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, September 12, 2013

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

• SAN DIEGO FORWARD: THE REGIONAL PLAN

• SUMMARY OF INPUT RECEIVED FROM 2013 POLICY WORKSHOP SERIES

• DRAFT TRANSPORTATION PROJECT EVALUATION CRITERIA

• DRAFT UNCONSTRAINED TRANSPORTATION NETWORK

• ECONOMIC PROSPERITY WHITE PAPER

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REGIONAL PLANNING TECHNICAL WORKING GROUP
Thursday, September 12, 2013

ITEM # | RECOMMENDATION
1. WELCOME AND INTRODUCTIONS | INFORMATION
2. PUBLIC COMMENTS AND COMMUNICATIONS

Members of the public will have the opportunity to address the Regional Planning Technical Working Group (TWG) on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person.

+3. MEETING MINUTES

The TWG should review and approve the meeting summary from its July 11, 2013, meeting.

CHAIR’S REPORT

+4. SAN DIEGO FORWARD: SUMMARY OF INPUT RECEIVED FROM 2013 POLICY WORKSHOP SERIES (Phil Trom) | INFORMATION

SANDAG held a series of nine public workshops throughout the region on the topics of the Regional Plan from May through August 2013. The attached report to the Transportation Committee summarizes the extensive input received from the workshops, and describes next steps. Feedback from the workshops is being used to refine the draft policy objectives, which will be presented to the Board of Directors later this month.

+5. SAN DIEGO FORWARD: LISTENING SESSIONS ON PARKING AND WORKSHOPS ON ALTERNATIVE LAND USE AND TRANSPORTATION SCENARIOS (Antoinette Meier and Carolina Gregor) | INFORMATION

During September, SANDAG will hold four listening sessions throughout the region on parking policies to inform the development of the Parking Policy White Paper for San Diego Forward and the Parking Management Toolbox for member agencies. The invitation is attached. In addition, on October 11, 2013, SANDAG will hold two public workshops at the World Resources Sim Center in downtown San Diego to review the performance results of the alternative land use scenarios that are being tested in the UrbanFootprint sketch model to reduce greenhouse gas emissions, and to seek input on alternative transportation ideas that could be tailored to the land use scenarios. The workshop invitation will be emailed to the TWG and posted on the SANDAG website in mid-September. TWG members are encouraged to attend.
+6. URBAN LAND INSTITUTE COMPLETE COMMUNITIES MARKETPLACE
(Susan Baldwin; Mary Lydon, ULI)

The Urban Land Institute is holding a half day event on November 15, 2013, to
market and encourage economic growth and the creation of complete
communities in the San Diego region. This event will provide a forum to
showcase, support, and serve as a catalyst for real estate projects that
encourage people to live, work, and play in their communities. Local
jurisdictions have been sent invitations and are encouraged to participate in this
event.

REPORTS

+7. SAN DIEGO FORWARD: DRAFT TRANSPORTATION PROJECT
EVALUATION CRITERIA (Rachel Kennedy)

At the July 11, 2013 TWG meeting, SANDAG staff received feedback during the
discussion of the preliminary draft transportation project evaluation criteria.
SANDAG staff has received additional feedback from other SANDAG working
group meetings, Regional Plan workshops, and a peer review panel. Based on
this information, the preliminary draft evaluation criteria have been updated
and were presented to the Transportation Committee and Regional Planning
Committee at their September 6, 2013, meetings. Staff will provide an overview
of the updated draft evaluation criteria and weightings.

+8. SAN DIEGO FORWARD: DEVELOPMENT OF DRAFT UNCONSTRAINED
TRANSPORTATION NETWORK (Phil Trom)

The Unconstrained Transportation Network represents the region’s vision for
transit, highway, freight, bicycle, pedestrian, arterial improvements, and
operations to meet travel need identified in 2050 based on the projections from
the growth forecast. Once the Unconstrained Network is finalized, staff
will rank all of the future projects using the Evaluation Criteria currently under
development. Staff is seeking input on the development of the draft
Unconstrained Transportation Network. Attached is a report on this item to the
Transportation Committee. After working group input is collected in
September, staff will propose a revised draft network for review by the
Transportation and Regional Planning Committees in October 2013.

+9. SAN DIEGO FORWARD: ECONOMIC PROSPERITY WHITE PAPER
(Jim Miller)

SANDAG is preparing a White Paper on Economic Prosperity as part of the
process for the Regional Plan. Staff will present a proposed outline of the
White Paper and solicit input on topics and key considerations. A draft White
Paper will be presented in October.

10. ADJOURNMENT AND NEXT MEETING

The next TWG meeting will be held on October 10, 2013, from
1:15 - 3:15 p.m.

+ next to an agenda item indicates an attachment
MEETING SUMMARY OF JULY 11, 2013

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

Agenda Item No. 1: Welcome and Introductions

The meeting was called to order by Manjeet Ranu (City of El Cajon), Vice-Chair of the Regional Planning Technical Working Group (TWG).

At the request of SANDAG staff, Agenda Item No. 4 (Smart Growth Incentive Program Process Report) was removed from the agenda and Agenda Item No. 9 (Series 13 Regional Growth Forecast: Draft Subregional Forecast) was moved ahead of Agenda Item No. 5 (TransNet Smart Growth Incentive Program and Active Transportation Grant Program: Status Update).

Agenda Item No. 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.

Chris Jacobs (City of La Mesa) announced that the La Mesa 2012 General Plan was adopted by City Council on July 9, 2013.

Brian Schoenfisch (City of San Diego) announced Mr. Bill Fulton as the City of San Diego’s new Planning Director. Mr. Fulton spoke before the meeting adjourned and commented that he looks forward to his involvement with the TWG.

Agenda Item No. 3: Meeting Summary

TWG members were asked to review and approve the summary for the June 13, 2013, TWG meeting.

Action: Upon a motion by Kathy Garcia (City of Del Mar) and a second by Ed Batchelder (City of Chula Vista), the June 13, 2013, TWG summary was approved unanimously.

Agenda Item No. 4: Smart Growth Incentive Program Process Report (Information)

Agenda Item No. 4 was removed from the meeting agenda.
Agenda Item No. 5: *TransNet* Smart Growth Incentive Program and Active Transportation Grant Program: Status Update (Information)

Suchi Mukherjee (SANDAG) provided a brief update on the Smart Growth Incentive Program and the Active Transportation Grant Program regarding progress made by grantees with holding active grant agreements through the first of the year. Ms. Mukherjee reported on two amendments.

Under the Active Transportation Grant Program, the City of National City requested a no-cost, plan-only extension for a bicycle parking enhancement project in partnership with a local nonprofit and Sweetwater High School students to design and install bike racks. As a grantee of the Smart Growth Incentive Program, the City of San Diego has led two grant projects that overlap with SANDAG’s Uptown Bike Corridor Project. Ms. Mukherjee reported that in an effort to avoid inefficiencies, SANDAG and the City of San Diego seek to subsume the projects into SANDAG’s Regional Bikeway Project. The projects would continue to meet the goals and objectives proposed in the City of San Diego’s grant application, as well as maintain consistency with the constraints of the Uptown Bike Corridor project.

Both amendments will be presented to the Transportation Committee July 19, 2013, for approval.

Agenda Item No. 9: Series 13 Regional Growth Forecast: Draft Subregional Forecast (Discussion)

Agenda Item No. 9 was moved ahead of Agenda Item No. 6.

Kirby Brady (SANDAG) provided background information on and presented the results of the Series 13 Draft Subregional Forecast. Ms. Brady provided context for the item with a historical perspective on San Diego, followed by a review of state and region-wide forecasts, which project San Diego as the second most populous county in the California in 2050, with totals of 4.07 million in population, 1.9 million jobs, and 1.5 million housing units. Ms. Brady went on to review the process of data collection and analysis, including general plan updates and site specific project information provided by local jurisdictions to SANDAG. Major trends emphasized in the presentation of the Series 13 Draft Subregional Forecast included the following:

- **General Trends**
  - The region has sufficient capacity to accommodate the projected housing growth.
  - Regional open space is projected to grow by roughly 200,000 acres (38 million total).
  - More than 70 percent of growth will occur in the first increment of the forecast by 2020.

- **Demographic Changes**
  - The population will age. Approximately 50 percent of the population growth will be in the 65+ category.
  - The population will diversify. The Hispanic population will increase substantially.

- **Housing**
  - More than half of the projected housing growth will occur in the City of San Diego.
  - 87 percent of housing growth will occur within a ½ mile of transit (based on the 2050 RTP/SCS revenue constrained network).
  - 82 percent of new housing will be multi-family.
In response to questions from various TWG members, Ms. Brady clarified the reason for variations between the Series 12 and Series 13 Forecasts, as well as differences in the Draft and Final Series 13 Sub-Regional Growth Forecast. The key difference between Series 12 and Series 13 is in employment. Compared to Series 12, Series 13 has double the number of new jobs and faster job growth in the first increment of the forecast, which can be attributed to a combination of a recovery from the recession, increased accuracy using a new market driven modeling tool (PECAS), and an aging population. The main difference between the Draft and Final Series 13 Subregional Forecast was a reduction of roughly 30,000 jobs occurring in unincorporated areas due to revisions in underlying assumptions and land use inputs (i.e., capacity).

Various TWG members suggested that presentations regarding the Series 13 Forecast should be delivered to City Councils throughout the region. TWG members emphasized the importance of: showing how the forecast has changed over time; explaining the differences between Series 12 and Series 13 to council members; tailoring presentations to local jurisdictions; being direct about policy decisions; and discussing the development of alternative land use and transportation scenarios so that city councils are well informed.

Andy Hamilton (APCD) commented that the form of growth has shifted tremendously in the past decade, from predominantly single-family development in the past, to current projections anticipating 84 percent new development to be multi-family. Ms. Brady noted that this is due to significant general plan updates throughout the region. Clint Daniels (SANDAG) added that while significant progress has been made via general plan updates, land consumption has also occurred in the past 15 years, as it was planned for in previous years.

In response to a comment by Barbara Redlitz (City of Escondido), it was noted that Escondido, Chula Vista, and the City of San Diego have been experiencing increased demand for the construction of new senior care facilities.

Clint Daniels (SANDAG) informed the TWG that this item will be presented for discussion and/or information in tandem with the Land Use and Transportation Alternatives at the September 13, 2013, SANDAG Board Policy meeting at 9:00 a.m.

**Agenda Item No. 6: Alternative Land Use and Transportation Scenarios and Emerging Technologies (Discussion)**

Carolina Gregor (SANDAG) introduced the item. The TWG held a joint meeting with the Cities/County Transportation Advisory Committee (CTAC) in May 2013 to brainstorm ideas for alternative land use scenarios. From the ideas produced at this meeting, three alternative scenarios were developed and shared with the public at the June 21st Regional Plan workshop focused on land use and transportation. Ms. Gregor described the approach to the workshop, the scenarios that were presented, and the comments received at the workshop:
• Scenario A: “Dispersed” distributed growth most widely throughout the region and could support aging in place for an increasing senior population.
• Scenario B: Transit Oriented Development (TOD) was oriented around the transit network and could support development preferences of Generation Y.
• Scenario C: Dense Core focused density and intensity in the central core, around the trolley ring, and extended down into the National City area and would be the most urbanized alternative.

Ms. Gregor reported that input provided by the public at the June 21st workshop resulted in a number of key comments which were incorporated into a revision of the scenarios. Participants at the workshop seemed to agree that:
• Scenario B: TOD was the most realistic alternative, viewing Scenario A and Scenario C as unrealistic extremes (too spread out and too dense).
• Scenarios need to consider a jobs-housing fit.
• There are concerns regarding infrastructure and infrastructure financing.
• Walkability and bikeability should be priorities.

Based on the input provided at the workshops, it is proposed that the three scenarios be modified and refined to reflect the following changes:
• Scenario A: Second Units and Infill Development in Urban and Suburban Areas
  o Less dispersed and more focused in urban/suburban areas.
• Scenarios B: Transit Oriented Development and Complete Communities
  o Expands to include communities that may lack a transit component, but have opportunities to become more bikeable and walkable in other ways.
• Scenario C: Multiple Dense Cores
  o Expands to include projected employment centers as areas where future growth will be concentrated.

The refined alternative land use and transportation scenarios will be presented to the SANDAG Board of Directors on September 13, 2013. The scenarios will be processed using a sketch modeling tool called UrbanFootprint to estimate the impact on greenhouse gas emission reductions.

James Dreisbach-Towle carried the conversation into a focus on the role of emerging technology in the alternative scenario planning effort. In June, the CTAC and TWG were asked to consider various ways that technology can be incorporated into the modeling process. Since the SANDAG Board of Directors asked staff to explore the role that emerging technology could play in further reducing greenhouse gas emission in the future, Mr. Dreisbach-Towle explained three categories of technology that affect mobility choices:
• Personal Technology: examples include innovations like Google Glasses, ingestible capsules that assess health, smart phone “apps” that assist commuters with traffic and transit information.
• Vehicle Technology: such as telecommuting, real-time traffic information and driverless vehicles to maximize throughput.
• Infrastructure Technology: includes smart intersections to reduce GHG emissions, coordinated signs and stoplights to support Active Transportation.

Phil Trom concluded the item by reviewing the feedback provided at the joint CTAC and TWG meeting. Mr. Trom stated that there was an overall enthusiasm for emerging technology, but many
CTAC/TWG members shared concerns about hidden costs to the public, the role of the public sector, and timeframes (when to expect technology to come on line) as it relates to the modeling of greenhouse gas emission reductions.

This item will be presented to the Joint Transportation Committee and Regional Planning Committee meeting on Friday, July 19, 2013.

Ed Batchelder (Chula Vista) commented that Scenario A does not seem feasible and suggested that jobs centers should be superimposed over existing predominant housing centers in order to identify gaps and devise a plan to connect the region via either land use or transportation investment, as appropriate. Mr. Batchelder also emphasized the challenges of emerging technology as it will cost time and money.

Barbara Redlitz (City of Escondido) commented that there should be more focus on North-South movement in the region and emphasized the importance of considering land use and transportation together during the scenario planning effort.

Other recommendations made by various TWG members included exploring a scenario that considers self-contained communities, considering trends in private initiatives such as the expansion of car-share programs, and other trends in technology and the marketplace as they relate to land use.

**Agenda Item No. 7: San Diego Forward: The Regional Plan: Transportation Project Evaluation Criteria (Discussion)**

Rachel Kennedy (SANDAG) introduced the item after presenting draft transportation project evaluation criteria to the TWG in June. Ms. Kennedy reviewed the item and provided background on the process involved in refining the evaluation criteria. Criteria is applied categorically by project, including highway corridors, HOV and freeway connectors, transit services, goods movement, rail grade separations, and active transportation projects.

Notable refinements to the evaluation criteria include a comprehensive analysis of origins and destinations, ridership, smog forming pollutants, and the quantification of increasing active transportation. Within the different categories, notable refinements include criteria that aims to improve access to Indian reservations, provide congestion relief to communities of concern, travel time saving for trucks, HOV service for regional transit corridor routes, and the incorporation of social equity criteria into rail grade separation and goods movement projects.

Following refinement, the evaluation criteria is weighted using a 100 point scale and Ms. Kennedy reported that points have typically been evenly distributed among the three goals of the regional plan in the past (economic prosperity, healthy environment, social equity).

Ms. Kennedy informed the TWG that the item is being presented for discussion at numerous SANDAG working groups, will undergo an expert review panel in August, and will be presented for discussion at the SANDAG policy committees in September.

TWG members held a brief discussion and provided the following comments:
• RHNA considerations are required for some project categories, but not others due to Policy No. 33.
• Access to cultural resources in the region should be included in project evaluation criteria.
• Include potential Smart Growth Opportunity Areas in addition to existing and planned SGOAs when evaluating projects.
• Consider the economic outcomes of transportation projects.
• Improving physical activity is very important and should be heavily weighted.

Manjeet Ranu (City of El Cajon, Vice Chair TWG) concluded the discussion by commenting that project evaluation criteria have not yet caught up with the merged RTP/RCP/SCS and emphasized the importance of an integrated policy document in the effort to implement the plan goals.

**Agenda Item No. 8: Safe Routes to Transit Regional Plan: Introduction and Proposed Stop and Station Area Typologies (Discussion)**

This item was removed from the agenda and will be presented to the TWG at a later date.

**Agenda Item No. 10: Adjournment and Next Meeting (Information)**

The next TWG meeting will be held on September 12, 2013, from 1:15 to 3:15 p.m.

**Action:** The TWG meeting was adjourned by Manjeet Ranu (City of El Cajon), Vice Chair TWG.
SAN DIEGO FORWARD: THE REGIONAL PLAN:  File Numbers 3102000
SUMMARY OF INPUT RECEIVED FROM 2013 POLICY WORKSHOP SERIES

Introduction

Last winter, the Public Involvement Plan for San Diego Forward: The Regional Plan set forth goals and strategies to provide sustained engagement with the public during the development of the Regional Plan. Between May and August, a series of nine daytime and evening public workshops were conducted to solicit public input on various policy areas that will feed into the Plan. Staff is presenting a summary of the workshop results to the Transportation Committee for its information.

Background

In October 2012, SANDAG held a kick-off workshop to gather ideas about the initial concepts of the Regional Plan. The kick-off workshop was structured in an interactive manner, with a focus on minimizing staff presentations, engaging in facilitated discussions, and listening to the thoughts and perspectives of workshop attendees. This interactive workshop structure served as a model for the most recent series of workshops. Also in 2012 and 2013, staff started engaging the various SANDAG working groups and other stakeholders on the development of the Regional Plan. Concurrent with these efforts, SANDAG initiated contracts with 11 Community Based Organizations (CBOs) throughout the region to collect feedback from various “hard to reach” communities over the next two years. One of the key themes that arose in all of this engagement was a desire for SANDAG to use an interactive and highly inclusive process throughout the development of the Regional Plan.

Discussion

Similar to the format of the October 2012 kick-off workshop, the emphasis of the policy outreach series was on listening. More than 500 people participated in the workshops, with many discussions held in Spanish and one discussion held in Arabic. Workshop topics were based on Regional Plan elements drawn from the recently approved vision and goals for San Diego Forward: The Regional Plan.

In an effort to engage with a variety of stakeholders, workshops were advertised in both English and Spanish and held in both the daytime and in the evening throughout the region. The six evening workshops were conducted in the various subregions (listed below) to generate broad participation and enable discussion on all of the policy areas. The daytime workshops at Caltrans Headquarters in Old Town focused on exploring more specific themes, which enabled a greater depth of discussion on those topics. Spanish-speaking staff members were available at all workshops. The following workshops were conducted:
• May 17, 2013, Central Workshop #1 – Caltrans (focused discussion on healthy environment, energy, climate change, and public health)

• June 6, 2013, South County – San Ysidro (discussion on all policy topics; bilingual workshop)

• June 13, 2013, North County Inland – Escondido (discussion on all policy topics)

• June 20, 2013, North County Coastal – Oceanside (discussion on all policy topics)

• June 21, 2013, Central Workshop #2 – Caltrans (focused discussion on land use and transportation)

• June 27, 2013, East County – La Mesa (discussion on all policy topics)

• June 29, 2013, South County – National City (discussion on all policy topics)

• July 19, 2013, Central Workshop #3 – Caltrans (focused discussion on economic prosperity, public facilities, and borders)

• August 21, 2013, Central – Jacobs Center (discussion on all policy topics)

Following an introduction by Board of Directors Chair Jack Dale, attendees participated in three sets of small group discussions, rotating between several tables with the assigned topic areas. The five broad policy areas discussed at the subregional workshops were: Mobility; Healthy Communities; Healthy Environment; Energy and Climate Change; and Economic Prosperity and Borders. The rotating table topic format produced a total of over 200 small group discussions on a variety of topics as shown in the chart below. The associated color scheme shows the relationship between the broader level policy area and the in-depth policy areas from the workshops held at Caltrans.

During the table discussions, SANDAG staff members asked the groups a series of questions on the topics, promoting free-flow discussion among the participants. The discussions were transcribed and are available on the SANDAG website at www.sandag.org/sandiegoforward.

