MEETING NOTICE AND AGENDA

REGIONAL PLANNING TECHNICAL WORKING GROUP

The Regional Planning Technical Working Group may take action on any item appearing on this agenda.

Thursday, February 13, 2014

1:15 to 3:15 p.m.

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

Staff Contacts: Carolina Gregor
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AGENDA HIGHLIGHTS

• SAN DIEGO FORWARD: THE REGIONAL PLAN:
  • EMERGING TECHNOLOGIES WHITE PAPER OUTLINE
  • PARKING MANAGEMENT TOOLBOX
  • LAUNCH OF NEW WEBSITE

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REGIONAL PLANNING TECHNICAL WORKING GROUP
Thursday, February 13, 2014

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

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

3. MEETING MINUTES APPROVE

The TWG should review and approve the meeting minutes from its January 9, 2014, meeting.

CONSENT

4. UPDATED REGIONAL PLANNING TECHNICAL WORKING GROUP ROSTER AND FORM 700 STATEMENT OF ECONOMIC INTEREST (Carolina Gregor) INFORMATION

All TWG members and alternates are required to submit a Form 700 Statement of Economic Interests for calendar year 2013. Please see the attached report for instructions. Forms are due to Michelle Posada of SANDAG by March 14, 2014.

5. UPDATE OF SMART GROWTH CONCEPT MAP AND BOARD POLICY No. 033 DATA (Carolina Gregor and Susan Baldwin) INFORMATION

In anticipation of upcoming calls for applications for the Smart Growth Incentive Program and the Active Transportation Grant Program, it will be necessary to prepare a Smart Growth Concept Map Technical Update and a Board Policy No. 033 Data Update to reflect the land use inputs in the Series 13 Regional Growth Forecast and Housing Element Annual Progress Reports. Work on these two items is anticipated to begin this spring and be completed during the summer.

CHAIR’S REPORT

6. PROGRESS REPORT ON IMPLEMENTING COMMITMENTS MADE AS PART OF THE 2050 REGIONAL TRANSPORTATION PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY (Coleen Clementson) INFORMATION

In its final action on the 2050 Regional Transportation Plan and its Sustainable Communities Strategy, the SANDAG Board committed to undertaking six additional actions in response to public comment. These commitments are an integral part of the work program for San Diego Forward: The Regional Plan. The six actions and progress to date are described in the attached report.
+7. STATUS UPDATE ON STRATEGIC GROWTH COUNCIL GRANT PROGRAM SUBMITTALS (Carolina Gregor)

Attached is a report that will be presented to the SANDAG Executive Committee this month on proposed FY 2014 Strategic Growth Council grant applications. A status report will be provided, and local letters of support for the regional application furthering the 2050 RTP/SCS will be requested.

REPORTS

+8. SAN DIEGO FORWARD: THE REGIONAL PLAN: EMERGING TECHNOLOGIES WHITE PAPER OUTLINE (James Dreisbach-Towle)

Staff is preparing a white paper on emerging technologies for use in the development of San Diego Forward: The Regional Plan. Staff will present the white paper outline for feedback and discussion. In addition, emerging technology concepts were presented to the SANDAG Board at their annual Board Retreat last month. Ideas discussed at the Retreat will be relayed.

+9. SAN DIEGO FORWARD: THE REGIONAL PLAN: PARKING MANAGEMENT TOOLBOX (Marisa Mangan)

Last year, staff prepared an inventory of local parking policies for the San Diego region. Since then, additional stakeholder outreach has been conducted, and the scope of work for a parking management toolbox has been developed. The purpose of this item is to provide an overview of the parking feedback received to date and highlight the content of the toolbox that is being prepared as a resource for local jurisdictions as part of San Diego Forward.

+10. SAN DIEGO FORWARD: THE REGIONAL PLAN: LAUNCH OF NEW WEBSITE (Phil Trom)

A new website and newsletter for San Diego Forward have been launched. The first edition of the newsletter is attached and staff will provide an overview of the website, which includes several interactive features.

