MEETING NOTICE AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)
The CTAC may take action on any item appearing on this agenda.

Thursday, February 7, 2013
9:30 to 11:00 a.m.

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

Chair: Zoubir Ouadah, City of Poway
Vice Chair: Mario Sanchez, City of El Cajon

Staff Contact: Alex Estrella
(619) 699-1928
Alex.Estrella@sandag.org

AGENDA HIGHLIGHTS

• REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM: PROPOSED FEE ADJUSTMENT AND SURVEY RESULTS

• DRAFT FISCAL YEAR 2012 TransNet TRIENNIAL PERFORMANCE AUDIT REPORT RECOMMENDATIONS UPDATE

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<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
</tr>
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<td>2.</td>
<td>PUBLIC COMMENTS</td>
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<tr>
<td></td>
<td>Members of the public shall have the opportunity to address the CTAC 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 CTAC coordinator prior to speaking. Public speakers should notify the CTAC coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. CTAC members also may provide information and announcements under this agenda item.</td>
</tr>
<tr>
<td>+3.</td>
<td>SUMMARY OF THE JANUARY 3, 2013, CTAC MEETING (CTAC SESSION ONLY)</td>
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<tr>
<td></td>
<td>CTAC will review and approve the January 3, 2013, meeting summary.</td>
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<td>4.</td>
<td>REGIONAL PLAN: DRAFT PUBLIC INVOLVEMENT PLAN (Carolina Gregor, SANDAG)</td>
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<td>On January 7, 2013, the draft Public Involvement Plan (PIP) for the Regional Plan was released for a 30-day public review and comment period. The draft PIP outlines a sustained, multifaceted, and energetic program to engage elected officials, stakeholders, and the general public in the development of the regional plan. The draft plan is being presented to the working groups and the SANDAG Board of Directors during January and February. Comments should be e-mailed to <a href="mailto:David.Hicks@sandag.org">David.Hicks@sandag.org</a> by February 7, 2013.</td>
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<td>5.</td>
<td>TITLE VI DEMOGRAPHICS ITEM (SANDAG Staff)</td>
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<td>As a recipient of Federal Transit Administration funding, SANDAG is required to collect information regarding the members of this committee. The committee is asked to complete a brief survey.</td>
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<td>6.</td>
<td>ANNUAL SUBMITALS – FORM 700 STATEMENT OF ECONOMIC INTEREST (Alex Estrella, SANDAG)</td>
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<td></td>
<td>Form 700 Statement of Economic Interest is due for 2012, and CTAC members are requested to complete and submit an original signed copy to SANDAG by March 22, 2013. The Form 700 can be obtained via the following Web page: <a href="http://www.fppc.ca.gov/forms/700-12-13/Form700-12-13.pdf">http://www.fppc.ca.gov/forms/700-12-13/Form700-12-13.pdf</a></td>
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</table>
+7. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM: PROPOSED FEE ADJUSTMENT AND SURVEY RESULTS
   (Ariana zur Nieden, SANDAG)

   The TransNet Extension Ordinance requires SANDAG to adjust the Regional Transportation Congestion Improvement Program (RTCIP) fee amount on July 1 of each year. The most recent annual adjustment to the RTCIP was approved by the SANDAG Board in February 2012. At the February meeting, Board members asked staff to collect information about each agency’s overall development impact fee schedule. Staff will present a summary of the information gathered. The CTAC is asked to review the survey information gathered, and provide any changes to staff by Monday, February 11, 2013. The proposed annual RTCIP fee adjustment that would be presented for Board approval in February also will be presented.

+8. ACTIVE TRANSPORTATION IMPLEMENTATION STRATEGY FRAMEWORK (Christine Eary, SANDAG)

   As part of the 2050 Regional Transportation Plan/Sustainable Communities Strategy, SANDAG committed to planning an Active Transportation Program including Safe Routes to School and Safe Routes to Transit. Staff will introduce a proposed framework and schedule for an Active Transportation Implementation Strategy, to address active transportation in the 2050 Regional Plan. The CTAC is asked to provide input regarding this process.