2013 Public Workshop Series – What We Heard

The roughly 200 small group discussions (over 66 hours of conversations) yielded about 4,500 comments. Attachment 1 includes “e-blast summaries” emailed to workshop participants capturing a snapshot of the comments from each workshop. Because of the volume of comments, a database was developed with 36 searchable categories to assist with the development of various components of the Regional Plan, with many comments relating to more than one category. The tabulation of those categories in alphabetical order is shown in the chart below.
The volume and number of comments and comment categories shown in the chart above speaks to the variety of comments voiced at the workshops, in addition to the connections to the Regional Plan’s adopted goals of Innovative Planning and Mobility; Healthy Environment and Communities; and Vibrant Economy.
Attendee Demographics

An analysis of the attendee demographics also was conducted based on the self-identified registration information provided by participants. Stakeholders identified themselves as either solely members of the general public (32 percent), members of public or government agencies (20 percent), CBOs (16 percent), and members of various non-governmental organizations and non-profit groups (14 percent). The private sector represented 10 percent of attendees, while professional organizations comprised 4 percent of the participants, followed by academia with 3 percent.

Additionally, more than half of all workshops attendees voluntarily provided demographic information. Compared to the racial and ethnic makeup of San Diego County, overall workshop participation had a slightly higher rate of White (Non-Hispanic) participants, but overall suggested a fair racial and ethnic representation of the region (Reference Chart). A comparison of the attendees with the regional percentages by race and ethnicity is shown below:

Next Steps

In August, SANDAG held two additional workshops: one focused specifically on the Transportation Project Evaluation Criteria and another to begin engaging economic stakeholders. Over the coming months staff will continue to use the input received to develop the Regional Plan, including the preparation of various policy white papers (e.g., Public Health, Emerging Technologies, Climate Change and Adaptation, and Parking Strategies). The comments received from the workshops will also be included in the analysis of related planning efforts that will be folded into the Regional Plan, including the Active Transportation Implementation Strategy, Habitat Management Strategic...
Plan, Regional Transit Oriented Development Strategy, Land Use and Transportation Scenarios, and Complete Streets Policy.

On October 11, 2013, SANDAG plans to conduct its next Regional Plan workshop, which will focus on reviewing the simulated planning results of the alternative land use and transportation scenario work currently underway and discussing related transportation concepts.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachment: 1. E-Blast Summaries from Each Workshop

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org
WORKSHOP SUMMARY: FOCUS ON HEALTHY ENVIRONMENT, ENERGY, CLIMATE CHANGE AND PUBLIC HEALTH - MAY 17, 2013, AT CALTRANS

Thank you to the more than 150 participants who took part in last Friday’s workshop on San Diego Forward: The Regional Plan on Regional Bike to Work Day!

Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. If you attended Friday – remember, there are more workshops coming up, so please stay involved. And if you couldn’t make it, consider attending an upcoming event – the next one will be held on the evening of June 6, in English and Spanish, at Casa Familiar Civic Center in San Ysidro. For more information, visit www.sandag.org/sandiegoforward.

Below is a summary of the thoughtful and extensive input provided by stakeholders during 30 facilitated roundtable sessions held at the May 17 event. This input will be used to shape policy objectives related to healthy environment, energy, public health, and climate change in San Diego Forward: The Regional Plan.

Listed below are just some of the ideas and concerns expressed by participants at the workshop, and some pictures, too.

Thanks again – and we hope to see you at one of our upcoming workshops.
Climate Change

- Place greenhouse gas (GHG) reductions at the center of the identified Regional Plan goals and objectives.
- Provide strong regional policy guidance on GHG emissions reductions.
- Address Environmental Justice (EJ)/Public Health issues associated with climate change and the measures to reduce GHGs.
- Explain the full set of options that the SANDAG Board has in expending TransNet funds (e.g., what percent/amount of funding and category/function/program can’t be modified but every 10 years, what requires 2/3 vote to modify, and portion of the allocation is discretionary).
- Comprehensively add both climate adaptation and mitigation (without silos) and promote the synthesis between the two plans (the Regional Transportation Plan and the Regional Comprehensive Plan).
- Prepare for the impacts of climate change on both the natural and built environments. Key concerns include increases in wildfires and heat waves, sea-level rise, water supply and demand, public health impacts, agriculture and food-security, and disproportionate impacts on low-income, minority, and senior populations.
- Pursue regional coordination on climate change and adaptation efforts. We need scalable solutions – from the parcel to the regional to the state level.
- Promote best practices that provide co-benefits, such as xeriscaping, graywater re-use, tree planting, and other low-impact development solutions.
- Prioritize transportation investments based on their benefits to the environment.
- SANDAG should provide a forum for regional collaboration, incentives for adaptation and mitigation, guidance on design standards, and other resources to address climate change.
- Build transportation infrastructure that can withstand the adverse effects of climate change, like sea level rise.
- Incorporate greenhouse gas (GHG) reduction and climate change efforts into the regional plan (including goals, policy measures, and funding opportunities).
- Plant more vegetation/trees now as a low-cost mitigation measure that will ultimately absorb more GHGs in the future and enhance communities.
- Empower the community to address climate-related behaviors at an individual and neighborhood level. Start with educating the children.

Air & Water Quality

- Address respiratory problems with better public transportation, more carpooling and vanpooling, and communities where people can bike and walk more.
- Bring air quality issues down to the micro level, for example, by bringing small hand-held air quality monitoring devices to community members.
- More urban forestry/vegetation can help reduce air and water pollution, and improve economic conditions in local communities.
- Work within the environment: create more attractive spaces using native species – these don’t require a lot of water and fertilizer.
- Create a regionally driven policy for reclaimed water.
- Look at all impacts related to water quality, not just the impacts related to new development projects.
- Address both health and social equity issues related to air and water quality – need to focus on impacted communities, those that suffer the most.

Habitat & Shoreline
• San Diego has been successful in preserving habitat. Focus on restoring and providing access to these areas.
• Incentivize higher density development around transit. That would allow people to get around easier and also preserve open space.
• Make access to open spaces more equitable.
• Wetlands protection needs to be done on a larger scale; wetlands protect shorelines and act as carbon sinks.
• Wetland rehabilitation efforts that remove concrete linings of channels and restore the riparian habitat are important, and we should also incorporate bike lanes so that people can enjoy it.
• Make policy changes that incorporate permeability and other green infrastructure codes that help mitigate urban run-off.
• Create open spaces and trails for residents in developed areas.
• Create policies that require upland development projects to include a sand mitigation component as this material can no longer flow naturally from inland to the coast.
• Balance preservation and recreation – providing access while protecting habitat.
• Develop bicycle trails along the San Diego River to mix the green corridor into open space – like the San Antonio River Walk.

Healthy Communities

• The ability to walk and bike within communities and to school is important.
• Consider rethinking the methodology of how trips are calculated within a complete streets framework, using something other than Level of Service (LOS) and moving toward a multi-modal analysis.
• Look at the inequities and health disparities between neighborhoods and focus the investments in areas of need.
• Look at areas with concentrations of obesity and diabetes and examine current transportation infrastructure to find the gaps. Shift transportation modes toward active transportation.
• Make public health a line item within the policy making process, and not an afterthought – focus on how to bridge disparities.
• Consider the needs of all populations including the aging population.
• Create bike facilities for commuting AND recreation.
• Marry functionality and safety in neighborhood design to encourage more walkable communities which can lead to greater social interaction.
• Need walkability connections to grocery stores, creating access to healthy foods.
• Leverage existing resources with the Human Health and Services Agency (HHSA) and other organizations.
• Provide more diverse bike options. Class 1 lanes are not very common in California, but for women in particular, they could help lower stress levels for biking.
• Social equity is important to address with public health because many communities have suffered from years of disinvestments, and have higher rates of chronic diseases, including diabetes.
• Healthy communities and public facilities should address the needs of the homeless.
• Healthy communities should have a robust urban forestry program, and a lot of green space. This can impact food, safety, and health.
• Where one lives should not determine the quality and length of life.
• Promote policies that motivate healthier food options to move into low-income neighborhoods, and provide incentives to those companies which promote healthy eating.

Clean Energy, Clean Fuels & Innovation
• Place a high value on issues that will be important for the younger generations.
• Plan and build facilities for safely riding bikes to and from school.
• Alternative energy sources:
  o Energy efficiency and roof-top energy needs to be a priority in making communities more self-sufficient.
  o Need to fit the communities that we already have with photovoltaics, and deemphasize fitting the back country with large energy plants.
• Transit centers could have conference rooms attached so people can rent a room and hold meetings at a place that is accessible by transit.
• The net energy use by communities should be evaluated.
• Encourage roof-top photovoltaic: public buildings, industrial and residential.
• The only practical way to get people to use the good stuff is to highly tax the bad stuff. This is politically unpopular, but economically popular.
• Presentations to high school students nearing driving age should be made regarding affordable energy-efficient cars.
• Car2Go is good program because buying a zero-emission vehicle is out of reach to many families
• There are programs that help seniors with the bills and they talk to them about other ways to save money. Many seniors have inquired about ways they can be more environmentally friendly
• Border crossing wait-times should be improved to reduce emissions and health impacts.
• Provide opportunities for and promote mobility options that produce low emissions or no emissions at all (bicycling and walking).
• Create community garden opportunities to reduce emissions related to the transportation of fruits and vegetables.
• Focus on renewable energy (e.g. wind, solar, geothermal) and increasing low carbon fuel standards.
• Focus on distributed (on-site) generation of green energy. Solar, wind, biofuel require less infrastructure and protect open space/habitat areas; industrialized solar/wind energy is destructive and requires transmission lines.
• Build more infrastructure to support electric cars.
• Develop apps or ways people can determine how much water and energy they are consuming to help them conserve and use these resources more efficiently.
• Focus on green jobs related to transportation, buildings, etc.; support entrepreneurs.
• Reduce energy use by buying local food and creating food hubs.
Thank you to the almost 100 participants who took part in the June 6th workshop on San Diego Forward: The Regional Plan!

Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. If you attended – remember, there are more workshops coming up, so please stay involved. And if you couldn’t make it, consider attending an upcoming event – the next one will be held on the evening of June 13 in Escondido. For more information, visit www.sandag.org/sandiegofoward.

Below is a summary of the thoughtful and extensive input provided by stakeholders during 30 facilitated roundtable sessions held at the June 6 event, and some pictures are included, too. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

In addition to this summary, a complete set of notetakers’ notes has been posted on the website. We have also added notetakers’ notes from the May 17 workshop to the website.

¡Gracias a los casi 100 participantes que tomaron parte en el taller del jueves 6 de junio en Adelante San Diego: El Plan Regional!

Su aporte y retroalimentación son claves para el proceso de crear una visión y un plan que mantendrá la región de San Diego como un gran lugar para vivir ahora y en el futuro. Si usted asistió al taller, le recordamos que habrá más talleres para seguir involucrado. Y si no pudo participar, considere asistir a un próximo evento. El próximo taller se llevará a cabo en la tarde del 13 de junio en la ciudad de Escondido. Para obtener más información, visite www.sandag.org/sandiegofoward.

A continuación se encuentra un resumen de las ideas y reflexiones que los participantes expresaron en las 30 mesas redondas facilitadas en el taller del 6 de junio y se incluyen algunas fotos, también. Esta retroalimentación será utilizada para dar forma a los objetivos de política en Adelante San Diego: El Plan Regional.

Además, un resumen completo con las notas que se tomaron en el taller se ha publicado en la página de internet. También hemos agregado las notas del taller del 17 de mayo a la página de internet.
## Mobility

- Promote a well-integrated, multimodal transportation system with an emphasis on transit access and frequent service, safe walkable streets for all ages, and bikeable communities to provide access to daily uses such as groceries, healthcare, and jobs, and to promote healthy lifestyles and a strong sense of family and community.
- Add more frequent Trolley services at the border, recognizing that the Trolley provides transportation for both the local community and international travelers.
- Add localized transportation options, such as jitneys, within the San Ysidro community.
- Focus on walkability as a key priority for residents in San Ysidro. Barriers include wide roads, large parking lots, missing/inadequate sidewalks, and not enough street lighting.
- Balance regional and local transportation needs by adding criteria considering transit service to particular neighborhoods.
- The San Ysidro Transit Center is the busiest Trolley station in the region and represents the beginning of the Trolley line at the border. It is a perfect opportunity to take it above grade.
- Adopt policy changes similar to Portland’s that build upon a pyramid of pedestrians first, bicyclists next,

## Movilidad

- Se necesitan rutas de transporte público más directas, rápidas y con mejores conexiones.
- El tipo de transporte público cerca de la frontera está en malas condiciones. Los Trolleys hacia el norte son más nuevos y están en mejor condición.
- En los fines de semana, el servicio de transporte público no cumple con las necesidades y no es suficiente.
- Los operadores de los autobuses no tienen paciencia con los adultos mayores.
- No hay espacio en el Trolley o autobuses durante las horas pico.
- Hacen falta pasos a desnivel en la ruta del Trolley.
- Compass Card no es adecuado y es muy caro. Una familia de cuatro personas sin carro no puede pagar el costo para cuatro pases mensuales.
- Se necesitan baños en las estaciones.
- Se necesitan banquetas para acceder a las escuelas. No hay la seguridad para caminar.
- No hay rutas disponibles para bicicletas.
- Cuando atardece, es peligroso para los niños que caminan y no hay suficientes autobuses.
- Se necesita más transporte público para los niños. Caminar no es posible cuando hay distancias largas a la escuela.
transit, commercial vehicles, taxis, then single vehicles last.
- Focus on infrastructure for pedestrians and bicyclists to improve safety, especially safe routes to schools.
- Explore better greenhouse gas (GHG) emission reduction alternatives.
- Use urban growth boundaries to maximize infill opportunities.
- Provide more security on the bus/trolley.

**Healthy Communities**

- Provide more access to organic products and healthy foods.
- Invest in more public transit and bike paths.
- Create a more attractive pedestrian environment – wider sidewalks; places to sit; shaded areas, trees.
- To improve air quality, create more green areas, plant more trees, and provide a natural buffer between homes and freeways.
- Add security to the Trolley and remove trash from the Trolley cars.
- Address idling from cars at the border crossing.
- Reduce high levels of toxins in the soil to promote gardening.
- Invest in special paint that attracts carbon to the walls.
- Improve crosswalks; design streets and communities for people, not cars; promote more ways to connect.
- Address safety concerns of children when there aren’t enough sidewalks near schools – they have to go through paths in canyons – no lighting, sometimes encounter dangerous wildlife.
- Provide more open spaces such as small pocket parks that can be within the neighborhood for families to stop by; place to socialize.
- Provide access to The Tijuana River Valley – beautiful but no trails.
- Close down a street for a street fair or farmers market and promote a community garden.
- Provide incentives/shared bike program for people who use their bikes at the border.
- Build a Class 1 Bicycle path from the international border to the Bayshore Bikeway.

**Healthy Environment**

- Atraer mercados que ofrezcan comidas y productos orgánicos.
- Mejorar la promoción del uso del transporte público a la comunidad.
- Mejores calles; arreglar los hoyos que existen en las calles; construir más banquetas para la seguridad del peatón y la juventud.
- Deben de haber rutas seguras a la escuela para los alumnos.
- Crear mejor acceso para el peatón al transporte público.
- Se necesitan mercados que sean más económicos, saludables y sustentables.
- Combatir y eliminar el uso de drogas dentro de la comunidad.
- Contaminación – el smog ha causado el incremento de casos de asma; se debe reducir el uso de carros para reducir la contaminación.
- El tiempo que se toma para cruzar la frontera es demasiado. La demora causa una “tortura” y causa un estrés muy grande.
- Necesitamos educación para el ciclista, el conductor, y para la comunidad para mejorar la seguridad de todos.
- Se debe ampliar los carriles para ciclistas sobre la calle para mejorar la seguridad.
- Necesitamos sembradillos locales – se debe usar lotes vacíos para la educación y para mejorar la comunidad.
- No hay hospital en San Ysidro.
- Necesitamos mejores parques y que estén bien cuidados y seguros y que cuenten con baños. Crear un programa como “Park and Ride” en la comunidad y aumentar el acceso a “van pools”.

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• Manage water runoff more effectively since the water eventually goes out to our beaches.
• There is a new global climate law in Mexico, so work together to achieve certain greenhouse (GHG) emission goals.
• Address air pollution and the negative health impacts caused by idling cars at the border.
• Promote more connections to the Tijuana Estuary so that people can appreciate the natural resources and become more active in that area.
• Address beach closures in Imperial Beach due to high levels of contamination and sewage.
• Encourage more public areas to be non-smoking.
• Climate change and sea level rise is a concern. Everything is interconnected and sea level rise will make crops harder to grow.
• Work with the Environmental Health Coalition, Wildcoast, and Ocean Force to look at salinity of the oceans, tide levels, and effects on ecosystems.
• Reinstate the bike incentive for crossing the border.
• Reduce crime. Crime is an aspect of healthy environment, because it restricts people from going out on walks or letting their children outside when it is not safe, and this limits activity levels and community participation.
• Increase children’s education programs focused on the outdoors.

Energy and Climate Change

• Increase awareness and understanding of how climate change relates to the average person.
• Tailor the message to different population segments, taking factors such as language and culture into consideration.
• Provide more green space, which can help address pollution and climate change.
• Expand Car2Go car-sharing throughout the region.
• Demonstrate the benefits of making individual changes to reduce GHG emissions.
• Invest more in sustainable energy.
• Increase gas prices to encourage alternative forms of transportation.
• Synchronize stoplights to reduce idling, traffic, and pollution.
• Proactively and naturally reduce fuel for wildfires, for example, by using goats.
• Change building codes to allow gray water to drain directly into gardens/landscaping.

Energía y Cambio Climático

• En la frontera, hay más contaminación que se siente más por la cercanía a la garita.
• Revisar las emisiones de vehículos que cruzan la frontera.
• Educar más a los niños acerca del cambio climático.
• Publicar los horarios de la escuela y qué relación tienen con los niveles de emisiones.
• Simplificar la información para que gente entienda.
• Agilizar el cruce fronterizo para los peatones.
• Implementar paneles solares y sistemas eólicos.
• Difundir la información de planes y programas de desarrollo en lenguaje coloquial.
• Sembrar más áreas verdes y jardines para respirar aire más puro.
• Aprovechar la energía solar.
• Mejorar la eficiencia de los vehículos y reducir las emisiones.
• Caminar y andar en bicicleta como medio de transporte.
• Collect rain water as a sustainable way of conserving water.
• Provide electric vehicle (EV) charging stations, raise gas prices, and offer incentives to encourage people to use alternative fuel vehicles.
• Demonstrate cost comparisons and provide education on the benefits of electric/alternative fuel cars.
• Build better bike lanes and dedicated bike lanes.
• Spend less money on highways and more on public transit.
• Invest more money into each individual community, not just transportation but infrastructure, so that people don’t have to leave the community in order to find medical services or grocery stores, or meet other basic needs.

Economic Prosperity and Borders

• Reduce border wait times. Lengthy wait times affect prosperity, health, pollution, and the environment.
• Invest more in border infrastructure as this can lead to more jobs and a healthier environment.
• SR 905 interstate was a great addition.
• Assist seniors. Currently it is difficult for seniors to find work since finding ways to commute can be a challenge. They also have difficulty accessing social services, groceries, medical care, and housing.
• Address the mismatch between skills of individuals and skills needed in jobs.
• Invest more in schools and motivate students.
• Invest more in communities that haven’t received as much; social equity.
• Increase the focus on education & school achievement. In San Ysidro, create more STEM (science, technology, engineering, math) programs and add a college in South Bay.
• Recognize that many people own business in Tijuana but live in San Diego, and that they are contributing to both economies.
• Think of San Diego and Tijuana as a mega-region.
• Collaborate on transportation. Continue rail service south of the border. Integrate rapid transit from Baja to Alta California, with no need to transfer at the border.
• Acknowledge that trade at our border affects many states. For example, items manufactured in maquiladoras don’t just stay in San Diego...what

Prosperidad Económica y Fronteras

• La frontera y la prosperidad económica están profundamente vinculadas porque hay mucho comercio entre las comunidades de San Diego y Tijuana.
• Por los altos costos de vida en San Diego, mucha gente se va a vivir a Tijuana. Rentar una casa puede costar $300 dólares, lo que en San Diego no existe.
• No se puede cruzar la frontera para ir de visita o de compras debido a las demoras actuales, y eso está impactando de manera negativa la economía fronteriza; muchos negocios están cerrando porque no hay suficiente comercio.
• Hay que hacer la gestión de la frontera una prioridad.
• Los tiempos actuales de espera impactan de manera negativa la salud mental y física de las personas quienes tienen que cruzar.
• Hay que invitar a los agentes federales a eventos comunitarios para que participen en las discusiones sobre cómo mejorar el funcionamiento de la frontera y para que escuchen las preocupaciones de la comunidad, pues ellos viven aquí, van a nuestras escuelas, usan nuestras calles, etc.
• Se deberían enfocar más recursos en las instalaciones públicas para la comunidad en lugar de invertirlos en el turismo.
• Se debe generar más trabajos mejor renumerados para que la gente pueda salir adelante económicamente.
• Se deben aumentar las opciones o alternativas de
happens if they are delayed due to border crossing waits?

