MEETING NOTICE
AND AGENDA

CONFORMITY WORKING GROUP

The Conformity Working Group may take action on any item appearing on this agenda.

Wednesday, October 1, 2014

10:30 a.m. To 12 Noon

SANDAG, Conference Room 8C
401 B Street, Suite 800
San Diego, CA 92101

Staff Contact: Elisa Arias
(619) 699-1936
Elisa.Arias@sandag.org

AGENDA HIGHLIGHTS

• SAN DIEGO FORWARD: THE REGIONAL PLAN: CONFORMITY CRITERIA AND PROCEDURES
• 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

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### 1. INTRODUCTIONS

+### 2. AUGUST 6, 2014, MEETING MINUTES

The summary of the August 6, 2014, San Diego Conformity Working Group (CWG) meeting is attached. The CWG is asked to review the meeting minutes.

### 3. PUBLIC COMMENTS/COMMUNICATIONS

Members of the public will have the opportunity to address the CWG during this time.

### 4. SAN DIEGO FORWARD: THE REGIONAL PLAN: CONFORMITY CRITERIA AND PROCEDURES

The CWG will discuss the conformity criteria and procedures to be followed to determine conformity of San Diego Forward: The Regional Plan concurrently with Amendment of the 2014 Regional Transportation Improvement Program. SANDAG staff will make brief presentations on the following topics:

- +4A. Schedule
- +4B. Transportation Modeling
- 4C. Latest Emissions Model, Emissions Budgets
- 4D. Transportation Control Measures
- +4E. Public Involvement and Outreach

### 5. 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

On September 5, 2014 the Transportation Committee held a public hearing to receive testimony on the 2014 Regional Transportation Improvement Program (RTIP). The Transportation Committee recommended that the Board of Directors approve Resolution No. 2015-05 adopting the 2014 RTIP, including its Air Quality Conformity Analysis and the Air Quality redetermination of the 2050 Regional Transportation Plan. The Board of Directors will be asked to approve the 2014 RTIP and its conformity analysis at its September 26, 2014, meeting.

### 6. DEVELOPMENT OF NEXT VERSION OF EMFAC

California Air Resources Board staff will update the CWG on the development of the next version of the EMFAC model.
7. **STATEWIDE CONFORMITY WORKING GROUP: FOLLOW-UP ON SAN DIEGO ITEMS**

The Statewide Conformity Working Group met on September 17, 2014. Topics discussed included Environmental Protection Agency regulatory updates, National Ambient Air Quality Standards review schedule, EMFAC2014, 2008 Ozone Standard State Implementation Plans (SIP), Caltrans updates, the status of transportation and air quality planning, and transportation conformity SIPs. The CWG will discuss follow-up items of interest from this meeting.

8. **OTHER BUSINESS**

Any other business items from the CWG will be discussed.

9. **ADJOURNMENT AND NEXT MEETING**

The next meeting of the CWG is scheduled for November 5, 2014, from 10:30 a.m. to 12 noon at SANDAG.

+ next to an agenda item indicates an attachment
The meeting of the Conformity Working Group (CWG) was called to order by Rachel Kennedy, SANDAG, at 10:35 a.m.

1. INTRODUCTIONS

Self-introductions were made. See attached attendance list.

2. JUNE 4, 2014, MEETING MINUTES (INFORMATION)

Ms. Kennedy asked the Conformity Working Group to review the meeting summary. No comments were made.

3. PUBLIC COMMENTS/COMMUNICATIONS

No public comments were made.

4. SAN DIEGO FORWARD: THE REGIONAL PLAN: REVISED SCHEDULE AND INTERAGENCY CONSULTATION (DISCUSSION)

SANDAG is currently working on the development of San Diego Forward: The Regional Plan. Staff provided updates on the Regional Plan Schedule, the 2050 Regional Growth Forecast, and the Latest Emissions Model and Emission Budgets.

San Diego Forward: The Regional Plan: Revised Schedule

Elisa Arias, SANDAG, provided an overview of the San Diego Forward: The Regional Plan: Revised Schedule. Ms. Arias discussed the project evaluation criteria used to rank unconstrained network projects. SANDAG developed a list of ranked projects from two draft revenue constrained scenarios. The two scenarios have been evaluated using performance measures that the SANDAG Board of Directors (BOD) adopted. Two public workshops were held on August 4, 2014. A workshop for SANDAG Working Group members will be held on August 6th, and a number of community-based organization (CBO) workshops are planned during the month of August. Information will be collected from all outreach efforts (public workshops, CBOs, and working groups) in order to evaluate revenue constrained transportation scenarios. A preferred scenario will be selected on August 15, 2014. Staff will consider feedback from the SANDAG BOD on August 15, 2014, and will then develop a preferred scenario that will be brought back to policy committees and the SANDAG BOD in September.
Ms. Arias finished summarizing the San Diego Forward: The Regional Plan: Revised Schedule.

2050 Regional Growth Forecast

Kirby Brady, SANDAG, informed the group of the Series 13 Regional Growth Forecast. Every three to five years, SANDAG produces a long-range forecast for population, housing, and employment growth within the San Diego region. The Draft Series 13 Regional Growth Forecast (accepted for planning purposes by the SANDAG BOD on October 25, 2013) will support the development of San Diego Forward: The Regional Plan.

The forecast process relies upon three integrated forecasting models. The first model is the Demographic and Economic Forecasting Model (DEFM), which provides a detailed econometric and demographic forecast (total population, jobs, and housing) for the entire region. The second model is the Production, Exchange, Consumption, Allocation Model (PECAS), which considers land economics and the potential for redevelopment in determining subregional allocation of employment and housing. The third model is the Urban Development Model (UDM), which allocates the results of the first two models to subregional areas based upon the current plans and policies of the jurisdictions. Ms. Brady also noted that the third model, UDM, helps to make sure that the results are consistent with what the cities have in their current plans.

The Series 13 Growth Forecast is based largely upon the adopted general plans and community plans and policies of the 18 cities and County. Because many of the local general plans have horizon years of 2030- twenty years before the 2050 Growth Forecast horizon year, the later part of the forecast was developed in collaboration with each of the local jurisdictions through an iterative process that allowed each city to provide their projections for land uses in those later years.

Ms. Brady referred to Table A-6.1: San Diego Regional Population and Employment Forecast, which shows that the region is expected to grow to 4,068,759 people by 2050. There is also an expectation for 330,000 more housing units in the region and half a million more jobs into the economy by 2050.

Ms. Brady stated that staff will run the final forecast once a preferred scenario is chosen, and that forecast will be adopted with San Diego Forward: The Regional Plan in 2015.

Ms. Cari Anderson, California Air Resources Board (CARB), asked what is in the current conformity analysis for 2015 Federal Transportation Improvement Program (FTIP). Ms. Kennedy replied that the 2014 Regional Transportation Improvement Program (RTIP) used Series 12, which is the forecast that was adopted by the SANDAG BOD in October 2011 for the 2050 RTP. Ms. Anderson asked for charts or figures that compare Table A-6.1 to Series 12 and asked if the numbers were similar or drastically different. Ms. Brady answered that Series 13 had an overall reduction in total population of about 200,000 and that the expectation was for similar levels of employment and housing stock as in Series 12.

2050 Revenue Forecast

Ms. Sookyung Kim, SANDAG, provided an overview of the 2050 Revenue Forecast. SANDAG staff went to the Transportation Committee and the Regional Planning Committee to provide an overview of two different transportation scenarios. Based on those scenarios, the SANDAG staff has
estimated about $207 to $208 billion dollars of expenditures to support the two scenarios. The first five years of the Regional Plan are consistent with the current draft 2014 RTIP. Starting with 2020, anticipated future funds are based on recently available sources, such as the TransNet sales tax. These projections are fairly consistent with what has been done historically. As the scenarios are narrowed to one and the costs refined, the revenues will be refined and better identified with the final document.

*Latest Emissions Model and Emission Budgets*

Ms. Kennedy spoke to the latest emissions model and emission budgets that are being planned for use in the conformity analysis. As of now, EMFAC 2011 is the version that is approved for use for conformity determination and the program will be used to project the emissions for the Regional Plan. San Diego is a non-attainment area according to the 2008 Ozone Standards and will utilize EMFAC to project regional emissions for ROG and NOx for the summer season. San Diego is also a maintenance area for CO and staff will be project CO emissions for the winter season.

As part of 40 CFR 93.106(a)(1) and 93.118(a) of the Transportation Conformity Rule, the following years to perform the analysis were selected: 2015, 2025, 2035, 2040, and 2050. The first horizon year is within 10 years of the base year used to validate the model, which is 2012, and the analysis will also be no more than 10 years apart. ROG and NOx data will be interpolated for 2020 to show consistency with the budget for ozone and CO will be interpolated for 2018 to show consistency with the budgets for carbon monoxide. The emission models will be initiated after approval from the SANDAG BOD for the draft network leading to the draft plan, which is anticipated to occur at the end of September.

Ms. Anderson asked if the emission models are consistent with the current conformity analysis or if there were changes. Ms. Kennedy answered that the emission models are consistent with conformity analysis of the 2014 RTIP. Ms. Anderson asked of any model changes or if the models were staying the same. Ms. Kennedy answered that the 2050 Regional Transportation Plan (RTP) and the 2014 RTIP used the four-step transportation model and that the Regional Plan will use the activity-based model (ABM). Ms. Kennedy also stated that SANDAG will continue to have inter-agency consultation items on the agenda and will have an update on the model at the next CWG meeting.

Ms. Anderson asked if the model is approved or if it is approved with the RTP. Ms. Arias replied that SANDAG does not usually approve travel demand models but does perform peer exchanges and vetting of the model with outside agencies; however, the SANDAG BOD does not take an action on the model. Ms. Anderson asked if the ABM is complete and whether a calibration/validation report is available; or is something still in process where SANDAG is continuing to make adjustments or modifications. Ms. Kennedy replied that the model is complete and it has been used in some of SANDAG’s initial work that has been done on the Regional Plan such as the transportation network scenarios that are being vetted by committees, the public, and the SANDAG BOD. The ABM model has been in use, calibrated and verified through peer reviews and other technical evaluations.

Ms. Arias also stated that she can provide more information to the CWG on the available documentation that has been prepared throughout the development and calibration of the model and additional reports planned to be issued between now and the Regional Plan adoption. Additionally, most of the information has been uploaded to the website.
5. 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE (INFORMATION)

Michelle Smith, SANDAG, provided an update of the 2014 RTIP. On July 25, 2014, the SANDAG BOD approved the distribution of the draft 2014 RTIP and its Regional Emissions Analysis and Modeling Procedures for a 30-day review and comment period; a public hearing for the September 5, 2014, Transportation Committee meeting has been set up. The public review period ends August 25, 2014. The draft 2014 RTIP is available at www.sandag.org/2014rtip. The SANDAG BOD will be asked to approve the 2014 RTIP and its conformity analysis at its September 26, 2014, meeting. On October 1, 2014 the 2014 RTIP will be sent to the state for another public review period and a mid-December federal approval date is anticipated.

Ms. Kennedy noted that Ms. Ilene Gallo, Caltrans District 11, raised a question from the previous CWG meeting about the employment numbers included in the RTIP. The employment table in the RTIP has been updated to include the total employment in the region, not just civilian employment.

6. DEVELOPMENT OF THE NEXT VERSION OF EMFAC (INFORMATION)

Ms. Anderson, CARB, updated the CWG on the development of the next version of the EMFAC model. CARB is still anticipating an October workshop with the release of the model by the end of the year. There will likely be a statewide request for updated activity data in the September time frame with data due to CARB in October. The request is for the database on the latest conformity analysis for the 2015 FTIP statewide.

The EMFAC14 model has a different vehicle miles traveled (VMT) approach for the default. It does not have Metropolitan Planning Organization (MPO) data activity in it; instead it has VMT projections based on fuel use to be more consistent with California Assembly Bill (AB) 32. There was some concern about the new baseline inventories that were acted on in June/July of this year for the 2008 ozone plans for next year. For clarification, the baseline inventories are just a placeholder at this point in time and the statewide inventory will be updated with MPO activity data in the fourth quarter of this year. CARB will also be updating statewide inventory from 2050 based on activity data submitted to CARB in October. Lastly, CARB is also looking at current conformity analyses to try to anticipate any conformity problems with EMFAC14 so Conformity State Implementation Plan (SIP) updates can be added as appropriate to the planning calendar for next year. If there is a conformity problem then CARB will look at updating those budgets next calendar year for the 2008 ozone SIP.