9. DRAFT FISCAL YEAR 2012 TransNet TRIENNIAL PERFORMANCE AUDIT REPORT RECOMMENDATIONS UPDATE (Alex Estrella, SANDAG)

   In January 2013, the Independent Tax Payers Oversight Committee (ITOC) was presented with the CTAC Ad Hoc Working Group findings developed through CTAC and SANDAG staff. CTAC members will be provided with an update and summary of proposed next steps discussed and requested by ITOC at its January 2013 meeting.

10. CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES

    Caltrans will provide an update on various local programs, funding program deadlines, and announcements regarding upcoming conferences.

11. ADJOURNMENT AND NEXT MEETING

    The next CTAC meeting is planned for Thursday, March 7, 2013.

+ next to an agenda item indicates an attachment
SUMMARY OF THE JANUARY 3, 2013, CTAC MEETING

Agenda Item 1: Welcome and Introductions

Chair Zoubir Ouadah (City of Poway) called the CTAC meeting to order. Self-introductions were conducted.

At the request of Staff, Agenda Item 7 (Environmental Impact Report Notice of Preparation for Regional Plan) was moved after the Meeting Summary Agenda Item. CTAC members approved the request to move Agenda Item 7 after Agenda Item 3.

Agenda Item 2: Public Comments/Communications/Member comments

Members of the public had the opportunity to address the CTAC on any issue. There were no public comments.

Agenda Item 3: Meeting Summary (Approve)

The CTAC members were asked to review and approve the CTAC meeting summary of November 1, 2012, and December 6, 2012.

Action: The meeting summary notes were approved.

Agenda Item 4: Environmental Impact Report Notice of Preparation for Regional Plan (Information)

Rob Rundle (SANDAG) announced that SANDAG had recently issued a Notice of Preparation of a Programmatic Environmental Impact Report for the 2050 Regional Plan. Staff indicated that the Notice of Preparation can be attained via the SANDAG Web site www.sandag.org/2050regionalplanEIR, and SANDAG was requesting comments by February 15, 2013. For questions on the Notice of Preparation contact Rob Rundle at Rob.Rundle@sandag.org.

Agenda Item 5: 2013 CTAC Schedule and Membership Roster (Discussion)

CTAC members were presented with upcoming CTAC meeting dates for the calendar year 2013. CTAC members were also asked to review and revise their respected agency representative CTAC roster.
Agenda Item 6: Freight Stakeholders Working Group Participation/Appointment (Appoint)

At the December 6 meeting, CTAC was asked to appoint a representative and an alternate to serve as a member of the Freight Stakeholders Working Group. Frank Rivera (City of Chula Vista) volunteered to serve as the CTAC representative. CTAC members were asked to confirm the appointment of Frank Rivera and request an alternate CTAC member be appointed to the Freight Stakeholders Working Group. Tim Thiele (City of Del Mar CTAC representative) volunteered to serve as an alternate representative. CTAC members approved the appointment of Frank Rivera and Tim Thiele to the Freight Stakeholders Working Group as the CTAC primary and alternate representatives, respectively.

Agenda Item 7: Update on Transition of San Diego Service Authority for Freeway Emergencies to SANDAG (Information)

Steve Castillo (SANDAG) provided an overview of the ongoing and completed transitional efforts for having SANDAG serve as the successor agency for the San Diego Service Authority for Freeway Emergencies (SAFE). Staff indicated that due to Assembly Bill 1572 (AB 1572) which became law on September 13, 2012, such state law dissolved the San Diego SAFE and made SANDAG the successor for the authority’s responsibilities effective January 1, 2013. Under AB 1572, the responsibility for SAFE will be vested with the SANDAG Board of Directors.