• Learn from each other regardless of language or cultural barriers.
• Consider smart parking; build up instead of across.
• Implement a marketing campaign with San Diego and Tijuana ambassadors, including tours on how Tijuana really is. Should be able to say “Let’s go to Tijuana to grab dinner, see a show and come back.” It’s done in other borders throughout the world, why not this one?
• There is a need for more:
  • Understanding of diversity.
  • Community action to bridge the border.
  • Blur the separation, as we move forward… it seems like the division gets stronger and we need more collaboration.
  • Easier border crossing system – enhances the regional economy & better relations.
  • Concerted campaign to engage everyone.

transporte público en la frontera.
• Deben de haber más carriles para peatones que cruzan la frontera.
• Se tiene que desarrollar un centro de transporte y comercio en la frontera de San Ysidro que inspire orgullo y brinde a la gente los servicios que necesita.
• Para lograr la prosperidad económica hay que atender también la educación y la salud pública de las comunidades fronterizas.
• La ciudad de San Diego junto al sector privado debe de invertir fondos para construir un nuevo centro de transporte en San Ysidro
• Hay una gran oportunidad para prosperidad económica en la región fronteriza de Tijuana-San Diego, pero solamente se podría aprovechar de ella si se mejora la organización del cruce fronterizo.
WORKSHOP SUMMARY: JUNE 13, 2013, ESCONDIDO

Thank you to the 30 participants who took part in the June 13th workshop on San Diego Forward: The Regional Plan! Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

For more information and the detailed Note-takers Notes, visit [www.sandag.org/sandiegoforward](http://www.sandag.org/sandiegoforward).

Mobility

- Provide more transportation options to people as they age.
- Address barriers to transit, including: infrequent transit service, transfers, the timing of connections, and the design of the pedestrian environment (small sidewalks, massive parking lots, auto-centric roadway design).
- Provide more flexible pricing for transit passes, such as options that allow for two days a month, one day a week, ten uses, etc.
- In Fallbrook, use a mini-bus rather than large buses during off-peak periods.
- Focus on family mobility concepts, such as riding bikes, skateboards, walking, safety, and sidewalks, particularly around schools.
- Decrease bus fares, provide shade at bus stops, and increase transit frequencies.
- Consider raising gas taxes to generate money for more transit options. Revenue from gas tax could be used for transit along the I-15 corridor that would provide equivalent transit travel times compared to a car.
• Front-load the construction of transit projects, and push back freeway projects.
• Recognize that our region is very car dependent.
• Invest in simple infrastructure improvements such as crosswalks and street lights to promote walkability and safety.
• Address traffic congestion during commute times, especially from Escondido to Oceanside.
• In North County, make improvements such as more bike lanes, creek flood mitigation, and increased frequencies on the SPRINTER, COASTER, and buses.
• From the North County perspective, the region should balance transportation investments around the county, even if the majority live in San Diego.
• Explain how the plan will incorporate all of this feedback.

Healthy Communities

• Increase access to active recreation spaces to address childhood obesity.
• Include greater emphasis on “making connections” in grant criteria to improve connectivity from creek crossings or major arterials to schools and parks.
• Provide pedestrian access to destinations that provide social and family services.
• Include greater emphasis on walkability and multi-modal transportation as part of the transportation project evaluation criteria.
• Create clean and aesthetically pleasing streets to encourage walking and being on the street.
• Provide multiple options for accessing healthy foods.
• Concentrate services such as clinics, dentists, and grocery stores in central locations accessible by walking and transit.
• Increase the number of bikes that can fit on a bus rack to help support active lifestyles.
• Don’t invest in bike infrastructure for commuters. Commuting to work by bike is not convenient or efficient.
• Increase pedestrian safety by addressing dangerously wide boulevards.
• Focus bike and pedestrian infrastructure in areas where fewer people own cars, for example, in college communities.

Healthy Environment

• Include buffer zones/set-backs from freeways for new housing developments.
• Maintain existing agricultural lands and industrial zones for a diverse economy.
• Focus on indirect potable water reuse and conservation in addition to imported water.
• Decrease the amount of water used on landscaping in our arid region.
• Use grey water to water plants and yards.
• Focus on the resilience of our food supply as related to climate change.
• Work harder toward the goal of zero emissions at the ports and borders.
• Encourage more grey water use and rainwater harvesting for residents.
• Preserve open spaces to provide people with places to walk, hike, bike, etc.
• Plan neighborhoods in a way that draws people to walking, biking, and using transit to get to places. Make the walkable areas more inviting.
• Support beach sand nourishment along the shoreline.
• Distinguish between conservation and preservation. Some land should be off limits to the public and the public should be informed why.
• Encourage the construction of underground parking garages and underground parking lots.
• Provide continuity between open space trails. Pursue a complete Trail Master Plan to help connect the city trails with county, state, and federal trails.
• For water quality, tie in green infrastructure and permeability.
• Provide incentives for projects that go above and beyond Best Management Practices.
• Encourage water pricing to protect crop production.
• Address zoning issues related to community gardens and use empty lots for growing crops, like in Seattle.

**Energy & Climate Change**

• Expand installation of solar panels in urban areas.
• Incorporate solar panels into new developments, and use “wasted spaces,” i.e. rooftops, parking lots, etc. for solar.
• Increase use of solar energy in transportation – it has the portability/utility of gasoline and can work with our existing infrastructure.
• Reduce passenger trips and make vehicles more efficient.
• Increase alternative fuel vehicles.
• Encourage the development and use of virtual meetings.
• Promote electrified truck stops in Otay Mesa.
• Continue expanding port on-shore electricity connections for ships.
• Promote organic farming throughout the county’s farms.
• Increase community gardens in urban areas, especially as a teaching tool for children.
• Generate electricity from garbage incineration.
• Install more reservoirs that can capture rain water and install more rain water recovery systems.
• Expand grey water infrastructure and availability.
• Do not expect the business community or developers to finance everything.
• If the cost of doing business increases too drastically, then it becomes economically infeasible for companies to stay here.
• Support strong climate action plans at the city level.

**Economic Prosperity & Borders**

• Educational debt is a big issue. Reduce high student debt rates and increase job opportunities for graduating students.
• Provide transportation options, especially for college kids who can’t afford a car and gas.
• Explore how the increasing use of online education will affect travel patterns.
• Build more border crossing lanes to reduce border wait times.
• Ensure that there’s a level of prosperity for everyone, not just the top end of income groups.
• Promote jobs with livable wages.
• Coordinate more bike and pedestrian infrastructure in the county – many studies show that these types of investments have positive localized economic impacts.
• Need more job opportunities for people who don’t earn degrees; this has correlation with crime.
• Charge a “cover charge” for commuters coming down the I-15 from the Temecula area.
• Developments within tribal nations can have regional impacts on water quality. Coordinate discussions with tribal nations.
• Retrofit suburbia to draw people in; SANDAG can serve as a partner.
• Increase the reliability of our transportation system to take people to job interviews and work. People are shut out of jobs if the transportation system is not reliable.
WORKSHOP SUMMARY: JUNE 20, 2013, OCEANSIDE

Thank you to the 75 participants who took part in the June 20th workshop on San Diego Forward: The Regional Plan! Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

For more information and the detailed note-takers notes, visit www.sandag.org/sandiegoforward.

Mobility

- Place higher priority on transportation projects in North County, especially to alleviate congestion on the north end of I-5 near Camp Pendleton.
- Accommodate more travel alternatives to the freeway.
- Overcome the LOGUT (Let the other guy use transit) mentality.
- Explore the transportation needs of each unique community – Downtown/urban areas differ greatly from suburban neighborhoods.
- Increase transit frequency and operating hours, especially on Sundays and in the evenings.
- Make bike paths work. Learn from Frankfurt, Germany, where bike paths exist throughout the city on sidewalks rather than in the way of oncoming traffic.
- Promote and build bike corrals, like was done in City of Long Beach.
- Place greater focus on bike security at transit stations.
- Prioritize the double-tracking of the COASTER to make this project happen sooner.
- Move the COASTER station from Sorrento Valley to the University Town Center (UTC).
- Promote reciprocal fare arrangements between Amtrak and COASTER/SPRINTER.
• Improve connectivity across the COASTER rail tracks, particularly in Encinitas for individuals trying to get to school.
• Add transportation connections and safe places to park bicycles at SPRINTER stops.
• Apply I-15 principles (e.g. FasTrak, premium express buses, vanpools, etc.) to I-5.
• Extend car-sharing to North County.
• Support electric bicycles.
• Use technology to its full extent in terms of transportation planning.
• Unbundle parking.
• Consider physically impaired veterans who have special parking and transportation needs and the aging population since many Baby Boomers will be incapable of driving in the future.
• Put a price on carbon emissions to promote market incentives for sustainable travel behaviors.

Healthy Communities

• Offer active transportation options and convenient multi-modal travel choices for all age groups that reduce greenhouse gas emissions.
• Widen and improve sidewalks to promote walking, bicycling, wheelchair access, and stroller accessibility, and to provide safety and connectivity within the community.
• Provide affordable access to basic necessities such as food, water, and housing.
• Employ local residents, regardless of age, income level, or ethnicity.
• Accommodate and prioritize the needs of the homeless, the aging population, and those with mental illnesses.
• Provide multi-modal and complete streets, increased access to transit for seniors, more senior-friendly buses, and safe housing options for the elderly.
• Promote farmers markets.
• Promote a Walk to Work Day.
• Do more to limit smoking in public areas.
• Encourage new sustainable farming concepts such as the “key-hole garden” – a drought tolerant circular raised bed with a compost pile in center which distributes nutrients to surrounding areas.
• Develop and embody characteristics of resilient communities.

Healthy Environment

• Encourage replacing non-native plants that are used in landscaping by native plants to help conserve water.
• Provide more incentives, such as competitions, to encourage reductions of energy and water use.
• Build more community gardens in the North County Coastal area.
• Create better habitat protection links with watersheds.
• Improve water quality of oceans – can’t swim in the water because of sewage system breakdowns in North County related to old water pipeline infrastructure. Modernize sewage infrastructure.
• Acknowledge that population growth will affect everything; think proactively about ecological and economic issues.
• Recognize and address the barriers to achieving our goals, which include: 1) public mind-set, 2) political mind-set and division of jurisdictional lines, and 3) honest assessment of costs.
• Ensure steady supply of water.
• Consider requiring each city to have a certain percentage of open space.
• Focus on climate stabilization; if we don’t do that, we will lose everything, including habitat.
• Do more than the bare minimum with regard to climate change and environmental issues.
• Build better and more sustainably – everything should be sustainable.
• Understand the trade-offs between desalinization to increase water supply and impacts to the environment and marine life.
• Focus on the quality of drinking water as a #1 priority.
Energy & Climate Change

- Use existing and proven technologies, such as solar power.
- Expand installation of solar panels in urban areas.
- Shade parking lots with solar panels.
- Promote electric-powered vehicles.
- Implement a carbon fee to help solve the GHG emissions problem.
- Promote free markets to handle GHG reductions.
- Strengthen legislation for reducing GHG emissions and keep agencies accountable.
- Promote more public education in schools about climate change at all levels.
- Provide more options for public transportation.
- Create reliable technology for bus stop times on computers and cell phones.
- Work with employers to incentivize ride share and shuttle programs.
- Create tools for disaster planning.
- Create safer and complete streets (cars, biking, walking).
- Maximize “low technologies” such as active transportation (bikeways, walking).
- Support programs that allow individuals to produce biofuels.
- Include regional water issues in the new plan (desalination is very energy intensive).
- Raise personal awareness about energy and water footprint through visual tools.
- Make transportation maps and data more accessible.
- Look for strategies to reduce growth. Population growth is directly correlated with energy use. The easiest way to reduce our energy demand is to reduce growth.

Economic Prosperity & Borders

- Focus on the kinds of businesses you want to attract, such as business clusters with green tech.
- Reduce regulations. The free market will come up with ideas to protect the environment and deal with growth. Regulation is stifling businesses from creating innovative ideas and causing businesses to leave California.
- Encourage job creation closer to people living in Oceanside to improve commutes.
- Increase public transportation between Escondido and Temecula.
- Move people more efficiently across our international border crossings. It takes less time to travel on a plane from Mexico to the United States than to cross the border at San Ysidro.
- Encourage cooperation and cross-border economic development.
- Improve utilization of all border crossing lanes, including the SENTRI and Ready Lanes.
- Address the conflicts between security and ease of crossing at the international border.
- Protect our borders because there are many types of potential threats.
- Consider a train that travels across the U.S./Mexico border. This could help with the time it takes to process individuals through customs.
- Decrease water rates to promote and preserve agriculture in the region.
- Improve wages for lower paying jobs.
- Provide education as a means for acquiring higher paying jobs.
- Encourage apprentice programs and job training programs.

Español

Comunidades Saludables

- Necesitamos acceso a comida saludable y económica, incluyendo verduras frescas.
- Queremos una ciudad limpia; que no tiren basura en la calle y que controlen los animales e insectos.
- Necesitamos calles bien pavimentadas sin baches y hoyos y con banquetas.
- Banquetas son importantes para la gente con discapacidad.
- Es un riesgo para los niños caminar a la orilla de la calle sin banquetas.
• Necesitamos centros comunitarios para que los jóvenes tengan acceso a actividades educativas.
• Es importante alocar los recursos de manera equitativa.
• Deberían plantar árboles en las calles y en los parques.
• Necesitamos más alumbrado/iluminación.
• SANDAG debe de invitar a más jóvenes para escuchar sus puntos de vista también.

Energía y Cambio Climático

• Debemos disminuir el uso de la energía para frenar el cambio climático.
• Los calentadores solares son buenos para ahorrar energía al largo plazo.
• Los paneles solares son ahora más accesibles que antes, pero hay que educar a la gente sobre los beneficios de instalar los paneles solares.
• Hay una falta de infraestructura para cargar vehículos eléctricos.
• Si uno no gana suficiente dinero, no puede comprar una casa, y si uno renta su casa, no se puede instalar paneles solares, o hacer otras renovaciones que ayudan ahorrar energía.
• Deben de haber programas de asistencia que eduquen a la gente sobre cuales tecnologías alternativas se pueden implementar.
• Deben de haber programas de incentivar a la gente tomar medidas de disminuir el uso de la energía, y también utilizar tecnologías alternativas.
• Se necesita reforestar por el bien del medio ambiente y también para el beneficio de la gente y las comunidades.
• Se debe plantar árboles, y también mantenerlos.
• Tenemos que estar preparados para los efectos causados por el cambio climático.
• El cambio climático está conectado al transporte y la salud pública.
• Toma demasiado tiempo usar el transporte público, y el servicio debe ser más frecuente y deben de haber más rutas.
• Las paradas de autobús y del Trolley deben de contar con tejados ya que hay muchas que no los tienen.

Prosperidad Económica y Fronteras

• Queremos mejores sueldos, más trabajos, más oportunidades de educación, y también programas de entrenamiento.
• Empresas privadas deben de ofrecer programas de entrenamiento laboral.
• Necesitamos inversiones económicas en nuestras comunidades.
• La movilidad impacta a la economía; hay comunidades en que no es fácil trasladarse a ciertos destinos.
• Demora de 2 a 4 horas para cruzar la frontera, tanto en coche como a pie.
• Mucha gente, especialmente los de la tercera edad, cruzan a Tijuana para obtener servicios y bienes más económicos, y debe de ser más fácil cruzar.
• Los carros que esperan en la línea fronteriza causan mucha contaminación del aire.
• El smog que está saliendo de los carros en la frontera causa un impacto negativo.
• Las largas esperas en la frontera impactan negativamente a la economía porque personas quiénes quisieran cruzar la frontera para fines comerciales o para hacer compras no lo hace por las demoras.
• Sería una buena idea tener un carril dedicado a las bicicletas, pero tendrían que controlar el tráfico para que la gente no lo abuse.
• Sería buena idea empezar un programa de compartir bicicletas en la frontera.
Thank you to the over 125 participants who took part in the June 21st workshop on San Diego Forward: The Regional Plan!

Your input and feedback are keys to the process of creating a plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives and other core components of San Diego Forward: The Regional Plan.

For more information and the detailed note-takers notes, visit [www.sandag.org/sandiegoforward](http://www.sandag.org/sandiegoforward).

### Mobility

- Focus on intra-regional mobility which can bring money to outlying areas which can foster regional economic vitality.
- Consider a child bike-share program with helmets as a part of a larger bike-share program.
- Create reliability for developers to invest around transit stations.
- Consider moving air freight travel out of Lindbergh, separating passenger from freight and moving freight to Carlsbad or Brown Field.
- Any type of bike-share program needs to include infrastructure to support safer routes to ride.
- Expand traveler information to ease of use of the systems (e.g., “Next Bus” signs)
- Develop a “transit ambassador” program for seniors.
- Make transit competitive with driving in terms of travel time.
• Apply a complete streets model for main boulevards accommodating multiple modes of travel.
• Provide transit service that reaches hard-to-access job centers (e.g. North County).
• Design transit so that it accounts for different areas (e.g. higher density areas merit light rail projects).
• Improve walk/bike/other connections between bus and rail and to/from destinations.
• Direct growth through transportation investments.
• Encourage growth along Smart Growth transportation corridors.
• Consider public health in decision-making.
• Consider including punitive measures to effect change, rather than just incentivizing change; the 18 cities and Port District should be required to follow the Regional Plan goals and principles.
• Include transportation options for all demographics (e.g. youth without licenses trying to get to beach as well as aging population of baby boomers).
• Promote telecommuting and encourage businesses to offer telecommuting to their employees 1-2 days per week.
• Consider sidewalk access and improvements.
• Look at impacts of freight movement versus other modes – do the needs of trucks conflict with the needs of bikes, for example.
• Make transit convenient, cost-effective, and reliable so that transit is competitive with driving.

Parking and Pricing

• Integrate parking with purposeful economic returns.
• Balance demand management strategies (congestion pricing) with alternative transportation modes (public transit, active transportation, etc.).
• Make car-sharing a more attractive option for transit users.
• Develop park-once strategies where people are encouraged to ‘park once’ during a day/trip.
• Use metered parking in a manner that creates turnover of spaces in high demand (for shopping or dining purposes, for example) and allows longer term metered parking (for work/employment) further away.
• Use emerging technologies to connect the public with available parking (available parking spots/vacant lots, variably priced metered parking, etc.).
• Survey communities to better understand their specific needs, in order to create more tailored solutions rather than a one-size-fits-all.
• Consider shared parking strategies that balance the peak AM/PM use and off-peak uses.
• Allocate the parking revenues to contribute to not only to the enhancement of the transit experience, but the walkability of the street.
• On the private side, we need to give carpools priority parking. Cities should require it.
• Companies should be incentivized to reduce employee parking and to subsidize transit passes.

Land Use Scenarios

• Give more priority to protecting our urban open space, recreation, and habitat areas.
• Expand the higher density core to include Chula Vista and the border area.
• Include the area south of the border for affordable housing opportunities.
• Explore the impacts of each scenario on the economy, health, environment, and quality of life.
• Explore smart growth scenarios that help with transportation choices, transportation costs, and health benefits.
• Consider second units close to the transit oriented development areas.
• Look at the redevelopment of the region’s commercial areas and development of shopping malls near transit hubs.
• Address jobs/housing fit and try to do a better job of matching income levels with housing choices to address the range of types of income levels in a job place (i.e., high-paying jobs versus service workers working in high-tech buildings). SANDAG’s modeling process should look at the implications of jobs/housing fit.
• Modify scenarios to acknowledge and better integrate the major employment clusters.
• Conduct a market feasibility analysis on all of the scenarios.
• Map topographic land constraints; many slopes are uninhabitable for human development. River valleys and steep slopes are not suitable for human development.
• Create a scenario with urban growth boundaries.
• Address sea level rise in the scenarios.
• Consider placing just as much emphasis on creating more walkable and bikeable communities than is placed on transit oriented (TOD) communities so we do not have to invest in so much public transit.
• The TOD scenario is more reflective of where job centers are throughout the region.
• Consider housing costs and affordability in scenarios.
• Consider quality of life issues and transit access to parks, healthcare, education, family resource centers, clinics, childcare, and other community resources/social service facilities.
• Adapt to current trends such as telecommuting, co-work spaces, etc. which are becoming more popular and more sustainable.