11. SANDAG YEAR IN REVIEW VIDEO (Charles "Muggs" Stoll)

A video that was shown at the SANDAG Board Retreat last month highlighting efforts in 2013 will be played. The video takes viewers around the region for a look back at the agency’s accomplishments on behalf of the region’s citizens and our quality of life. The video can be found at http://www.youtube.com/watch?v=zdajxuC3hM.

12. ADJOURNMENT AND NEXT MEETING

The next regularly-scheduled TWG meeting will be held on March 13, 2014, from 1:15 to 3:15 p.m.

+ next to an agenda item indicates an attachment
MEETING MINUTES OF JANUARY 9, 2014

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

Agenda Item 1: Welcome and Introductions

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

Agenda Item 2: Public Comments and Communications

Coleen Clementson (SANDAG) reminded TWG members that Strategic Growth Council grant application proposals are due February 28, 2014.

Darlanne Mulmat (SANDAG) announced the Census Transportation Planning Products (CTPP) training workshop on Wednesday, January 29, 2014 from 8:30 a.m. to 4:30 p.m. The CTPP training is designed for anyone who is required to work on long range planning, congestion management, travel forecast, and air quality analysis.

Mary Lydon (Urban Land Institute [ULI]) announced that call for entries for the fifth annual ULI Urban Open Space Award are due to ULI by February 14, 2014. Ms. Lydon also announced the ULI Building Healthy Places Conference on February 20-21, 2014, in Los Angeles.

Chris Schmidt (Caltrans) announced that two of the Caltrans grant programs are on a one-year hiatus. The remaining available program is the transit planning program available through the SANDAG Metropolitan Planning Organization-based partnership program. Miriam Kirshner is the staff contact from SANDAG.

Bill Chopyk (La Mesa) announced the nomination period opening for the 2014 San Diego American Planning Association (SDAPA) Awards. Applications are due February 28, 2014. The awards highlight all the forward-thinking, innovative, and impactful planning projects or individuals that are making a difference in the San Diego region.

Bill Chopyk (La Mesa) also announced that the SDAPA 2014 Mentorship Program Application deadline has been extended to Friday, January 17, 2014, and encouraged TWG members to serve as mentors.
Item 3: Meeting Minutes of November 14, 2013

Karen Brindley (San Marcos) requested that the spelling of her last name in the minutes be corrected.

**Action:** Upon a motion by Karen Brindley (San Marcos) to approve the minutes with the noted correction, and a second by Carol Dick (Lemon Grove), the TWG approved the minutes from its November 14, 2013, meeting. Yes: Ed Batchelder (Chula Vista), Manjeet Ranu (El Cajon), Jeff Murphy (Encinitas), Jim Nakagawa (Imperial Beach), Bill Chopyk (La Mesa), Carol Dick (Lemon Grove), Rich Whipple (Poway), Bill Fulton (City of San Diego), and Karen Brindley (San Marcos). No: None. Abstain: Don Neu (Carlsbad), Kathy Garcia (Del Mar), Barbara Redlitz (Escondido), Russ Cunningham (Oceanside), John O’Donnell (Santee), and John Conley (Vista). Absent: Rachel Hurst (Coronado), Brad Raulston (National City), Todd Snyder (San Diego County), and Wende Protzman (Solana Beach).

**CONSENT**

Item 4: 2014 Technical Working Group Meeting Schedule, Membership Roster, and Updated Charter

No comments were provided on this item.

Item 5: Regional Safe Routes to School Survey Update

Bill Chopyk (La Mesa) announced that SANDAG extended the deadline for completing the survey to January 15, 2014. To date, 14 surveys have been submitted.

**REPORTS**

Item 6: Election of New Regional Planning Technical Working Group Chair and Vice Chair

Bill Chopyk (La Mesa) solicited nominations for a new TWG Chair. Mr. Chopyk nominated Manjeet Ranu (El Cajon). Carol Dick (Lemon Grove) seconded the nomination.