Past efforts by staff have focused on determining ongoing operational and existing contractual commitment costs under the San Diego SAFE authority. Other ongoing efforts have included continued program management and transitional activities that will allow a smooth shift of agency roles from the San Diego SAFE to SANDAG while assuring uninterrupted SAFE program services. Staff has also been working with the Department of Motor Vehicles (DMV) to develop the agency distribution estimates from the excess reserve funds in accordance with AB 1572.

CTAC members requested information on eligibility requirements for using the SAFE funds. Staff indicated that the SAFE reserve funds will still need to be applied in accordance with AB 1572, and in compliance with the California Codes Streets and Highway Code Section 2550-2559 that authorizes the collection of a dollar via vehicle registration fees to support the freeway call boxes and other motorist aid systems. SANDAG staff encouraged CTAC members to review the Code Section in its entirety to determine funding eligibility, and conveyed that agency distribution estimates are planned to be announced and distributed by spring 2013. For questions on the SANDAG SAFE program contact Steve Castillo at Steve.Castillo@sandag.org.

Agenda Item 8: Moving Ahead For Progress in the 21st Century Act – Overview and State Implementation (Information)

Victoria Stackwick (SANDAG) provided an update on federal legislative funding efforts regarding the Moving Ahead for Progress in the 21st Century (MAP-21). In summary, MAP-21 legislation calls for an estimated $118 billion in funding through the end of federal fiscal year 2014. Key Map-21 provisions include:

- Consolidates a number of existing programs, including the Transportation Enhancements, Safe Routes to Schools, and Recreational Trails programs into a new Transportation Alternatives Program.
• It places focus on improving system performance through the establishment of national goals and measures, and statewide and metro area performance targets. Specifically, MAP-21 consolidates the existing Interstate Maintenance and National Highway System formula programs, along with the on-system portion of the Highway Bridge Program, into one formula based program called the National Highway Performance Program. The focus of MAP-21 is to establish the means for having States and Metropolitan Planning Organizations (MPOs) develop performance targets that would meet national goals for increasing safety, infrastructure conditions, congestion reduction, and system reliability.

• It places focus on expediting project delivery through establishment of streamline efforts for environmental review process, and expanding categorical exclusions, and allows initial work to begin before National Environmental Policy Act approval.

• It expands the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program by increasing funding to $1.75 billion. The measure also increases the maximum share of project expenses from 33 percent to 49 percent, allows TIFIA to be used to support a related program of projects, and sets aside funding for projects in rural areas.

• Core structure of the MAP-21 legislation includes, but not limited to:
  o National Highway Performance Program– Approx. $21 billion/year
  o Surface Transportation Program – Approx. $10 billion/year
  o Congestion Mitigation and Air Quality Improvement Program – $2.2 billion/year
  o Highway Safety Improvement Program – Approx. $2.4/year

Current focus has been placed on having the U.S. Department of Transportation work with State Departments of Transportation and MPOs on establishing performance measures and standards and such rulemaking is expected by April 2014. SANDAG staff will continue to review on-going coordination efforts with Caltrans, and will update CTAC as appropriate. For more detailed information on questions, CTAC members were encouraged to contact Victoria Stackwick, at Victoria.Stackwick@sandag.org.

Agenda Item 9: Regional Intelligent Transportation Systems Strategic Plan (Information)

James Dreisbach-Towle (SANDAG) announced that SANDAG was conducting three workshops in February to attain input on the development of a project listing for the Intelligent Transportation Systems Strategic Plan. The workshops are planned for February 19, 20, and 21, 2013, and to be held in the north, central, and east regions of the county. CTAC members inquired if the dates were final or if flexibility exists to perhaps hold one workshop the week of February 25th. SANDAG staff agreed to consider such recommendation and coordinate with staff and CTAC as appropriate. For questions on the planned workshops contact James Dreisbach-Towle at James.Towle@sandag.org.

Agenda Item 10: California Department of Transportation Updates (information)

No announcements were made.