Ms. Anderson also noted that there will be a statewide CWG meeting in September, possibly the second or third week. At the meeting, CARB will highlight the general approach for looking at the transportation Conformity SIP portion of the backlog effort as well as the proposed schedule for assessing that information. CARB is still working on the draft for the 4-year work plan with the Environmental Protection Agency (EPA) and will go to CAPCOA at the beginning of September.

Ms. Kennedy asked if the new version of EMFAC will go out to 2050. Ms. Anderson responded affirmatively.

Mr. Carl Selnick, Air Pollution Control District (APCD), asked if CARB was coordinating with the EPA for Moves 2014 or if EMFAC2014 is close in form or methodology to Moves 2014. Ms. Anderson answered that she is not aware of any coordination between CARB and EPA for Moves 2014.
Ms. Anderson further clarified that EMFAC14 is similar to EMFAC11 but the major difference is that the three modules before - light duty, heavy duty, and SG - are all combined into one model. There are also some changes that refer to some of the EMFAC07 approaches with respect to the options on how to execute the model but will not be like Moves where it is possible to run a transportation conformity network with the model. The project-level capabilities will incorporate some of the EMFAC07 approach versus the EMFAC11 approach. Work is still being done on the model's installation and run time and the model has not been run with any activity data or project-level analysis yet. The EMFAC14 beta testing will occur in the fourth quarter of 2014.

Ms. Kennedy asked if CARB will produce online training or whether training tools will be available for people for the new version of EMFAC. Ms. Anderson replied that she was not sure and will follow up with an answer at the next meeting.

7. OTHER BUSINESS (INFORMATION)

No other business items were mentioned.

8. ADJOURNMENT AND NEXT MEETING

The next meeting of the CWG is scheduled for September 3, 2014, from 10:30 a.m. to 12 noon, at SANDAG.

Ms. Kennedy adjourned the meeting at 11:40 a.m.
### CONFORMITY WORKING GROUP
MEETING ATTENDANCE FOR SEPTEMBER 19, 2014

<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cari Anderson, CARB</td>
<td>(phone)</td>
</tr>
<tr>
<td>Rodney Tavitas, Caltrans</td>
<td>(phone)</td>
</tr>
<tr>
<td>Susan Ejlalmaneshan, Caltrans</td>
<td>(phone)</td>
</tr>
<tr>
<td>Ilene Gallo, Caltrans District 11</td>
<td>(phone)</td>
</tr>
<tr>
<td>John Kelly, EPA</td>
<td>(phone)</td>
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<tr>
<td>Michael Morris, FHWA</td>
<td>(phone)</td>
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<tr>
<td>Carl Selnick, SDAPCD</td>
<td></td>
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<tr>
<td>Elisa Arias, SANDAG</td>
<td></td>
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<tr>
<td>Rachel Kennedy, SANDAG</td>
<td></td>
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<tr>
<td>Michelle Smith, SANDAG</td>
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<td>Scott Strelecki, SANDAG</td>
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<tr>
<td>Mimi Morisaki, SANDAG</td>
<td></td>
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<tr>
<td>Kirby Brady, SANDAG</td>
<td></td>
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<tr>
<td>Sookyung Kim, TCA</td>
<td></td>
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<tr>
<td>Carla Walecka, CARB</td>
<td>(phone)</td>
</tr>
<tr>
<td>Cari Anderson, Caltrans</td>
<td>(phone)</td>
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## San Diego Forward: The Regional Plan: Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 12, 2014:</td>
<td>SANDAG Board - Preferred Revenue Constrained Transportation Scenario accepted for use in developing Draft San Diego Forward: The Regional Plan</td>
</tr>
<tr>
<td>October 29, 2014:</td>
<td>Draft Air Quality Conformity Analysis for CWG 30-day review</td>
</tr>
<tr>
<td>December 2014:</td>
<td>Refine Draft Air Quality Conformity Determination</td>
</tr>
<tr>
<td>Spring 2015:</td>
<td>Prepare and release Draft Regional Plan including the Sustainable Communities Strategy, and Draft Air Quality Determination for public comment</td>
</tr>
<tr>
<td>June/July 2015:</td>
<td>Address comments and prepare Draft Final Regional Plan &amp; Final Environmental Impact Report</td>
</tr>
<tr>
<td>Summer 2015:</td>
<td>Adopt Final 2050 Regional Growth Forecast</td>
</tr>
<tr>
<td>Summer 2015:</td>
<td>Adopt Final Regional Plan &amp; Air Quality Conformity Determination &amp; certify Final Environmental Impact Report</td>
</tr>
<tr>
<td>Summer 2015:</td>
<td>Submit Air Quality Conformity Determination for U.S. Department of Transportation (DOT) and U.S. Environmental Protection Agency review</td>
</tr>
<tr>
<td>Fall 2015:</td>
<td>U.S. DOT Air Quality Conformity Determination</td>
</tr>
</tbody>
</table>
Transportation Modeling

SANDAG uses a calibrated and validated activity-based model (ABM) to support the development of San Diego Forward: The Regional Plan. An ABM simulates individual and household transportation decisions that compose their daily travel itinerary. It predicts whether, where, when, and how people travel outside their home for activities such as work, school, shopping, healthcare, and recreation.

Activity-based models are becoming the standard travel demand modeling technology used by large Metropolitan Planning Organizations (MPO). These models allow for a more nuanced analysis of complex policies and projects. The powerful analytic capabilities of an ABM are particularly helpful in evaluating social equity, carpooling, transit access, parking conditions, tolling, and pricing. Because an ABM tracks the characteristics of each person, the model can be used to analyze the travel patterns of a wide range of socioeconomic groups. For example, a household with many members may be more likely to carpool, own multiple vehicles, and share shopping responsibilities.

The estimates of regional transportation-related emissions analyses meet the requirements established in the Transportation Conformity Rule, 40 CFR Sections 93.122(b) and 93.122(c). These requirements relate to the procedures to determine regional transportation-related emissions, including the use of network-based travel models, methods to estimate traffic speeds and delays, and the estimation of vehicle miles of travel.

This document describes the key modeling units, ABM model flow, the San Diego residents travel model, data sources, and emissions modeling.

Key Modeling Units

An ABM simulates individual and household travel decisions through tours, a journey that begins and ends at home. A tour includes a chain of trips (segments of travel with a given origin and destination). The advantage of modeling tours and trips hierarchy is to ensure spatial, temporal, and modal consistency and integrity across trips within a tour.

To simulate tours made by individuals and households, the SANDAG ABM includes a total of eight person-types, shown in Table 1. The person-types are mutually exclusive with respect to age, work status, and school status.

Table 1: Person Types

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>PERSON-TYPE</th>
<th>AGE</th>
<th>WORK STATUS</th>
<th>SCHOOL STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Full-time worker¹</td>
<td>18+</td>
<td>Full-time</td>
<td>None</td>
</tr>
<tr>
<td>2</td>
<td>Part-time worker</td>
<td>18+</td>
<td>Part-time</td>
<td>None</td>
</tr>
<tr>
<td>3</td>
<td>College student</td>
<td>18+</td>
<td>Any</td>
<td>College +</td>
</tr>
<tr>
<td>4</td>
<td>Non-working adult</td>
<td>18 – 64</td>
<td>Unemployed</td>
<td>None</td>
</tr>
<tr>
<td>5</td>
<td>Non-working senior</td>
<td>65+</td>
<td>Unemployed</td>
<td>None</td>
</tr>
</tbody>
</table>

¹ Full-time employment is defined in the SANDAG 2006 household survey as at least 30 hours/week. Part-time is less than 30 hours/week but works on a regular basis.
Further, workers are stratified by their occupation, to take full advantage of information provided by the land-use and demographic models. Table 2 outlines the worker categories. These are used to segment destination choice attractiveness for work location choice, based on the occupation of the worker.

**Table 2: Occupation Types**

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Management Business Science and Arts</td>
</tr>
<tr>
<td>2</td>
<td>Services</td>
</tr>
<tr>
<td>3</td>
<td>Sales and Office</td>
</tr>
<tr>
<td>4</td>
<td>Natural Resources Construction and Maintenance</td>
</tr>
<tr>
<td>5</td>
<td>Production Transportation and Material Moving</td>
</tr>
<tr>
<td>6</td>
<td>Military</td>
</tr>
</tbody>
</table>

The SANDAG ABM assigns one of the activity types to each out-of-home location that a person travels to in the simulation, shown in Table 3. The activity types are grouped according to whether the activity is mandatory, maintenance, or discretionary. The classification scheme of activities into the three categories helps differentiate the importance of the activities. Mandatory includes work and school activities. Maintenance includes household related activity such as drop off and pick-up of children, shopping, and medical appointments. Discretionary includes social and recreational activities. To determine which person-types can be used for generating each activity type, the Model assigns eligibility requirements. For example, a full-time worker will generate mandatory work activities while a non-working adult or senior is eligible for non-mandatory activities. The classification scheme of each activity type reflects the relative importance or natural hierarchy of the activity, where work and school activities are typically the most inflexible in the person’s daily travel itinerary.

**Table 3: Activity Types**

<table>
<thead>
<tr>
<th>TYPE</th>
<th>PURPOSE</th>
<th>DESCRIPTION</th>
<th>CLASSIFICATION</th>
<th>ELIGIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Work</td>
<td>Working at regular workplace or work-related activities outside the home.</td>
<td>Mandatory</td>
<td>Workers and students</td>
</tr>
<tr>
<td>2</td>
<td>University</td>
<td>College +</td>
<td>Mandatory</td>
<td>Age 18+</td>
</tr>
<tr>
<td>3</td>
<td>High School</td>
<td>Grades 9-12</td>
<td>Mandatory</td>
<td>Age 14-17</td>
</tr>
</tbody>
</table>
The SANDAG ABM models a full travel day of activity broken into half hour intervals. These one-half hour increments begin with 3 a.m. and end with 3 a.m. the next day, though the hours between 1 a.m. and 5 a.m. are aggregated to reduce computational burden. The ABM ensures temporal integrity so that no activities are scheduled with conflicting time windows, with the exception of short activities/tours that are completed within a one-half hour increment. The ABM assigns auto and transit traffic at five discrete time-of-day periods aggregated from the finer half hour intervals shown in Table 4.

Table 4: Time periods for level-of-service skims and assignment

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>DESCRIPTION</th>
<th>BEGIN TIME</th>
<th>END TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Early</td>
<td>3:00 A.M.</td>
<td>5:59 A.M.</td>
</tr>
<tr>
<td>2</td>
<td>A.M. Peak</td>
<td>6:00 A.M.</td>
<td>8:59 A.M.</td>
</tr>
<tr>
<td>3</td>
<td>Midday</td>
<td>9:00 A.M.</td>
<td>3:29 P.M.</td>
</tr>
<tr>
<td>4</td>
<td>P.M. Peak</td>
<td>3:30 P.M.</td>
<td>6:59 P.M.</td>
</tr>
<tr>
<td>5</td>
<td>Evening</td>
<td>7:00 P.M.</td>
<td>2:59 A.M.</td>
</tr>
</tbody>
</table>

The SANDAG ABM uses two tier zone systems shown in Table 5: Master-Geographic Reference Area (MGRA) zone system for transit access and calculations and location choice models; and traffic analysis zones (TAZ) system for highway path building and assignment, and pseudo-TAZs called Transit Access Points (TAPs) for transit path building and assignment. The 23,000 MGRAs are roughly equivalent to Census block groups. The ABM uses generalized transit stops as TAPs, and relies on the traffic assignment software to generate TAP-TAP level-of-service matrices (also known as “skims”) such as in-vehicle time, first wait, transfer wait, and fare for transit calculation at the MGRA level. A custom-built software calculates walk access time from MGRA to TAP through paths from an all-street network including bike paths and walkways for
non-motorized travel, and build paths following the Origin MGRA – Boarding TAP – Alighting TAP-Destination MGRA patterns. Figure 1: Example MGRA – TAP Transit Accessibility shows a graphical depiction of MGRA-Tap transit paths. It displays potential walk paths from an origin MGRA, through three potential boarding TAPs (two of which are local bus and one of which is rail), with three potential alighting TAPs at the destination end.