**Action:** Upon a motion by Bill Chopyk (La Mesa) and a second by Carol Dick (Lemon Grove), the TWG approved Manjeet Ranu (El Cajon) as the new Chair of the TWG. Yes: Don Neu (Carlsbad), Ed Batchelder (Chula Vista), Kathy Garcia (Del Mar), Manjeet Ranu (El Cajon), Jeff Murphy (Encinitas), Barbara Redlitz (Escondido), Jim Nakagawa (Imperial Beach), Bill Chopyk (La Mesa), Carol Dick (Lemon Grove), Russ Cunningham (Oceanside), Rich Whipple (Poway), Bill Fulton (City of San Diego), and Karen Brindley (San Marcos), John O’Donnell (Santee), and John Conley (Vista). No: None. Abstain: None. Absent: Rachel Hurst (Coronado), Brad Raulston (National City), Todd Snyder (San Diego County), and Wende Protzman (Solana Beach).

Bill Chopyk (La Mesa) solicited nominations for a new TWG Vice Chair. Mr. Chopyk nominated Bill Fulton (City of San Diego). Rich Whipple (Poway) seconded the nomination.

**Action:** Upon a motion by Bill Chopyk (La Mesa) and a second by Rich Whipple (Poway), the TWG approved Bill Fulton (San Diego) as the new Vice Chair of the TWG. Yes: Don Neu (Carlsbad), Ed Batchelder (Chula Vista), Kathy Garcia (Del Mar), Manjeet Ranu (El Cajon), Jeff Murphy
(Encinitas), Barbara Redlitz (Escondido), Jim Nakagawa (Imperial Beach), Bill Chopyk (La Mesa), Carol Dick (Lemon Grove), Russ Cunningham (Oceanside), Rich Whipple (Poway), Bill Fulton (City of San Diego), and Karen Brindley (San Marcos), John O’Donnell (Santee), and John Conley (Vista). No: None. Abstain: None. Absent: Rachel Hurst (Coronado), Brad Raulston (National City), Todd Snyder (San Diego County), and Wende Protzman (Solana Beach).

Item 7: Urban Land Institute – SANDAG “Complete Communities Marketplace”

Susan Baldwin (SANDAG), Mary Lydon (ULI), and Amy Bridge (ULI) provided an update on the ULI/SANDAG Complete Communities Marketplace event held on Friday, November 15, 2013. Nine cities in the region participated in this event, which drew 150 attendees. Will Fleissig, former planning director of Boulder, Colorado and California developer gave the keynote address. The goal is to make this an annual event. Comments on the event were solicited.

Bill Chopyk (La Mesa) commented that he met a potential hotel developer interested in building in East County and appreciated the showcase presentations from the participating cities and their development partners.

Amy Bridge (ULI) stated that there were developers from outside of San Diego who attended because of their interest in developing in the region.

John Conley (Vista) commented that the event was a great opportunity to make contact with developers and appreciated the discussion about redevelopment.

Jim Nakagawa (Imperial Beach) complimented the cities of Escondido and La Mesa for their efforts and participation in the event.

Barbara Redlitz (Escondido) stated that event was very valuable because of the connections with the developers and participants from the financial sectors.

Ed Batchelder (Chula Vista) suggested using the ULI monthly lunches to address the specific challenges identified and discussed such as financing and loss of redevelopment.

Manjeet Ranu (El Cajon) stated that El Cajon has been reaching out to the Building Industry Association and the ULI in search of potential developers and development opportunities.

Bill Chopyk (La Mesa) commented that having the two levels of participation – the presentation of showcase projects and the marketplace where jurisdictions staffed tables with information about development opportunities was useful. Mr. Chopyk also complimented Poway for their marketplace presentation.

Rich Whipple (Poway) stated that it would be beneficial to have the event annually.

