing growth that begins to emerge after 2020 as employment clusters in the South Bay and North County Inland areas grow more rapidly than housing. In addition, there is more funding available for capital improvements through 2020 than is available between 2020 and 2035.

**SB 375 Scenario Testing Status**

In March, SANDAG staff outlined three scenarios that the four largest MPOs (Southern California Association of Governments, Association of Bay Area Governments/Metropolitan Transportation Commission, SANDAG, and the Sacramento Area Council of Governments) agreed to test against their adopted RTPs. SANDAG also evaluated these three scenarios against two land use assumptions to evaluate the effects development patterns could have on GHG reduction. The first land use scenario that was evaluated includes the 2050 Regional Growth Forecast land uses recently accepted by the Board of Directors. The second land use scenario involved the intensified density assumptions for the ‘Urban Center’ and ‘Town Center’ place types identified on the SANDAG Smart Growth Concept Map. In addition, SANDAG assumed the areas listed as ‘potential’ smart growth areas are built out at the minimum density for that place type. The three scenarios are briefly described below.

**System Efficiency and Transportation Demand Management**

This scenario would focus on reducing GHG emissions through the implementation of Transportation Demand Management (TDM) and System Efficiency measures. Such measures include congestion relief at identified traffic bottlenecks, telecommuting, expanding ridesharing options, including enhancements to the vanpool program, the bus pool program with the military, and implementing Safe Routes to Schools strategies.

**Systems Development**

This alternative would focus on expansion of the regional transit system improvements and bicycle/pedestrian systems development to reduce vehicle trips in the San Diego region.

**Pricing**

This scenario would focus primarily on pricing as a strategy to reduce the demand on the transportation system. This scenario would evaluate the effect of adding additional high-occupancy toll (HOT) lanes to the regional transportation system, and operating this network in a manner that would optimize demand for transit and ridesharing in these corridors. In addition, this scenario
would evaluate the effectiveness of implementing a vehicle miles traveled (VMT) fee, which would increase the cost of driving. Finally, this scenario would include a parking pricing measure that would expand the requirement for private vehicles to pay for parking in certain locations. This scenario is similar in scope to one that was evaluated last year by the Metropolitan Transportation Commission for the San Francisco Bay Area, in conjunction with the update of its most recent RTP.

The three scenarios were developed to assess the effects of various bundles of measures and their ability to reduce GHG emissions. These scenarios were not developed with the same revenue constraints that are used to develop the RTP, only to assess how emissions could be reduced by assembling different GHG reduction measures. The revenue projections that will be used to determine investment levels that can be made in the RTP development are currently being prepared. Once the revenue projections are completed, SANDAG staff will use those projections to further refine these scenarios and to compile a hybrid scenario, based on input provided by the Board of Directors and the measures that perform the best in the scenario testing process. These scenarios, the funding assumptions to develop them, and their results will be submitted to CARB for their use in the target-setting process. After a draft target is issued to SANDAG on June 30, staff will continue to work with CARB and submit feedback on SANDAG’s ability to meet the proposed target. Table 2 includes the results of the scenario testing process.

Table 2 – SANDAG Greenhouse Gas Emissions Scenario Testing
(Average Weekday Pounds Per Capita CO₂ Emissions from Passenger Vehicles and Light-Duty Trucks and Percentage Change from 2005 Baseline)

<table>
<thead>
<tr>
<th>2005 Baseline = 26.0 CO₂ lbs / person</th>
<th>Operations: System Efficiency &amp; TDM (Scenario A)</th>
<th>Development: System Development (Scenario B)</th>
<th>Pricing (Scenario C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2050 Regional Growth Forecast 2020</td>
<td>23.7 (-8.8%)</td>
<td>22.9 (-11.9%)</td>
<td>23.4 (-10.0%)</td>
</tr>
<tr>
<td>2020</td>
<td>23.6 (-5.4%)</td>
<td>23.6 (-9.2%)</td>
<td>24.1 (-7.3%)</td>
</tr>
<tr>
<td>2035</td>
<td>23.6 (-9.2%)</td>
<td>22.7 (-12.7%)</td>
<td>23.2 (-10.8%)</td>
</tr>
<tr>
<td>2050 Regional Growth Forecast + All Urban &amp; Town Center Existing to Max Density Potential to Min Density 2020</td>
<td>24.4 (-6.2%)</td>
<td>23.3 (-10.4%)</td>
<td>23.8 (-8.5%)</td>
</tr>
<tr>
<td>2035</td>
<td>23.6 (-9.2%)</td>
<td>22.7 (-12.7%)</td>
<td>23.2 (-10.8%)</td>
</tr>
</tbody>
</table>