**Table 5: Zone System**

<table>
<thead>
<tr>
<th>Zone System</th>
<th>DESCRIPTION</th>
<th>Number of Zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>MGRA</td>
<td>Master-Geographic Reference Area</td>
<td>23,000</td>
</tr>
<tr>
<td>TAZ</td>
<td>Traffic Analysis Zone</td>
<td>4,996</td>
</tr>
<tr>
<td>TAP</td>
<td>Transit Access Point</td>
<td>2,500</td>
</tr>
</tbody>
</table>

**Figure 1: Example MGRA – TAP Transit Accessibility**
The ABM includes 26 modes available to residents, including auto by occupancy, toll/non-toll choice and lanes for high occupancy vehicle (HOV) or non-HOV, walk and bike modes, and walk and drive access to five different transit line-haul modes. Note that the pay modes are those that involve paying a choice or “value” toll. Tolls on bridges are counted as a travel cost, but the mode is considered “non-toll.” Table 6 and Figure 5 list the trip modes defined in the SANDAG ABM.

To model transit flow, the ABM uses five transit line-haul modes: Commuter Rail, Light Rail (including COASTER, Trolley, SPRINT, and streetcar), Bus Rapid Transit (BRT)/Rapid Bus, Express Bus, and Local Bus. The mode of access to transit includes walk, park and ride and kiss and ride (dropped off).

**Table 6: Trip Modes**

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>MODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Drive Alone (Non-Toll)</td>
</tr>
<tr>
<td>2</td>
<td>Drive Alone (Toll)</td>
</tr>
<tr>
<td>3</td>
<td>Share Ride 2 Person (Non-Toll, Non-HOV)</td>
</tr>
<tr>
<td>4</td>
<td>Share Ride 2 Person (Non-Toll, HOV)</td>
</tr>
<tr>
<td>5</td>
<td>Share Ride 2 Person (Toll, HOV)</td>
</tr>
<tr>
<td>6</td>
<td>Share Ride 3+ Person (Non-Toll, Non-HOV)</td>
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<td>7</td>
<td>Share Ride 3+ Person (Non-Toll, HOV)</td>
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<td>8</td>
<td>Share Ride 3+ Person (Toll, HOV)</td>
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<td>9</td>
<td>Walk-Local Bus</td>
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<td>10</td>
<td>Walk-Express Bus</td>
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<td>11</td>
<td>Walk-Bus Rapid Transit</td>
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<td>12</td>
<td>Walk-Light Rail</td>
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<td>Walk-Heavy Rail</td>
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<td>14</td>
<td>PNR-Local Bus</td>
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<tr>
<td>15</td>
<td>PNR-Express Bus</td>
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<td>PNR-Bus Rapid Transit</td>
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<td>PNR-Light Rail</td>
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<td>PNR-Heavy Rail</td>
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<td>NUMBER</td>
<td>MODE</td>
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<td>23</td>
<td>KNR-Heavy Rail</td>
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<td>Walk</td>
</tr>
<tr>
<td>25</td>
<td>Bike</td>
</tr>
<tr>
<td>26</td>
<td>School Bus (only available for school purpose)</td>
</tr>
</tbody>
</table>

**ABM Model Flow**

To simulate San Diego residents and non-residents travel, and freight travel, the SANDAG ABM includes several models and steps.

Figure 2 outlines the overall flow of the SANDAG ABM. It starts with building highway and transit networks in the traffic assignment software, then highway assignment to create warm start highway and transit skims for the simulated and aggregate models. Once the simulated and aggregated models generate trips by residents or various travelers, the ABM aggregates the vehicle trips from MGRA to TAZ-to-TAZ matrices by time of day, by toll and non-toll, and by vehicle class, and assigns the vehicle trips to the highway network. The highway assignment generates the congested networks by time of day. The ABM then skims the congested networks to provide accessibility for the next iteration of the simulated and aggregated models. The process iterates three feedback loops. The last iteration assigns both highway and transit trips and creates skims for land use models. The outputs from the final step are used to generate input for EMFAC emissions modeling.
Figure 2: SANDAG ABM Flow Chart

1. Import and Build Highway/Transit Networks
2. Skims
   - Highway Assignment
   - Highway/Transit Skimming
3. Simulated Travel
   - San Diego Residents Travel
   - Internal-External Model
   - Cross Border Mexican Resident Model
   - Airport Model
   - Visitor Model
4. Aggregated Travel
   - Commercial Travel Model
   - Heavy Truck Model
   - External/Internal Model
   - External-External Model
5. Aggregate Auto and Transit Trips
6. Final Step
   - Highway/Transit Assignment
   - Land-Use Skim
At the heart of the SANDAG ABM is the San Diego county residents’ travel module. It simulates San Diegan’s daily travel choices. Besides the residents’ travel, there are trips made by visitors, commercial vehicles, and freight transportation. A number of special travel models (commercial vehicle model, truck model, air passenger model, external trip model, visitor model, and cross-border model) account for these other sources of transportation demand. The models are run in parallel with the residents’ travel module. Trips generated from the simulated and aggregate models are summed up to an auto trip matrix and transit trip matrix by time of day by mode, and assigned to highway and transit networks.

After network assignment, EMFAC2011 generates emissions summaries based on the inputs generated by the post processing of highway assignment outputs.

San Diego Residents Travel Module

The San Diego residents’ travel module is comprised of numerous interacting components called “sub-modules”. It starts with generating a representative population for the San Diego region. Once a representative population is created, the model predicts long-term and medium-term decisions such as a choice of work or school location and a household’s choice of number of cars to own. Next, each person’s day is scheduled, taking into account the priority of various activities and interaction among the household members. Once all journeys to and from home have been scheduled, the model predicts specific travel details such as mode, the number of stops to make, where to stop, and when to depart from each stop to continue the tour. The final step of the ABM is traffic assignment where trips are summarized by traffic analysis zones and assign to the transportation network.

The following section discusses the sub-modules, in the order that each sub-module is taken within the San Diego residents’ travel module.

Step 1: Population Synthesis (build a representative population that looks like the real San Diego)

The first step is to create a ‘synthetic’ population of San Diego County. A synthetic population is a table that has a record for every individual and household, with the individual’s and the household’s characteristics. For example, if there are 41,000 18-year-old males in the region in 2050, there would be approximately 41,000 records in the table for males age 18, with each record also having other characteristics such as school enrollment and labor force participation status. Taken as a whole, this synthetic population represents the decision-makers whose travel choices the model will simulate in later steps. For each simulation year, a full population is synthesized to match the forecasted socio-economic and housing characteristics of each part of the region at the zonal level. These forecasts, a key ABM input, come from the land use model. Synthesis works by replicating a sample of Census records (each containing complete household and individual characteristics) and placing them around the region in such a way that the forecasted characteristics of each zone are matched.

Step 2: Work and school location (Assign a work location to workers and a school location to students)

The second step predicts where each individual will go to work or school, if applicable. The work and school location sub-module simulates each worker’s choice of work location, taking into account many factors, including ease-of-travel and the number of employees by occupation type in each location. The sub-module also simulates each student’s choice of school, taking into account factors that include the distance from home to school, school enrollment, and district boundaries. The results from this step affect later travel choices significantly because of the prominent role that workplace and school usually play in the itinerary of workers and students.
**Step 3: Determine certain mobility characteristics of individuals and households**

This step predicts the number of automobiles each household owns, whether each household owns a toll transponder, and whether worker parking costs are employer-reimbursed. The sub-module assigns each household zero cars, one car, two cars, three cars, or ‘four or more’ cars, taking into account a number of criteria, including household size, income, number of drivers, and how easy it is to reach destinations from the household’s place of residence. This step sets certain mobility characteristics that influence how people travel.

**Step 4: Schedule the day**

The fourth step begins by predicting a ‘daily activity pattern’ for each individual. A daily activity pattern is a theme that dictates an individual’s schedule. A ‘mandatory’ pattern means that an individual travels to work and/or school, and then schedules other activities around work/school. An ‘at-home’ pattern means that an individual’s daily schedule involves no travel in the region. A ‘non-mandatory’ pattern means that an individual’s daily schedule involves traveling, but only to destinations other than work or school. The pattern-type of other household members influences an individual’s daily pattern type. For example, if a child stays home from school, a working parent might be more likely to stay home from work as well.

Once the sub-module selects an individual’s daily activity pattern, it schedules the tours that he or she will take. Recall that a tour is a journey that begins and ends at home, and it can include stops at other destinations on the way to or from the primary destination. The ABM deals with three main categories of tours: mandatory tours, joint tours, and non-mandatory tours. Mandatory tours have work or school as the primary destination. Joint tours involve out-of-home activities that multiple members of a household partake in together. Non-mandatory tours involve purposes other than work or school that an individual undertakes independent of other members of his or her household. The sub-module schedules each tour type by predicting how many tours of that type there are, who will participate in the tour, where the main destination is, and when to depart and arrive (see Figure 3).

**Figure 3: For each tour type, scheduling involves predicting a number of details**

<table>
<thead>
<tr>
<th>How many tours?</th>
<th>Who will go?</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="370s" /></td>
<td><em>Already determined for mandatory and discretionary tours</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>When to depart and arrive?</th>
<th>Where is the main destination?</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Alarm" /></td>
<td><em>Already determined for mandatory tours</em></td>
</tr>
</tbody>
</table>

For individuals assigned a ‘mandatory’ activity pattern, the sub-module first assigns the number of work tours and/or school tours they will make. After the number of these mandatory tours has been determined, the sub-module selects the time of departure from and arrival back home for each tour.
After scheduling the mandatory tours, the sub-module calculates time remaining for other tours. Remaining intervals of time are called “residual time windows”, and other tours can only be scheduled in these open slots (see Figure 4 for an example) to guarantee temporal consistency.

**Figure 4: After each tour is scheduled, remaining tours can only be placed in open time windows**

In time remaining after mandatory tours are scheduled, the sub-module determines the number of joint tours to be made for each household. It only schedules joint tours in the time windows that overlap between individuals after it accounts for mandatory activities. After the number and purpose of these joint tours has been determined, the sub-module decides which household members will participate in each joint tour and whether the joint tour must involve a combination of children and adults. The sub-module then chooses a specific destination for the tour and the specific times when tour participants will depart from and arrive back home together. Next, non-mandatory tours are scheduled. For each household, the sub-module decides what other tours need to be made for the purpose of household ‘maintenance’ activities such as shopping. These tours are assigned to specific household members to carry out individually. For the person who is assigned each maintenance tour, the model selects a specific destination and schedules the tour to take place in a time window that mandatory tours and joint tours have left open. Finally, in what time remains, the model decides whether each individual will take non-mandatory ‘discretionary’ tours. These low-priority tours involve activities related to recreation, eating out, and social functions. Discretionary tours can only take place in time windows that remain after all other tours have been scheduled. The sub-module chooses a specific destination and departure/arrival combination for each discretionary tour a person makes.

**Step 5: Make tour and trip-level decisions**

The ABM then selects more detailed characteristics of each tour for every traveler. This step fills in travel details after the major aspects of the day have been scheduled. Tour characteristics that need to be determined include: primary mode of the tour, how many times to stop, where to stop, and when to depart from each stop to continue the tour. Figure 5 includes the available modes and mode hierarchy Figure 5. After tour characteristics are set, the sub-module determines the mode of each trip (conditional upon tour mode). Recall that trips are segments of tours that have a given origin and destination. If the trip mode involves an automobile and the destination is a parking-constrained area, then the model chooses a parking location for the traveler at the trip destination.
Step 6: Aggregating and assigning auto and transit trips

The previous step provided travel details for each person down to the trip level. In this final step, the model sums all trips taken by individuals in San Diego County along with trips generated by other models that represent special categories of travel within the region that are not covered by the ABM. The model aggregates auto trips in TAZ to TAZ matrices by time of day and assigns trips to the highway network, and aggregates transit trips in TAP to TAP matrices by time of day and assigns to the transit network.

SANDAG loads traffic using the Multimodal Multiclass Assignment function of the traffic assignment software. Multi-class assignment allows SANDAG to assign the eight vehicle modes (drive alone non-toll, drive alone toll, share ride 2 non-toll non HOV, share ride 2 non-toll HOV, share ride 2 toll HOV, share ride 3+ non-toll non HOV, share ride 3+ non-toll HOV, and share ride 3+ toll HOV) plus the six truck toll and non-toll by truck class modes (light-heavy duty non-toll, median-heavy duty non-toll/toll, and heavy-heavy duty non-toll/toll) in one combined procedure.