Item 8: San Diego Forward: The Regional Plan: Results of Alternative Land Use Scenarios

Carolina Gregor (SANDAG) presented the results of the alternative land use scenarios to reduce greenhouse gas (GHG) emissions and summarized comments made by members of the SANDAG Board of Directors.
Andy Hamilton (Air Pollution Control District) commented that the scenarios seem geography-based instead of functionally-based and provided examples of functions such as maximizing walking, minimizing Vehicle Miles Traveled (VMT).

Ms. Gregor responded that although alternative land use scenarios are a geographical exercise, function-based measurements are in place with the existing 2050 Regional Transportation Plan and its Sustainable Communities Strategy.

Manjeet Ranu (El Cajon) stated that relying on future growth to correct issues that have already occurred will not be sufficient to attain GHG-reduction goals.

Bill Fulton (City of San Diego) commented that running the model backwards – starting with an outcome such as a 20 percent GHG reduction – and then winding up with a scenario would result in an interesting map. Mr. Fulton added that running the other outputs might highlight important differences between the three scenarios such as fiscal performance, acres consumed, etc.

Ed Batchelder (Chula Vista) suggested changing some of the land use assumptions in the model instead of holding them constant in order to achieve various GHG emission results and alter the patterns.

**Item 9: San Diego Regional Plug-In Electric Vehicle Readiness Plan**

Anna Lowe (SANDAG) provided an overview of the San Diego Regional Plug-In Electric Vehicle (PEV) Readiness Plan. This plan addresses barriers to PEV infrastructure deployment.

Bill Chopyk (La Mesa) asked if SANDAG is maintaining data on use of the PEV stations and commented that it seems that the stations in La Mesa are frequently empty.

Ms. Lowe stated that the Department of Energy funded a study to gather this data.

Chris Schmidt (Caltrans) commented that the California plans to support electric vehicles in order to reduce GHG emissions, and that a lot of effort is going into this area.

Kathy Garcia (Del Mar) asked if the study explored battery-exchange programs. Ms. Lowe responded that the current study did not look into battery-exchange programs, but it is possible that future studies could address that issue.

Ed Batchelder (Chula Vista) asked if there is information on the rates and cost of PEVs. Ms. Lowe responded that the study does not include cost comparisons but she could provide that information.

Russ Cunningham (Oceanside) commented that there is a possible connection between transit users and electric vehicle users.

**Item 10: SANDAG Intergovernmental Review Process**

Susan Baldwin (SANDAG) provided an overview of the intergovernmental review process for projects of regional significance.
Manjeet Ranu (El Cajon) asked if SANDAG has specific criteria used to consider projects of regional significance. Ms. Baldwin responded that traffic generation and impacts to freeways and roads are examples of current criteria being used, and that SANDAG is in the process of developing procedures and information.

Mr. Ranu suggested the SANDAG Board adopt intergovernmental review policy guidelines.

**Item 11: Port of San Diego Planning Efforts**

Keith Walzak provided a presentation highlighting the Port of San Diego’s various planning initiatives, including the Integrated Port Master Plan and the 50-year visioning effort.

Carolina Gregor (SANDAG) offered to forward the Port of San Diego visioning survey to the TWG members.

Jim Nakagawa (Imperial Beach) complimented the Port’s public outreach efforts.

**Item 12: Adjournment and Next Meeting**

The next TWG meeting will be held on Thursday, February 13, 2014, from 1:15 to 3:15 p.m.

**Action:** Manjeet Ranu (El Cajon) adjourned the TWG meeting.
Action Requested: INFORMATION

UPDATED REGIONAL PLANNING TECHNICAL WORKING GROUP
ROSTER AND FORM 700 STATEMENTS OF ECONOMIC INTEREST

Introduction

It is time for Regional Planning Technical Working Group (TWG) members to file their annual Form 700 Statement of Economic Interests. All members and alternates listed on the TWG Roster (attached) must fill out the form. Please note that this form is for calendar year 2013. TWG members may access the 2013/14 Form 700 on the Fair Political Practices Commission’s (FPPC) website at http://www.fppc.ca.gov/forms/700-13-14/Form700-13-14.pdf. The form may be completed electronically through PDF or Excel format; however, it cannot be filed electronically.

