MEETING NOTICE
AND AGENDA

ACTIVE TRANSPORTATION WORKING GROUP
The Active Transportation Working Group may take action on any item appearing on this agenda.

Thursday, May 2, 2013
11 a.m. to 12 noon
SANDAG, Board Room
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: Chris Kluth
(619) 699-1952
chris.kluth@sandag.org

AGENDA HIGHLIGHTS

• ACTIVE TRANSPORTATION WORKING GROUP CHARTER
• SAFE ROUTES TO TRANSIT REGIONAL PLAN

SANDAG offices are accessible by public transit.
Phone 511 or see www.511sd.com for route information.
Secure bicycle parking is available in the building garage off Fourth Avenue.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
ITEM # | RECOMMENDATION
--- | ---
1 | INTRODUCTIONS
2 | PUBLIC COMMENTS AND COMMUNICATIONS

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

REPORTS

3 | NOMINATION OF CHAIR AND VICE CHAIR (Chris Kluth) INFORMATION

The Active Transportation Working Group (ATWG) Charter directs the members of the group to select a Chair and Vice Chair on an annual basis. Given that not all stakeholders have had the opportunity to formally appoint a representative from their group the nomination process will take place at the next ATWG meeting.

+4 | ACTIVE TRANSPORTATION WORKING GROUP CHARTER (Chris Kluth) INFORMATION

Based on discussions with the former Bicycle-Pedestrian Working Group and the Transportation Committee, a charter for the Active Transportation Working Group was developed. The Transportation Committee approved the Charter and Membership list modified as shown is presented to the Working Group for information and questions.

+5 | SAN DIEGO FORWARD: THE REGIONAL PLAN - WORK PROGRAM AND SCHEDULE (Phil Trom) INFORMATION

In September 2012, the Board of Directors reviewed the draft work program and schedule for San Diego Forward: The Regional Plan, which integrates the next updates of the Regional Comprehensive Plan and Regional Transportation Plan and its Sustainable Communities Strategy. Staff will describe the work program and discuss the possible role of the Working Group in developing the Plan. Attached is the report that went to the Board of Directors on February 22, 2013.
6. **ACTIVE TRANSPORTATION IMPLEMENTATION STRATEGY (Christine Eary)**

   As part of the 2050 Regional Transportation Plan/Sustainable Communities Strategy, SANDAG committed to planning an Active Transportation Program including Safe Routes to School and Safe Routes to Transit. Staff will present a proposed framework for an Active Transportation Implementation Strategy. This approach was presented to the Cities/County Transportation Advisory Committee and Technical Working Group in March. Staff will discuss the Working Group’s role in developing the Strategy.

7. **SAFE ROUTES TO TRANSIT REGIONAL PLAN (Christine Eary)**

   In 2011, the Board of Directors approved initial implementation of Regional Bicycle Plan projects and programs, including development of a Safe Routes to Transit Regional Plan. This plan will also be a key piece of the SANDAG Active Transportation Implementation Strategy and San Diego Forward: The Regional Plan. Staff will discuss project goals, schedule, and the Working Group’s role in developing the Plan.

8. **TOPICS FOR NEXT MEETING AND ADJOURNMENT (Chris Kluth)**

   The Advisory Group is asked to discuss potential topics and date for the next meeting which should take place in July.

9. **ADJOURNMENT**

   + next to an agenda item indicates an attachment
San Diego Association of Governments

ACTIVE TRANSPORTATION WORKING GROUP

May 2, 2013

AGENDA ITEM NO.: 4

Action Requested: INFORMATION

ACTIVE TRANSPORTATION WORKING GROUP CHARTER File Number 3300200

Introduction

Planning and funding of bicycle infrastructure has long been a part of SANDAG’s role in building a regional transportation network. The original form of the Bicycle-Pedestrian Working Group (BPWG) goes back to the late 1970s. Over the years SANDAG’s role in bicycle transportation has grown from administering a modest grant program into a comprehensive work element that includes implementation of the Regional Bicycle Plan, planning for pedestrians, safe routes to school, safe routes to transit, and complete streets. Together, these efforts comprise what is now referred to as the Active Transportation Program. This report outlines a transition from the BPWG into the Active Transportation Working Group (ATWG) that will reflect the agency’s growing emphasis on Active Transportation in the region. The charter and membership are shown in Attachments 1 and 2.