The highway assignment model works by finding roads that provide the shortest travel impedance between each zone pair. Trips between zone pairs are then accumulated on road segments making up minimum paths. Highway impedances consider posted speed limits, signal delays, congestion delays, and costs. The model computes congestion delays for each segment based on the ratio of the traffic volume to roadway capacity. Motorists may choose different paths during peak hours, when congestion can be heavy and off-peak hours, when roadways are typically free flowing. For this reason, traffic is assigned separately for five time periods (as defined in the key modeling units section). Vehicle trip tables for each scenario reflect increased trip-making due to population growth and variations in travel patterns due to the alternative
transportation facilities/networks proposed. Customized programs process outputs from highway assignment and generate total vehicle miles of travel (VMTs) by vehicle class and percentage of VMTs by speed bin and by vehicle class. This information is input to the EMFAC program to generate emissions summaries.

For transit assignment, traffic assignment software assigns TAP-to-TAP transit trips to the network. All together 75 separate transit assignments are produced for five time periods; walk, park and ride, kiss and ride auto access; and five line-haul modes. These individual assignments are summed to obtain total transit ridership forecasts.

Data Sources

The SANDAG ABM utilizes a variety of data as inputs. The most important data source is household travel survey data. The latest household travel survey conducted for SANDAG was the 2006 Household Travel Behavior Survey (TBS06). TBS06 surveyed 3,651 households in San Diego County. The survey asked all household members to record all trips for a specified 24-hour weekday period using a specially designed travel log.

Additional data needed for the mode choice components of the ABM come from a transit on-board survey. The most recent SANDAG survey of this kind is the 2009 Transit On-Board Survey (OBS09). OBS09 collected data on transit trip purpose, origin and destination address, access and egress mode to and from transit stops, the on/off stop for surveyed transit routes, number of transit routes used, and demographic information. The total number of OBS09 survey records is 42,854.

Population synthesis requires two types of data: 1) individual household and person Census records from San Diego County, and 2) aggregate data pertaining to the socio-demographic characteristics of each zone in the region. The first type of data is available from the Public Use Micro-data Sample (PUMS), a representative sample of complete household and person records that is released with the Census and American Communities Survey. The second type of data is from the Census for the base-year and from land use forecasts for future years.

Table 7 lists data sources mentioned above, along with other necessary sources of data. Modeling parking location choice and employer-reimbursement of parking cost depends on parking survey data collected from 2010 into early 2011, as well as a parking supply inventory. The transponder ownership sub-model requires data on transponder users. Data needed for model validation and calibration include traffic counts, transit-boarding data, and Census Transportation Planning Package (CTPP) data.
Table 7: ABM Input Data

<table>
<thead>
<tr>
<th>SANDAG Surveys</th>
<th>Outside Data Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Household Travel Behavior Survey (2006)</td>
<td>• San Diego International Airport Air Passenger Survey</td>
</tr>
<tr>
<td>• Interregional Travel Behavior Survey (2006)</td>
<td>• Traffic counts</td>
</tr>
<tr>
<td>• Transit On-Board Survey (2009)</td>
<td>• Census data</td>
</tr>
<tr>
<td>• Parking Inventory Survey (2010)</td>
<td>▪ Census Transportation Planning Package (CTPP)</td>
</tr>
<tr>
<td>• Parking Behavior Survey (2010)</td>
<td>▪ Public Use Micro-data Sample (PUMS)</td>
</tr>
<tr>
<td>• Border Crossing Survey (2011)</td>
<td>• American Communities Survey (ACS)</td>
</tr>
<tr>
<td>• Visitor Survey (2011)</td>
<td>▪ Census Transportation Planning Package (CTPP)</td>
</tr>
<tr>
<td>• Special Events Survey (2011)</td>
<td>▪ Public Use Micro-data Sample (PUMS)</td>
</tr>
<tr>
<td>• Commercial Vehicles Survey (2011)</td>
<td>• Transponder ownership data</td>
</tr>
</tbody>
</table>

In addition to model parameters derived from these surveys and growth forecast inputs used to provide existing and planned land use patterns and demographic characteristics, there are two major inputs to the transportation models:

- Highway networks used to describe existing roadway facilities and planned improvements to the roadway system
- Transit networks used to describe existing and planned public transit service

Highway Networks

The regional highway networks in San Diego Forward: The Regional Plan (Regional Plan) and 2014 Regional Transportation Improvement Program (RTIP) Amendment No. 98 include all roads classified by local jurisdictions in their general plan circulation elements. These roads include freeways, expressways, and the Regional Arterial System (RAS). The RAS consists of all conventional state highways, prime arterials, and selected major streets. In addition, some local streets are included in the networks for connectivity between TAZs.

The route improvements and additions in the Regional Plan and 2014 RTIP Amendment No. 98 are developed to provide adequate travel service that is compatible with adopted regional policies for land use and population growth. All regionally significant projects are included in the quantitative emissions analysis. These include all state highways, all proposed national highway system routes, all regionally significant arterials, and all "other principal arterials" functionally classified by the Federal Highway Administration.

The networks also account for programs intended to improve the operation of the highway system, including High Occupancy Vehicle (HOV) lanes, Managed Lanes, and ramp metering. Existing and proposed toll facilities also are modeled to reflect time, cost, and capacity effects of these facilities. State Route (SR) 125 South, SR 11,
and SR 241, and additional lanes on Interstate 15 (I-15) north of SR 78 and additional lanes on Interstate 5 (I-5) north of Vandegrift Boulevard are modeled toll facilities included in the Revenue Constrained Plan for the San Diego region.

In addition, several managed/HOV lanes are included in the Revenue Constrained Plan. Facilities with proposed Managed Lanes include I-5, I-15, I-805, and SR 52, SR 54, SR 78, SR 94, and SR 125. Managed Lanes are defined as reversible HOV routes and HOV routes with two or more lanes in the peak direction. Additionally, one-lane HOV facilities that operate as two-person carpool lanes in the earlier years of the plan transition to Managed Lanes by 2035. It is assumed that the excess capacity not utilized by carpools and transit on these facilities would be managed so that single occupant vehicles could use these lanes under a pricing mechanism. Traffic flows would be managed so that the facility would operate at level of service D or better.

SANDAG maintains a master transportation network from which a specific year network, between the years 2010 and 2050, can be built. For air quality conformity analyses of the Regional Plan and 2014 RTIP Amendment No. 98, SANDAG built and verified five highway networks (2015, 2025, 2035, 2040, and 2050) from the master transportation network.

A list of the major highway and near-term regional arterial projects included in the conformity analysis, along with information on phasing for their implementation, will be included in Appendix A of the Regional Plan document. Locally funded, regionally significant projects also have been included in the air quality conformity analysis. These projects are funded with TransNet funds, a 20-year, half-cent local sales tax for transportation that expired in 2008; TransNet Extension funds, a 40-year, half-cent local sales tax extension approved by voters in 2004 that expires in 2048; and other local revenue sources.

Transit Networks

SANDAG also maintains transit network datasets for existing and proposed transit systems. Most transit routes run over the same streets, freeways, HOV lanes, and ramps used in the highway networks. The only additional facilities that are added to the master transportation network for transit modeling purposes are:

- Rail lines used by commuter rail, Trolleys, streetcars.
- Streets used by buses that are not part of local general plan circulation elements

BRT service would have stop spacing similar to commuter rail stations, and operating characteristics midway between rail and bus service. BRT service would be provided by advanced design buses operating on HOV lanes or Managed Lanes, some grade-separated transit ways, and surface streets with priority transit systems.

Bus speeds assumed in the transit networks are derived from modeled highway speeds and reflect the effects of congestion. Higher bus speeds may result for transit vehicles operating on highways with HOV lanes and HOV bypass lanes at ramp meters, compared to those routes that operate on highways where these facilities do not exist.

In addition to transit travel times, transit fares are required as input to the mode choice model. A customized procedure using the traffic assignment software replicate the San Diego region’s complicated fare policies which differ among:
• Local Buses, which collect a flat fare of between $1 and $2.50, depending on the type of service
• Trolleys, which charge $2.50 for all trips
• SPRINT, which charges $2
• Commuter rail (COASTER), which has a zone-based fare of between $4 and $5.50
• Proposed regional BRT routes, which are assumed to charge $2.50 ($5 for Rapid BRT)
• Proposed Rapid Bus routes, which are assumed to charge $2.25

Fares are expressed in 2010 dollars and are assumed to remain constant in inflation-adjusted dollars over the forecast period.

Near-term transit route changes are drawn from the Coordinated Plan, which was produced in cooperation with the region’s transit agencies. Longer-range improvements are proposed as a part of the RTP development and other transit corridor studies. In addition to federal and state funded projects, locally funded transit projects that are regionally significant have been included in the air quality conformity analysis of and San Diego Forward: The Regional Plan and the 2014 RTIP Amendment No. 98. Once network coding is completed, the ABM is run for the applicable scenarios (2015, 2025, 2035, 2040, and 2050).

**Motor Vehicle Emissions Modeling**

**Emissions Model**

In September 2011, CARB released EMFAC2011 and the U.S. EPA approved this emissions model for use in conformity determinations on March 6, 2013. EMFAC2011 is an integrated model that combines emission rate data with vehicle activity to calculate regional emissions. EMFAC2011 reflects recent CARB rulemakings for on-road diesel fleet rules, Pavley Clean Car Standards, and the Low Carbon Fuel Standard (LCFS). EMFAC2011 is made up of three modules: EMFAC2011-SG (scenario air quality assessment); EMFAC2011-LDV (passenger vehicle emissions); and EMFAC2011-HD (diesel trucks and buses). As noted in CARB’s EMFAC2011 Technical Documentation, EMFAC2011-SG takes the output from EMFAC2011-LDV and EMFAC2011-HD and applies scaling factors to estimate emissions consistent with regional vehicle miles of travel (VMT) and speeds. Scaling factors are based on changes in total VMT, VMT distribution by vehicle class, and speed distribution. The SG module reports total emissions as tons per average weekday for each pollutant by vehicle class, and the total vehicle fleet for years between 1990 and 2035.

Using EMFAC2011-SG, projections of daily regional emissions are prepared for reactive organic gases (ROG), nitrogen oxides (NOx), and CO.

The following emissions are generated for each pollutant.

• All Pollutants – Running Exhaust, Idling Exhaust, Starting Exhaust, Total Exhaust.
• ROG and total organic gasses (TOG) – Diurnal Losses, Hot-Soak Losses, Running Losses, Resting Losses, Total Losses

EMFAC2011 models two fuels; gasoline and diesel and forty-two vehicle classes. The vehicle classes are grouped into the following categories:

• Passenger cars
• Motorcycles
• Motor homes
• Light-duty trucks
• Medium-duty trucks
• Light-heavy duty trucks
• Medium-heavy duty trucks
• Heavy-heavy duty trucks
• School buses
• Urban buses
• Motor coaches
• Other bus types

The air quality analysis of San Diego Forward: The Regional Plan and the 2014 RTIP Amendment No. 98 conducted using EMFAC2011-SG.

For emission analysis for scenarios beyond EMFAC’s horizon, SANDAG applies 2035 emission factors for all post-2035 scenarios.
San Diego Forward: The Regional Plan

Public Involvement Plan

February 2013
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; plans, engineers, and builds public transit; makes strategic plans; obtains and allocates resources; and provides information on a broad range of topics pertinent to the region’s quality of life.
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1.0 INTRODUCTION

SANDAG is embarking on a program to involve the public in the development of a large-scale regional plan, an overarching document that will merge and update two of the agency’s most important regional policy documents: the Regional Comprehensive Plan (RCP), adopted in 2004; and the 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), adopted in 2011. The new regional plan – San Diego Forward: The Regional Plan – is scheduled to be adopted in 2015. It will provide a blueprint for the growth and development of the San Diego region, focusing on issues affecting our quality of life and environment over the decades to come.