Please print and sign the form and mail it to Michelle Posada of SANDAG by Friday, March 14, 2014, so that she can send it to the Clerk of the Board of Supervisors at the County of San Diego by the April 1, 2014, deadline. Please do not file your form directly with the County of San Diego; if you do, Ms. Posada will not know to check you off of her list of those required individuals to file for SANDAG. Please note that the FPPC prescribes fines of $10 per day up to a maximum of $100 for any statement that is filed late. In addition, persons who fail to file their Form 700 on time may be referred to the FPPC’s Enforcement Division for investigation and possible prosecution.

Some TWG members may hold positions on multiple SANDAG committees. If this is the case, you are only required to complete one form, and must list all positions held on your form, and provide an original “wet” signature of the cover page; copies of all additional pages are acceptable. If you assumed office between October 1, 2013, and December 31, 2013, and filed an assuming office statement, you are not required to file an annual statement until April 1, 2015.

For assistance concerning reporting, the FPPC has published a 2013/2014 Form 700 Statement of Economic Interests Reference Pamphlet at http://www.fppc.ca.gov/forms/700-13-14/RefPamphlet13-14.pdf. For advice on whether an interest is reportable, please call the FPPC toll-free advice line at 1 (866) 275-3772 or email questions to advice@fppc.ca.gov. The FPPC now provides an Excel file to use in reporting interests in stocks and bonds. This form can be found at http://www.fppc.ca.gov/forms/700-13-14/Form700Excel2013-2014.xls along with other useful reference materials.

See the instructions below for filling out the Cover Page for SANDAG:

1. **Office, Agency, or Court:** In Section 1 under “Agency Name,” please type in “San Diego Association of Governments” or “SANDAG” for “Agency.” Where it states, “Division, Board, Department, District, if applicable,” please state “Regional Planning Technical Working Group,” and your position on the TWG (e.g., primary member or alternate).
2. **Jurisdiction of Office**: Please check the box that starts with “**County of**” and type in “San Diego.”

3. **Type of Statement**: Please check the appropriate statement box (e.g., Assuming Office/Leaving Office or Annual; please include a date, if applicable).

4. **Schedule Summary**: Please check the box for all schedules that apply to your circumstance and then fill out each schedule (or attach copies as stated above) and attach to the Cover Page. Please add the total number of pages (including both the Cover Page and any applicable Schedules) in Section 4 of the Cover Page.

5. **Verification**: Please date and sign the Cover Page.

Please mail your originally-signed Cover Page and schedules by Friday, March 14, 2014, to Michelle Posada, SANDAG, Executive Assistant/Clerk of the Board, 401 B Street, Suite 800, San Diego, CA 92101. Please note that Ms. Posada cannot accept an electronic form of your statement. Please sign your Cover Page using blue ink.

If you have any questions, please contact Michelle Posada at (619) 699-1912 or michelle.posada@sandag.org. Thank you for your cooperation.

Attachment: 1. Regional Planning Technical Working Group Membership Roster, February 13, 2014

Key Staff Contact: Carolina Gregor, (619) 699-1989, carolina.gregor@sandag.org
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2050 Regional Transportation Plan/Sustainable Communities Strategy Commitments
Progress Report
January 2014

On October 28, 2011, the SANDAG Board of Directors approved the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) for the San Diego region, becoming the first large region in California to prepare an RTP under California climate change legislation (SB 375). In accordance with SB 375, the 2050 RTP/SCS demonstrates how development patterns and the transportation network, policies, and programs will work together to achieve the greenhouse gas (GHG) emission reduction targets set by the California Air Resources Board (CARB) for cars and light trucks, and provide a more sustainable future for the region.