Active Transportation

• Focus on Safe Routes to Transit as a key goal.
• SANDAG is doing an admirable job at trying to connect with communities but needs to do a better job in reaching out.
• SANDAG’s efforts to reach-out and invite participation from groups that traditionally are not engaged in the process are appreciated and beneficial.
• Broaden the active transportation goal to include skateboarding, scooters, etc.
• Implement separated bicycle infrastructure facilities on major corridors.
• Plan according to younger generations that want to live in communities where they can walk and bike.
• Improve systems for carrying bicycles on transit vehicles.
• Engage schools as a method of encouraging kids to walk and bike to school.
• Consider expanding wayfinding signage to direct users to transit stops which would encourage people to bike.
• Develop infrastructure like bike stations to encourage more people to bike to transit.
• Separation between bicyclists and vehicles is critical since a fear of safety is a barrier.
• Incorporate the complete streets concept into SANDAG’s planning.
• Offer incentives to encourage more biking; encourage employers to provide more shower and locker room facilities to employees.
• Encourage bicycle education.
• Emphasize utilitarian trips and not just commuter trips.
• Having an Active Transportation discussion puts health first and foremost including individual and environmental health.

Emerging Technologies

• The ability to track the bus is important when people are going somewhere.
• Self-driving vehicles can help reduce accidents.
• When considering emerging technologies, include sustainability, mobility/accessibility, and safety.
• The idea of crowd sourcing would be easy to focus on and easy to do. Provide the cloud to interested individuals and go beyond what is traditionally done.
• Expand Car2Go system geographically so that there is coverage across the whole county.
• Expand the availability of plug-in charging.
• Use technology for information such as real-time traffic information. This would help people decide what mode of transit to take and what route.
• Provide a greenhouse gas calculator application to help change peoples’ behavior
• Apply emerging technology to infrastructure improvements that reduce reliance on vehicles.
• Consider security and loss of privacy.
• Keep up with technology – signal detection, loops, etc.
• Technology can help with lowering costs.
Autonomous vehicles are an easy solution to reckless drivers; they would allow more cars on the road without building more lanes, and the idea holds promise.

The shared economy (Car2Go, etc.) is growing. Consider this in the planning process.

Provide better traveler information.

Consider equity as an issue since there are barriers to entry for technology, and not everyone can afford a smartphone, car, or Google glasses.

Transportation Project Evaluation

- Consider sustainability and return on investment. Can you sustain what you are building?
- Incorporate public health into the evaluation criteria and prioritization of transportation projects.
- Balance return on investment and use of transportation facilities.
- Provide a complete analysis of the costs and benefits of the projects, on other forms of transportation, and compare between all modes of transportation.
- Encourage smart growth, neighborhood shuttles.
- Add reduced GHG emissions to the criteria.
- Place greater value on community involvement and input in the evaluation of these projects. Make sure the community’s voice is heard.
- Focus priority on moving the most people at the least cost and increasing transit frequency.
- Consider density as a factor in determining transit project priorities.
- Think about health costs, too.
- Keep equity in mind... neighborhoods that don't have many transportation options should be focused on first.
- Think about students, where they need to get to, and how they get to school, and how they make their connections.
WORKSHOP SUMMARY: JUNE 27, 2013, LA MESA

Thank you to the nearly 90 participants who took part in the June 27th workshop on San Diego Forward: The Regional Plan! Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

For more information and the detailed note-takers notes, visit www.sandag.org/sandiegofoward.

Mobility

- We need to change the mentality of “us” versus “them” between bicyclists and automobile users.
- Having kids makes it challenging to take public transit. Transit should be more family friendly.
- Change SANDAG’S current policy goal from expanding local freeways and roads, to one that focuses instead on no-automotive mobility approaches.
- Focus on infrastructure for pedestrians and bikes to improve safety including the development of a region-wide bike path network that does not require bikes to share the streets and roads with multi-ton cars and trucks.
- The public perception of transit needs to change to increase ridership.
- Automobile use is easy and convenient; therefore if you make transit and biking more convenient, then more people will use alternative transportation.
- Build bus and transit directly to the airport and to the beach, in rapid fashion.
- Focus on connecting and developing older neighborhoods as well as newer neighborhoods. Include all neighborhoods in the process.
- Encourage density, mixed use development, and active transportation so there can be more growth in smaller neighborhoods so that people don’t have to travel outside of their communities.
• Education and outreach need to be made a priority.
• Seniors have limited transportation options regarding access to food, medicine, and amenities.
• Busses should be converted to alternative/non-polluting types of vehicles.
• Keep jobs and housing in one specific area. Make it so people don’t have to travel as often to achieve their daily tasks.
• Access to reasonably priced healthy food, health care facilities and services is lacking in rural areas.
• SANDAG should consider opportunities for a bi-national convergence using a form of smart growth in a rural setting.

Healthy Communities

• We need to plan for mother-in-law flats so that elderly and disabled or ill can age in place or be cared for by their families.
• The first and last mile for transit becomes a greater challenge due to hilly topography.
• It is preferable to live with a grocery store within walking distance. La Mesa residents are concerned about the emergence of 7-11 and the sale of alcohol, cigarettes and unhealthy foods.
• There needs to be more affordable housing to support the large refugee population in San Diego.
• Smoke free parks and trolley stations would support a healthy community. Secondhand smoke inhibits the health of others and is a big problem.
• Accessibility, safety, and engagement are important in a community. People need destinations and a sense of place to feel safe.
• The ability to grow your own healthy food could support a healthy community. Since not everyone has a yard, community gardens and urban agriculture regulation reform can improve access.
• There needs to be safety for children in order for parents to allow them to walk or bike to school.
• Walking school busses are brilliant. Encourage more ideas like this.
• Connectivity in La Mesa is important. Freeways break up communities. We need to provide better pedestrian access to circumvent freeways and reconnect communities.
• We need interregional connectivity. There should be a comprehensive bike network connecting the region.
• Support policies and programs that integrate health in the planning process. Transportation planners should interact with health care districts to educate the public on how vehicle emissions affect personal health and community health.
• Implement effective and informative signage, especially that which transcends language barriers.
• Consider placing distance markers along trails and sidewalks to encourage pedestrians to monitor their physical activity. For example, some seniors set a pedometer goal of 10,000 steps each day.
• Green spaces should be accessible by walking and accessible to all demographics. Parks are important because there is a correlation between access to green spaces and mental health.
• Acknowledge the health-wealth disparity in transportation planning; Public policies should reflect the fact that some people are more impacted by policy decisions.
• Make public transit economically attractive and time efficient.
• Update the iCommute webpage so that it is more user-friendly.
• Support a concentrated effort to provide mental health support to homeless people.
• Consider mitigation strategies to address the noise and air pollution near Gillespie Field.
• Encourage programs and policies that promote community gardens and parks.

Healthy Environment

• The local and state trails are disconnected. We need a forest system to link everything together.
• Shoreline is important for our regional economy, but it sounds like we’re destroying one ecosystem for ours through the beach sand replenishment program.
• We need to have better land use controls upstream – we let people build so close to the shoreline that it degrades environment.
• Provide more funding for active transportation projects and invest in systems (like BRT) and technologies that produce less exhaust.
• Runoff from roads impacts shoreline, habitat, water quality.
• I like the current habitat preservation goals, and would like to see a greater emphasis on that as the plan develops.
• We need more shade trees that cool the environment.
• We need for better education programs to foster understanding and stewardship for natural resources, especially in schools.
• Use porous materials for roads and sidewalks, which will replenish aquifer.
• We need to restore our watersheds as much as possible. Watersheds that have been compromised have a higher occurrence of natural.
• A lot of energy goes into making potable water – use it appropriately.
• Secure the local water supply by including desalinization.
• Encourage complete communities and ensure access to affordable local produce so that less energy and emissions are used for transporting goods. This is especially important for disadvantaged communities.
• People are not able to enjoy the open space if they are not able to get to it. However, the idea of people driving to the natural spaces is very unfavorable. People driving to these locations means that the fresh mountain air that is so valued will become polluted.
• There should be more agricultural lands for crop production in San Diego.
• More grey water should be used for watering plants.
• It should be a requirement for new housing developments to use drought tolerant and native plants.
• More public transportation is needed to reduce the cars on the road and the pollution in the air.
• It is important to keep the open spaces staffed so that they stay maintained.
• There needs to be brush management to prevent fires.

Energy & Climate Change

• The closure of San Onofre has caused a push for increased fossil fuel power plants. SANDAG should try to oversee this to ensure that fossil fuel plants don’t pop up as a result.
• San Diego lacks a natural tree scape, as the worst performing region in the US in terms of where our tree canopy needs to be. Planting trees in vacant space (small specimens) and keeping them maintained is the solution to this problem.
• Standardize codes to make permitting easier for solar technology to take hold.
• SANDAG should encourage local agencies to follow green building codes through incentives.
• If you can’t measure it, it doesn’t exist – we need to have systems that recognize the intrinsic value of the environment and show current regional greenhouse gas (GHG) statistics. We can’t move forward if we don’t know where we are at.
• The expression of changing a lifestyle scares people; it is more approachable to suggest making small changes to improve one’s life and create a healthier environment.
• Incentivize electric vehicles
• Cross border issues – Mexico air pollution and sewage
• The most polluted areas in the region are lower-income neighborhoods. Asthma and cancer rates are higher in sensitive populations, including lower-income, elderly, and disabled populations.
• Gillespie field should be relocated because it is the highest polluting airport in the region.
• Generate more power and energy locally instead of outsourcing. The region should be more self-sufficient and self-generating.
• Implement better landfill models by switching to an anaerobic digestion-model which better captures methane and gets more organics out of the landfills.
• Convert all trash trucks to Compressed Natural Gas (CNG).
• Encourage more rooftop solar. Currently, there are disincentives to putting generated energy back onto grid. SANDAG should stand up against the utility.
• Electric vehicle charging stations at solar panel covered parking lots which will encourage people to buy electric cars (e.g., San Diego Zoo parking lot).
• Educate people on water/energy nexus (embedded energy in water).
• Support Community choice aggregation (CCA), where cities can band together to buy energy and gives consumers a choice in what kind of energy they want.

Economic Prosperity & Borders

• Hiring locally boosts the local economy.
• Economic prosperity needs to be tied with transit investments. Too many people live far away from where they work.
• We need to foster a creative class of young professionals as many leave San Diego due to lack of affordability coupled with the lack of desirable jobs in the region.
• Border wait times are too long - at least two hours. We can’t continue to allow this time barrier to exist as many people who live in Tijuana are commuting to San Diego (many via SENTRI Pass).
• There is a lack of diversity in the job market. Lower paying jobs go to minority communities and we must change this imbalance. Latinos are not encouraged to go to college in the same way as other groups are and it’s very divisive.
• There are many farmers markets now, but the products are a bit out of reach despite SNAP acceptance. More healthy food can be purchased at a conventional grocery store for the same amount of money.
• If there is no local prosperity, there is no culture or street activity.
• Encourage a diversification of the economy in San Diego to go beyond biotech and hospitality.
• Fund economic development in rural areas. We don’t support sprawl but we want something self-contained to elevate our standard of living, as 87% of our communities are living in poverty.
• Big box retail removed many small businesses beginning in the 1960s/70s. The ability to shop local has diminished. We want money to circulate locally in La Mesa, not go out of state.
• The big box retail issue is a real dilemma with no quick solution. One can save 25 cents on toilet paper at a big box store but it doesn’t justify lower wages and the lack of employee benefits. There are repercussions associated with a decreased quality of life.
• The SANDAG RTP places smart growth nodes too far out (e.g. Ramona) due to the political process.
• SANDAG should invest more in the Blue Line; it has high ridership and boasts a 70% cost recovery rate, yet it does not receive the financial support it deserves.
• We can improve economic prosperity and bring jobs and commerce into the region by improving the flow of traffic at the Border.
• Implement zoning laws that allow for more multi and mixed uses.
• Our transportation system divides us rather than integrates us – with car you drive right thru neighborhoods.
Thank you to the almost participants who took part in last Saturday’s workshop on June 29th on San Diego Forward: The Regional Plan!

Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. If you attended last Saturday – remember, there are more workshops coming up, so please stay involved. And if you couldn’t make it, consider attending an upcoming event. Visit www.sandag.org/sandiegoforward for more info.

Below is a summary of the thoughtful and extensive input provided by stakeholders during 4 facilitated roundtable sessions held at the June 29 event. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

Listed below are just some of the ideas expressed by participants at the workshop, and some pictures, too.

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### Mobility
- The mind-set needs to change that accessibility for biking is just as important as cars.
- Ensure that sound barriers and walls are factored into the cost of expanding freeways.
- A bullet train will be necessary in future and should be built in center of the freeway with a station every 4-5 miles underneath.
- Create a stronger public transit network so it's more

### Movilidad
- Información de mapas en español, folletos en español en trolley y camiones.
- Actualizar información ofrecida al público en transporte público.
- Fines de semanas no hay muchas rutas disponibles (Ruta 961).
- Parada de camión (18th y Highland) la parada de camión no tiene protección para el sol (techo).
connected, timely, and frequent.
- Expand bus service in South County.
- South County lacks access to healthy foods.
- Encourage Farmers Markets in National City.
- People will just take their car if they have to walk far to get to a bus.
- Improve transit to the Airport.
- We need better transportation to key destinations throughout the county.
- Transit networks need to be expanded in communities with higher dependency, such as low-income and senior residency areas.
- Operate transit into the evening so that people can attend night events.
- SANDAG needs to use demographic trends to increase bus routes and tailor increased service to communities that are most dependent on transit.
- Focus on transit projects rather than automobile infrastructure.

Healthy Communities

- All streets should have safe bike lanes and sidewalks, especially along routes to schools to promote walking and biking to schools.
- Implement more engaging and participatory outreach to promote Safe Route to schools – there is an opportunity for SANDAG to have a presence in schools and educate children.
- Improve water quality in schools – currently children are discouraged from drinking water, as it tastes like drinking from corroded pipelines.
- Convert all buses to run on compressed natural gas.
- Implement policies to invest in and install existing technology that helps reduce energy uses.
- A healthy community means friendly people and an inclusive community where people feel safe.
- Kids should be able to walk to school, but parents and kids are concerned with safety.
- Schools should design loading/unloading zones to support a safe environment for pedestrians.
- There should be more bike lanes and better signage for bikes and pedestrians.
- Wider sidewalks would help calm traffic and make streets safer.
- We need more housing in National City, the right kind where people can walk to their daily needs.
- It is important to focus on children and seniors who are more dependent and at risk.
- Our community suffers from high obesity and diabetes, and high asthma rates.
- SANDAG should focus their funding on infrastructure to mitigate air pollution, especially around freeways.

Comunidades Saludables

- Vivir en ambiente limpio, libre de toxinas, libre tránsito, áreas verdes.
- Áreas verdes para los niños (no existen parques).
- Enfrente Iglesia existe terreno que se pudiera acondicionar para área verde, atrás de la escuela en el centro comunitario existe solo un pequeño centro.
- Seguridad de tráfico para los niños (escuela en la calle 18 – intersección de Highland y 18th) semáforo atrás de la escuela. Los carros no se detienen, reforzar respeto al peatón además que el semáforo peatonal no dura mucho. La alcantarilla bloquea el cruce peatonal.
- Gas para mina está localizado a pie de calle en la gasolinera y es peligroso por accidentes de choque o conductores en estado de ebriedad.
- Iluminación en la misma zona. Así como falta de iluminación en Old-Town National City.
- Determinar límites de velocidad por la misma zona para la seguridad de los niños que van a la escuela.
- El programa 'Bus Caminante al Escuela' está empezando a ser impulsado por las escuelas.
- 16th y D St. Necesita arreglos incluyendo la banqueta para los peatones. Siempre hay accidentes en esta zona.
- Impulsar jardín comunitario, no existen tiendas cerca de la gente para conseguir comida sana como fruta y verduras.
- No es seguro usar bicicletas por las avenidas pero si por las calles vecinales.
- Los carriles de bicicletas no son respetados porque la gente estaciona sus carros en los carriles de bicicleta.
- Los talleres y fábricas contaminan todos los aspectos de la comunidad.
Economic Prosperity and Borders

- Create a border crossing efficient process for the people and goods that regularly move to and from our region.
- Strengthen relationship with the military.
- Improve public transit so that people can get to jobs.
- Attracting more businesses, and not fast food or taco shops.
- Encourage home-ownership and regulate the up-keep of rental properties.
- Make it easier/faster to cross the border.
- Provide more secure bike parking and storage to prevent bicycle theft.
- National City has the highest taxes in the county, but is the most impoverished.
- National City isn’t seen as a business environment. It’s somewhere you live, but you have to go other places to work.
- There should be more educational opportunities in National City, such as trade Schools.
- Improve the cleanliness and aesthetics of the city to attract more employers/businesses. The way things look can drive people away.
- Increase street sweeping frequencies and remove dumped trash.
- Improve the responsiveness and oversight of local and regional government.
- South County is lacking tourism.
- National City needs to be more welcoming and create destinations and events to attract business and activity. People don’t want to visit a dirty city that makes them feel unsafe and uncomfortable.

Prosperidad Económica y Fronteras

- Más acceso a mercados, gimnasios, lugares comunes.
- Civic Center y Wilson interseccion. No quieren un negocio más sino un negocio que ayude a la comunidad como un supermercado.
- Fuentes de empleo cerca de la comunidad.
- Área de bicicletas en el trolley. (seccion especial para gente con bicicletas).
- Reducir costos de trolley (pase mensual).
WORKSHOP SUMMARY: FOCUS ON ECONOMIC PROSPERITY, PUBLIC FACILITIES AND BORDERS
JULY 19, 2013, CALTRANS

Thank you to the more than 70 participants who took part in the July 19th workshop on San Diego Forward: The Regional Plan!

Your input and feedback are keys to the process of creating a plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives and other core components of San Diego Forward: The Regional Plan.

For more information and the detailed note-takers notes, visit [www.sandag.org/sandiegoforward](http://www.sandag.org/sandiegoforward).

Borders

- Government entities should coordinate more and reduce paperwork and red tape.
- Include the Border Master Plan in the Regional Plan.
- Recognize that border issues such as air pollution aren’t restricted to geographic borders; health issues and different diseases cross border-lines.
- Coordinate natural corridors and open spaces with fire and forest management.
- Expedite border crossings to capitalize on Tijuana’s projected economic growth.
- Promote bike lanes at the border crossing to alleviate the pressure at the border and allow quicker crossings.
- Decentralize border-crossing ports-of-entries (POE).
• Promote better movement of goods across the border, not just passengers.
• Recognize that the tribes have more to offer than just casinos; tourism prospects are good for them and for the county. Tourists will go to the casinos, but most likely will use other facilities in the region as well.
• Acknowledge Temecula as an important economic partner for goods movement along I-15.
• Minimize travel time between San Diego and Imperial Valley so that San Diego can capitalize on the renewable energy effort that is occurring in Imperial County.
• Increase weekend service for public transportation, especially to and from Orange and Riverside Counties.
• Increase connections between employment locations and affordable housing.
• Increase the safety of public transit by encouraging more people to take transit; crime is a deterrent for many potential transit riders.

Public Facilities

• SANDAG should coordinate with other agencies and community based organizations to better provide and promote public facilities, serving as the “glue” that brings people, organizations, and cities together.
• Use SANDAG data and information as planning tools.
• Facilitate conversations about funding so cities don’t have to “re-create the wheel” and spend a lot of time searching for funding sources.
• Prioritize funding for maintaining public facilities first versus fixing broken infrastructure later.
• Take social equity into consideration when planning new facilities. Consider a holistic approach to planning that links public facilities to the needs of communities.
• Integrate parking with purposeful economic returns.
• Perform regular maintenance on roads and construct sidewalks to make communities more walkable.
• Provide planning at the “complete streets” level by constructing and regularly maintaining streets and pedestrian sidewalks, parks, public restrooms, trash cans, and community centers in urban areas.
• Provide safe routes to school.
• Collaborate with local agencies to promote green infrastructure that can improve air quality, water quality, and ultimately quality of life.
• Encourage the maintenance and delivery of water facilities.
• Promote collaboration on all levels to discuss water retention from storm water in an effort to reuse water.
• Consider the use of water desalination in the region.
• Fund maintenance improvements for the piping network in San Diego.
• Provide regional coordination to prohibit housing development in fire-prone areas.
• Make roads more truck accessible.