Agenda Item 11: Adjournment and Next Meeting

The next CTAC meeting will be held on Thursday, February 7, 2013, from 9:30 to 11 a.m.
REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM: PROPOSED FEE ADJUSTMENT AND SURVEY RESULTS

Introduction

The Regional Transportation Congestion Improvement Program (RTCIP), an element of the TransNet Extension Ordinance, requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction. The RTCIP has been implemented in the San Diego region since July 1, 2008. The TransNet Extension Ordinance requires SANDAG to adjust the RTCIP fee amount each year. The purpose of this annual adjustment is to ensure the RTCIP retains its purchasing power to improve the regional arterial system.

The most recent annual adjustment to the RTCIP was approved by the SANDAG Board of Directors (Board) on February 24, 2012. At the February meeting, Board members asked staff to reach out to local jurisdictions to collect information about each agency’s overall development impact fee schedule. The purpose of this report is to present a summary of the information gathered. In addition, the proposed annual fee adjustment that would be presented for Board approval in February also will be presented.

The Cities/County Transportation Advisory Committee (CTAC) is asked to review the survey information gathered and provide any changes to staff by Monday, February 11, 2013.

Discussion

Proposed Annual Fee Adjustment

The purpose of the RTCIP is to help ensure future development contributes its proportional share of the funding needed to pay for the regional arterial system and related regional transportation facility improvements, as defined in the most recent Regional Transportation Plan adopted by SANDAG. Section 9 of the TransNet Extension Ordinance requires the RTCIP exaction to be increased annually in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record, or a similar cost of construction index. However, the ordinance also states that in no event shall the increase be less than 2 percent per year.

The TransNet Extension Ordinance requires SANDAG to annually adjust the minimum RTCIP fee amount on July 1 of each year. Based on an analysis of construction cost indices, the most recent fee adjustment raised the minimum RTCIP exaction by 2 percent from $2,123 to $2,165 beginning July 1, 2012. Staff is currently evaluating construction cost trends and relevant indices, and based on this analysis, staff will provide an update concerning these RTCIP requirements at the February 7, 2013, CTAC meeting.
Survey of Transportation Impact Fees

On February 24, 2012, Board members asked staff to reach out to local jurisdictions to collect information about each agency’s overall development impact fee schedule. To determine the current level of transportation impact fees (TIFs) around the region, staff contacted each jurisdiction’s city manager, finance director, and CTAC representative to collect fee schedule information. Every jurisdiction responded with detailed information, and all jurisdictions confirmed collection of the RTCIP fee.

For those jurisdictions collecting fees in addition to the RTCIP, the basis for fee collection varies widely by jurisdiction. Some jurisdictions calculate fees per unit (or “equivalent dwelling unit”), and some fees are calculated on the basis of average daily trips generated by a particular type of development. Other jurisdictions calculate fees by community planning area or on a per project basis. In addition, within a single jurisdiction fee types and fee amounts can vary greatly. Therefore, to ensure comparability across jurisdictions, the attached survey (Attachment 1) summarizes fee information gathered as a range per single family and multi-family residential dwelling unit.

Fee types and fee amounts vary significantly by jurisdiction. Overall TIF amounts range from $2,165 to $34,030. Accordingly, the RTCIP fee ($2,165 for FY 2013) constitutes anywhere from 6 to 100 percent of overall TIF amounts collected by each jurisdiction. Overall, of the 19 jurisdictions:

- six only collect the RTCIP as their transportation fee; and
- thirteen collect the RTCIP as well as a transportation impact or traffic signal fee.

For the City of San Diego, in some community areas only the RTCIP is collected, while in other areas both the RTCIP and other TIFs are collected. For the City of Chula Vista, in some community areas only other TIFs are collected, while in other areas both the RTCIP and other TIFs are collected.