Discussion

The original TransNet approved by voters in 1988 provided $1 million annually for bicycle projects. The TransNet extension approved by voters in 2004 includes a two percent set aside for Bicycle, Pedestrian, and Neighborhood Safety/Traffic Calming projects and programs. These TransNet funds have been combined with Transportation Development Act-Article 3 (TDA) funds to support an annual competitive grant program for bicycle and pedestrian projects.

Historically, a primary role of the BPWG has been to provide input to the Transportation Committee on project evaluation criteria for the grant program. As the commitment to Active Transportation in the region has grown, the grant program is now one of many responsibilities of the Active Transportation Program. In May 2010 the Board of Directors adopted the region’s first bicycle plan, Riding to 2050: San Diego Regional Bicycle Plan (Plan). Initial implementation of the Plan began in April 2011 with the Board of Directors allocating approximately $8 million in key projects and programs from the Plan. With the adoption of the 2050 Regional Transportation Plan/Sustainable Communities Strategy in October 2011, the Board further strengthened its commitment to Active Transportation calling for development of an early action program to implement the Plan and planning for the broader Active Transportation program, including safe routes to school and safe routes to transit.
To reflect the region’s commitment to broader and more comprehensive active transportation policy, planning, and implementation activities, the Active Transportation Working Group, whose responsibilities are outlined in the charter (Attachment 1) and Membership as shown in Attachment 2, is intended to provide local jurisdictions and stakeholders an opportunity to reassess their roles and assign representatives accordingly.

Attachments: 1. Active Transportation Working Group Charter  
              2. Active Transportation Working Group Membership

Key Staff Contact: Chris Kluth, (619) 699-1952, chris.kluth@sandag.org
COMMITTEE/WORKING GROUP CHARTER
ACTIVE TRANSPORTATION WORKING GROUP

PURPOSE
The Active Transportation Working Group (ATWG) provides input on regional active transportation policy, planning and implementation activities. The ATWG makes recommendations and fosters cooperation among the jurisdictions, agencies, and stakeholders within the San Diego region to plan for and support the development of local and regional improvements for active transportation modes (bicycling and walking), including Safe Routes to Transit, Safe Routes to School, facility development, operation and maintenance, education, encouragement, and evaluation.

LINE OF REPORTING
The Active Transportation Working Group acts in an advisory capacity to the Transportation Committee on active transportation policy, planning and implementation activities.

RESPONSIBILITIES
The ATWG provides input on active transportation policy, planning, and implementation activities. These activities include the development, update and implementation of the following:

- Active Transportation elements of the Regional Plan
- Regional Bicycle Plan
- Planning and Designing for Pedestrians
- Active Transportation Implementation Strategy
- Regional Safe Routes to Transit plans, programs and projects
- Safe Routes to School Strategic Plan
- Regional Active Transportation projects and programs

The ATWG also serves as a forum for information exchange regarding active transportation policy, practice, and design considerations.

MEMBERSHIP
The membership consists of one representative appointed by each member agency at SANDAG as well as representatives from active transportation advocacy groups and other related stakeholders initially comprising a total of 32 members. Members are appointed in writing by the bodies they represent. Members are allowed to have alternates which, like members, are selected by the bodies they represent. Should participation by a member cause the working group to have difficulty reaching a quorum the group will have the discretion to modify membership to optimize participation. The number of representatives from SANDAG member agencies shall constitute a majority of members. All members are eligible to vote on motions and recommendations. A detailed list of representatives is provided separately.

MEETING TIME AND LOCATION
The Working Group generally meets quarterly on the third Wednesday of the month from 10 a.m. to 12 noon at the SANDAG offices, as well as other times as may be set by the Chair. Meetings shall be noticed according to and shall otherwise fully comply with the Ralph M. Brown Act.

SELECTION OF THE CHAIR
The Chair and Vice Chair of the ATWG are chosen by the members of the group on an annual basis.

DURATION OF EXISTENCE
This is a standing SANDAG Working Group.
Active Transportation Working Group Membership
May 2013