Economic Prosperity

• Provide education for a variety of skill sets in the region.
• Support and encourage “high tolerance communities”— diverse, college-bound communities with no ethnic barriers.
• Find ways to tap into the highly-educated immigrant and refugee population to support our economy.
• Subsidize bus passes for students to get between jobs, home, and school.
• Support local food and our local economy.
• Connect farmers and agriculture with the public through Farmers Markets. Encourage cities to support local farmers.
• Promote more collaboration with other organizations, such as non-profits in the county and the city; this collaboration should outweigh competition and personalities.
• Focus on a cost-effective, consistent water supply for the region in the future, especially for farmers and businesses.
• Promote the development of multiple economic hubs to allow people to live close to work.
• Support the development of job centers in South Bay to improve social equity. It will take people off the freeway by providing jobs close to where people live.
• Enhance opportunities for disadvantaged populations.
• Align the cost of housing with levels of income for more people to afford to live here.
• Support bike parking in the business districts. Include more urban furniture, forestry, traffic calming, etc. to bring people to these areas and increase economic prosperity.
• Provide safe routes to school for the local neighborhood communities to encourage economic prosperity.
• Facilitate small businesses by creating collaborative workspaces and facilities (e.g. business incubators).
• Support trucking and transportation needs in the region. If we can't get goods and people around, the economy won’t be prosperous.
• Plan for moving goods in all contexts, including the border, the port, and by air.
• Transit oriented development should be paired with job development to help prepare for a growing population.
• Balance regional growth geographically.
• Consider moderate densities of 3-4 stories.
• Support infrastructure that improves connections for bicyclists and pedestrians to access transit services.
• Fill up empty storefronts to support economic development.

All Topics- Arabic

Economic Prosperity
• Prosperity first starts within the family, then the community, each company, organization, and city.
• Recognize that small local economies drive larger economies.
• Provide more affordable housing for new family arrivals as the refugee and immigrant population continues to increase.
• Encourage more affordable housing throughout the San Diego region.
• Consider implementing rent control in the San Diego region.
• Use empty lots throughout San Diego for farming and agriculture.
• Address transportation barriers that keep immigrants away from workforce development programs. For example, provide more gas cards as incentives, and teach people how to use the transit system to get to these programs.

Public Facilities
• Better allocate the structure and planning for parks. For example, while dog parks and open space portions are large, the actual playground portions for children are small.
• Provide more benches and seating in public spaces and parks, and at beaches, for people to enjoy the public realm in El Cajon and downtown San Diego.
• Develop partnerships, such as those in New York City, where indoor and outdoor public spaces such as atriums are privately owned, but the public has free access to these areas.
• Support more de-centralized public composting for waste management.
• Provide more recycling bins in public spaces and along sidewalks.
• Develop improved signage to make it easy for people to place recyclables into appropriate bins.

Borders
• If there were more affordable medical and dental services in the San Diego region, then people wouldn't go across the border as frequently.
• Agriculture and industrial projects should be built along the border to provide jobs for both sides.
• Address traffic at the border.
• Improve border crossing times to improve the economies of both regions.
• Provide better coordination of schedules for people traveling to and from San Diego to Los Angeles on public transit.
Help Shape Our Region’s Future

Bring your ideas to a listening session on parking policies and requirements.

Your input will be incorporated into the development of San Diego Forward: The Regional Plan, an ambitious effort led by the San Diego Association of Governments (SANDAG) to tackle important issues like the economy, the environment, transportation, public health, and social equity.

Parking policies and requirements can have a powerful influence on the environment, development patterns, and travel choices. We want to hear from you on how parking policies can support vibrant commercial districts, livable communities, and a variety of housing and travel choices.

A light meal will be served.

All four sessions will include a facilitated discussion. Due to limited space, we encourage one representative from each group to attend.

North County
September 11, 8 to 10 a.m.
San Marcos Community Center
3 Civic Center Drive, San Marcos
Accessible by SPRINT and BREEZE bus route 305

East County
September 12, 5:30 to 7:30 p.m.
El Cajon Branch Library
201 East Douglas Avenue, El Cajon
Accessible by MTS bus routes 815, 816, 871, 872, 888, 894

South County
September 17, 5:30 to 7:30 p.m.
Chula Vista Civic Center Branch Library
365 F Street, Chula Vista
Accessible by Trolley and MTS bus routes 701, 704, 705, 929

Central
September 19, 11:30 a.m. to 1:30 p.m.
San Diego Association of Governments
401 B Street, Suite 700, San Diego
Accessible by Trolley and MTS bus routes 2, 3, 7, 15, 30, 50, 120, 150, 210, 901, 923, 992

Call 511 or visit 511sd.com/transit for route information.

RSVP Please RSVP to Marisa Mangan at marisa.mangan@sandag.org or (619) 595-5614 two days prior to the session you would like to attend.
The ULI Complete Communities Marketplace is a new event created by the Urban Land Institute (ULI) San Diego/Tijuana. Designed to be regionally inclusive, its purpose is to generate economic growth, promote open interactive communication, and provide a forum to showcase, support, and serve as a catalyst for real estate projects that encourage people to live, work and play in their communities. Local jurisdictions in the San Diego region are invited to participate.

There are two components to the Marketplace:

**Successful Case Studies**
The successful case study needs to be a signature project in your jurisdiction; a project or plan area that has overcome planning, financing, and infrastructure challenges. It needs to be in final design, under construction, or completed. The project must have at least three of the four elements of living, working, moving, and thriving.

**Marketplace Opportunity**
The Marketplace provides an interactive forum for local jurisdictions to showcase opportunities related to the creation of complete communities. The main criteria require you to identify a key opportunity area within your jurisdiction and furnish ULI with information illustrating your commitment to moving the project forward. The key opportunity should be a specific area or project. It can be a single property or a larger area with several properties. Regardless of the scope or scale of the project, it must have a champion with decision-making authority to engage fully in this process. This person should be a department director or elected official. You may also have other project involved individuals and/or organizations at your table.

You may also have a planning, funding, infrastructure, or building challenge where you engage attendees to share ideas, resources, and solutions to help overcome these challenges.

We will select three or four successful Case Studies to showcase, and all 19 jurisdictions may participate in the Marketplace at the event on November 15, 2013, from 8 a.m. – 1 p.m. at the Jacobs Center in San Diego. We anticipate that at least 150 ULI members will attend.

If you choose to join us please fill out the attached application and return it to us by September 30, 2013. If you have any questions please don’t hesitate to contact me directly.

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The mission of the Urban Land Institute is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.
In partnership with

San Diego Association of Governments

Complete Communities Marketplace
Living, Working, Moving, Thriving

CALL FOR APPLICATIONS

The Complete Communities Marketplace is a half day event to market and encourage economic growth and the creation of complete communities within the San Diego region. It is intended to be a vehicle to showcase and support catalytic projects at the community level. This event will initiate an active, open dialogue to spur investment in key projects that have the potential to kick-start economic activity and job generation with an emphasis on sustainable, transit oriented development.

We define a Complete Community as one that incorporates elements that contribute to the quality and character of the places where people live, work, move and thrive.

- **Living** - To create and preserve communities that provide affordable housing, integrated transportation systems, and quality education.
- **Working** - To enhance regional economic prosperity through jobs, training and education accessible to people which are designed to retain and attract new businesses.
- **Moving** - To promote increasing and improving movement around the region using public transit, electric cars, and encouraging walking and bicycling to achieve better physical well-being.
- **Thriving** - To support communities that provide access to healthy foods, arts, recreation, and entertainment, which make us happy and feel meaningful through active civic engagement.

The ULI Complete Communities Marketplace is comprised of two components:

1) A showcase and panel discussion of three or four successful examples (Case Studies) of communities with projects that successfully demonstrate an integrated approach to creating places for people to live, work and play.
2) A marketplace to present real time opportunities in the San Diego region for developers to explore in a Marketplace format.

Local jurisdictions in the San Diego region are encouraged to participate in the program by submitting an application. We anticipate that there will be 150 ULI members in attendance. There is no cost to submit a Case Study or apply for Marketplace participation but there is a charge of $45 to attend the event.

The ULI Complete Communities Marketplace will take place November 15, 2013 from 8am to 1pm at the Jacobs Center in San Diego located at 404 Euclid Ave, San Diego, CA 92114.

8:30 - 9:00 Registration
9:00 - 11:00 Keynote and Presentation of Case Studies
11:00 - 1:00 Marketplace – Jurisdictions to Showcase Opportunities

Complete Communities Applications Due September 1, 2013
Selection of Case Studies/Marketplace Participants September 15, 2013

ULI Complete Communities Marketplace Application:

You may submit an application for a Case Study or the Marketplace or both. Applications Due September 30, 2013.

1) Successful Case Studies:

The successful case study needs to be a signature project in your jurisdiction; a project area that has overcome planning, financing, and infrastructure challenges. It needs to be in final design, under construction, or completed. NOTE: Since a plan cannot overcome financing challenges we ask that you submit development projects only.

Include the following in a one page Word document to describe your successful case study:

a. Name of jurisdiction, key contact and contact information
b. Project area and name
c. Name of developers
d. Is this a public/private partnership?
e. What are the components of a Complete Community
f. What are the mix of uses
g. What is your financing strategy
h. Describe community input process
i. How many jobs will be created – permanent and temporary

2) Marketplace:

The Marketplace provides an interactive forum for local jurisdictions to showcase opportunities related to the creation of complete communities. The main criteria require you to identify a key opportunity area within your jurisdiction and furnish ULI with information illustrating your commitment to moving the project forward.
The key opportunity should be a specific area or project. It can be a single property or a larger area with several properties. Regardless of the scope or scale of the project, it must have a champion with decision-making authority to engage fully in this process. This person should be a department director or elected official. You may also have other project involved individuals and/or organizations at your table.

You may also have a planning, funding, infrastructure, or building challenge where you engage attendees to share ideas, resources, and solutions to help overcome these challenges.

Include the following in a one page Word document to describe your opportunity/opportunities:

a. Name of jurisdiction, key contact and contact information
b. Project area and name
c. Name of developers
d. Is this a public/private partnership?
e. What are the components of a Complete Community
f. What are the mix of uses
g. What is your financing strategy
h. What incentives or inducements can you provide to attract investment
i. Describe community input process
j. How many jobs will be created—permanent and temporary

Complete Communities Marketplace Application—ADDITIONAL DATA:

In addition to your one page descriptions of your Case Study and/or Marketplace applications, please answer the following questions which will provide the ULI committee insight into your jurisdiction:

1. Do you have a Planning Department?    Y    N
2. Do you have an Economic Development Director    Y    N
3. What key means do you use to create economic growth?
4. How does economic development integrate with land use and business prosperity in your jurisdiction?
5. Please share with us your greatest opportunity to attract investment because of your focus areas within your community exist (Living, Working, Moving, Thriving)?
6. What inducements can you offer to jump start the market: Reduce fees; Zoning flexibility; If the area zoned/designated for the types of uses you want: Programmatic EIR; Expedited entitlement process (describe process and timing); Reduced fees or exactions; Owned land that can be conveyed; specific plan areas.
7 Have the inducements catalyzed activity? If yes, what. If no, why do you think not?

8 If you are presenting a Marketplace opportunity, is there potential through the project to provide additional jobs in the region?

9 Are there any projects that are currently underway, either in planning or construction that you consider a critical component toward completing your community?

10 If you are presenting a Marketplace opportunity, does it provide connectivity to other projects that have enhanced the livability of your community?

11 Has there been an expected schedule associated with your efforts in the past that was attached to funding?

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**Complete Communities Applications Due on September 30, 2013**

We will contact you by **October 15, 2013** to let you know if your project was selected as a Case Studies and/or Marketplace participant.

**Please submit completed application via email to:**

Mary Lydon, Executive Director
ULI San Diego/Tijuana
[mary.lydon@uli.org](mailto:mary.lydon@uli.org).

For any questions or clarification please call Mary at 619.252.0295
SAN DIEGO FORWARD: DRAFT TRANSPORTATION PROJECT EVALUATION CRITERIA

File Number 3102000

Introduction

In past Regional Transportation Plans (RTPs), SANDAG has utilized transportation project evaluation criteria and performance measures informed by the plan goals as elements of a multistep process to prioritize and evaluate transportation projects in the development of the preferred revenue constrained transportation network. The SANDAG Board of Directors accepted the vision and goals for San Diego Forward: The Regional Plan on May 10, 2013, which provides policy guidance for this process.

The evaluation criteria for highway corridors, transit services, connector projects, active transportation, and rail grade separations will be used to evaluate projects for each of those categories and develop lists of ranked projects. The ranked lists of projects, along with other factors such as funding availability, project readiness, and overall network connectivity, will be utilized when developing the initial revenue constrained transportation network scenarios for the Regional Plan. Preliminary draft criteria were presented to the Regional Planning Technical Working Group on July 11, 2013. The revised draft transportation project evaluation criteria and proposed criteria weightings were presented to the Transportation Committee and Regional Planning Committee on September 6, 2013, for discussion (Attachment 1).


Key Staff Contact: Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org
SAN DIEGO FORWARD: THE REGIONAL PLAN:
DRAFT TRANSPORTATION PROJECT EVALUATION CRITERIA

Introduction

In past Regional Transportation Plans (RTPs), SANDAG has utilized transportation project evaluation criteria and performance measures informed by the plan goals as elements of a multistep process to prioritize and evaluate transportation projects in the development of the preferred revenue constrained transportation network. The SANDAG Board of Directors accepted the vision and goals for San Diego Forward: The Regional Plan on May 10, 2013, which provide policy guidance for this process.

The evaluation criteria for highway corridors, transit services, connector projects, active transportation, and rail grade separations will be used to evaluate projects for each of those categories and develop lists of ranked projects. The ranked lists of projects, along with other factors such as funding availability, project readiness, and overall network connectivity, will be utilized when developing the initial revenue constrained transportation network scenarios for the Regional Plan. Performance measures will be used to provide comparative assessments between these network scenarios, and will be presented to the Transportation Committee and Regional Planning Committee at future meetings for discussion.

Project evaluation criteria are applied to each modal category of projects in the Unconstrained Transportation Network, which is under development. Transportation Committee members are asked to discuss and provide feedback on the initial draft Transportation Project Evaluation criteria. The draft Transportation Project Evaluation Criteria will be presented to the Transportation Committee and Regional Planning Committee in October for further discussion and recommendation to the Board of Directors.

Transportation Project Evaluation Criteria Development

SANDAG initiated the review and refinements of the transportation project evaluation criteria for San Diego Forward: The Regional Plan in February 2013 and retained a consultant team with strong technical expertise to assist in the development of the draft criteria. Revisions to the criteria and methodologies were made to take advantage of the recently enhanced modeling tools, the Activity Based Model, and the economic and land use microsimulation model - Production, Exchange and Consumption Allocation System.

Staff received input on the draft project evaluation criteria from regional stakeholders at meetings of the Active Transportation Working Group, Cities and County Technical Advisory Committee, Community Based Organization partners, Freight Stakeholder Working Group, Independent
Taxpayer Oversight Committee (ITOC), Public Health Stakeholders Working Group, and the Regional Planning Technical Working Group. Staff also sought input from partner agencies including Caltrans, the Metropolitan Transit System, and the North County Transit District. Input on the prioritization of transportation projects also was solicited from the public at the San Diego Forward: The Regional Plan workshops held throughout the region and at Caltrans in June and August 2013.

A peer review panel also was convened to review and assess the criteria, and to consider feedback and input which is proposed to be incorporated into the criteria. The panelists, which include experts from academia, metropolitan planning organizations, and the private sector, met on August 22, 2013, and provided recommendations for revision and enhancement to the draft criteria.

**Project Evaluation Criteria Focus Areas and Proposed Refinements**

Each individual criterion is nested into the three focus areas reflecting the regional plan's goals: Innovative Mobility and Planning, Healthy Environment and Communities, and Vibrant Economy. The draft Transportation Project Evaluation Criteria are included in this report as Attachment 1.

The proposed refinements that have been suggested for the draft project evaluation criteria can be organized into three broad areas: model enhancement-related, new criteria, and reorganized criteria. The majority of proposed changes to the draft criteria have resulted from newer capabilities of the model enhancements which allow greater analysis of household travel.

Examples of draft project evaluation criteria that have benefited from model enhancements include:

- Provides congestion relief
- Serves daily trips
- Facilitates FasTrak/carpool/transit, pedestrian, and bicycle mobility
- Serves Regional Comprehensive Plan (RCP) Smart Growth areas
- Increases physical activity
- Provides accessibility
- Serves goods movement and relieves freight system bottlenecks/capacity constraints
- Project cost effectiveness

Draft active transportation criteria are proposed to be included as a modal category for the first time in the Regional Plan. The draft criteria were developed through similar combined efforts with local jurisdictions, partner agencies, SANDAG working groups, other stakeholders, consultants, and the general public. The majority of the draft criteria are consistent with other modal categories, including serves daily trips, safety, greenhouse gas (GHG) and pollutant emissions, serves RCP Smart Growth areas, physical activity, accessibility, and cost-effectiveness.
Other new modal draft criteria have been proposed in a variety of ways within modal categories. Physical activity is proposed as a new draft criterion to reflect the added emphasis on the linkage between transportation and health. Access to schools, and recreational areas and beaches also has been added as new draft criteria. GHG reductions, communities of concern, and cost-effectiveness criteria have been added to the rail grade separation category to provide greater consistency of analysis across modal categories.

The areas where draft project evaluation criteria have been reorganized include: provides congestion relief, GHG and pollutant emissions, accessibility, and serves goods movement. The majority of these are a result of improved model enhancements. The accessibility draft criterion includes a combination of reorganized existing criteria and model enhancements with a new component for access to schools and recreation areas and beaches.

**Project Evaluation Criteria Weightings**

The draft project evaluation criteria weightings have been refined to take into account the accepted vision and goals for the Regional Plan, the potential addition of new criteria as well as the reorganization of the criteria mentioned above. All mode categories have a 100-point scale, with the individual criterion each having a specified maximum score. The ITOC, as well as other SANDAG working group members, stakeholders, and the general public have expressed feedback related to the draft criteria weightings, which were considered during the development process.

**Public Outreach**

Public input on the draft project evaluation criteria was solicited as part of the Regional Plan workshop series held in June 2013 throughout the San Diego region and at Caltrans. In addition to the workshop series, a public workshop was held on August 5, 2013, at Caltrans, with more than 75 participants. The comments received at the August workshop are included as Attachment 2.

Over 400 comments have been collected from local jurisdictions, partner agencies, stakeholders, and the general public. This feedback has provided valuable information to be considered for the development of the draft project evaluation criteria.

**Peer Review**

A five-person peer review panel was created to review and assess the draft project evaluation criteria. A meeting was held at SANDAG on August 22, 2013, concluding with a session open to the general public. Prior to the meeting, the panelists were provided with the 2050 RTP and its Sustainable Communities Strategy project evaluation criteria, the proposed revisions/modifications to the regional plan draft project evaluation criteria, and a public outreach comment matrix.

The panel complimented SANDAG’s use of data driven quantitative criteria and felt that the criteria were strongly linked to the Regional Plan’s goals. The panel also had a favorable reaction to the draft cost-effectiveness criteria, which provides for an initial benefit-cost analysis of transportation projects. The panel recommended that SANDAG look for opportunities to eliminate redundancy in criteria, particularly where elements of a project such as traffic volumes are accounted for in other criterion. The panel also recommended that the weighting of common individual criterion be standardized across the modal categories and that SANDAG consider combining highway corridor, High Occupancy Vehicle connectors, and freeway connectors into one project list, with one set of
evaluation criteria. Another idea raised by the panel was the possibility of including a negative point range for certain criteria where the project may offer a disadvantage, such as the GHG category. A summary of the peer review panel’s findings and recommendations is included as Attachment 3.

Based on the panel’s review and comments received from the public, the following refinements were made: the serves daily trips criterion was eliminated from the highway corridor criteria, as traveler volumes also are captured in the provides congestion relief criterion. Similarly, the highway corridor and freeway connector serves goods movement criterion was revised to focus on the total time savings for medium and heavy duty trucks; a measure which evaluated the number of medium and heavy duty truck trips was eliminated, as the travel time savings measure accounts for truck volumes. A provides access to evacuation routes criterion was added to the transit services projects. Additionally, individual criterion weightings were adjusted to provide greater consistency of common measures across modal categories.