This Public Involvement Plan (PIP) is intended to support the development of San Diego Forward: The Regional Plan, creating a variety of opportunities for individuals, organizations, agencies, and other stakeholders to provide meaningful input. The PIP has been created based on input obtained throughout the fall of 2012 from the SANDAG Board of Directors, Policy Advisory Committees, working groups, surveys, and a public workshop held in October 2012. The PIP was drafted using the guidelines provided by the agency’s overall Public Participation Plan (PPP), which provides the foundation for specific public outreach approaches which were developed to support individual projects and programs. The PIP describes efforts that SANDAG will undertake to secure input on: developing sustainability and land use goals; priorities for transportation projects, programs, and services; transportation networks; infrastructure recommendations; funding alternatives; policies and programs; performance measures; greenhouse gas (GHG) emissions targets; and other related issues.

Implementation of this Public Involvement Plan will accomplish the following:

- Provide a road map to ensure that all interested stakeholders are given the chance to participate in the process
- Reach beyond traditional methods to encourage participation from a wide variety of members of the public
- Communicate the importance of the plan and the opportunities to participate in the process
- Educate the public about SANDAG and its role in the region
- Establish the new regional plan as a critical policy document helping to balance our future housing, jobs, land use, transportation, health, social equity, economic, and environmental sustainability needs

This PIP is intended to be a living document. Because of the fluid nature of public participation, this plan may be updated at major milestones and adjusted in response to issues and circumstances that arise throughout the planning process.

1.1 Background

1.1.1 Regional Comprehensive Plan

The SANDAG Board of Directors adopted the Regional Comprehensive Plan (RCP) in 2004. It serves as the long-term planning framework for the San Diego region. It provides a broad context in which local and regional land use decisions can be made, encouraging the region to move toward smart growth and a sustainable future. The RCP lays out a vision, long-term goals, and recommended
actions for the region. Because each individual jurisdiction is responsible for making its own decisions on planning and land use, SANDAG analyzed jurisdictional plans, assessed their collective effects, and examined overall trends to create the RCP, laying out a sustainable blueprint for regional growth and the protection of our quality of life. The RCP contains an incentive-based approach to encourage and channel growth into existing and future urban areas and smart growth communities, as well as promote sustainable development.

1.1.2 Regional Transportation Plan/Sustainable Communities Strategy

The RTP/SCS is the blueprint for a regional transportation system that enhances quality of life, promotes sustainability, and offers more mobility choices for people and goods. SANDAG is required under federal law to update the RTP every four years. The most recent update, adopted in 2011, produced the 2050 RTP/SCS. It was the first RTP in the state of California to include an SCS, as required by California Senate Bill 375 (Steinberg, 2008) (SB 375). SB 375 took effect in 2009, and is intended to combat climate change by linking transportation and land use planning to GHG reduction targets for cars and light trucks. SB 375 required the San Diego region to cut 7 percent of per capita emissions from cars and light trucks by 2020, and 13 percent by 2035 (from a 2005 baseline). The SCS outlines how the region will meet or exceed its GHG reduction targets by creating more compact, walkable, bike-friendly, transit-oriented communities, preserving important habitat and agricultural areas, and promoting a variety of transportation demand management and system management tools and techniques to maximize the efficiency of the transportation network.

1.2 Current Status and Future Planning Effort

In the past, the RCP and the RTP/SCS were developed as two separate documents that were scheduled to be updated on two different schedules. The data in the current RCP is about a decade old and conditions have changed significantly since it was approved. The RCP does not reflect the changes in the region that have occurred in the interim, such as the economic downturn, loss of funding for redevelopment, and a stronger emphasis on public health and social equity in the SANDAG planning process. Additionally, the current RCP does not address new climate legislation such as Assembly Bill 32 and SB 375.

In anticipation of updating the RCP, SANDAG conducted a scoping process in late 2011 and early 2012. Input was sought from the SANDAG Board of Directors, SANDAG Regional Planning Committee, Regional Planning Technical Working Group, community-based organizations (CBOs), other metropolitan planning organizations, and various stakeholders to prepare for the anticipated update of the RCP. Input from those meetings revealed an opportunity to merge the region’s two primary planning documents. In May 2012, the SANDAG Board of Directors decided to combine the RCP and RTP/SCS into one comprehensive planning document for the region.

The goal of combining the RCP and RTP/SCS is to create one clearly defined, overarching regional planning document for the region. San Diego Forward: The regional plan will address planning and land use objectives contained in the RCP; identify transportation priorities and infrastructure policies that will support and encourage the regional economy, equity, and environmental goals; and meet statewide GHG emissions reduction requirements per SB 375. This consolidated new regional plan will offer SANDAG the opportunity to more effectively communicate an overall regional vision, as well as reaffirm the inextricable link between transportation and land use planning in implementing that vision.
2.0  PUBLIC INVOLVEMENT PLAN STRATEGIES AND IMPLEMENTATION TECHNIQUES

This PIP establishes the framework for a dynamic and interactive process to develop and seek input on the regional plan. What follows includes a menu of strategies and techniques that may be used in the public outreach process for the regional plan.

2.1  Stakeholder Categories

The following is a list of stakeholder categories specified in SB 375 that SANDAG will seek to involve in the development of the regional plan. In addition, see Appendix B for a partial list of individuals and organizations previously identified as interested in the regional plan development process. That list will be updated throughout the implementation of the PIP.

- Affordable Housing Advocates
- Broad-Based Business Organizations
- Commercial Property Interests
- Congestion Management Agencies
- Environmental Advocates
- Home Builder Representatives
- Homeowner Associations
- Landowners
- Neighborhood and Community Groups
- Transportation Agencies
- Transportation Advocates
- Transportation Commissions

2.2  Public Involvement Plan Objectives

The primary goal of the PIP for San Diego Forward: The Regional Plan is to engage a broad and diverse cross-section of the San Diego region in the development of the plan. Obtaining this input is critical to creating a plan that reflects the varied needs and interests of San Diego County’s residents and businesses.

The objectives of the PIP are as follows:

- Raise awareness of the plan as the region’s updated blueprint that will guide the way as our region grows in the next 35 years
- Gain input from a broad range of individuals, organizations, agencies, and local governments throughout the regional plan development and decision-making process
- Make proactive efforts to involve communities and members of the public that have traditionally not participated in public planning efforts
• Meet or exceed local, state, and federal guidelines and requirements for public involvement in the development of the regional plan
• Create an inclusive process that leads to broad support for policies, projects, and programs outlined in the regional plan

2.3 Public Involvement Plan Strategies

The following strategies will be implemented to achieve the objectives identified above:

• Create a recognizable brand for San Diego Forward: The Regional Plan that resonates with the public
• Provide timely and accessible public information about the regional plan to a broad range of regional stakeholders
• Make public information accessible in a variety of formats and languages, use easy-to-understand language and concepts, and use a variety of media, including innovative visualization techniques
• Provide a variety of opportunities for the public to be involved, and use technology to reach stakeholders who may not be inclined to participate in traditional outreach methods
• Widely promote opportunities for public input to reach a broad and diverse audience
• Communicate the decision-making process to stakeholders and indicate how their input is utilized in the development of the plan
• Document and address public comments received during the public involvement process
• Disseminate information to related agencies, metropolitan planning organizations, and engaged sectors throughout the state of California and the nation
• Assess the effectiveness of the PIP at key milestones (i.e., following workshops or release of draft documents) to evaluate how the strategies and tactics worked and what enhancements could be made for future phases

2.4 Public Involvement Plan Techniques and Activities

The PIP proposes six main approaches for implementing the strategies above in coordination with key milestones in the development of the regional plan:

• Research (focus groups, public opinion surveys)
• Public information (written materials, website, e-newsletters, public notices, presentations)
• Face-to-face interactions (SANDAG Board and committee meetings, briefings, small group meetings, community events, public workshops)
• Partnership network with CBOs (low income and minority communities)
• Web-based interactive communications (website, social media, e-newsletters, Internet-based surveys, “virtual” public workshops, visualizations)
• Media (earned media, media partnerships, paid media)
2.4.1 Research

In order to gauge public knowledge and opinion about issues related to regional planning, focus groups and a public opinion survey may be conducted at the outset of the public involvement program. This research could help identify key topics and the most effective means of public engagement. Additional focus groups and a survey may be conducted at the mid-point of the planning process to determine the effectiveness of the outreach effort and identify opportunities for improvement. The information gained from this research could help SANDAG make adjustments, as needed, to optimize the outreach effort and inform future outreach processes.

2.4.2 Public Information

SANDAG will create and distribute clear, concise, and engaging information to support public involvement efforts. These materials will have a consistent look and feel, reflecting the branding developed for the plan.

Below is a menu of materials that may be used to provide information about the plan and its components; the development process; why this process is relevant to the region’s residents; and information about how, when, and why stakeholders should get involved. All materials will be written in easy-to-understand terms with limited jargon, and will be provided in a variety of languages and formats as needed. Materials will be distributed via a range of channels, including electronically (e-mail and website); at presentations, meetings, and events; at community locations (libraries, recreation centers, senior centers, and stores); and in the media (notices and advertisements). Materials will be updated as needed throughout the process.

- **Project fact sheet**: Basic information about the regional plan, its components, purpose, timeline, and information on how to get involved. (Translated into Spanish, Tagalog, Vietnamese, and Chinese.)
- **Project brochure**: Engaging images, a summary of opportunities for public involvement, key messages, and basic information about the regional plan and its timeline. (Translated into Spanish, Tagalog, Vietnamese, and Chinese.)
- **Interactive website**: The primary portal for public information about the regional plan, incorporating interactive elements to provide opportunities for broad participation. SANDAG will explore the possibility of adding direct links to audio recordings of key meetings, as well as creating and posting videos of public workshops.
- **Regional plan videos**: A series of short (+/- 3 minutes) videos explaining the importance of the plan to the region’s future, why it is relevant to the everyday lives of residents, and how public input will help shape the plan.
- **E-newsletter**: E-newsletter reporting progress, encouraging participation, and providing information about opportunities for participation.
- **Multimedia presentation**: An interactive and engaging presentation for speakers bureau opportunities, intended to explain and draw people into the planning process, encouraging individuals and organizations to get involved.
Community event booth: An engaging and interactive opportunity at community events for members of the public to learn about, give feedback on, and engage in the process of developing the regional plan.

Media kit (print and online versions): Key background information for the media to encourage accurate and balanced reporting.

Public notices: Notices for public meetings and opportunities for public comment published via media outlets, advertisements, and printed materials. (All public notices translated into Spanish, Tagalog, Vietnamese, and Chinese.)

Frequently Asked Questions: Addressing the most common questions about the plan and its components.

Phone line and e-mail address: A dedicated phone line and e-mail account, providing easy methods for the public to make comments and ask questions.

Rider Alerts: Featuring information and soliciting feedback about the regional plan from transit riders.

2.4.3 Face-to-Face Interactions

A number of public involvement efforts will be conducted creating opportunities for SANDAG to interact directly with stakeholders in a variety of formats. In addition to conducting initial public outreach activities (listed in the first section below), SANDAG may draw from a menu of techniques (listed in the second section below) to share information with stakeholders and seek their involvement in the process. Translation services will be provided as needed for presentations, public workshops, and events.

SANDAG will conduct the following public outreach activities:

- **Presentations to SANDAG Board, Policy Advisory Committees, and Working Groups**
  Presentations to the SANDAG Board, Policy Advisory Committees, and Working Groups throughout the process will provide updates on plan development, share input received from the public, and receive policy direction. These meetings are open to the public and provide ongoing opportunities for discussion and input at multiple stages of the planning process. A wide variety of public stakeholders sit on numerous SANDAG working groups, which range in topic area from energy, to disabled access, to housing, to environmental preservation, and bicycles- and pedestrian-related issues.

- **Stakeholder Interviews/Briefings**
  SANDAG staff will conduct informal interviews/briefings with key stakeholders. These interviews/briefings provide an opportunity to share information about the plan and its purpose, as well as seek input about how stakeholder groups would like to be involved in the process and what public involvement strategies are the most effective with their respective constituencies.
• **Speakers Bureau**
  Staff will engage in a proactive effort to offer presentations about the plan to a variety of organizations throughout the region. These groups may include community planning groups, chambers of commerce, environmental organizations, transportation advocacy groups, community collaboratives, CBOs, ethnic organizations, civic organizations, trade organizations, professional organizations, and others. The purpose of these presentations is to educate the public about the planning process, receive public input, and promote opportunities for public involvement.