<table>
<thead>
<tr>
<th>REPRESENTATION</th>
<th>JURISDICTION/ORGANIZATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Governments</td>
<td>One member from each city in the region and the County of San Diego (Ideally, each jurisdiction will appoint one primary representative and one alternate from Cities/County Transportation Advisory Committee (CTAC) and Technical Working Group (TWG))</td>
</tr>
<tr>
<td>Other Regional and State Agencies</td>
<td>Caltrans</td>
</tr>
<tr>
<td></td>
<td>Civic San Diego</td>
</tr>
<tr>
<td></td>
<td>County of San Diego Air Pollution Control District</td>
</tr>
<tr>
<td></td>
<td>Metropolitan Transit System (MTS)</td>
</tr>
<tr>
<td></td>
<td>North County Transit District (NCTD)</td>
</tr>
<tr>
<td>Bicycle Advocacy</td>
<td>Bike San Diego</td>
</tr>
<tr>
<td></td>
<td>San Diego County Bicycle Coalition</td>
</tr>
<tr>
<td>Pedestrian Advocacy</td>
<td>WalkSanDiego</td>
</tr>
<tr>
<td>Public Health (Proposed)</td>
<td>Public Health Stakeholders Working Group</td>
</tr>
<tr>
<td>Safe Routes to School Advocacy</td>
<td>San Diego Safe Routes to School Coalition</td>
</tr>
<tr>
<td>Transit Advocacy</td>
<td>Move San Diego</td>
</tr>
<tr>
<td>Economic Development</td>
<td>Business Improvement Districts/Bicycle Friendly Business Improvement Districts</td>
</tr>
<tr>
<td>High Schools</td>
<td>San Diego County Department of Education</td>
</tr>
<tr>
<td>Post-Secondary Education</td>
<td></td>
</tr>
</tbody>
</table>
SAN DIEGO FORWARD – THE REGIONAL PLAN:  
FINAL WORK PROGRAM AND SCHEDULE  

File Numbers 3100000/3100400  

Introduction  

Last month, the SANDAG Board of Directors received a report on what we have been hearing from the public and our local jurisdictions on the regional plan, now branded as San Diego Forward: The Regional Plan. The branding of this plan was the result of a culmination of events that began last year when the Board of Directors approved merging the Regional Comprehensive Plan (RCP) update with the next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Combining these two major planning efforts will give citizens a single, easily accessible document that includes an overall vision for the San Diego region, as well as a concrete implementation program for a large portion of that vision. Following this action, staff prepared a draft work program and schedule for the combined regional plan slated for adoption in July 2015 and presented these items to the Board on September 28, 2012. Presentations to the various SANDAG Policy Advisory Committees, working groups and community-based organizations followed with a community workshop held on October 19, 2012. These interactions generally validated the approach developed in the initial draft work plan.  

Discussion  

SANDAG Policy Advisory Committees and Working Group Comments - September and October 2012  

The draft work program was presented to the Transportation, Regional Planning, and Borders Committees and to 15 working groups and committees in September and October 2012. Members included planning and public work directors, traffic engineers, and representatives with expertise in active transportation, public health, housing, habitat, energy, air quality, and social services as well as partners from tribal governments, neighboring counties, and Mexico. Comments made at these meetings included:  

• The plan should appeal to the average person  
• Look at the region within the context of its borders and obtain input from neighboring agencies as the plan is developed  
• Identify issues for a potential future infrastructure funding initiative  
• Consider the national trend related to public health  
• Allow ample time in the schedule for in-depth policy discussions
Based on working group feedback, the final work program shows the borders policy area as its own category.

Correspondence Received

Move San Diego submitted a comment letter at the joint meeting of the Regional Planning and Transportation Committees in September 2012. The letter states support for the development of the first fully integrated RCP and RTP and provides comments on transportation and land use scenarios as well as phasing of smart growth projects and infrastructure funding needs.

San Diego Forward: The Regional Plan Work Program

The RCP and current 2050 RTP/SCS were adopted in 2004 and 2011, respectively. Federal law requires that SANDAG prepare a long-range transportation plan and make an air quality conformity determination every four years. SANDAG staff has developed a detailed work program and schedule for the San Diego Forward: The Regional Plan that incorporates a variety of planning efforts. In accordance with state and federal guidelines, the plan is scheduled for adoption by the Board of Directors in July 2015. The final work program and schedule are included as Attachments 1 and 2.

San Diego Forward: The Regional Plan Public Involvement Plan

SANDAG regularly involves the public in regional planning efforts. A comprehensive public involvement plan (PIP) that includes a tribal consultation plan was prepared to help develop the regional plan. A process to engage low-income and minority populations through community-based organizations also is under way. The draft PIP provides an extensive menu of options for involving the public and receiving input on the work products and plan, including a series of public workshops, use of social media, visualizations, and other means. Comments on the draft PIP have been addressed in the final PIP, which is included as Agenda Item No. 13.