Due to existing modeling capabilities, budgetary constraints, and the fact that SANDAG will be migrating to a new transportation model that will be available for development of the next RTP (to be adopted in 2015), some GHG reduction measures cannot be modeled in the same way as the ones that are included in the scenarios outlined above. SANDAG is continuing to support implementation of additional measures despite the fact that they cannot be included in the GHG target-setting process. These additional measures are programs that are currently being implemented in the region for GHG reduction and other desirable outcomes. These measures include:
• Electric vehicle deployment
• Eco-driving

**Performance Measures**

While the scenario testing process is being refined to determine the effects of the various scenarios on GHG reduction, further analysis would be required if any of these measures were to be adopted as part of the 2050 RTP. In addition, staff will be presenting the Board of Directors with an initial set of performance measures to provide context beyond GHG emission reduction. In addition to GHG emission numbers, staff will provide the Board of Directors with additional performance measures consistent with the adopted RTP policy goals and objectives.

- Mobility
- Reliability
- System Preservation & Safety
- Social Equity
- Healthy Environment
- Prosperous Economy

The Board of Directors will be presented with options for achieving the GHG reduction targets as the development of the RTP proceeds. The development of the 2050 RTP will include considerations for meeting all the goals established by the Board of Directors.

**Next Steps**

Over the next several weeks, SANDAG staff will continue to participate in the SB 375 GHG target-setting process with CARB, Caltrans, and other MPOs in the state and will regularly report on progress to the Board of Directors and appropriate Policy Advisory Committees. SANDAG recently completed a set of five workshops to solicit input on the development of the RTP and to inform the public about the progress of the GHG target-setting process. In addition, staff solicited comments on the preparation of the environmental impact report for the 2050 RTP.

Staff will continue to seek direction from the SANDAG Board of Directors and Policy Advisory Committees and input from the public on this process throughout the development of the 2050 RTP and its SCS through regular meetings and public outreach activities. While the SB 375 target-setting process does allow MPOs to submit a target for CARB to consider, it is proposed to submit the results of the scenario development process to CARB and work with their staff after the draft target is set to ensure the target is both “ambitious and achievable,” in accordance with the RTAC recommendations.

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2 Eco-driving includes driver education and driving techniques that can reduce fuel consumption, accident rates, and GHG emissions.
## Schedule for SB 375 Target-Setting Activities

<table>
<thead>
<tr>
<th>Activity</th>
<th>Agency</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Submit final target-setting analysis to CARB staff</td>
<td>SANDAG</td>
<td>Early June</td>
</tr>
<tr>
<td>Recommend draft targets to CARB Board</td>
<td>CARB staff</td>
<td>June 30, 2010</td>
</tr>
<tr>
<td>Provide comments on draft targets</td>
<td>MPOs</td>
<td>July-September 2010</td>
</tr>
<tr>
<td>Approve final targets</td>
<td>CARB</td>
<td>September 30, 2010</td>
</tr>
</tbody>
</table>