Of the 13 jurisdictions that collect TIFs in addition to the RTCIP, five (the Cities of Carlsbad, Chula Vista, San Diego, Santee; and the County of San Diego) reported an overall average annual increase between 2 and 5 percent during 2008 – 2012, and six did not raise their non-RTCIP fee rates during this same four-year period. The two remaining jurisdictions, the Cities of Solana Beach and Vista, reported an average increase of just 1 percent, and a decrease of 6.3 percent during the same four-year period, respectively. By comparison, the RTCIP experienced an overall average annual increase of 2 percent since 2008. Therefore, an increase to the RTCIP does not automatically trigger an increase to overall TIFs.

Next Steps

On Friday, February 1, 2013, the attached survey was sent back to each jurisdiction for verification of the information gathered. The CTAC is asked to review the survey and provide any changes to staff by Friday, February 8, 2013.

The Board will be provided with a final version of the attached survey once the verification process is complete. The fee schedule information for each jurisdiction would be provided as part of the annual RTCIP fee adjustment report scheduled for presentation to the SANDAG Board on February 22, 2013.
Attachment: 1. Survey of Transportation Impact Fees by Local Jurisdiction

Key Staff Contacts: Marney Cox, (619) 699-1930, Marney.Cox@sandag.org
Ariana zur Nieden, (619) 699-6961, Ariana.zurNieden@sandag.org
<table>
<thead>
<tr>
<th>No.</th>
<th>Local Jurisdiction</th>
<th>Overall TIF/unit (with RTCIP fee)</th>
<th>Percentage of RTCIP to TIF</th>
<th>Non-RTCIP TIF amounts</th>
<th>Most Recent Change Since 2008</th>
<th>Four-Year (2008-2012) Average Change (non-RTCIP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City of Carlsbad</td>
<td>$2,810</td>
<td>77%</td>
<td>Traffic Impact Fee - $645/ unit</td>
<td>+2% (2012)</td>
<td>+2%</td>
</tr>
<tr>
<td>2</td>
<td>City of Chula Vista</td>
<td>$3,476 - $12,400</td>
<td>18% - 76%</td>
<td>Traffic Signal Impact Fee - $334.50/ unit</td>
<td>+2.4% (2012)</td>
<td>+3.1% *</td>
</tr>
<tr>
<td>3</td>
<td>City of Coronado</td>
<td>$2,165</td>
<td>100%</td>
<td>Public Facilities Fee $0.50/5F (developments &gt;500 SF; $0.15 designated for Transportation Facilities)</td>
<td></td>
<td>No Change</td>
</tr>
<tr>
<td>4</td>
<td>City of Del Mar</td>
<td>$2,165</td>
<td>100%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>City of El Cajon</td>
<td>$2,165</td>
<td>100%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>City of Encinitas</td>
<td>$2,225</td>
<td>97.3%</td>
<td>Traffic Mitigation Fee - $60/ unit</td>
<td></td>
<td>No Change</td>
</tr>
<tr>
<td>7</td>
<td>City of Escondido</td>
<td>$2,420 - $3,015</td>
<td>72% - 89%</td>
<td>Local Traffic Fee - $255 - $850/ unit</td>
<td></td>
<td>No Change</td>
</tr>
<tr>
<td>8</td>
<td>City of Imperial Beach</td>
<td>$2,165</td>
<td>100%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>City of La Mesa</td>
<td>$2,165</td>
<td>100%</td>
<td>-</td>
<td></td>
<td></td>
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<tr>
<td>10</td>
<td>City of Lemon Grove</td>
<td>$2,165</td>
<td>100%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>National City</td>
<td>$2,165</td>
<td>100%</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>City of Oceanside</td>
<td>$2,165 - $2,550</td>
<td>85% - 100%</td>
<td>Traffic Signal Fee $15.71/ trip</td>
<td></td>
<td>No Change</td>
</tr>
<tr>
<td>13</td>
<td>City of Poway</td>
<td>$2,209 - $2,260</td>
<td>96% - 98%</td>
<td>Transportation Impact Fee - $44 - $95/ unit</td>
<td></td>
<td>No Change</td>
</tr>
<tr>
<td>14</td>
<td>City of San Diego</td>
<td>$3,893 - $34,030</td>
<td>6% - 56%</td>
<td>Development Impact Fees, Facilities Benefit Assessments, Developer Agreements</td>
<td>+2.9% (2012)</td>
<td>+2.9%</td>
</tr>
<tr>
<td>15</td>
<td>City of San Marcos</td>
<td>$4,048 - $6,747</td>
<td>32% - 53%</td>
<td>Circulation Street Fee $1,883 - $4,582/ unit SR 78 improvements $1,923 - $3,204/ unit</td>
<td></td>
<td>No Change</td>
</tr>
<tr>
<td>16</td>
<td>City of Santee</td>
<td>$4,389 - $5,723</td>
<td>38% - 49%</td>
<td>Traffic Fee $2,015 - $3,224/ unit</td>
<td>+2.7% (2012)</td>
<td>+2.4%</td>
</tr>
<tr>
<td>17</td>
<td>City of Solana Beach</td>
<td>$2,899 - $3,623</td>
<td>60% - 75%</td>
<td>Transportation Impact Fee $734 - $1,458/ unit</td>
<td>+2.1% (2009)</td>
<td>+1%</td>
</tr>
<tr>
<td>18</td>
<td>City of Vista</td>
<td>$2,380 - $2,856</td>
<td>76% - 91%</td>
<td>Streets and Signal Impact Fee $1,428 - $2,856/ unit</td>
<td>-25% (2010) **</td>
<td>-6.3%</td>
</tr>
<tr>
<td>19</td>
<td>County of San Diego</td>
<td>$2,527 - $4,751</td>
<td>46% - 86%</td>
<td>Regional Transportation Impact Fee $362 - $2,586/ unit</td>
<td>+46% (2012) ***</td>
<td>+3.9%</td>
</tr>
</tbody>
</table>