San Diego Forward Environmental Impact Report (EIR)

The EIR for the San Diego Forward: The Regional Plan requires analysis beyond what has been included in previous RTP EIRs. A programmatic EIR would collectively cover the topics of the entire regional plan. The Notice of Preparation for the EIR was released on December 14, 2012, for a 60-day comment period that closed on February 15, 2013. A public scoping meeting was held on January 10, 2013, at SANDAG. Approximately 25 individuals attended the meeting. SANDAG staff provided an overview of the plan and the environmental review process. Attendees asked questions about the relationship of the proposed plan to the 2050 RTP/SCS that was adopted in October 2011. In addition, attendees wanted to ensure issues such as greenhouse gas emissions, sea level rise, public health, and enhanced bicycle and pedestrian facilities would be addressed in the plan and EIR.

San Diego Forward: The Regional Plan Roles and Responsibilities

Attachment 3 outlines the roles and responsibilities of the working groups, Policy Advisory Committees, and the Board of Directors related to the development of the San Diego Forward: The Regional Plan.
Next Steps

The Board of Directors will be asked to consider the vision, goals and policy objectives for San Diego Forward: The Regional Plan. To complement this discussion, a regionwide, statistically significant poll will be conducted. The poll questions will be discussed at the March Board Policy meeting and the results are expected to be available this spring as the Board deliberates on the vision, goals, and objectives that will provide the policy foundation for the plan.

GARY L. GALLEGOS
Executive Director

Attachments: 1. San Diego Forward: The Regional Plan - Final Work Program
               2. Final San Diego Forward: The Regional Plan Schedule
               3. Final San Diego Forward: The Regional Plan Roles and Responsibilities for Working Groups and Policy Advisory Committees

Key Staff Contact: Phil Trom, (619) 699-7330, Phil.Trom@sandag.org
SAN DIEGO FORWARD: THE REGIONAL PLAN – FINAL WORK PROGRAM

1. Develop Regional Plan Work Program
   • Review work program with core working groups, Policy Advisory Committees, and Board of Directors

2. Establish San Diego Forward: The Regional Plan Vision, Goals and Policy Objectives
   • Review existing Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP) documents
   • Monitor and incorporate new transportation act/bill provisions and other legislation, including Senate Bill 375 (Steinberg, 2008) (SB 375) (as needed)
   • Monitor and incorporate updated California Transportation Commission RTP Guidelines (as needed)
   • Monitor and incorporate new federal transportation bill (Moving Ahead for Progress in the 21st Century or MAP-21) implementation guidelines (as needed)

3. Engage in Public Outreach and Involvement
   • Establish education and marketing plan for San Diego Forward: The Regional Plan
   • Set up San Diego Forward: The Regional Plan website and maintain throughout its development and adoption
   • Issue request for partners and contracts with community-based organizations to engage low income and minority populations in the planning process
   • Develop Public Involvement Plan (PIP) and Tribal Consultation Plan that meets federal transportation bill requirements and SB 375
   • Schedule events and develop outreach products
   • Conduct subregional workshops (3) on Draft San Diego Forward: The Regional Plan
   • Conduct public hearings (2) on Draft San Diego Forward: The Regional Plan
   • Analyze ongoing feedback and respond to comments received online, phone, e-mail, etc.

4. Finalize Prior Planning Commitments from the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
   • Regional Transit Oriented Development Policy
   • Regional Complete Streets Policy
   • Active Transportation Implementation Strategy
     o Bike Early Action Program
     o Safe Routes to School
     o Safe Routes to Transit
• Travel Demand Model Enhancements
• Alternative Land Use and Transportation Scenarios and Greenhouse Gas (GHG) Emissions Target Setting
  o Create and test alternative land use and transportation scenarios to further reduce GHG emissions after 2035 beyond the reductions achieved in the 2050 RTP/SCS, including pricing and parking strategies
  o Conduct public workshops including visualizations for select alternative land use and transportation scenarios
  o Use the scenarios to assist with the next target setting process with the California Air Resources Board (CARB)

5. Prepare 2050 Regional Growth Forecast Update (Series 13)
• Collect land use inputs including general plan, zoning, and permitted projects (i.e. “site spec”)
• Develop regionwide growth projections (population, housing, jobs, and other economic and demographic variables)
• Generate new subregional Growth Forecast (population, housing, jobs, land use)
• Review results with local jurisdictions and other land use authorities
• Finalize 2050 Regional Growth Forecast Update