GARY L. GALLEGOS  
Executive Director

**Attachments were not ready at the time of mailout and will be sent out under separate cover when completed.**

Key Staff Contact: Rob Rundle, (619) 699-6949, rru@sandag.org
<table>
<thead>
<tr>
<th>Scenario Categories &amp; Measures</th>
<th>Existing RTP Level of Deployment</th>
<th>On Model/ Off Model</th>
<th>2020 Level of Deployment</th>
<th>2035 Level of Deployment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>System Efficiency &amp; TDM</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Bottleneck relief projects</td>
<td>Revenue Constrained highway network</td>
<td>On</td>
<td>2020 Revenue Constrained highway network updated to include 17 additional projects:</td>
<td>2030 Revenue Constrained highway network (with 17 additional projects noted in the 2020 Level of Deployment)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-805 NB Plaza Bl Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-8 WB Fletcher Pkwy Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-15 SB Centre City Pkwy Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-15 SB Valley Pkwy Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-8 WB Texas St/Mission Ctr Capacity Improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-805 NB University Ave Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SR-52 (AM/PM) Mast Blvd Interchange Improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SR-94 WB 49th St. Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-5 NB B St. Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SR-78 EB/WB (AM/PM) Barham Dr. Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-805 SB Governor Dr. Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-805 NB La Jolla Village Dr Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-5 SB 29th St. Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-5 NB Manchester Ave Aux Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I-5 SB 5th Ave Aux Lane</td>
<td></td>
</tr>
<tr>
<td>2 Telecommuting/flexible/alternative work schedules</td>
<td>5% daily white-collar worker trip reduction</td>
<td>On</td>
<td>30% of daily white-collar work trip reduction</td>
<td>Same as 2020 deployment level</td>
</tr>
<tr>
<td>3 Vanpool programs</td>
<td>Projected 20% vanpool increase by 2010 already achieved</td>
<td>Off</td>
<td>75% increase in number of vanpools by 2020 (1,124 vans up from 662)</td>
<td>175% increase in number of vanpools by 2035 (1,814 vans up from 662)</td>
</tr>
<tr>
<td>4 Safe routes to schools strategies</td>
<td>Not included in RTP assumptions</td>
<td>Off</td>
<td>10% increase in walk/bike school trips (159,775 trips up from 145,250) by 2020</td>
<td>20% increase in walk/bike school trips (179,542 trips up from 149,618) by 2035</td>
</tr>
<tr>
<td>5 Carpool programs</td>
<td>Not included in RTP assumptions</td>
<td>Off</td>
<td>70% increase in number of carpoolers (214,724 carpoolers up from 126,587 carpoolers) from 2010 to 2020</td>
<td>144% increase in number of carpoolers (309,342 carpoolers up from 126,587 carpoolers) from 2010 to 2035</td>
</tr>
<tr>
<td>6 Buspool programs</td>
<td>Not included in RTP assumptions</td>
<td>Off</td>
<td>Buspool participation of 1% military personnel (1,482 buspoolers) by 2020</td>
<td>Buspool participation of 40% military personnel (41,708 buspoolers) by 2035</td>
</tr>
</tbody>
</table>
## Scenario Categories & Measures

<table>
<thead>
<tr>
<th>Systems Development</th>
<th>2020 Level of Deployment</th>
<th>2035 Level of Deployment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Transit system improvements</td>
<td>Revenue Constrained transit network</td>
<td>2020 Reasonably Expected transit network</td>
</tr>
<tr>
<td>2 Transit station park-and-ride facilities</td>
<td>Revenue Constrained park-and-ride network</td>
<td>Model was allowed to unconstrain number of park-and-ride spaces at suburban lots and transit stations (3,500 additional spaces utilized above 16,800 in the 2020 Revenue Constrained network)</td>
</tr>
<tr>
<td>3 Bicycle network facilities</td>
<td>Not included in RTP assumptions</td>
<td>Test full deployment of regional bicycle network (2035 network reduced by 50% to estimate 2020 time period) (280,031 bike trips)</td>
</tr>
<tr>
<td>4 Pedestrian network facilities</td>
<td>Not included in RTP assumptions</td>
<td>10% increase in all walk trips by 2020 (494,203 walk trips up from 449,275)</td>
</tr>
</tbody>
</table>

### Pricing

<table>
<thead>
<tr>
<th>HOV &amp; HOT lanes</th>
<th>2030 Revenue Constrained highway network: Managed Lanes (ML) on I-15, I-5, SR 52 and portions of I-805 HOV Lanes on I-5, SR 52, SR 94 and portions of I-805</th>
<th>On</th>
<th>Same as 2020 deployment level</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 VMT fee*</td>
<td>Not included in RTP assumptions</td>
<td>On</td>
<td>Increase by 8 cents per mile (2005 base year fuel assumption is 17.4 cents per mile). Same as 2020 deployment level</td>
</tr>
<tr>
<td>3 Regional parking pricing program</td>
<td>RTP model 5 zone parking: Zone 5 - Metropolitan Center: $8 per day Zone 4 - Urban Center: $6 per day Zone 3 - Town Center: $4 per day Zone 2 - Community Center: $1 per day Zone 1 - Other: $0 per day</td>
<td>On</td>
<td>Same as 2020 deployment level</td>
</tr>
<tr>
<td></td>
<td>Adjust 5 zone system pricing as follows: Zone 5 - Metropolitan Center: $24 per day Zone 4 - Urban Center: $18 per day Zone 3 - Town Center: $12 per day Zone 2 - Community Center: $1 per day Zone 1 - Other: $0 per day</td>
<td></td>
<td>Same as 2020 deployment level</td>
</tr>
</tbody>
</table>

* Since the model does not tie the pricing adjustment to the policy, the VMT fee could also be stated as an increased fuel/carbon tax or for pay-as-you-drive insurance.