• **Public Workshops/Open Houses**
  SANDAG will conduct public workshops/open houses at important milestones during the plan development to solicit input. Online/interactive versions of these public workshops also may be made available. At least one workshop will be conducted in conjunction with the agency’s Baja California counterparts in coordination with the SANDAG Borders Committee and the Committee on Binational Regional Opportunities (COBRO). In addition, a Tribal Summit and tribal consultation activities will be held as part of the development of the regional plan, as described in Section 3.

• **Presentations to City Councils, the County Board of Supervisors, and Planning Commissions**
  SANDAG staff will be available to make presentations to local city councils, the Board of Supervisors, planning commissions, and other planning-related organizations.

In addition, SANDAG may pursue a variety of other public outreach opportunities, possibly including some of those listed below, or others not yet determined:

• **Stakeholder Discussion Sessions on Rotating Topics**
  In order to provide an opportunity for regular interaction with key stakeholders (those who will actively and frequently seek to participate), SANDAG may host regular “stakeholder discussion sessions” addressing various topics and sections of the plan at key milestones during the process. The purpose of these discussion sessions would be to seek high-level input from those who are knowledgeable about the planning process and have specific interests in the plan. While a list of key stakeholders would be developed, these meetings would be open to the public and participants would not be required to attend every meeting. Meeting topics would be determined ahead of time and promoted to the public.

• **Participation in Community Events**
  A mobile project information booth may be created for use at community events and trade shows. The booth would be eye-catching and incorporate branding developed for the project. Project information would be available, as well as interactive opportunities for public input. For example, an educational project video could run on a loop to provide background information about the planning process, and participants could be provided an opportunity to share their input via an online survey or game using computers at the booth. Events targeting low-income and minority communities would be included to ensure proactive outreach to these audiences.

• **Subregional Liaisons**
  SANDAG staff may be assigned to staff subregional areas on a regular basis to develop or build upon relationships and establish a regular SANDAG presence in the community. These staff members would keep their communities informed of the development of the regional plan and encourage those communities to participate in the process. Staff assigned to a particular area would be responsible for:
- Developing relationships with community leaders
- Attending planning and community group meetings
- Engaging with business organizations
- Presenting to civic organizations (i.e., Rotary and Kiwanis clubs)
- Maintaining regular contact with key jurisdictional staff
- Coordinating presentations to city councils, planning commissions, and other planning groups
- Identifying opportunities for community events and speakers bureau presentations

- **Facilitated Outreach**

  SANDAG may create a program to engage various organizations in facilitated discussions regarding the regional plan. SANDAG would make participation in the program available to organizations throughout the region (such as planning groups, business organizations, service groups, professional organizations, advocacy groups, etc.). A SANDAG facilitator or staff members would attend meetings of each organization multiple times (at the beginning, middle, and end of the plan development process) to discuss various aspects of the regional plan and draw out specific feedback. That feedback would be documented and its influence tracked as the plan is developed. These sessions also would serve to educate individuals throughout the community about the regional plan, creating a large secondary group of knowledgeable people and organizations able to disseminate information about the regional plan throughout the process, as well as encourage further public involvement.

- **Outreach to Major Employers and Their Employees**

  SANDAG may develop and implement an outreach effort aimed at reaching the region’s major employment sectors. “Lunch & Learn” sessions would be scheduled to speak directly to the region’s employees and solicit their input. These informative presentations would provide opportunities for the region’s businesspeople and their employees to learn about the regional plan on a lunch break and provide input to SANDAG. Employers from the region’s major employment sectors will be targeted (i.e., hospitals, manufacturing, service industry, biotech, military, etc.).

- **Outreach to/through Local Colleges, Universities, and the Region’s Youth**

  SANDAG may tap into local institutions of higher education to involve youth, either directly or through already existing school classes and programs.

### 2.4.4 Community-Based Partnership Network

Community collaboratives act as forums for local institutions such as churches, schools, health clinics, ethnic groups, and others to discuss issues of common concern. Due to their convening capacities, community collaboratives are critical to the ability of SANDAG to reach out to underrepresented populations who might not otherwise become involved in the process. Collaboratives provide a culturally relevant structure for developing local protocols, crossing language barriers, and structuring meetings. When members of a collaborative begin to make connections between their local concerns and regional planning efforts, they can begin to understand regional planning in a way that is relevant and meaningful to their communities and convey their input into the regional planning process.
To help ensure diverse and direct input into the regional plan, SANDAG will continue and broaden its partnership network with CBOs and collaboratives in critical communities of concern. Through competitive contracts awarded by SANDAG, CBOs will be provided with resources to engage their communities in the planning process and tasked with implementing outreach programs appropriate to their community context. The primary goal of the Community-Based Partnership Grant program is to engage and encourage diverse, inclusive, and active public participation from stakeholders in specific communities who traditionally may not have been involved in regional public policy planning processes (e.g., low-income, seniors, minorities, persons with disabilities, and other identified populations). Approximately ten CBOs will form the Community-based Partnership Network, working closely with SANDAG staff on the development of involvement techniques in coordination with other agency public involvement activities being undertaken to help prepare the regional plan.

### 2.4.5 Web-Based Interactive Communications

SANDAG will take advantage of a variety of web-based opportunities to provide information and solicit public involvement in the plan development process. Initial activities will include those listed in the first section below. In addition, SANDAG may draw from a menu of additional web-based opportunities (listed in the second section below) for the public to engage in the planning process and provide input. Online opportunities will be translated into additional languages as needed.

SANDAG will conduct the following web-based public outreach activities:

- **Regional Plan Web site**
  The Regional Plan Web site will be the primary portal for all public information about the project. It will include project information, downloadable public information materials, and electronic versions of project documents. The public will have the opportunity to submit comments through the Web site, take online surveys, and sign up for the e-newsletter. Online regional plan social media also will be linked to the Web site.

- **E-mail Updates**
  SANDAG will send regular e-mail updates to a list of all interested stakeholders, informing them about the ongoing process, upcoming meetings and milestones, and opportunities to take part in the development of the plan.

- **Social Media**
  Regional plan pages on Facebook, Twitter, Pinterest, and YouTube will be created to provide information to stakeholders and to receive comments. The regional plan YouTube channel will include project videos, TV news coverage about the plan and public involvement process, and videos of public meetings (if available). Twitter can be used by the public to submit comments and ideas that SANDAG can keep track of through the use of hashtags. Facebook can be used for more content-rich posts and to promote events and opportunities for public involvement. The Pinterest page will be a place to share visual inspiration and ideas for San Diego’s future.

- **Visualizations**
  The project team will create visualizations to assist in the planning process, as well as to make the concepts explored in the plan more accessible and easier to understand for the general public. Those visualizations will be placed on the Web site.
In addition, SANDAG may pursue a variety of other web-based public outreach opportunities, possibly including some of those listed below, or others not yet determined:

- **E-newsletter**
  A regular e-newsletter to stakeholders who opt into the regional plan interest list could include project updates, promote opportunities for public involvement, provide a calendar of upcoming events, and feature links to the online survey and social media.

- **Web surveys**
  SANDAG may develop a series of electronic surveys that could be taken via the Web site. These surveys will be posted on the Web site throughout the plan development process. While not scientific, these surveys could provide an interactive way for the public to share opinions and give SANDAG a “snapshot” of what visitors to the Web site are interested in. The surveys could be linked to e-newsletters, promoted in written materials and via the media, and used as an interactive experience at community events.

- **Virtual Public Workshops**
  Public workshops and open houses will be conducted at key milestones in the process to provide information and seek input. Some members of the public may not be able to attend the workshops in person or may prefer to participate in a different way. Therefore, online public workshops may be offered via The Regional Plan Web site. These virtual workshops will be available for a finite time (e.g., during the public comment period for the environmental document), and comments submitted would become part of the public record. Participants would be provided with project information via video, online versions of handouts and graphics, and/or online presentations. A user-friendly online system for submitting comments would be developed to make the process as simple as possible for stakeholders who wish to utilize this feature.

### 2.4.6 Media

SANDAG will utilize print, broadcast, and online media to communicate information to a broad audience and promote opportunities for the public to get involved.

- **Reporter Briefings**
  SANDAG will host briefings for reporters covering the regional plan development process to inform them of the plan and its purpose, and ensure they are made aware of the various efforts to engage the public in the plan's development.

- **Distribute regular press releases/media alerts to local and regional media**
  To promote awareness among the media and foster accurate news coverage, press releases and agenda information will be distributed to local and regional media outlets, including print, broadcast, and online media. Reporters will be kept updated on the development and key milestones of the regional plan. A media list is included as Appendix A.

- **Press Conferences/Media Availability**
  SANDAG will coordinate press conferences and media availability opportunities as needed. Press conferences will be convened to promote unique and newsworthy milestones and events. Media availability of SANDAG officials will be coordinated after key decision-making milestones.
• **Pursue Editorial Opportunities**
  SANDAG will seek opportunities to submit editorial comment about the regional plan at milestones throughout the plan development process. For example, an op-ed authored by the chair of the SANDAG Board may be submitted at the launch of the public involvement process to emphasize the importance of public input in the development of the plan.

• **Paid Media**
  When appropriate, SANDAG will utilize paid media to promote the planning process and opportunities for public engagement. This may include print advertising, public service announcements on broadcast media, and online advertising that links back to the Regional Plan Web site. Paid media buys will be leveraged for additional coverage whenever possible.

• **Cultivate a Media Partnership**
  SANDAG will explore the possibility of cultivating a media partnership with a local news outlet. This partnership may include exclusive content for the outlet, joint promotions of events and involvement opportunities, and paid media opportunities.

• **Utilize SANDAG Board Members as Media Ambassadors**
  SANDAG will work with Board members to serve as media ambassadors for the regional plan. Board members may be asked to discuss the regional plan in media interviews, on morning TV and radio shows, and author editorial commentary.

• **Outreach via Trade Publications and Stakeholder Newsletters**
  SANDAG will work to place articles about the regional plan, its development, its content, etc., in related trade publications locally, as well as statewide and nationally. SANDAG also will seek to place notices and articles in the newsletters and other communications of various interested stakeholders, including civic organizations, advocacy groups, as well as business and professional organizations.

3.0 **SOCIAL EQUITY, ENVIRONMENTAL JUSTICE, AND COORDINATION WITH OTHER AGENCIES/GOVERNMENTS**

3.1 **Social Equity and Environmental Justice**

Roads, freeways, and other transportation infrastructure can have a significant effect on the quality of life for a region’s residents by shaping access to housing, jobs, services, and recreational opportunities. Achieving social equity and environmental justice in the context of creating a comprehensive plan for the region is a major goal of SANDAG. It requires making investments that provide all residents, regardless of age, race, color, national origin, income, or physical agility, with opportunities to work, shop, study, be healthy, and play. Without proper planning and development, transportation systems can degrade the quality of life in communities. In addition, the construction of roads, freeways, and rail transit systems has sometimes placed health burdens on many lower-income and minority communities. At times, new transportation projects have physically divided communities or impacted access to community services, resulting in long-lasting social and economic costs. It is important to understand the impacts of transportation and other infrastructure investments on our most vulnerable communities in order to better plan for the future. For these reasons, environmental justice principles and social equity goals will be an important consideration in the regional plan development process. Promoting social equity and environmental justice in regional planning efforts requires involvement from a wide variety of communities and stakeholders.
The regional plan PIP incorporates a number of techniques for SANDAG to reach low-income and minority groups and others that may face challenges participating in the planning process (such as non-English speakers, individuals with disabilities, and the elderly) to ensure that benefits and burdens are distributed equitably in the region. These techniques include multilingual outreach, public participation conducted in collaboration with community-based partner organizations, and community planning events that will reach out to communities with high concentrations of low-income or minority residents. SANDAG also will target organizations and media outlets representing these communities in order to provide regional plan information, solicit participation and input, and provide a means for communicating with members of these communities. Lists of these organizations and media outlets are included in the media list (Appendix A) and stakeholders list (Appendix B), and will be supplemented while the regional plan is under development based on requests from the public and SANDAG awareness of organizations that should be included.

The PIP complies with SANDAG Board Policy No. 025, Title VI of the federal Civil Rights Act of 1964 (42 U.S.C. 2000d), the Americans with Disabilities Act (as defined in Title 49, Part 37, of the United States Code), Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and other relevant laws and guidance to ensure consideration of social equity, environmental justice, and accessibility. SANDAG is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, creed, national origin, sex, age, or disability as provided in state and federal law.