6. Refine and Develop San Diego Forward: The Regional Plan Policy Areas
• Public Health
• Land Use, Regional Growth, Urban Form and Housing
• Healthy Environment (Energy, Climate Change and Adaptation, Habitat Conservation, Shoreline Preservation, Water Quality and Air Quality [AQ])
• Infrastructure/Public Facilities (Access to Educational Facilities, Water Supply, Waste Water and Solid Waste)Social Equity and Environmental Justice
• Economic Strategies
• Borders (Binational, Tribal, and Interregional)
• Military
• Transportation

7. Incorporate Recommendations from Regional/Corridor/Subregional Studies into Development of Transportation Networks
• Studies include the Feasibility Assessment of Trucks on Managed Lanes, Regional Transit Oriented Development Strategies, Active Transportation Implementation Strategy (including Bike Early Action Program, Safe Routes to Transit, and Safe Routes to School), State Route 78 Corridor Study, San Ysidro Intermodal Transportation Center Study,
Transit Plan Advanced Planning, Transportation Demand Management (TDM) studies/strategies, Transportation Systems Management (TSM) studies/strategies, State Route 11 and Otay Mesa East Port of Entry Financing Strategy, California-Baja California Border Master Plan Update, Interstate 8 Corridor Study, Freight Gateway Update, Coordinated Plan, The San Diego Regional Connected Vehicle Program etc. (as needed)

8. Develop Sustainable Communities Strategy (SCS) and Alternative Planning Strategy (APS) (if needed)
   • Conduct workshop for SB 375 Implementation/GHGs Regional Targets/SCS development
   • Information meeting(s) with elected officials to obtain input on SCS
   • Develop draft SCS
   • Generate alternative(s) land use/transportation scenario for an APS (if needed)
   • Develop draft APS if the SCS does not meet the regional GHG targets (if needed)

9. Update Revenue and Cost Projections for Projects and Services
   • Develop or revise cost estimates for all Unconstrained highway and transit projects, including operations and maintenance, TDM and TSM projects and programs, goods movement projects, regional rail grade separation projects, and active transportation projects and programs based on requirements from federal transportation bill
   • Incorporate revised cost estimates for local streets and roads projects provided by the local jurisdictions
   • Develop initial revenue projections for the various local, state, and federal revenue sources for the financial scenarios
   • Refine and finalize initial revenue projections and cost estimates for the Revenue Constrained scenario

10. Update Regional Arterial System (as needed)

11. Update Airport Multimodal and Rail Planning
   • Incorporate recommendations from the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency Corridorwide Strategic Implementation Plan
   • Incorporate recommendations from the California High-Speed Rail Program Revised 2012 Business Plan
   • Incorporate recommendations from the San Diego County Regional Airport Authority’s Airport Development Plan and SANDAG Intermodal Transportation Center advanced planning studies.

12. Update Transportation Project Evaluation Criteria
   • Re-evaluate and update criteria with a focus on Regional Plan goals and policy objectives
   - Re-evaluate and update performance measures to be consistent with the San Diego Forward: The Regional Plan goals and policy objectives, including Environmental Justice/Social Equity, Economic, and Environmental indicators

14. Develop Unconstrained Multimodal Transportation Scenario
   - Refine multimodal (transit, High Occupancy Vehicle, Managed Lanes, highway, active transportation, TDM, TSM) network in conjunction with SCS/APS

15. Apply Evaluation Criteria to Assist In Project Selection for Financial Scenarios

16. Develop and Analyze Financial Scenarios and Select Preferred Revenue Constrained Transportation Scenario for San Diego Forward: The Regional Plan
   - Perform travel forecasts and evaluate overall performance, including economic analyses
   - Develop Draft Preferred Scenario for review, including phasing

17. Perform Air Quality (AQ) Forecasts
   - Discuss conformity criteria and procedures with San Diego Region Conformity Working Group
   - Monitor and address new U.S. Environmental Protection Agency (EPA), Federal Transit Administration (FTA), and Federal Highway Administration (FHWA) requirements for AQ analysis (as needed)
   - Prepare draft AQ conformity determination for Draft San Diego Forward: The Regional Plan for review
   - Prepare final AQ determination

18. Produce Draft San Diego Forward: The Regional Plan
   - Release Draft San Diego Forward: The Regional Plan for Public Comment
   - Address Public Comments and Prepare Draft Final San Diego Forward: The Regional Plan

   - Prepare and circulate Notice of Preparation for EIR
   - Create EIR Alternatives
   - Produce Draft EIR
   - Release Draft EIR for Public Comment
   - Address Public Comments and Prepare Final EIR