During the public session, the panel shared its findings and recommendations and participants posed questions to the panel and SANDAG staff as to how the panel’s recommendation for fewer criteria might be accomplished. Clarifications on the inclusion of health impacts in the cost-effectiveness criteria and inquiries as to the modeling methods also were made. Comments also were received regarding minimizing impacts, including air quality on communities of concern with respect to highway corridor projects and connector projects, and the consistency of transportation projects with local plans.

**Next Steps**

The draft Transportation Project Evaluation Criteria are anticipated to be presented to the Transportation Committee and Regional Planning Committee in October for recommendation to the Board of Directors.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachment:  
1. Preliminary Draft Highway Corridor Project Evaluation Criteria  
3A. SANDAG Peer Panel Review Discussion - August 23, 2013  
3B. Draft Transportation Project Evaluation Criteria - Peer Review Panel Biographies

Key Staff Contact: Rachel Kennedy, (619)-699-1929, rachel.kennedy@sandag.org
<table>
<thead>
<tr>
<th>San Diego Forward: The Regional Plan Goals</th>
<th>No.</th>
<th>Criteria</th>
<th>Description</th>
<th>Proposed Calculation</th>
<th>Max Score</th>
<th>Total Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Innovative Mobility &amp; Planning</td>
<td>1</td>
<td>Provides Congestion Relief</td>
<td>A) What is the number of daily person-hours saved from implementing the project?*</td>
<td>Change in daily person-hours saved</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>B) What is the number of daily person-hours saved for communities of concern?</td>
<td>Change in daily person-hours saved for communities of concern population</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Project Safety</td>
<td>How does the project compare against the statewide average for collisions?**</td>
<td>Project percentage of collisions measured against statewide average</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Provides Access to Evacuation Routes</td>
<td>How will the project provide evacuation access for regional hazard areas?</td>
<td>Proximity analysis of hazard areas (dam failure, earthquake, flood, landslide, liquefaction, tsunami, and wildfire), weighted by population and employment</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>Facilitates FasTrak/Carpool/Transit, Pedestrian and Bicycle Mobility</td>
<td>How will the project facilitate FasTrak/carpool/Managed Lane facilities and/or regional or corridor transit services and/or pedestrian and bicycle access?</td>
<td>Projects will receive points if they include FasTrak/carpool/Managed Lane facility, and/or regional or corridor transit services, and/or pedestrian and bicycle facilities, which is then weighted by combined carpool person volume + transit person volume</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Healthy Environment &amp; Communities</td>
<td>6</td>
<td>Minimizes Habitat and Residential Impacts</td>
<td>How will the project minimize negative habitat and residential impacts?*</td>
<td>Proximity analysis of preserve areas, native habitats, and housing (more than 2 dwelling units per acre)</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>GHG and Pollutant Emissions</td>
<td>A) What is the reduction in CO2 emissions from implementing the project?*</td>
<td>Reduction in CO2 emissions</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>B) What is the reduction in smog forming pollutants from implementing the project?*</td>
<td>Reduction in smog forming pollutants</td>
<td></td>
<td></td>
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<td></td>
<td>8</td>
<td>Serves RCP Smart Growth Areas</td>
<td>What are the share of trips on the facility serving RCP Smart Growth Areas (Metropolitan Center, Urban Center, and Special Use Center)?**</td>
<td>Share of trips on facility serving existing/planned or potential Metropolitan Center, Urban Center, and Special Use Center is calculated, using select link analysis</td>
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<td>Physical Activity</td>
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<td>Increase in time engaged in moderate transportation-related physical activity</td>
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<td>Vibrant Economy</td>
<td>10</td>
<td>Accessibility</td>
<td>A) What is the improved access to jobs and schools?</td>
<td>Weighted average number of jobs and school enrollment accessible in 30 minutes by auto</td>
<td>4</td>
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<td></td>
<td></td>
<td>B) How will the project support access to recreational areas and beaches?</td>
<td>Acres of parkland/recreational areas and beaches within 1/4 mile of project</td>
<td>4</td>
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<td></td>
<td></td>
<td>C) What percentage of users of the project access Indian reservations?</td>
<td>Select link used to determine origins and destinations served, total trips to/from Indian reservation areas</td>
<td>2</td>
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<td>Serves Goods Movement and Relieves Freight System Bottlenecks/Capacity Constraints</td>
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<td><strong>Innovative Mobility &amp; Planning</strong></td>
<td>1</td>
<td>Provides Time Competitive/Reliable Transit Service</td>
<td>What is the percentage of the route located in priority treatment?</td>
<td>Analysis of percentage of transit route within dedicated transit guideway; dedicated arterial lane, interrupted rail, or Managed Lane; or HOV lane or arterial spot treatment</td>
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<td>35</td>
</tr>
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<td></td>
<td>2</td>
<td>Serves Daily Trips</td>
<td>What is the number of additional daily transit trips resulting from the project?</td>
<td>Change in daily transit linked trips</td>
<td>15</td>
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<td>3</td>
<td>Provides Access to Evacuation Routes</td>
<td>How will the project provide evacuation access for regional hazards?</td>
<td>Proximity analysis of hazard areas (dam failure, earthquake, flood, landslide, liquefaction, tsunami, and wildfire), weighted by population and employment</td>
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<td>4</td>
<td>Daily System Utilization</td>
<td>What is the daily transit utilization?</td>
<td>Daily passenger miles/daily service seat miles (system wide)</td>
<td>5</td>
<td></td>
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<td><strong>Healthy Environment &amp; Communities</strong></td>
<td>5</td>
<td>GHG and Pollutant Emissions</td>
<td>A) What is the reduction in CO2 emissions from implementing the project?</td>
<td>Reduction in CO2 emissions</td>
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<td><strong>Vibrant Economy</strong></td>
<td>8</td>
<td>Accessibility</td>
<td>A) What is the increase in job and school trips by transit?</td>
<td>Change in daily transit linked work and school trips</td>
<td>4</td>
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<td>B) How will the project support access to recreational areas and beaches?</td>
<td>Acres of parkland/recreational areas and beaches within 1/4 mile of project</td>
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<td></td>
<td>C) What is the increase in transit trips by communities of concern?</td>
<td>Change in total transit trips by communities of concern population</td>
<td>3</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>D) How will the project facilitate pedestrian and bicycle access?</td>
<td>Project located within 1/4 mile of pedestrian and bicycle facilities</td>
<td>3</td>
<td></td>
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<tr>
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<td></td>
<td>E) What is the increase in transit trips to federally recognized Indian reservations?</td>
<td>Change in total transit trips to/from Indian reservations</td>
<td>2</td>
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<td>Innovative Mobility &amp; Planning</td>
<td>1</td>
<td>Serves Daily Trips</td>
<td>What is the change in the number of active transportation trips?</td>
<td>Change in active transportation mode trips or transit accessed by active transportation mode trips</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Project Safety</td>
<td>Is the project located in an area with a high bicycle and pedestrian traffic incident rate?</td>
<td>Number of bicycle and pedestrian traffic incidents within 1/4 mile of project</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>System Connectivity</td>
<td>Does the project provide enhanced connectivity to/from transit station/stop areas, highway project areas, or rail grade separations?</td>
<td>Project located within 1/4 mile of transit, highway, or rail grade separation project areas.</td>
<td>10</td>
<td></td>
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<tr>
<td></td>
<td>4</td>
<td>Consistency with local plans</td>
<td>Is the improvement identified in a locally adopted plan?</td>
<td>Project is in a locally adopted plan</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Healthy Environment &amp; Communities</td>
<td>5</td>
<td>Reduced Bicycle/Pedestrian Stress Level</td>
<td>Does the project result in a safer facility for bicyclists and pedestrians?</td>
<td>Project area is currently unsafe for pedestrian and bicycle activity due to speeds, vehicular traffic volumes, conflict points such as freeway on/off-ramps, etc.</td>
<td>10</td>
<td></td>
</tr>
<tr>
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<td>6</td>
<td>GHG and Pollutant Emissions</td>
<td>A) What is the reduction in CO2 emissions from implementing the project?</td>
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<td>Is the project located near population and employment?</td>
<td>Population and employment in all smart growth areas within 1/4 mile distance of project</td>
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<td>Range of Users/Skill Levels Served</td>
<td>For major arterial street, are alternative routes attractive to all riders considered, or are the arterial or alternative routes traffic calmed?</td>
<td>Project results in route attractive to all riders</td>
<td>5</td>
<td></td>
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<td>Vibrant Economy</td>
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<td>Accessibility</td>
<td>A) Does the project support access to jobs and schools?</td>
<td>Employment and schools within 1/4 mile of project</td>
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<td>B) Does the project support access to recreational areas, parks, and beaches?</td>
<td>Acres of parkland/recreational areas and beaches within 1/4 mile of project</td>
<td>3</td>
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<td></td>
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<td>C) What percentage of the project users are from communities of concern?</td>
<td>Communities of concern population within 1/4 mile of project</td>
<td>3</td>
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## Preliminary Draft HOV Connector Project Evaluation Criteria

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<td>3</td>
<td>Facilitates FasTrak/Carpool/Transit, Pedestrian and Bicycle Mobility</td>
<td>How will the project facilitate FasTrak/carpool/Managed Lane facilities and/or regional or corridor transit services and/or pedestrian and bicycle access?</td>
<td>Projects will receive points if they include FasTrak/carpool/Managed Lane facility, and/or regional or corridor transit services, and/or pedestrian and bicycle facilities, which is then weighted by combined carpool person volume + transit person volume</td>
<td>15</td>
<td></td>
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<tr>
<td>Healthy Environment &amp; Communities</td>
<td>4</td>
<td>Minimizes Habitat and Residential Impacts</td>
<td>How will the project minimize negative habitat and residential impacts?</td>
<td>Proximity analysis of preserve areas, native habitats, and housing (more than 2 dwelling units per acre)</td>
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<td>Project Safety</td>
<td>How does the project compare against the statewide average for collisions?*</td>
<td>Project percentage of crash rates measured against statewide averages</td>
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### Preliminary Draft Rail Grade Separations Project Evaluation Criteria

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<tr>
<td>Innovative Mobility &amp; Planning</td>
<td>1</td>
<td>Peak-Period Exposure Index (PPEI) Factor</td>
<td>Product of the existing high directional traffic and the total measured blocking delay during the same three hours of the day experiencing the highest congestion at the crossing</td>
<td>Calculation based on vehicle traffic during a selected three hour period, total blocking delay during same period, and mathematical constant for time period</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Peak-Day Total Delay Exposure Index (PDEI) Factor</td>
<td>Product of the existing average daily traffic (ADT), the total number of trains, and an average train crossing delay time factor</td>
<td>Calculation based on average daily traffic, total number of trains, train crossing delay factor, and mathematical constant</td>
<td>11</td>
<td></td>
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</tbody>
</table>
|                                            | 3   | Pedestrian and Bicycle/ Communities of Concern Benefits | A) Number of pedestrians and bicyclists served in top 4 hours  
B) What is the share of communities of concern population in the proximity of the project? | Grade separation pedestrian bicycle crossing counts  
Ratio of communities of concern share of population within 1/2 mile of project compared to community of concern share of regional population | 4         |               |
|                                            | 4   | Bus Operations Benefits | Number of buses served an hour, as well as proximity to transit center | Number of buses served by the grade separation | 4         |               |
|                                            | 5   | Benefit to Emergency Services | Proximity to emergency service provider and lack of nearby alternative grade-separated crossing | Proximity analysis based on emergency service providers and alternative grade separation crossing | 4         |               |
| Healthy Environment & Communities          | 6   | Accident History | Accident history in the past five years | Number of qualifying accidents involving vehicles, pedestrians, and bicycles with trains, not including accidents involved in attempted suicides | 11        |               |
|                                            | 7   | Proximity to Noise Sensitive Receptors | Proximity to sensitive receptors | Proximity analysis based on rail crossing located within 200-500 feet of sensitive receptors | 4         |               |
|                                            | 8   | GHG Emissions | What is the reduction in CO2 emissions from implementing the project? | Reduction in CO2 emissions | 4         |               |
|                                            | 9   | Serves RCP Smart Growth Areas | Is the project located near RCP Smart Growth Areas? | Population and employment in all smart growth areas within 1/4 mile distance of project | 8         |               |
| Vibrant Economy                            | 10  | Truck Freight Operations | Percentage of daily truck traffic | Percentage of daily traffic of Class 4-Class 13 (as defined by FHWA) | 4         |               |
|                                            | 11  | Funding Request | Percentage of total project costs contributed by the local agency including funds already committed from state, federal, or other source | Percentage of local contribution | 4         |               |
|                                            | 12  | Project Cost-Effectiveness | What is the cost-effectiveness of the project? | Enhanced cost-effectiveness measure may incorporate the following components:  
- Number of trains per day  
- AADT  
- Gate down time  
- Percent truck traffic  
- Safety | 8         |               |
| Regional Housing Needs Assessment (RHNA)   | 13  | Regional Housing Needs Assessment (RHNA) | How many low income housing units are produced by the jurisdiction? | Based on number of lower income housing units produced in accordance with RHNA Alternative 3 | 25        |               |
San Diego Forward: The Regional Plan Draft Transportation Project Evaluation Criteria
Public Workshop – August 5, 2013 Comment Summary

Active Transportation

General Comments

• Access to food, medical care, recreation on weekends/summer
• Affordability
• Criteria to identify benefits for bike & ped separately
• Explicitly from houses to transit stops
• Safe access, comfortable waiting areas
• Public facilities/parking at major transit stations, shopping centers, entertainment centers.
• Access to colleges/universities & military bases
• Project education
• Minimizes travel time
• Employment/employer’s involvement/support
• Peds friendly signals
• Does the project provide access and/or improvements to locally adopted community trail plans.
• There should be a criterion that includes public wants i.e., if SANDAG presents a projects & a vast majority of the community living within the project area does not want the project to be constructed, there should be points against it. However, if the public was for the project & want to see it build, than I think more points should be given to that specific project.

• Weighting: #1 (10 pts), #4 (10 pts), and 10 (25 pts)
• Active transport – proposed calculations should be based on FTA catchment area guidance – 0.5 mile walking radius; 3 mile bicycle radius.
• Bike lanes @Virginia Ave.
• More weight for smart growth areas.

Criterion 3: Consistency with local plans

• Does it include consistency with community plans or city plans? What about community support?
• Description should also include “community demand.”
Criterion 4:

- Make changes as “located in a high crash area and poorly designed corridors.”
- It may be more useful to use 0.5 mile radius for bike/ped crash etc. if the proposed facility is expected to consolidate trips from adjacent corridors due to improved facilities.

Criterion 8: Physical activity

- Add – does the project support multi users?

Criterion 9: Range of Users/Skill Levels Served

- Modify the description to “balance needs of all users.”

Active Transportation continued:

Criterion 10B: Accessibility

- Does the project support access to the county’s regional trail system (per county adopted general plan)?

Criterion 10D: Accessibility

- Define more clearly; and break community of concerns into different groups – low income, disability etc.

Freeway and HOV Connectors:

General comments:

- Storm water re-use
- Consider life-cycle costs and operations.
- Prioritize “bang for the buck.”
- Consider health impacts in the area where the project is built in particular with communities of concern.
- Connectors should address jobs access for COC.
- Emphasize goods movement and cost effectiveness.
- Facility design should encourage active transportation users (ped/bike).
- Add attractive bike/ped crossings and access to all connectors (HOV/Fwy) projects.
- Include bike parking at stations.
- Consider combining the HOV and Freeway connector criteria.
Freeway Connectors:

General comments:

• Increase “Healthy Community & Environment” weighting.

• Emphasize GHG/pollutant emissions.

Criterion 1: Provides Congestion Relief

• Ensure model looks at surface streets (key corridors) & how can we prioritize projects to alleviate congestion on these vital corridors for transit & Active Transport.

Criterion 4: Minimizes Habitat and Residential Impacts

• Calculation does not specify if success will be defined by increase or decrease in % of people accessing Smart Growth Areas using Hwy. Criteria should rank Hwy projects that promote sprawl and easy vehicle access to these areas lower than projects that reduce vehicle trips.

HOV Connectors:

General comments:

• Increase “Healthy Community & Environment” weights.

• Emphasize GHG/pollutant emissions.

• Consider safety in ped/bike access to HOV connectors and secure bike parking at those transit stations and Park-n-Ride lots.

HOV Connectors continued:

Criterion 3: Facilitates FasTrak/Carpool and Transit Mobility

• #3 is most important (& automatically impacts #1, #5, #6).

Goods Movement:

General comments:

• Otay Mesa truck routing – treat truck route as “route”. Like Cesar Chavez in Barrio Logan. Treat La Media as trade.

• Consider emissions from diesel.

• Route trucks from I-15 via 805/163 (avoid City Heights)

• Keep trucks off narrowly constrained I-15 through City Heights

• Otay Mesa – doorway to nation – congestion dangerous for people – CO+PM.
• Flooding in October: Caltrans contributing - Otay Mesa.
• Projects that have community support get more points.
• Desert line – looking for benefits/planning + analysis for freight – existing/future (potential).
• Mountain empire region – look @ potential for rail – 3 tribal areas in rural east.
• Include “excursion” line on desert line.
• Consider multimodal evaluation criteria.
• Was there a report done about this? (on multimodal criteria) – make this available.
• Invite Otay Planning group & property owners.
• Restricting trucks during certain hours.
• Cleaner trucks in urban areas.
• Encourage/incentivize smaller electric vehicles – charging stations.
• Air quality impacts/POE drift, particulates – private industry.
• Freight train impacts (pollution) to communities – noise, vibration, at grade crossing impacts).
• Sound walls/quiet zones
• Recuperate revenue from commercial users on freeways (via commercial license).
• Fastrack for trucking movement.
• Include active transport projects in project development.
• More bikes on Trolley/bike lockers (no inspection needed).
• Bike lockers at stations.
• Expansion of Desert Line.
• Quit fighting the 2050 RTP/SCS lawsuit.
• Improve La Mesa Road.

**Goods Movement Air Cargo**

**Criterion 4: Minimizes Community Impacts**

• Residential buffer – more points for bigger buffers.
Criterion 6: Minimizes Communities of Concern Impacts

- Attention to communities of concern.

**Goods Movement Maritime**

Criterion 4: Minimizes Community Impacts

- Residential buffer – more points for bigger buffers.

Criterion 6: Minimizes Communities of Concern Impacts

- Attention to communities of concern.

**Goods Movement Rail**

General comment:

- Goods movement – rail: “pedestrian benefits” and “accident history” should be added as criteria if there are crossings that intersect with local streets, arterials or highways.

Criterion 4: Minimizes Community Impacts

- Residential buffer – more points for bigger buffers.

Criterion 6: Minimizes Communities of Concern Impacts

- Attention to communities of concern.

**Highway**

General comments:

- Rank healthy environment greater than innovative mobility/planning.
- Increase the weighting for the Healthy Community goal.
- Safety for all users + ranked highways.
- Where is system preservation?
- Hwy RCP Smart Growth Areas not clear, on transit focus on Smart Growth.
- Hwy construction induces sprawl & each project should be analyzed on this.
- Hwy projects reduce viability of transit.
- SR 905 storm water issues need more consideration.
- Consider a ‘Fastrak’ like fee/charge for trucks on Hwys (commercial users). Also charge trucks by time (more time = higher fee charged)
• Pay attention to sensitivities of the Mid-City community for I-15 projects in the area.

• Thank you for meeting and lunch. Please study the impact of lead from airplanes especially Gillespie field. Planes run their engines on “full rich” when practicing touch + Go’s in El Cajon, Santee Lakeside, install monitors in Santee Lakeside

• Whether planes are hauling cargo or teaching student pilots. The planes are putting out emissions, please study emissions, heavy touch + Go’s put emissions in one spot. Lead does not dissipate.

• Please give me more information on the status of the Bradley exchange from Highway 67. Also what criteria will be used for that exchange?

• The HOV’s freeway criteria should include an overriding criterion that provides greater service to low and moderate income areas, even if that means continued congestion for middle and upper-middle class commuters. In particular, the HOV lane project proposed for SR-94 from downtown, SD to the I-805 connectors should be abandoned. The money not spent - $450 million or so – should be spent in the surrounding communities instead.

• The highway corridor criteria must have an overriding criterion to propose only projects that conform to the community plans of the communities within which the projects are proposed.

• A new criterion: Community demand and consistency with local plans.

• Highways facilitate sprawl. That should be reflected in a criteria.