Consistent with U.S. Department of Transportation guidance, SANDAG has developed a Language Assistance Plan (LAP) in order to ensure meaningful input opportunities for persons with limited English proficiency. The SANDAG LAP is available on the SANDAG Web site and calls for SANDAG to translate certain vital documents such as public notices into Spanish. SANDAG may, at its discretion, translate documents into additional languages if the nature of the document and the character of the document’s target audience justify additional translation. The LAP provides further guidance for serving limited English-speaking populations.

### 3.2 Tribal Consultation

SANDAG has implemented a government-to-government framework with the tribal nations in the region based on consultation, cooperation, and collaboration. Tribal nations now have a voice in the decision-making process in regional planning. Through the structure in place which is outlined in the SANDAG PPP, a Tribal Consultation Plan for the regional plan has been developed (attached as Appendix C). Ideas were first formulated at a collaborative staff level between the Southern California Tribal Chairmen’s Association (SCTCA) and SANDAG. Various outlines for a possible plan were presented to the tribal leaders in the region at a special workshop in fall 2012. The tribal leadership discussed the options, drew on their own experiences in other consultation processes, and developed a consultation plan that meets their needs. The plan includes: a set of information sessions to clarify the current RCP and 2050 RTP/SCS elements to the tribes, a survey to all tribal nations on the issues of importance to them, a set of policy workshops on the resulting priority areas, the development of a position paper that outlines the tribal perspective on regional issues based on the results of the workshops, and a Regional Tribal Summit between the SANDAG and SCTCA Boards to determine areas of cooperation and concern. The Interagency Technical Working Group on Tribal Transportation Issues will provide direct input at key stages of the transportation
planning process. It also will provide recommendations to the SCTCA, which will, in turn, provide its input to the SANDAG Transportation Committee for inclusion in the regional plan.

3.3 Coordination with Mexico

SANDAG will coordinate with Mexico through the SANDAG Board of Directors, the Borders Committee, the Transportation Committee, and COBRO, as well as other groups conducting binational work and groups and organizations based in Mexico. SANDAG will engage these groups and conduct other outreach efforts, as needed, to include joint U.S.-Mexico planning collaboration. Some of these efforts will be conducted in Spanish and/or simultaneous translation services will be made available.

3.4 Coordination with California Metropolitan Planning Organizations, Air Quality, and Regional Transportation Planning Agencies

SANDAG will collaborate and exchange information with the Southern California Association of Governments, other metropolitan planning organizations, and regional transportation planning agencies, as well as the California Air Resources Board, on the GHG emission reduction target-setting process and other SB 375 efforts. SANDAG will carry out air quality planning mandates in cooperation with the San Diego County Air Pollution Control District, including conducting interagency consultation for air quality conformity. In addition, SANDAG will coordinate with member agencies and other local governments to disseminate information about the plan development process and encourage public participation.

4.0 PUBLIC INVOLVEMENT PLAN ASSESSMENT

To assess the effectiveness of the regional plan PIP, SANDAG will analyze the results of public involvement efforts conducted at key milestones in the plan development process. These reviews will help SANDAG evaluate public involvement strategies and techniques, and make adjustments as needed. These reviews will include:

- A summary of all outreach efforts and input received
- A qualitative assessment of how effective the efforts to obtain input were (i.e., audiences or stakeholders reached, the type of input provided by the stakeholders needed for development of the regional plan, etc.)
- A quantitative assessment of the public involvement plan, including the number of meetings/presentations/events participated in, website hits, number of survey responses, approximate number of people reached, number of comments received, and number of media contacts/amount of media coverage

5.0 CONNECT WITH SANDAG

SANDAG is committed to a public involvement plan that includes opportunities for interaction with the Board of Directors, other elected officials, local planning and public works directors, business, community, and education leaders, other key stakeholders, and the general public. Public workshops, meetings, and other outreach efforts provide forums for input and feedback on SANDAG policy, program, project, and funding decisions.
Contact Our Public Information Office

The Public Information Office is open 8 a.m. to 5 p.m., Monday through Friday. You can reach the Public Information Officer by phone at (619) 699-1950, by e-mail at pio@sandag.org, or by visiting the SANDAG Public Information Office at 401 B Street, Suite 800, San Diego, CA 92101.

Get on Our Contact Lists

SANDAG maintains e-mail and mailing lists so we can provide information to those who request it. Contact SANDAG at pio@sandag.org or (619) 699-1950 and let us know when you want to hear from us.

Visit SANDAG.org

The comprehensive SANDAG Web site is your resource for regional information, project updates, meeting schedules and agendas, and reports and other publications. SANDAG periodically posts surveys and promotes opportunities for online input.

View Our Calendar

Visit sandag.org/calendar for a comprehensive monthly calendar of all Board of Directors and Policy Advisory Committee meetings, working group meetings, ad hoc meetings, public workshops, and more. These meetings are open to the public and agendas are typically posted seven days in advance of the meeting.

Listen Live to SANDAG Meetings

Most SANDAG Board and Policy Advisory Committee meetings are broadcast via a live audio stream on the sandag.org home page. For a complete list of meetings, dates, times, and agendas, visit sandag.org/meetings.

Sign Up to Receive rEgion

To subscribe to rEgion, the SANDAG free monthly e-newsletter, go to sandag.org and enter a valid e-mail address in the box at the bottom left corner of the page. Each month you will receive information to keep you updated on what’s happening in the San Diego region with regard to transportation planning and construction, environmental management, housing, open space, growth, energy, criminal justice, binational topics, and more. To read the latest edition of rEgion, visit sandag.org/region.

Connect with Us Through Social Media

Stay informed and get involved in the region’s decision-making process. Find us on Facebook at SANDAGRegion, follow us on Twitter @SANDAG, and subscribe to our YouTube channel at SANDAGRegion.
Visit Our Additional Websites

KeepSanDiegoMoving.com
511sd.com
511sd.com/icommute
511sd.com/fastrak
511sd.com/compass
Southbayexpressway.com
APPENDIX A: Regional Plan Media List

This list is intended to give a general sense of the media outlets SANDAG will disseminate information to regarding the regional plan development process and public involvement opportunities. It will grow and evolve over time. Any additional media organizations identified during the process that may be interested in the regional plan will be added.

San Diego County Media Outlets

Alpine Sun  
American Chinese Times  
Asia Media  
Asian Journal  
Associated Press  
Beach & Bay Press  
BIA Builder Update Magazine  
Biz San Diego  
Borrego Sun Business Action  
Cal Regions  
Carlsbad Business Journal  
Carlsbad Patch  
Carlsbad Sun  
Carmel Valley News  
Chinese News  
Clairemont Community News  
CNS City  
Coast News  
Convisions  
Coronado Eagle & Journal  
Coronado Lifestyle Magazine  
CTN County Television Network  
CW6  
Daily Journal  
Daily Transcript  
Del Mar-Carmel Valley Patch  
Del Mar Times  
Del Mar Village Voice  
Diamond Gateway Signature  
Diario San Diego  
East County Californian  
East County Gazette  
East County Herald News  
East County News  
El Latino  
El Semanario Deportivo  
Enlace S. D. California Examiner  
Fact Magazine  
Filipino Press  
Fox 5 News  
Gay + Lesbian Times  
Good News, Etc.  
Heartland News  
Hi Sierran  
Hispanos Unidos  
Imperial Beach Eagle & Times  
Indian Voices  
Informant  
Julian Journal  
Julian News  
KBNT TV Channel 17  
KBZT FM  
KCBQ AM  
KCEO AM  
KCR AM  
KECR AM  
KECY TV Channel 9  
KFMB AM  
KFMB FM  
KFMB TV  
KFSD AM  
KGB FM  
KGFN FM  
KGTV Channel 10  
KHTS FM  
KICO AM  
KIFM FM  
KIOZ FM  
KKSM AM  
KLNV FM  
KLQV FM  
KLSD AM  
KMYI FM  
KNSD TV (NBC 7/39)  
KOXM TV  
KOGO AM  
Korea Times  
KOXM TV  
KPBS FM
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<thead>
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<th>We Chinese In America Weekend</th>
<th>XHTZ FM</th>
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**Orange and Riverside County Media Outlets**

- Los Angeles Times – zoned editions
- Orange County Business Journal
- Orange County Register
- Riverside Press Enterprise
- The Californian

**Imperial County Media Outlets**

- Imperial Valley Press

**Tijuana Media Outlets**

- Baja Times
- El Mexicano
- El Sol de Tijuana
- En Linea Tijuana
- Frontera
- La Prensa
- Mi Enlace
- Periodico El Latino
- Tijuana Press
- Zeta Tijuana
APPENDIX B: Regional Plan Stakeholders List

This list is intended to give a general sense of the stakeholders SANDAG will seek to involve in the process of developing the regional plan. The list includes individuals and organizations that expressed interest during the initial outreach process that SANDAG conducted to inform the writing of this PIP, as well as those involved in the development of the 2050 Regional Transportation Plan and other outreach efforts SANDAG has conducted. This list should be considered partial, and it will grow and evolve over time. Any additional stakeholders identified during the process that may be interested in the regional plan will be added to this list.