20. Adopt Final San Diego Forward: The Regional Plan and certify Final EIR

21. AQ Conformity Determination by U.S. Department of Transportation

22. CARB Determination on the adopted SCS
## FINAL SAN DIEGO FORWARD: THE REGIONAL PLAN SCHEDULE

<table>
<thead>
<tr>
<th>Major Task</th>
<th>Sub-Task</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DEVELOP SAN DIEGO FORWARD WORK PROGRAM</td>
<td>January 2013</td>
</tr>
<tr>
<td>2</td>
<td>ENGAGE IN PUBLIC OUTREACH &amp; INVOLVEMENT</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>FINALIZE PRIOR PLANNING COMMITMENTS FROM THE 2050 RTP/SCS</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Regional Transit-Oriented Development Policy</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Regional Complete Streets Policy</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Active Transportation Implementation Strategy (Bike Early Action Program, Safe Routes to School, Safe Route to Transit)</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Travel Demand Model Enhancements</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Land Use/Transportation Scenarios &amp; GHG Target Setting Including Parking &amp; Pricing Strategies</td>
<td>February 2014</td>
</tr>
<tr>
<td>9</td>
<td>PREPARE 2050 REGIONAL GROWTH FORECAST UPDATE (SERIES 12)</td>
<td>June 2013</td>
</tr>
<tr>
<td>10</td>
<td>REFINE &amp; DEVELOP POLICY AREAS</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Public Health</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Land Use, Regional Growth, Urban Form, and Housing</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Healthy Environment: Energy, Climate Change and Adaptation, Habitat Conservation, Shoreline Preservation, Water Quality, and Air Quality</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Social Equity and Environmental Justice</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Economic Strategies</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Borders (International, Tribal, and Intermunicipal)</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Military</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Transportation</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Major Task</th>
<th>Sub-Task</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>DEVELOP TRANSPORTATION REVENUE PROJECTIONS</td>
<td>December 2012</td>
</tr>
<tr>
<td>21</td>
<td>UPDATE TRANSPORTATION PROJECT EVALUATION CRITERIA</td>
<td>September 2013</td>
</tr>
<tr>
<td>22</td>
<td>UPDATE PERFORMANCE MEASURES INCLUDING ECONOMIC ANALYSIS</td>
<td>December 2012</td>
</tr>
<tr>
<td>23</td>
<td>DEFINE UNCONSTRAINED MULTIMODAL TRANSPORTATION NETWORK</td>
<td>July 2013</td>
</tr>
<tr>
<td>24</td>
<td>UPDATE TRANSPORTATION COST ESTIMATES</td>
<td>December 2012</td>
</tr>
<tr>
<td>25</td>
<td>DEVELOP TRANSPORTATION REVENUE PROJECTIONS</td>
<td>March 2014</td>
</tr>
<tr>
<td>26</td>
<td>APPEL TRANSPORTATION PROJECT EVALUATION CRITERIA &amp; DEVELOP SCENARIOS</td>
<td>July 2014</td>
</tr>
<tr>
<td>27</td>
<td>EVALUATE TRANSPORTATION SCENARIOS &amp; SELECT PREFERRED SCENARIO</td>
<td>September 2014</td>
</tr>
<tr>
<td>28</td>
<td>DEVELOP DRAFT AIR QUALITY CONFORMANCE DETERMINATION</td>
<td>November 2014</td>
</tr>
<tr>
<td>29</td>
<td>PREPARE &amp; RELEASE DRAFT SAN DIEGO FORWARD INCLUDING SUSTAINABLE COMMUNITIES STRATEGY &amp; DRAFT EIR</td>
<td>March 2015</td>
</tr>
<tr>
<td>30</td>
<td>ADDRESS COMMENTS &amp; PREPARE DRAFT SAN DIEGO FORWARD &amp; FINAL EIR</td>
<td>June 2015</td>
</tr>
<tr>
<td>31</td>
<td>ADOPT FINAL 2050 REGIONAL GROWTH FORECAST</td>
<td>July 2015</td>
</tr>
<tr>
<td>32</td>
<td>ADOPT FINAL SAN DIEGO FORWARD &amp; ADOPT AIR QUALITY CONFORMANCE DETERMINATION &amp; CERTIFY FINAL EIR</td>
<td>July 2015</td>
</tr>
</tbody>
</table>