The strategy set forth in the 2050 RTP/SCS is to: focus housing and job growth in the urbanized areas where there is existing and planned infrastructure; protect sensitive habitat and open space; invest in a network that gives residents and workers transportation options that reduce GHG emissions; promote equity for all; and implement the plan through incentives and collaboration.

In its final action on the 2050 RTP/SCS, the SANDAG Board of Directors committed to undertaking six additional actions in response to public comment at the meeting. These six commitments are an integral part of the work program for San Diego Forward: The Regional Plan, and will assist in SANDAG’s implementation of SB 375 and its 2050 RTP/SCS consistent with California’s state planning priorities (AB 857 adopted in 2002), the California Global Warming Solutions Act of 2006, and regional GHG targets. San Diego Forward unites two of SANDAG’s major planning efforts into one: the next update of the RTP/SCS and an update of the Regional Comprehensive Plan (RCP) that was adopted in 2004. San Diego Forward: The Regional Plan is scheduled to be adopted in July 2015.

The six actions and progress to date are described below. Links are provided to some of the key reports associated with these actions; all reports and other materials listed can be found on the SANDAG website at www.sandag.org. Several of the commitments described in this status report are funded in whole or in part through grants awarded by the Strategic Growth Council (http://sgc.ca.gov/). The Council is a cabinet level committee that is tasked with coordinating the activities of state agencies to assist in the planning of sustainable communities and addressing climate change.

1. **Develop Alternative Land Use/Transportation Scenarios (OWP 31020.00)**

   “Evaluating alternative land use scenarios as part of the Regional Comprehensive Plan (RCP) update to attempt to address the so-called “backsliding” of greenhouse gas levels between years 2035-2050.” (2050 RTP/SCS Resolution)
The objectives of this project are to test a range of alternative scenarios to further reduce GHG emissions beyond those in the 2050 RTP/SCS. The results of this work will inform the preparation of San Diego Forward.

Milestones:

- Initiating the Development of Alternative Land Use and Transportation Scenarios – Joint Meeting of CTAC and TWG, March 14, 2013; and Regional Planning Committee (RPC) and Transportation Committee (TC), April 5, 2013, (http://www.sandag.org/uploads/meetingid/meetingid_3496_15836.pdf) (Item #5)
- Project Background Information – TWG Meeting, April 11, 2013 (http://www.sandag.org/uploads/meetingid/meetingid_3627_15799.pdf) (Item #6 and Handouts)

2. Develop Regional Bicycle Plan Early Action Program (OWP 33002.00)

“Developing an early action program for projects included in the Regional Bicycle Plan.” (2050 RTP/SCS Resolution)

SANDAG is working on an early action program for the projects included in the Board-approved Regional Bike Plan. The overall goal is to implement Bike Plan Network High Priority Projects within 10 years, and execute programs to support the network investments.

Milestones:

- Approval of Riding to 2050: San Diego Regional Bicycle Plan (Bike Plan) – SANDAG Board of Directors (BOD), May 28, 2010
- Approval of funding for initial implementation of regional bicycle projects ($6.56 M) and related programs ($1.05 M); SANDAG identified to assume a lead role in the planning, design, and construction of regional bicycle projects - BOD, April 22, 2011
- Acceptance of goals for Bike Plan Early Action Program and initiation of preliminary engineering to refine cost estimates/phasing of projects and prepare funding scenarios
($350,000 TransNet funds) – TC, April 6, 2012
(http://www.sandag.org/uploads/meetingid/meetingid_3220_14226.pdf) (Item #6)