**Note:**
* The City of Chula Vista decreased its non-RTCIP TIF fees in 2010 to correspond to market conditions and subsequently increased fees to account for a two-year change in accordance with respective indices.
** The City of Vista reduced its non-RTCIP fees in 2010 based on updates to the Circulation Element of its General Plan update, which would reduce the extent of improvements requiring funding under Arterial Street Improvements and Traffic Signal Development Impact Fees.
*** The County of San Diego decreased its non-RTCIP fees in 2012 primarily due to the Mobility Element included in its newly adopted General Plan update that reduced overall future road infrastructure costs.
ACTIVE TRANSPORTATION IMPLEMENTATION STRATEGY FRAMEWORK  

Introduction

On October 28, 2011, the Board of Directors (Board) made an unprecedented commitment to active transportation with the adoption of the 2050 Regional Transportation Plan and Sustainable Communities Strategy (2050 RTP/SCS). The final action by the Board calls for planning for a broad Active Transportation program, including Safe Routes to School and Safe Routes to Transit, within two years of the 2050 RTP/SCS adoption. Staff has begun identifying a proposed framework for this Implementation Strategy, which incorporates Safe Routes to School, Safe Routes to Transit, and other related active transportation efforts at SANDAG. On February 15, the Transportation Committee will be asked to accept this proposed framework, and the goals outlined below.

Discussion

SANDAG staff is seeking Transportation Committee acceptance of a set of goals that will provide a framework for developing the Active Transportation Implementation Strategy. The proposed goals are as follows:

1. The overarching goal is to develop a comprehensive Regional Active Transportation Program that addresses walking, bicycling, Safe Routes to Transit, and Safe Routes to School
2. Define and identify active transportation priority areas in the region
3. Identify projects and programs within the active transportation priority areas for consideration in the next Regional Plan
4. Prioritize projects and identify a funding strategy, in conjunction with the Regional Plan
5. Identify active transportation performance measures for ongoing monitoring and program evaluation