**LEGEND:**
- **M:** Major Task
- **S:** Sub-Task
- **M:** Milestone

**FY 2013**
- Q1: July – Sept 2012
- Q2: Oct – Dec 2012
- Q3: Jan – March 2013
- Q4: April – June 2013

**FY 2014**
- Q1: July – Sept 2013
- Q2: Oct – Dec 2013
- Q3: Jan – March 2014
- Q4: April – June 2014

**FY 2015**
- Q1: July – Sept 2014
- Q2: Oct – Dec 2014
- Q3: Jan – March 2015
- Q4: April – June 2015

**FY 2016**
- Q1: July – Sept 2015

**FEVERUARY 22, 2013**

**1559B 02/13**
## SANDAG WORKING GROUPS* + POLICY ADVISORY COMMITTEES

<table>
<thead>
<tr>
<th>MAJOR TASKS</th>
<th>CTAC</th>
<th>TWG</th>
<th>CWG</th>
<th>ATWG</th>
<th>TRIBAL TWG</th>
<th>RHWG</th>
<th>ITOC</th>
<th>PHSG</th>
<th>BC</th>
<th>RPC</th>
<th>TC</th>
<th>BOD</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Diego Forward Work Program</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Public Outreach, Education, and Involvement</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Vision, Goals, and Objectives</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prior Commitments from the 2050 RTP/SCS</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Regional Transit-Oriented Development Policy</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Regional Complete Streets Policy</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Active Transportation Implementation Strategy</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Bike Plan Early Action Program</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Safe Routes to School</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Safe Routes to Transit</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Travel Demand Model Enhancements</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Use/Transportation Scenarios &amp; Greenhouse Gas Target Setting</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2050 Regional Growth Forecast Update</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Transportation Project Evaluation Criteria</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Performance Measures and Economic Analysis</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Policy Areas</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Health</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Land Use, Regional Growth, Urban Form, and Housing</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Healthy Environment (habitat, energy, etc.)</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure/Public Facilities (waste water, solid waste, etc.)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Social Equity and Environmental Justice</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Economic Strategies</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Borders (Binational, Interregional, and Tribal)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Military</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Initial San Diego Forward Network Scenarios</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Final San Diego Forward Network Scenarios</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Draft San Diego Forward, Environmental Impact Report (EIR), and Air Quality (AQ) Conformity</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Proposed Changes for the Draft Final San Diego Forward</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Adopt Final 2050 Regional Plan/EIR/AQ Conformity</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## COMMITTEES AND WORKING GROUPS

**Board of Directors (BOD)**
- Policy Advisory Committees
  - Borders Committee (BC)
  - Regional Planning Committee (RPC)
  - Transportation Committee (TC)
  - TransNet Independent Taxpayer Oversight Committee (ITOC)

**Working Groups**
- Active Transportation Working Group (ATWG)
- Cities/County Transportation Advisory Committee (CTAC)
- Public Health Stakeholders Group (PHSG)
- Regional Planning Technical Working Group (TWG)
- Regional Housing Working Group (RHWG)
- San Diego Region Conformity Working Group (CWG)
- Tribal Transportation Technical Working Group (Tribal TWG)

**Specific tasks will be presented to these groups as needed:**
- Committee on Binational Regional Opportunities (COBRO)
- Environmental Mitigation Program Working Group (EMP)
- Freight Stakeholders Working Group
- Military Stakeholders Working Group
- Regional Energy Working Group
- San Diego Regional Traffic Engineers Council (SANTEC)
- Social Services Transportation Advisory Council (SSTAC)
- Quality of Life Stakeholders Working Group
- Community Based Organizations

* Working Groups will provide input that will be used in the staff recommendations to the Policy Advisory Committees and the Board of Directors.

16
ACTIVE TRANSPORTATION IMPLEMENTATION STRATEGY FRAMEWORK

Introduction

On October 28, 2011, the Board of Directors made a commitment to Active Transportation with the adoption of the 2050 Regional Transportation Plan and Sustainable Communities Strategy (2050 RTP/SCS). The final action by the Board calls for planning for a broad Active Transportation program, including Safe Routes to School and Safe Routes to Transit, within two years of the 2050 RTP/SCS adoption. Staff has been working to develop a proposed framework for this Implementation Strategy, which incorporates Safe Routes to School, Safe Routes to Transit, and other related active transportation efforts at SANDAG. This work will address active transportation in San Diego Forward: The Regional Plan. It also will identify regional active transportation projects and cost estimates for consideration in the Regional Plan.