AARP San Diego
Able-Disabled Advocacy
Accessible San Diego
Access to Independence
Adams Avenue Business Association
All Congregations Together
Alliance for Habitat Conservation
Alpha Project
Alpine and Mountain Empire Chamber of Commerce
Alta Planning & Design
Alzheimer’s and Aging Research Center
American Institute of Architects, San Diego
American Institute of Architects, San Diego, Urban Design Committee
American Lung Association of San Diego
American Planning Association, San Diego Section
American Society of Landscape Architects
Apartment Consultants Inc.
Asian Business Association of San Diego
Asset Management Group
Associated General Contractors of America
Association of Environmental Professionals San Diego
Automobile Club of Southern California
Azalea Park Neighborhood Association
Bankers Hill/Park West Community Association
Barratt Group
Barrio Logan College Institute
Barrio Logan Project Area Committee
Bayside Community Center
Bayview Community Development Corporation
BIOCOM
Black Mountain Ranch Community Planning Group
Bonita Business and Professional Association
Bonsall Chamber of Commerce
Bonsall Community Sponsor Group
Borrego Springs Chamber of Commerce
BRIDGE Housing Corporation - Southern California
Bronze Triangle CDC
Brookfield San Diego Holdings
Building Industry Association San Diego
Building Owners and Managers Association
California Air Resources Board
California Center for Sustainable Energy
California Coastal Coalition
California Department of Housing and Community Development
California Department of Transportation
California Native Plant Society San Diego
California Nevada Cement Association
California Sustainability Alliance
California Trucking Association
CALPIRG
Cal-Prop Investments & Management
Campaign for Affordable Housing
Capital Growth Properties Inc.
Cardiff-By-The-Sea Chamber of Commerce
Carlsbad Chamber of Commerce
Carmel Mountain Ranch Community Committee
Carmel Valley Community Planning Board
Carmel Valley NOW!
Casa Familiar
Cassidy Turley BRE Commercial
Catalyst Network
CB Richard Ellis Inc.
CDC Commercial Real Estate
Center for Supportive Housing
Center on Policy Initiatives
Centre City Advisory Committee
Century 21 Horizon
Cherokee Point Neighborhood Association
Chicano Federation
Chula Vista Chamber of Commerce
Chula Vista Community Collaborative
Chula Vista Growth Management Oversight Committee
Citizens Coordinate for Century 3
City Heights Business Association
City Heights Community Development Corporation
City Heights PAC
City of Carlsbad
City of Chula Vista
City of Coronado
City of Del Mar
City of El Cajon
City of Encinitas
City of Escondido
City of Imperial Beach
City of La Mesa
City of Lemon Grove
City of National City
City of Oceanside
City of Poway
City of San Diego
City of San Marcos
City of Santee
City of Solana Beach
City of Vista
City of San Diego Disabled Services Advisory Council
City/County Reinvestment Task Force
CityMark Development
Civic San Diego
Clairemont Town Council
Coalition of Neighborhood Councils
College Area Community Planning Board
Colliers International
Commercial Facilities Inc.
Community Associations Institute, San Diego Chapter
Community Catalysts of California
Community HousingWorks
COMPACT
ConAm
Consulate General of Mexico
Corky McMillin Companies
Cornerstone Property Management
Coronado Chamber of Commerce
Corporation for Supportive Housing
County and City Libraries
County of San Diego
County of San Diego Department of Public Works
County of San Diego Health and Human Services Agency
Covey Commercial
CrossBorder Business
Cushman & Wakefield, Inc.
CW Clark
Deaf Community Services
Del Mar Chamber of Commerce
Del Mar Mesa Community Planning Board
Department of Defense
Department of Homeland Security
Dimex Freight
Dole Food Company
Downtown San Diego Partnership
DR Horton
Eagle Aggregates
East County Action Network
East County Economic Development Corporation
Eastern Area Communities Planning Committee
ECP Commercial
El Cajon Business Improvement Association
El Cajon Community Collaborative
El Cajon Community Development Corporation
Elder Housing Complexes
Encanto Neighborhoods Community Planning Group
Encinitas Chamber of Commerce
Endangered Habitats League
Environmental Health Coalition
Environmental Protection Agency
Equinox Center
Escondido Chamber of Commerce
Environmental Science and Policy - UCSD
Evanco Reality Advisors Inc.
Fairmont Park Neighborhood Association
Fallbrook Chamber of Commerce
Family Health Centers of San Diego
Family Resource Center
FedEx Corporation
Federal Highway Administration
Filipino-American Chamber of Commerce of San Diego
Friends of Adult Day Health Care Centers
Friends of Rose Canyon
Friends of Tecolote Canyon
Friends of the San Diego River Mouth
Federal Transit Administration
Gaslamp Quarter Association
Gateway Property Management
Golden Hill Community Development Corporation
Golden Triangle Chamber of Commerce
Greater Clairemont Chamber of Commerce
Greater Clairemont Mesa Chamber of Commerce
Greater Golden Hill CDC
Greater Golden Hill Planning Committee
Greater San Diego Business Association Gay and Lesbian Chamber of Commerce
Green Campus Program - UCSD
Grossmont Cuyamaca Community College District
Hallmark Communities
HNTB Corporation
Housing Development Partners of San Diego
I Love A Clean San Diego
IBI Group
ICLEI – Local Governments for Sustainability USA
International Energy Agency
Imperial Beach Chamber of Commerce
Imperial County
Industrial Environmental Association of San Diego
Inland Pacific Commercial Properties
International Rescue Committee, San Diego
International Union of Operating Engineers Local 12
Investment Property Management Group Inc.
Irving Hughes
It’s How We Live
J. Whalen and Associates
Jacobs Family Foundation
JHD Planning
Jones Lang LaSalle
Julian Chamber of Commerce
Justice Overcoming Boundaries
Juvenile Diabetes Association of San Diego
Kearny Mesa Planning Group
Kensington-Talmadge Business Association
Ken-Tal Planning Committee
Kimball Elementary School
KM Realty Inc.
La Jolla Community Planning Association
La Jolla Golden Triangle Rotary Club
La Jolla Shores Association
La Jolla Town Council
La Jolla Traffic and Transportation Board
La Jolla Village Community Council
La Maestra Community Health Centers
La Mesa Chamber of Commerce
Laborers International Union
Lakeside Chamber of Commerce
Local Agency Formation Commission
League of Conservation Voters, San Diego
League of Women Voters
Ledford Enterprises, Inc.
Lee and Associates, Inc.
Lemon Grove Chamber of Commerce
Linda Vista Collaborative
Linda Vista Community Planning Committee
Little Italy Association
Little Italy Residents Association
MAAC Project
Meissner Jacquet Investment Management Services
Melroy Property Management
Metropolitan Transit System
Mid-City Community Action Network
Mid-City Rotary Club
Midway Community Planning Advisory Committee (North)
Mira Mesa Chamber of Commerce
Miramar Ranch North Planning Committee
Mission Beach Town Council
Mission Hills Town Council
Mission Valley Unified Planning Organization
Move San Diego
NAIOP Commercial Real Estate Development Association - San Diego
National City Chamber of Commerce
National City School District
National University System Institute for Policy Research
Navajo Community Planners, Inc.
Neighborhood House Association
North Bay Redevelopment PAC
North County Transit District
North Park Community Association
North Park Main Street
North Park Planning Committee
Ocean Beach Community Development Corporation
Ocean Beach Town Council
Oceanside Chamber of Commerce
Oceanside Planning Commission
Old Town Community Planning Committee
Old Town San Diego Chamber of Commerce
Otay Mesa Chamber of Commerce
Otay Mesa Nestor Community Planning Group
Otay Mesa Planning Group
Pacific Beach Community Planning Committee
Pacific Beach Town Council
Pacific Coast Commercial
Paradise Valley Hospital
Parent Institute for Quality Education (PiQUE)
Peninsula Chamber of Commerce
Peninsula Community Planning Board
Penn State University
Point Loma Association
Poway Chamber of Commerce
Prescott Companies
Professional HOA Consultants, Inc.
Psomas Engineering
Radelow Gittins Real Property Management, Inc.
Rail America
Ramona Chamber of Commerce
Rancho Bernardo Planning Community
Rancho San Diego - Jamul Chamber of Commerce
Rancho Santa Fe Association
Rapid Transfer Xpress
RBF Consulting, Inc.
Regional Task Force on the Homeless
Sabre Springs Planning Group
Samahan Community Health Center
San Diego American Planning Association
San Diego and Imperial Counties Labor Council, AFLCIO
San Diego Apartment Association
San Diego Archaeological Society
San Diego Association of Realtors
San Diego Audubon Society
San Diego Bicycle Coalition
San Diego Business Improvement District Council
San Diego Canyonlands
San Diego Capital Collaborative
San Diego County Air Pollution Control District
San Diego City College Associated Students
San Diego Coastal Chamber of Commerce
San Diego Coastkeeper
San Diego Community Housing Corporation
San Diego Convention & Visitors Bureau
San Diego Convention Center Corporation
San Diego Council of Design Professionals
San Diego County Aging and Independence Advisory Council
San Diego County Archaeological Society
San Diego County Bicycle Coalition
San Diego County Farm Bureau
San Diego County Hispanic Chamber of Commerce
San Diego County Regional Airport Authority
San Diego County Taxpayers Association
San Diego County Water Authority
San Diego Countywide Alliance of Tenants
San Diego Downtown Partnership
San Diego East County Chamber of Commerce
San Diego Fair Housing Council
San Diego Foundation
San Diego Habitat for Humanity
San Diego Housing Commission
San Diego Housing Federation
San Diego Interfaith Housing Foundation
San Diego Jewish Chamber of Commerce
San Diego Local Initiatives Support Corporation
San Diego North Chamber of Commerce
San Diego North Convention and Visitors Bureau
San Diego North Economic Development Council
San Diego Organizing Project
San Diego Redevelopment Agency
San Diego Regional Center
San Diego Regional Chamber of Commerce
San Diego Regional Economic Development Corporation
San Diego Regional Sustainability Partnership
San Diego River Coalition
San Diego River Conservancy
San Diego River Park Foundation
San Diego Senior Games Association
San Diego Sierra Club
San Diego State University Center for Regional Sustainability
San Diego Unified Port District
San Diego Urban Economic Corporation
San Diego Urban League
San Diego Workforce Partnership
San Diego World Trade Center
San Diego Youth and Community Services
San Dieguito River Park
San Marcos Chamber of Commerce
San Ysidro Business Association
San Ysidro Chamber of Commerce
San Ysidro Community Planning Group
Santee Chamber of Commerce
Scripps Health
Scripps Miramar Ranch Planning Group
SDSU Associated Students
SDSU City Planning Department
Sempra Utilities
Senior Community Centers
Serra Mesa Planning Group
Shea Homes
Sherman Heights Community Center
Skyline-Paradise Hills Planning Committee
Social Services Transportation Advisory Council
Save Our Forest and Ranchlands
Solana Beach Chamber of Commerce
Solar Turbines
South Bay Community Services
South County Economic Development Council
Southeastern San Diego Planning Group
Southern California Housing Development Corporation
Southern California Tribal Chairmen’s Association
Southwestern College
Spectrum Management
Spring Valley Chamber of Commerce
Spring Valley Youth and Family Coalition
St. Vincent de Paul
State Farm Insurance
Student Sustainability Collective - UCSD
Sunrise Property Management
Surfrider Foundation
Sustainable SDSU
Sweetwater ASB
Teamsters Union
Teralta West Neighborhood Alliance
The Accretive Group of Companies
The CSA Edge
The Nature Conservancy, San Diego Office
The Olson Co.
Tierrasanta Community Council
Torrey Hills Community Planning Board
Torrey Pines Community Planning Board
Torrey Pines Property Management Inc.
Transcore
Transportation Alliance for a Better North County (TABNC)
Transportation Corridor Agency
Trilar Management Group
U.S. Green Building Council
UCSD Associated Students
UCSD Sustainability Solutions Institute
UCSD Systemwide Sustainability
UCSD Urban Studies and Planning Department
UCSD, Transportation Services
ULI San Diego/Tijuana Chapter
Union of Pan Asian Communities
University City Community Association
University City Community Planning Group
University City Planning Group
University Heights Community Association
Uptown Planners
Urban League
URS Corporation
U.S. Department of Defense
U.S. Department of Transportation
U.S. Environmental Protection Agency
USD Sustainability Program
Valley Center Chamber of Commerce
Valley Center Community Planning Group
Veteran Affairs San Diego Healthcare System
Vista Chamber of Commerce
Voit Companies
Wakeland Housing & Development Corp.
Walk San Diego
Watco Companies
Winzler and Kelly
Women in Transportation Seminar
Worldtrans
APPENDIX C:
SANDAG REGIONAL PLAN
TRIBAL CONSULTATION PLAN

1. Tribal Conference on RCP/2050 RTP/SCS
   • Convene an informational conference on the content of the Regional Comprehensive Plan (RCP) and the 2050 Regional Transportation Plan (RTP) for all of the tribal nations in the region;
   • The purpose of this conference would be to provide tribes in the region an opportunity to become familiar with what is in the existing plans and understand how the region views the role of tribes;
   • Tribal nations would like to have available subject experts from SANDAG to cover their area of expertise and answer questions.

2. Survey on Tribal Policy Issues and Planning
   • Based on discussions at the conference, staff from SCTCA and SANDAG will develop a survey to distribute to all tribal nations on potential policy areas to discuss for the development of the Regional Plan, including transportation issues;
   • Survey instrument will be taken to the SCTCA Board for approval;
   • Survey will be distributed to Tribal Offices and each tribe will determine how to gather the information from each tribe;
   • Survey results will be collected and compiled for the SCTCA and Borders Committee to discuss.

3. Technical Workshops on Identified Policy Areas
   • Based on the survey results, the SCTCA will determine as a board the type and number of meetings and workshops necessary to discuss the tribal perspective on policy areas of the Regional Plan;
   • SANDAG and SCTCA staff will develop a schedule, based on recommendations from the SCTCA and Borders Committees;
   • The structure and participants for these workshops will be determined by the SCTCA Board and each tribal nation. Some workshops may be among tribal leaders, while other will include tribal experts in a designated policy area, or both.

4. Tribal Transportation Working Group
   • On a parallel track, the Working Group will work on the transportation elements of the Regional Plan;
   • The Working Group will provide input into the development of each stage of the Plan and provide guidance to the SCTCA Board and tribal nations;
   • At key decision-making points the Working Group will provide recommendations to the SCTCA for tribal consideration and relay this input to the Transportation Committee through their representation on that Policy Advisory Committee.
   • The Working Group will provide a forum for action related to the transportation issues in the Regional Plan, including the inclusion of Long Range Tribal Transportation Plans in the Regional Plan.
5. Develop Tribal Policy Paper for Regional Plan

- Based on the outcomes of the series of workshops, SANDAG/SCTCA staff prepare a policy paper on the tribal perspective for the Regional Plan;
- The paper will be taken to the SCTCA Board and Borders Committee for review and comment.
- Elements of the tribal policy paper will be incorporated into related areas of the Regional Plan.

6. Convene San Diego Regional Tribal Summit

- At a timely and meaningful moment in the process of developing the Regional Plan, the San Diego Regional Tribal Summit will be convened between the Boards of SANDAG and the SCTCA to discuss key policy issues for inclusion in the Regional Plan and a potential collaborative agenda.
- The strategic actions agreed upon in the Summit will be included in the Regional Plan, as well as issues of concern to tribal nations.