• Highways take away from transit ridership, which reduces resources for adequate transit. That should be a criterion.

Criterion 1: Provides Congestion Relief

• Should be weighted 10 pts.

Criterion 1A: Provides Congestion Relief

• Maximum score should be 5 points.

• Decrease weight.

Criterion 1B: Provides Congestion Relief

• Should be removed because these increases the likelihood that freeways will be located in communities of concern.

• A criterion should be “minimize impact to community of concern.”

Criterion 4: Facilitates FasTrak/Carpool/Transit, Pedestrian and Bicycle Mobility

• What does “facilitate” mean? How is bike/ped access considered? The criteria is not clear.

• Should be weighted more.
• Remove “Fastrak”

• Should be weighed 10 pts.

**Criterion 7A: GHG and Pollutant Emissions**

• Should be at least 15 pts.

• Increases in GHG emissions should get negative points.

• Highway & connectors criteria include how much GHGs & pollutants are avoided. But they should actually get negative number.

**Criterion 8: Serves RCP Smart Growth Areas**

• Should be 10 pts.

• Should be at least 15 points.

**Criterion 9: Physical Activity**

• Should be weighted higher. Also because it relates (replaces) to #5, #7, #9, #10, #12.

• Should be weighted 10 pts.

**Criterion 10C: Accessibility**

• Current criterion is not clear how success will be measure to positively impact of community of concern.

• Make criteria “what is increase in trips by communities of concern” - similar to criteria under transit.

• Should be removed because these increases the likelihood that freeways will be located in communities of concern. A criterion should be “minimize impact to community of concern.”

**Criterion 11: Serves Goods Movement and Relieves Freight System Bottlenecks/Capacity Constraints**

• Should be weighed 5 pts.

**Criterion 12: Project Cost-Effectiveness**

• Proposed calculation should be expanded to be multimodal and address how many jobs are accessible by transit, walking and bicycle too.

**Rail Grade Separations**

**General comments:**

• Incorporate transfer speed – station design.
• Top 4 hours for bikes? Cars?

• Convert BRT to Rail in future.

• Add criteria: improvements in rail efficiency.

• Rail under-crossings: coastal access should be weighted as it is a statewide and statutory goal. Rail under-crossing encourages mode splits to the beach, reducing parking demand and exacerbated traffic. Reductions in auto mode shift with positively influence economy and give business more ability to attract patronage.

• The points awarded to Board Policy 33 for undercrossing should be low as it does not relate to propensity of undercrossing use. Also, the incentive for housing element compliance should be reconsidered since the state has stepped up the risks to local agencies for noncompliance, and for jurisdictions in San Diego that don’t satisfy Board Policy 33 – grant funding is not the silver bullet.

Criterion 3A/B: Bicycle and Pedestrian Benefits

• Weight of ped/bike = 11 pts, take from PPEI factors

• Higher weight for ped and bike.

• Move to Healthy Environment.

• 3B should be separate from 3A.

Transit

General comments:

• Under mobility – add in connections to other transport services (e.g. Amtrak, medical shuttles).

• Consider ferry services.

• Take into account access to transit stops/centers (walk, bike, park-n-ride). First mile concept.

• Shade and benches at transit stops.

• Restrooms at transit centers.

• Better bus feeders (local bus) to large transit centers (Trolley, BRT long dist.).

• Promotional fares (e.g. Sunday transit for shopping).

• Lower transit fares, tiered for seniors, students etc.

• All buses should have racks for 3 bikes (like in North County) – especially ones going to beach areas/Coronado.

• Peer panel should include person w/expertise in public/population health.
- Neighborhood integrity – potential impacts.
- How a transit project decreases auto trips/VMT should be considered.
- Serving areas of high senior population.
- Increase access for seniors (also children) that are dependent on transit.
- More direct service, fewer transfers should score higher.
- Service – more service to rural communities.
- Degree of connectivity w/local/feeder bus.
- Weighting (total max score = 125): #1 (5), #2 (10), #3 (15), #4 (1), #6 (5 pts), #7 (20 pts).
- This format was confusing and difficult to get more suggestions and we could not hear ideas of others.
- I am interested in better access to transport from neighborhoods where people live.
- Safe bike routes.
- Streets and roads that are safe and convenient for pedestrian.
- Cheaper fares for public transportation.
- Trees for shade and beauty at transit stop centers.
- Thanks for having this. I understand better the complexity and magnitude of the issues.
- We need more buses in East County.
- Saturday and Sunday routes in the rural areas.
- Lakeside and further out need buses to add pick-up times.
- The “transit services” require two overriding criteria. 1) to provide services that take low and moderate income workers to the better jobs north of Claremont Mesa Blvd, and 2) the transit planning agency should ask people who don’t use transit to say where they might want a bus trip to begin, to end, at what time(s) of which days. Then we can design an intelligent public transit system.
- Focus on design – easy connections between transit and active transportation modes.
- Could there be a criteria for minutes served in transfer between modes/buses?
- Accommodate bikes.
- Transit concerns: Affordability (low-income); accessibility (seniors and disabled); connectivity to food, healthcare, education, and employment.
• There should be a criterion that connects to other transit/bus lines. The more connections, the higher the points. (Side comments: 1) interior of buses are often dirty and MTS needs to clean the bus at the end of the route at-least once a day. 2) many people on the bus do not follow the rules. The bus driver should enforce the rule i.e. people putting both feet on the seats. 3) More signs to advise transit riders to respect elders and keep the bus clean, similar to disabled sign. 4) Many people, who are not using a trained aid dog, bring their pets on the bus and Trolley in El Cajon. The dogs sit in the seats allocated for regular riders. There should be some regulation about dogs sitting on the floor of the buses and Trolleys.

• Discuss and develop assessments for transitioning from BRT (fossil fuel) to rail/electric buses.

**Criterion 1: Provides Time Competitive/Reliable Transit Service**

• Consider higher weighting.

**Criterion 2: Serves Daily Trips**

• Redundancy between #2 (daily trips) and #7 (accessibility)? Should #7 be a substitute of #2?

**Criterion 3: Daily System Utilization**

• Include weekend and after hours.

**Criterion 7A: Accessibility**

• Access – add in affordability (fares), medical care & food.

• Connectivity to major job centers (not covered enough with increase in work trips criteria).

• Give more points to this criterion.

• In “access” category, add access to beach areas and transit destinations - airport.

**Criterion 7B: Accessibility**

• Proximity to recreational spaces should also consider the intensity of that space. For ex. lagoon w/no active recreation vs. major destination beach.

• Proximity to recreational spaces should also consider: a. the intensity of the potential mode split resulting from project.

**Criterion 7E: Accessibility**

• Clarify that his means bike/ped facilities allow bike/ped access.

**Criterion 8: Cost-effectiveness**

• Cost effectiveness should also consider: a. Long term effectiveness, not just short b. Maintenance assumed over the life of the project
**Additional General Comments:**

- I live in Talmadge (zip code 92115) and it is practically impossible to get to the airport or train station or Trolley, without a private car or taxi...and then there is no parking. What a mess! I suggest more buses, north to South, and vice-versa, going into residential neighborhoods.

- SANDAG should give highest project priority to bicycle transportation projects! Use recreational dollars for recreation projects. These are transportation dollars. Thanks!

- The list of candidates for the expert review panel should be available to the public. Please include an email address to which comments should be returned. Finally, please include a link to the meeting dates/times/locations for the expert review panel. Some of us would like to attend.

- Overlapping criteria. Too many criteria. Private/public match of funds should be considered.

- Increase maximum available points for active transportation and transit to 125 and leave highway corridor projects at 100.

- Active transportation criteria should be more comprehensively incorporated into criteria for other modes such as Hwy Corridor.

- Thank you for lunch. The format of this workshop was not conducive to soliciting public input. The cramped quarters made it difficult to hear comments/responses or give feedback. The criteria sheets should have been distributed first to all participants to digest before proceeding to the boards. The presentation should have summarized content of the criteria, rather than more general information, to prepare and engage the audience. The pens don’t work.

- This format was not very productive. I would have preferred whole group and small group input. The tables were too crowded and the lead person at each table was overly occupied. Perhaps there were more people here than expected.

- We did not like your format today.

- Question: How do we evaluate varying factors in ranking future transportation projects?

- The San Ysidro Trolley Terminal, currently under project expansion study, has the highest ridership volume, by far, in the entire MTS Trolley System. It is reportedly the only light rail platform in the United States serving an international border. Accessibility and mobility surrounding this station has deteriorated due to the largest POE expansion in U.S. history. The San Diego Trolley is an icon at the San Ysidro Pedestrian Port of Entry.

- Important criteria in planning and ranking future transportation projects must involve a measure of overall benefits to society. An evaluation needs to undergo a comprehensive assessment of all interrelated factors, including intended functions, goals and further reaching issues.

- Public Safety, Mobility & Accessibility: is project readily and conveniently accessible to its users and community? In high volume locations, does it increase public safety and eliminate vehicle-pedestrian conflicts for efficient flow of public transit-pedestrian-vehicle travel?
• Economy: how can the project help create jobs, directly and indirectly, and spawn new economic growth? Can public-private collaboration play a key role in beneficial development?

• Environment: will the project promote mass transportation as a strong alternative to help reduce traffic congestion, concrete highway sprawl and improve the quality of urban life?

• Public Health: the project should be instrumental in reducing vehicle use/gas emissions by utilizing alternative mixed-uses such as smart parking structures, people movers and pedestrian friendly open spaces in order to encourage non-motorized healthy activity.

• Social Equity: In underserved communities and regions, does project incorporate new public infrastructure and large scale transit oriented development to stimulate the local economy? Is public infrastructure needed, or is community adversely impacted by public right-of-ways?

• Smart Growth Planning: It must build on previous research, related studies, reports and modern transportation culture to utilize global best practices that yield future social benefits.

• National & Local Security: Intelligent design should promote high security technology and surveillance measures in prioritizing law and order for public safety.

• Bi-national Mega Region: The project should facilitate cross-border travel and access to jobs, business centers, school, shopping and tourism.

• International Symbolism: The project should showcase our diverse San Diego – Tijuana culture and symbolize our unique reputation as home of the World’s Busiest Border Crossing.

• Historical: The current San Ysidro Intermodal Transportation Center Study involves a historic window of opportunity. It should focus on how best we can celebrate our closest international alliance and brand for the first time a meaningful historic footprint on a cornerstone of the Americas, right here in San Diego, as the World’s Finest International Gateway.
SANDAG Peer Panel Review Discussion – August 23, 2013

Key Strengths of SANDAG Approach

- Goal structure
- Data-driven, rather than qualitative
- Moving towards cost-effectiveness approach, while still recognizing value of Board priorities

Recommendations for Improvement

Overall Comments

- Fewer measures would be better
  - Suggested measures for removal include: measures of existing or new volumes (already captured elsewhere), superfluous accessibility measures (such as access to beaches or Native American reservations)
  - Removal of volume-based measures would avoid potential bias towards low-benefit projects on high-volume facilities
- Ranking approach: ranking based on top project is flawed
  - Could pursue alternative approach to avoid “outlier introduction bias”
- Adverse impacts should be considered whenever applicable
  - Doesn’t highlight drawbacks of certain modes
  - Could consider both positive and negative point scale for some criteria

Modal Silos

- Need to have consistent criteria across modes
  - Reduce modal silos, particularly between highway and transit
  - Even within highway category, too many categories, consider combining highway corridors, HOV connectors, and freeway connectors into one list
  - Improved criteria could simplify approach
  - Merged criteria would help to minimize mode-specific criteria’s excessive weights
  - If you start measuring the right things, do you need the FasTrak/HOV/transit criteria for highways?
  - Active transportation and rail grade crossing excluded
• Need to consider corridor improvements, regardless of mode
  o Can’t see which project is best for corridor, regardless of mode
  o Benefits from all modes, not just mode being analyzed
  o Broad concept of mobility, rather than hours of auto time saved
• Remove congestion - instead mobility
• Add or remove consistently for both highway and transit projects
• Have consistent weightings for criterion that are featured in multiple modal categories

Cost-Effectiveness and Benefit-Cost
• Scale benefits in points system based on cost
• Differences between benefit-cost and cost-effectiveness for identified metrics
• Need B/C ratio if cost-effectiveness for each measure?
  o Folks will want to see this
  o Business folks will want to see B/C ratio return to analysis
  o Need to fix cost-effectiveness weight (make the same across modes)
• Pull B/C ratio out and display in conjunction with points score

Land Use
• Need more emphasis on smart growth/land use; need to prioritize smart growth areas
  o May not be at the point to incorporate land use/RHNA across them
  o Focus on improved accessibility for focused growth area
  o But need to encourage live/work in same areas – improve their ability to travel
  o Projects should be regional-serving in RTP
  o Internal capture not important
  o Smaller smart growth areas have lower numbers of people/jobs, lower scores

Arterials
• Lack of inclusion of arterials is shortcoming for road-based smart growth
Reliability
- Add reliability measure
- Qualitative measure for now
- Transition to quantitative measures next time
- Lack of ITS in analysis recognized as shortcoming

Design Elements
- How to deal with this via policies
- Transit has better impacts on smart growth via design
- Need to consider these categories but recognize shortcomings when reporting results

Lower-Cost Projects
- Time intensive for minimal analysis
- Don’t separate multimodal elements from major projects, e.g. highways

Safety
- Relates to urban design issue
  - Behavioral, not engineering, challenge
  - Current approach and weight is satisfactory
  - Data source is decent
  - No satisfactory solution
- Vehicle technology is also critical
- Active transportation adequately captures traffic safety issues
- Collision forecasting is difficult

Accessibility
- Sub-measures should not be equally weighted
- Native American tribes should be communities of concern
Peer Review Panel: Public Comments and Questions

• Why does the Active Transportation category have an evaluation criterion for consistency with local plans but other modes do not?

• Would the panel's recommendation be expected to result in a significant shift in the currently projected transportation mode use for the population?

• Could you please elaborate on the comment related to superimposing highway projects and subtracting transit projects and how this will help create better performance measures?

• Will the cost/benefit (cost-effectiveness) analysis consider health impacts?

• You said adverse impacts are not considered, please define “adverse impacts” or how should SANDAG define.

• The criteria currently awards a highway corridor project points for proximity in communities of concern. Would it be more appropriate for a highway corridor project to be awarded points for minimizing impact on communities of concern? What is the reasoning behind incentivizing highway corridor projects in communities of concern where air quality is the worst?

• You recommended fewer measures so which would you take out and which would you leave in?

• We support the panel’s recommendation to combine the highway corridor, HOV connector, and freeway connector criteria into one category. We’d appreciate it if the recommendation would be accepted by SANDAG.
Dr. Jennifer Dill  
**Professor, Nohad A. Toulan School of Urban Studies & Planning, Portland State University**  
Dr. Jennifer Dill is a professor in the Nohad A. Toulan School of Urban Studies and Planning at Portland State University and Director of the Oregon Transportation Research and Education Consortium (OTREC). Dr. Dill’s research interests include the relationship between transportation policy and planning and land use, health, and the environment, with a focus on non-motorized travel behavior. Prior to entering academia, Dr. Dill worked as an environmental and transportation planner for the Bay Area Air Quality Management District and US Environmental Protection Agency. She was also research director at the Local Government Commission, where she worked on energy, land use, and transportation issues. Dr. Dill has a Ph.D. in City and Regional Planning from UC Berkeley, an MA in Urban Planning from UCLA, and a BS in Environmental Policy Analysis and Planning from UC Davis.

Joel Freedman  
**Manager, Systems Analysis Technical Resource Center, Parsons Brinckerhoff**  
Joel Freedman is a manager in the Systems Analysis Technical Resource Center at Parsons Brinckerhoff. He specializes in the development of travel demand forecasting models, software applications, and the analysis of travel demand modeling results. He is also an expert in developing integrated land-use/transport models. He has successfully applied models for transportation planning, toll and revenue studies, as well as major Federal Transit Administration New Starts projects. His experience estimating and/or applying travel demand models spans metropolitan areas throughout the United States, including San Diego, Atlanta, Honolulu, Houston, Las Vegas, Phoenix, Portland, San Francisco, and Tucson. Joel has served as adjunct faculty to the School of Urban Planning at Portland State University, and is the lead instructor for the National Highway Institute course on travel demand forecasting.

Charlie Howard  
**Transportation Planning Director, Puget Sound Regional Council**  
Charlie Howard is the Transportation Planning Director for the Puget Sound Regional Council, a position that he has held since February 2005. Prior to joining PSRC, Charlie worked with the Washington State Department of Transportation for 18 years, most recently as the Director of Strategic Planning and Programming. Charlie has been involved in state and regional transportation issues for the past 30 years, including an active role in developing and implementing the state’s growth management act.

David Vautin  
**Associate Transportation Planner, Metropolitan Transportation Commission**  
David Vautin is a Transportation Planner at the Metropolitan Transportation Commission (MTC) in Oakland, California, specializing in transportation performance assessment. His analytical work informs regional policy decisions by monitoring adherence to adopted goals and targets and by identifying high-performing transportation investments that support the region’s sustainability objectives. As part of Plan Bay Area, the region’s first Sustainable Communities Strategy, David’s work on project-level performance assessment helped policymakers to prioritize the region’s top transit expansion priorities for future New Starts and Small Starts funding opportunities, in addition to highlighting cost-ineffective and sprawl-inducing projects as low performers.

Martin Wachs  
**Senior Principal Researcher at RAND, Distinguished Professor Emeritus in Urban Planning, UCLA Luskin School of Public Affairs**  
Martin Wachs is a senior principal researcher at RAND. He formerly served as director of the RAND Transportation, Space, and Technology Program. Prior to joining RAND, he was professor of civil and environmental engineering and professor of city and regional planning at the University of California, Berkeley, where he was also director of the Institute of Transportation Studies. Prior to this, he spent 25 years at UCLA. Wachs is the author of 160 articles and four books on subjects related to relationships between transportation, land use, and air quality; transportation finance and policy; transportation needs of the elderly; techniques for the evaluation of transportation systems and performance measurement in transportation planning. His research also addresses issues of equity in transportation policy.
SAN DIEGO FORWARD: THE REGIONAL PLAN:  File Numbers 3102000
DEVELOPMENT OF DRAFT UNCONSTRAINED TRANSPORTATION NETWORK

Introduction

In developing the San Diego Forward: The Regional Plan, the Unconstrained Transportation Network represents the region’s vision for transit, highway, freight, bicycle, pedestrian, arterial improvements, and operations to meet travel demand in 2050. Defining the Unconstrained Transportation Network is an important step in developing a Regional Plan because it establishes the broadest multimodal network from which revenue constrained network scenarios will be developed. Ultimately, these transportation scenarios will support and provide connections to the other components of the Regional Plan, such as housing and jobs; retail and commercial destinations; healthcare; habitat, recreation, open space, and outdoor activities; education and job training opportunities as well as our neighboring binational and interregional areas. The revenue constrained transportation network scenarios also will be evaluated in such a way to take into account public health, social equity, the environment and the economy.

Transportation Committee members are asked to discuss and provide feedback on the initial draft Unconstrained Transportation Network. Recommendations for a preferred Unconstrained Transportation Network will be presented to the Transportation and Regional Planning Committees in October for further discussion and recommendation to the Board of Directors.

Background

As part of the preparation of the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS), in spring 2010, the Transportation and Regional Planning Committees discussed and provided comments on the development of the unconstrained transit network and complementary highway network. Extensive work went into developing the Urban Area Transit Strategy (UATS) to increase the attractiveness of transit, walking, and biking in the more urbanized areas of the region. Three transit network alternatives were developed and evaluated. Staff sought public input from SANDAG working groups and at public workshops. The networks also were reviewed by an independent peer review panel. Ultimately, the Unconstrained Transportation Network incorporated a “hybrid” transit scenario from the UATS, highway improvements to provide mobility for people and goods, local streets and roads improvements, bicycle projects within the regional network, rail grade separations, and other management strategies. In addition, all projects, programs, and services from the TransNet Extension Ordinance through 2048 were included in the Unconstrained Transportation Network. The Board accepted the Unconstrained Transportation Network for use in the development of the 2050 RTP/SCS in July 2010.
Initial Recommendations for San Diego Forward: The Regional Plan Draft 2050
Unconstrained Transportation Network

SANDAG is currently working with staff from the Metropolitan Transit System, North County Transit District, and Caltrans to analyze potential modifications to the 2050 unconstrained transit and highway networks included in the 2050 RTP/SCS. The approved unconstrained transit and highway networks, as published in the 2050 RTP/SCS, are shown in Attachments 1 and 2, respectively. Proposed modifications are based on supporting transit investments along key corridors while taking into account changes to highway system planning that have occurred since the approval of the 2050 RTP/SCS in October 2011.