Discussion

The Active Transportation Implementation Strategy would further define SANDAG active transportation planning and implementation work in the region, building on three efforts in particular: Riding to 2050: The San Diego Regional Bicycle Plan, the San Diego Regional Safe Routes to School Strategic Plan, and the Safe Routes to Transit Regional Strategy currently in development. Each of these efforts is discussed further below. Staff requests that the Transportation Committee discuss the following proposed set of goals that provide a framework for developing the Active Transportation Implementation Strategy.

1. The overarching goal is to develop a comprehensive Regional Active Transportation Program that addresses walking, bicycling, Safe Routes to Transit, and Safe Routes to School

2. Identify active transportation projects and programs associated with 2050 RTP/SCS existing and planned transit and highway corridor project areas, for consideration in the Regional Plan

3. Identify active transportation performance measures for ongoing monitoring and program evaluation
Through the Active Transportation Implementation Strategy, SANDAG proposes to identify active transportation components associated with SANDAG transit and freeway corridor projects for consideration in the Regional Plan. This approach would help to maximize investments in transit and highway infrastructure, by enhancing safety, and improving bicycle and pedestrian access to transit.

**Riding to 2050: The San Diego Regional Bicycle Plan**

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

**Safe Routes to School**

In 2011, SANDAG adopted the *San Diego Regional Safe Routes to School Strategic Plan*, (Strategic Plan) which recommended programs for SANDAG to consider implementing at the regional level. SANDAG staff is about to begin two work elements called for in the Strategic Plan: a baseline assessment and program implementation strategy. SANDAG will work with the Cities/County Transportation Advisory Committee and the Regional Planning Technical Working Group, as well as the local Safe Routes to School Coalition to analyze needs within school areas throughout the region, and identify programs for initial implementation. This effort will begin shortly and is scheduled for completion later this year.

**Safe Routes to Transit**

As part of the Regional Bicycle Plan initial implementation action by the Board in April 2011, funding was approved for development of a Safe Routes to Transit Regional Strategy. This effort will examine Safe Routes to Transit efforts in other regions (including comparison of regions from the Urban Area Transit Strategy), identify potential policy options, and identify walk/bike improvement projects in 2050 RTP/SCS transit corridor project areas. Projects within future regional transit station areas will be identified, for consideration in the Active Transportation Implementation Strategy and Regional Plan. Concept-level cost estimates will be developed for inclusion of these projects in the Regional Plan. This effort also will examine needs at existing regional transit station areas. Staff will work closely with the local jurisdictions to identify opportunities to complement projects and programs identified in their bicycle and pedestrian plans.
Integration of Active Transportation in San Diego Forward: The Regional Plan

A proposed key step in developing the Implementation Strategy would be to identify active transportation improvements in 2050 RTP/SCS transit and highway corridor project areas, for consideration in the San Diego Forward: The Regional Plan. The identification of these improvements would help to define areas of regional significance with respect to active transportation.

It is envisioned that there will be three types of active transportation projects that could be considered in the Regional Plan: (1) active transportation improvements in 2050 RTP/SCS transit and highway corridor project areas, and in any new potential transit and highway corridor project areas identified during Regional Plan development; (2) active transportation improvement projects in areas in existing regional transit station areas; and (3) Regional Bicycle Plan projects not already identified in the Board initial implementation action from April 2011 or the Regional Bicycle Plan Early Action Program.

Pedestrian Access

The Implementation Strategy will begin to articulate the regional significance of pedestrian access, within the context of 2050 RTP/SCS transit and highway corridor project areas. Though there is a Regional Bicycle Plan that identifies regional bicycle projects, regional pedestrian projects have not been identified thus far. As active transportation projects are identified within each transit and highway corridor project area, both bicycle and pedestrian improvements would be considered.

In recognition of the region’s changing demographics, the Implementation Strategy would also examine opportunities to improve access from a standpoint of safe routes for mobility-impaired populations, such as seniors, disabled persons, and children in strollers.

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

Next Steps

The Implementation Strategy will integrate the Regional Bicycle Plan EAP, the Safe Routes to School baseline assessment and program implementation strategy, and the Safe Routes to Transit Regional Strategy. The Cities/County Transportation Advisory Committee, the Regional Planning Technical Working Group, and Active Transportation Working Group will be asked to provide input and the Transportation Committee will provide policy guidance on these activities over the course of this year. It is anticipated that active transportation projects, including Safe Routes to Transit and Regional Bicycle Plan projects, will be identified by early fall. This work will include development of concept-level cost estimates for consideration in San Diego Forward: The Regional Plan.

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

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