The Active Transportation Implementation Strategy will further define SANDAG active transportation planning and implementation work in the region, building on three efforts in particular: Riding to 2050: The San Diego Regional Bicycle Plan, the San Diego Regional Safe Routes to School Strategic Plan, and the Safe Routes to Transit Regional Plan currently in development. Each of these efforts is discussed further below. The Implementation Strategy will also identify opportunities for integrating active transportation into SANDAG transit corridor projects, and freeway corridor projects where appropriate.
Riding to 2050: The San Diego Regional Bicycle Plan

In 2010, SANDAG adopted its first regional bicycle plan, which identified a regional bicycle network and programs. In 2011, the Board approved funding for initial implementation of regional bicycle projects and related programs, and identified SANDAG to assume a lead role in the planning, design, and construction of regional bicycle projects similar to how regional transit projects are developed. These projects and programs are now being developed. Additionally, an action from the 2050 RTP/SCS called for an early action program (EAP) for Bike Plan projects. The EAP, scheduled for completion this year, will address implementation of the highest priority projects. The EAP projects, as well as the remaining projects identified in the Bike Plan, will be included in the Active Transportation Implementation Strategy.

Safe Routes to School

In 2011, SANDAG adopted the San Diego Regional Safe Routes to School Strategic Plan, which recommended programs for SANDAG to consider implementing at the regional level. SANDAG staff is now conducting a baseline assessment to identify and prioritize school areas for inclusion within the Active Transportation Implementation Strategy.

Safe Routes to Transit

As part of the Bike Plan initial implementation action by the Board in April 2011, SANDAG approved funding for a Safe Routes to Transit Regional Plan. This effort will examine Safe Routes to Transit efforts in other regions (including comparison regions from the Urban Area Transit Strategy), identify potential policy options, and prioritize station and stop areas for potential walk/bike improvements. Projects within station and stop areas will also be identified, for inclusion in the Active Transportation Implementation Strategy.

Identification of Active Transportation Priority Areas

A proposed key step in developing the Implementation Strategy would be to identify Active Transportation Priority Areas within the region. The identification of priority areas would help to define areas of regional significance with respect to active transportation. Considerations of regional significance could include:

- Smart Growth Opportunity Areas – as identified by local jurisdictions in the SANDAG Smart Growth Concept Map
- Safe Routes to Transit Priority Areas
- Safe Routes to School Priority Areas
- Future SANDAG transit and freeway corridor projects

The Transportation Committee will be asked to approve criteria that will be used to identify the priority areas. Once Active Transportation Priority Areas have been identified, projects will be identified within the highest priority areas, and detailed cost estimates will be developed. Project implementation will likely be addressed during preparation of the Regional Plan. The identification of priority areas and projects within will incorporate the concept of a community active transportation strategy – addressing bicycle and pedestrian access to transit, schools, employment, by identifying bicycle and pedestrian projects at the community level.
Additionally, the Implementation Strategy will articulate the regional significance of pedestrian access, within the context of these priority areas. Though there is a Regional Bike Plan that identifies regional bicycle projects, regional pedestrian projects have not been identified thus far. As projects are identified within each Active Transportation Priority Area, they will include both bicycle and pedestrian improvements.

Finally, the Implementation Strategy will include consideration of the supportive programs being developed as part of Regional Bike Plan implementation. These will be reviewed for opportunities to address pedestrians. Many of these programs have an active transportation emphasis in general, and can easily be tailored to include pedestrians.

**Schedule and Next Steps**

The schedule for Implementation Strategy development is dependent upon its component efforts, specifically the Bike Plan EAP, the Safe Routes to School baseline assessment, and the Safe Routes to Transit Regional Plan. The Transportation Committee will be asked to provide input on each of these activities over the course of this year. It is anticipated that priority areas will be identified for Safe Routes to Transit and Safe Routes to School by late summer of this year, and the Active Transportation Priority Areas will be identified in early Fall of this year. Staff will then begin to develop concept-level cost estimates for consideration in the Regional Plan towards the end of this year. In 2014, Implementation Strategy development will focus on the identification of projects within the Active Transportation Priority Areas.

Key Staff Contact: Christine Eary, (619) 699-6928, Christine.Eary@sandag.org