The draft Unconstrained Transportation Network also includes all projects in the Regional Bicycle Plan (Riding to 2050). An evaluation of regional pedestrian facilities (and which of those could be appropriate for inclusion in the Regional Plan) is currently underway. Including the Active Transportation Network (pedestrian and bicycle projects) along with the transit and highway networks helps to create a comprehensive and balanced transportation system that would be available to all users.

As described earlier in this report, the Unconstrained Transportation Network included in the 2050 RTP/SCS was accepted by the Board in mid-2010. Further evaluation of projects included in the Unconstrained Transportation Network was conducted up to the release of the draft Regional Transportation Plan in spring 2011. In addition, modifications were made to some supporting transit routes (e.g., Interstate 15 Bus Rapid Transit [BRT] and South Bay BRT) based on refined operating plans. As a result, the development of the Unconstrained Transportation Network for San Diego Forward: The Regional Plan presents an opportunity to align a handful of projects that were refined after the development of the 2050 RTP/SCS Unconstrained Transportation Network and also to reflect policy actions that led to changes in planned highway projects.

Proposed Transit Network Modifications

Potential modifications to the 2050 RTP/SCS Unconstrained Transportation Network are being explored along the following corridors:

- **SPRINTER extension to East Escondido (Route 399):** Delete this route due to low modeled ridership potential

- **Light Rail Transit (LRT) between San Diego State University and San Ysidro via East San Diego (Route 550):** Delete this route due to redundancy with Route 562, which also serves Mid-City as part of its overall route between University Town Center (UTC) and San Ysidro via Kearny Mesa, Mission Valley, Mid-City, National City, and Chula Vista.

- **LRT between Otay Mesa East Border Crossing and western Chula Vista (Route 564):** Delete this route due to low potential ridership and redundancy with South Bay BRT (Route 628).

- **BRT from Downtown to Kearny Mesa (Route 20):** Modify this route to connect Sharp Hospital via an inline station on State Route 163 between Mesa College Drive and Genesee.

Proposed New Routes:

- **LRT between UTC and Carmel Valley:** Develop a new route from UTC (with connections to Mid-Coast LRT) to Carmel Valley via UTC-Campus Point and Sorrento Valley.
• LRT between Downtown San Diego and Airport-Point Loma: Develop a new route from Santa Fe Depot east to Point Loma, directly serving Terminals 1 and 2 and the Commuter Terminal of the San Diego International Airport.

• BRT between the Iris Trolley Station and Otay Mesa East Port of Entry: Add a new BRT line via State Route 905 (SR 905) with stops at the Otay Mesa East Port of Entry, Otay Mesa Intermodal Transit Center (with connections to South Bay BRT), and the Iris Trolley Station.

• COASTER: Extend COASTER service south of Santa Fe Depot to National City.

**Proposed Highway Network Modifications**

The 2050 RTP/SCS includes an extensive Managed Lane system that provides flexibility in serving transit and High Occupancy Vehicles (HOVs) by maximizing the available rights-of-way in several of the region’s major highway corridors. Since the development of the 2050 RTP/SCS Unconstrained Transportation Network, two major actions have taken place which require changes to the highway network.

First, Caltrans and the Federal Highway Administration selected the Locally Preferred Alternative for the Interstate 5 (I-5) in the North Coast Corridor on July 6, 2011. The Express Lanes only option will add four Express or Managed Lanes from La Jolla Village Drive to Vandegrift Boulevard. This determination eliminated the potential for two additional general-purpose lanes in this corridor.

Second, SANDAG acquired the lease to operate the State Route 125 (SR 125) toll road from South Bay Expressway on December 21, 2011. As part of this transaction, the TransNet Extension Ordinance was amended to swap the funds allocated for construction of two reversible HOV lanes on Interstate 805 (I-805) between SR 905 and State Route 54 (SR 54), for a portion of the acquisition costs for the SR 125 lease. Through reduced tolls, SR 125 was predicted to accommodate, and indeed has accommodated more traffic, relieving congestion on I-805 and reducing the need for some improvements on the I-805 corridor in South County (construction is underway on two carpool lanes – one in each direction – on I-805 along and eight-mile segment from East Palomar Street to State Route 94). Based on the congestion relief provided by lowering of tolls on SR 125, the Board of Directors has concluded that it is unnecessary to add the two additional reversible HOV lanes on I-805 that were included in the 2050 RTP/SCS.

Therefore, the proposed refinements to 2050 RTP/SCS Unconstrained Highway Network include:

• I-5 North Coast (State Route 56 to Vandegrift Boulevard): Remove two general purpose lanes (from 10 to 8 lanes).

• I-805 South (SR 905 to SR 54): Remove 2 Managed Lanes (from 4 to 2 Managed Lanes)

SANDAG staff also will work with Caltrans to determine any opportunities for additional operational improvements to relieve bottlenecks and to improve overall highway functionality.

**Active Transportation Network**

The San Diego Regional Bicycle Plan proposed a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in our region. Implementation of the Plan will help the region meet its goals in reducing greenhouse gas emissions and improve mobility. It also provides
benefits to public health by encouraging more people to adopt a physically active mode of transportation for at least some of their trips. The San Diego Regional Bicycle Network is included as Attachment 3 and should be considered to represent the bicycle component of the draft Unconstrained Transportation Network. It should be noted that the unconstrained bike network may be modified as a result of work underway on the Safe Routes to School and Safe Routes to Transit programs and a comprehensive review of regional pedestrian facilities. Additionally, as part of the Active Transportation Implementation Strategy, bicycle and pedestrian improvements are being identified in 2050 RTP/SCS transit and highway corridor project areas. These projects, in addition to the Regional Bicycle Network, would comprise the active transportation component of the draft Unconstrained Transportation Network.

**Goods Movement**

The draft unconstrained goods movement system consists primarily of dual-use road and truckway projects (serving cars and trucks) that comprise the backbone of the freight distribution network. The unconstrained system outlined in the 2050 Goods Movement Strategy (GMS) as part of the 2050 RTP/SCS includes several maritime, rail, border, air cargo, and pipeline related projects. Refinements to the 2050 GMS are underway.

**Local Streets and Roads**

The draft Unconstrained Transportation Network also includes improvements to the local streets and roads. Local jurisdictions will provide SANDAG with the planned improvements for these facilities by November 2013.

**Intermodal Transportation Centers**

The draft Unconstrained Transportation Network also includes improvements to major intermodal centers such as the Intermodal Transportation Center at the San Diego International Airport (Destination Lindbergh), the San Ysidro Intermodal Transit Center, the Otay Mesa Intermodal Transit Center, and the Otay Mesa East Port of Entry Transit Center.

**Rail Grade Separations**

Grade-separation projects for the COASTER, SPRINTER, and Trolley corridors in the San Diego region will be incorporated in the Unconstrained Transportation Network.

**Transportation Demand Management**

The Transportation Demand Management (TDM) Program at SANDAG, known as iCommute, provides sustainable and flexible transportation programs that reduce traffic congestion and help reduce greenhouse gas emissions and other environmental pollutants that result from driving alone. These programs include: vanpool, carpool, SchoolPool, Guaranteed Ride Home, telework and bike programs, in addition to employer outreach, public education, and marketing. While transportation infrastructure, land use, and smart growth development patterns can take many years to implement, TDM strategies are cost-effective and can reduce pollutants and relieve congestion more immediately. Consequently, TDM programs are likely to play a larger role in achieving the near-term goals of the Regional Plan.
Transportation System Management

Our existing transportation system already benefits from a major investment of resources over the past several decades. While the Regional Plan identifies additional infrastructure investments needed to meet future transportation needs, it is critical that the region also place an increased focus on Transportation System Management (TSM). TSM is aimed at maximizing the efficiency of the facilities already in place while taking into account any emerging technologies on the horizon for future infrastructure investments to ensure maximum productivity and efficiency. TSM also aims at the development of multi-modal and multi-agency transportation management strategies in an effort to make the transit, arterial, and highway networks work together. Additional TSM strategies, as included in the recently developed Intelligent Transportation Systems Strategic Plan (such as signal- and ramp-metering coordination and optimization; improved performance monitoring and micro simulation; and advanced vehicle/roadside communication platforms), are aimed at providing our transportation partners with the ability to monitor, manage, and operate the transportation system as a unified and multi-modal network, enabling maximum throughput of the transportation systems and thus maximizing system efficiency and system productivity.

Next Steps

After receiving comments from the Transportation Committee, the initial draft Unconstrained Transportation Network will be presented to SANDAG working groups for discussion and feedback in September. Recommendations for a preferred Unconstrained Transportation Network are anticipated to be presented to the Transportation and Regional Planning Committees in October for recommendation to the Board of Directors.

After the Unconstrained Transportation Network is defined and accepted by the Board of Directors, staff will prioritize all of the future projects in this network, using the updated transportation project evaluation criteria (see Agenda Item No. 9). Based on revenue projections, various revenue constrained transportation network scenarios will be developed using this prioritized project list and other factors. The revenue constrained network scenarios will attempt to build and operate as much of the Unconstrained Transportation Network as possible, given revenue availability, flexibility, and project priorities. These scenarios will be evaluated using performance measures leading to the eventual selection of a preferred Revenue Constrained Network by the Board of Directors in 2014.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachments:  1. 2050 RTP/SCS Unconstrained Transit Network
               2. 2050 RTP/SCS Unconstrained Highway Network
               3. Regional Bicycle Plan Network

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org
Figure A.8
2050 Unconstrained Transit Network
October 2011

- High Speed Rail *
- Commuter Rail
- Light Rail Transit (LRT)
- Express LRT
- Bus Rapid Transit (BRT)
- Peak Period BRT
- Streetcar
- Rapid Bus
- Local Bus

* High Speed Rail alignment based on the California High Speed Rail Authority's 2005 Statewide Programmatic EIR/EIS preferred route.
Figure A.9
2050 Unconstrained Highway Network
October 2011

Improvements
- Managed Lanes
- Transit Lanes
- General Purpose Lanes
- Toll Lanes
- Operational Improvements
- Freeway Connectors
- HOV Connectors
- Freeway & HOV Connectors

C = Conventional Highway
F = Freeway
HOV = High Occupancy Vehicle
MB = Movable Barrier
ML = Managed Lanes
OPS = Operational Improvements
T = Toll Lanes

SANDAG
FIGURE 3-5
REGIONAL BICYCLE NETWORK
CORRIDOR ALIGNMENTS AND CLASSIFICATIONS

SAN DIEGO REGIONAL BICYCLE PLAN

Proposed Regional Bicycle Network

- CLASS I - BIKE PATH
- CYCLE TRACK
- BICYCLE BOULEVARD
- ENHANCED CLASS II - BIKE LANE
- ENHANCED CLASS III - BIKE ROUTE
- FREEWAY SHOULDER
SAN DIEGO FORWARD: ECONOMIC PROSPERITY WHITE PAPER

Introduction

SANDAG is preparing a White Paper on Economic Prosperity as part of the process for San Diego Forward: The Regional Plan. Staff will present a proposed White Paper outline (Attachment 1) and solicit working group input on topics and key considerations. Staff expects to return to the working group with a draft White Paper in October.

Discussion

In a survey conducted by SANDAG last spring, respondents rated economic development as their highest concern. The economic prosperity white paper is intended to present a background of SANDAG’s role in regional economic development and initiate discussion on key economic considerations and policies to be included in the Regional Plan.

A preliminary outline is attached that presents general discussion points and the overall format of the white paper. In a general sense, the paper will be challenging, in that paper is limited in length, and the topics for discussion are many. Recognizing SANDAG’s appropriate role in economic development will be key to a fruitful discussion.

Next Steps

SANDAG staff is working to solicit input from economic stakeholders; an initial meeting with Economic Development Corporations, Chambers of Commerce, and municipal Economic Development staff was held on August 23, in addition to the Regional Plan public workshop on July 19 that focused on the economy, borders, and public facilities. From September through November 2013, the outline and draft white paper will be presented to SANDAG Working Groups, Policy Advisory Committees, and economic stakeholders for discussion and comment, and will be used to inform the economic component of the Regional Plan.


Key Staff Contact: Jim Miller, (619) 699-7325, jim.miller@sandag.org
PRELIMINARY DRAFT OUTLINE:
ECONOMIC PROSPERITY WHITE PAPER

Purpose: To provide an opportunity for review of existing plans, policies, and accomplishments in the region, and an opportunity to update and adjust priorities. Will include background information and summary data, describe interrelationships between economic prosperity and other Regional Plan topic areas (especially 3 E’s of sustainability), and initiate discussion on key economic considerations and policies to be included in the Regional Plan. Approximately 10 pages in length.

A. Introduction
Discussion of the intersection between land use/transportation planning and economic prosperity, including historical context. Explain how San Diego Forward could influence the region’s economy. Introduce contents of White Paper.

B. Current Economic Conditions in San Diego

- **Existing Setting**: Brief, and not overly quantitative, discussion of regional economic strengths and weaknesses (backed by and referring to the Regional Economic Prosperity Strategy (REPS), Indicators, etc.). Discuss differences within the region and the impact of the 2008 economic downturn.

- **Existing Plans, Programs, and Policies**: Include list of historical and current SANDAG (and maybe other) initiatives on economic development. Highlight Redevelopment Agency dissolution.

- **Emerging Concepts**: Brief review of current research in regional planning and economics and list of some of the region’s major economic concerns.

C. Interrelationships

- **How Transportation and Regional Planning Can Influence the San Diego Economy**: Explore the concept of viewing the region’s transportation infrastructure (transit, freeways, airports, ports) as economic ‘habitat’, enabling economic activity, and providing essential freedom of choice. Examples: transit oriented development (TOD), revitalization of local downtown areas, housing affordability, commercial/industrial activity centers, border-related employment and trade opportunities, research/healthcare activity in the region, “Smart Growth” and economic growth, de-coupling economic growth from physical growth. Describe the economic analysis to be performed on the Regional Plan.

- **Communities of Concern from an Economic Perspective**: Explore inequity as a threat to prosperity, equity of opportunity, “Communities of Concern” as having high potential for economic development, and education and mobility “access” as a requirement for economic growth.

- **Relationships between the Economy and Environment**: Explore environment as an asset (maybe some discussion of ‘externalities’), Sustainable Communities Strategy, and unique nature of the San Diego region as an example of how “jobs vs. environment” is a false choice.
D. **Future Funding, Trends, and Possibilities**  
Discuss SANDAG’s ability (or inability) to directly influence economic prosperity, long-term global and regional trends, and San Diego’s position and opportunities. Explore potential strategies for influencing the region’s economic prosperity.

E. **Key Policy Questions For Discussion**  
Summarize and identify key questions for further discussion.
Draft Transportation Project Evaluation Criteria
September 12, 2013

San Diego Forward: The Regional Plan
Vision & Goals

To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.
Habitat Conservation Planning Areas in the San Diego Region

Project Evaluation Criteria

• Used in past Regional Transportation Plans
  – Rank projects within modal categories
  – Determine inclusion of projects in revenue constrained scenarios and project phasing
Project Evaluation Criteria Process

• Consultant assistance with draft criteria
• Working group and partner agency input
• Public outreach
• Peer panel review
• Recommendations from Policy Committees
• SANDAG Board acceptance

Public Workshops

• July 29, 2013: Draft Active Transportation Criteria
  – 40 attendees
  – 23 comments
• August 5, 2013: All Draft Criteria
  – 75 participants
  – 190 comments
• August 22, 2013: Peer Review Panel
Project Evaluation Criteria Categories

- Highway corridors
- Transit services
- High occupancy vehicle (HOV) connectors and freeway connectors
- Rail grade separations
- Active transportation

Highway Corridors Criteria

- Provides congestion relief
- Accidents/safety
- Access to evacuation routes
- Facilitates multi-modal mobility
- Minimizes habitat and residential impacts
- GHG and smog-forming pollutants
- Serves RCP Smart Growth areas
- Physical activity
- Provides accessibility
- Serves goods movement
- Project cost effectiveness

Proposed Modifications

- Blue: methodology enhancements
- Green: criterion modifications
- Red: new criterion
- Black: no change
Transit Services Criteria

- Provides time competitive/reliable transit service
- Serves daily trips
- Access to evacuation routes
- Daily system utilization
- GHG and smog-forming pollutants
- Serves RCP Smart Growth areas
- Physical activity
- Provides accessibility
- Project cost effectiveness

Active Transportation Criteria

- Serves daily trips
- Accidents/safety
- System connectivity
- Consistency with local plans
- Reduced bicycle/pedestrian stress level
- GHG and smog-forming pollutants
- Serves RCP Smart Growth areas
- Physical activity
- Range of users/skills
- Provides accessibility
- Project cost effectiveness
HOV and Freeway Connector Criteria

- Provides congestion relief
- Access to evacuation routes
- Minimizes habitat and residential impacts
- GHG and smog-forming pollutants
- Project cost effectiveness
- Facilitates multimodal mobility (HOV only)
- Serves goods movement (freeway only)
- Accidents/safety (freeway only)

Proposed Modifications

- Methodology enhancements
- Criterion modifications
- New criterion
- No change

Rail Grade Separation Criteria

- Peak-period exposure index
- Peak-day total delay index
- Pedestrian, bicycle, communities of concern benefits
- Bus operation benefits
- Accidents/safety
- Proximity to noise sensitive receptors
- Benefit to emergency services
- GHG emissions
- Truck operations
- Funding request
- Project cost effectiveness
- Regional Housing Needs Assessment (RHNA)

Proposed Modifications

- Methodology enhancements
- Criterion modifications
- New criterion
- No change
Criteria Focus Areas and Weighting

• Innovative mobility and planning
• Vibrant economy
• Healthy environment and communities
• Will develop weighted scores based on a 100 point scale

Schedule and Next Steps

• October 2013: Draft criteria to Policy Committees for recommendation and to Board for acceptance
• Winter 2014: Apply criteria to Unconstrained Transportation Network projects
Draft Unconstrained Transportation Network
September 6, 2013

San Diego Forward Unconstrained Transportation Network Development

TRANSLT/RAIL  AIRPORT  BICYCLES/PEDESTRIAN  HIGHWAYS  GOODS MOVEMENT
Scenario Development Based on Revenue Constraints

Unconstrained Multimodal Network

A

B

C

Process and Timeline

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<th>Fall 2013</th>
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<td>Project Evaluation All Modes</td>
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<td>Ranked Projects by Category</td>
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<td>Revenue Constrained SCS Network Scenarios</td>
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<tr>
<td>We Are Here</td>
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2050 Regional Growth Forecast

Fall 2013

Winter 2014

Spring 2014

Fall 2014

Spring 2015

We Are Here

Policy Area Development

Vision Goals Objectives

Project Evaluation All Modes

Network Development All Modes

Alternative Land Use and Transportation Scenarios

Network Performance All Modes

Ongoing Public Involvement

Ranked Projects by Category

Revenue Projections

Unconstrained Network

Revenue Constrained SCS Network Scenarios

Revenue Constrained Preferred Network Scenario

Draft San Diego Forward Regional Plan

Apply Performance Measures
Proposed Modifications

• New Routes
  – LRT between UTC & Carmel Valley
  – BRT between Iris Trolley & Otay Mesa East
  – COASTER to National City

• Modified Routes
  – SPRINTER extension to east Escondido
  – LRT between east Otay Mesa & western Chula Vista
  – BRT between Downtown & Kearny Mesa

Proposed Modifications

• I-5 North Coast
  (SR 56 to Vandegrift Blvd.)
  – Delete two general purpose lanes per the North Coast Corridor project

• I-805 South
  (SR 905 to SR 54)
  – Delete two additional Managed Lanes per the TransNet Extension Ordinance change as a result of the SR 125 lease
Unconstrained Active Transportation Network

- Regional Bicycle Network
- Safe Routes to Transit projects
- Bicycle/pedestrian projects at freeway interchanges
- Safe Routes to School

Additional Multi-Modal Components
Next Steps

- **September/October**: Draft Unconstrained Transportation Network discussion with working groups
- **October**: Unconstrained Transportation Network to Transportation and Regional Planning Committees for recommendation to the Board
- **October**: Preferred Unconstrained Transportation Network presented to Board for action
- **November/December**: Unconstrained Network project evaluation and ranking