- Regional Bicycle Plan Fact Sheet – July 2012
- North Park - Mid-City Regional Bike Corridors Project Fact Sheet – March 2013
- Uptown Regional Bike Corridors Project Fact Sheet – March 2013
- Review/consider funding scenarios and implementation options – TC, July 19, 2013
  (http://www.sandag.org/uploads/meetingid/meetingid_3503_16335.pdf) (Item #8)
- Approval of Regional Bike Plan Early Action Program – BOD, September 27, 2013
  (http://www.sandag.org/uploads/meetingid/meetingid_3488_16569.pdf) (Item #14)
- Approval of $30.7 for Program Budget Amendments for two Regional Bike Plan Early Action Projects - BOD, November 15, 2013
  (http://www.sandag.org/uploads/meetingid/meetingid_3490_16854.pdf) (Item #14)
- Approval of $9.3 for Program Budget Amendments for eight Regional Bike Plan Early Action Projects - BOD, January 24, 2014
  (http://www.sandag.org/uploads/meetingid/meetingid_3855_17060.pdf) (Item #8)

3. **Prepare an Active Transportation Implementation Strategy (OWP 33007.00)**

   “Planning for the broader Active Transportation program, including Safe Routes to School and Safe Routes to Transit, within the next two years.” (2050 RTP/SCS Resolution)

   SANDAG is developing an Active Transportation Implementation Strategy that will further define the agency’s active transportation planning and implementation work, building on the Regional Bicycle Plan, San Diego Regional Safe Routes to School Strategic Plan, and Safe Routes to Transit Regional Plan. The Safe Routes to Transit Program (33002.00) currently underway will prioritize projects and develop programs that provide bicycle and pedestrian access around existing and planned transit stops and stations.

   **Milestones:**

   - Approval of initial funding for Safe Routes to Transit analysis – BOD, April 22, 2011
   - Established Active Transportation Working Group (ATWG) – TC, February 15, 2013
     (http://www.sandag.org/uploads/meetingid/meetingid_3497_15838.pdf) (Item #10); and ATWG, May 2, 2013
   - First meeting of ATWG - May 2, 2013
   - Safe Routes to Transit presentation - ATWG May 2, 2013
   - Started work on the development of active transportation evaluation criteria and performance measures for San Diego Forward: The Regional Plan
   - Started work on highway project area component (Proposed Bicycle and Pedestrian Improvements at Freeway Interchanges)
   - Started work on active transportation visual simulations
   - Held workshops on June 21 and July 29, 2013 to solicit feedback regarding the proposed draft active transportation evaluation criteria for San Diego Forward: The Regional Plan
Plan. These criteria will be used to prioritize regional active transportation projects in the Regional Transportation plan.

- Identified projects for the Draft Unconstrained Active Transportation Network. Three types of projects to comprise this network: Regional Bike Network Projects, Safe Routes to Transit projects, and Bicycle and Pedestrian Improvement Projects at Freeway Interchanges - ATWG and TWG, October 10, 2013 (http://www.sandag.org/uploads/meetingid/meetingid_3611_16624.pdf) (Item #8)
- Safe Routes to Transit Regional Plan: Proposed Stop and Station Area Typologies – ATWG and TWG, October 10, 2013 (http://www.sandag.org/uploads/meetingid/meetingid_3611_16624.pdf) (Item #9)
- Began development of Active Transportation Performance Measures

4. **Develop a Regional Transit Oriented Development Strategy/Policy (OWP 33004.00)**

   “Implementing an action to develop a regional transit-oriented development policy in the 2050 RTP Sustainable Communities Strategy to promote and incentivize sustainable development.” (2050 RTP/SCS Resolution)

   SANDAG is preparing a Regional Transit Oriented Development (TOD) Strategy to assist the region in creating TOD projects and neighborhoods that will reduce GHG emissions; increase transit ridership, walking and biking; and housing and employment opportunities for all residents of the region. This project will include a review and update of the RCP Smart Growth Place Types associated with the Smart Growth Concept Map (SGCM) and used in the award of Smart Growth Incentive Program (SGIP) grants and other strategies/policies to facilitate development.

   **Milestones:**
   - Implementing Commitments from the 2050 RTP/SCS, CTAC Meeting, October 4, 2012 and TWG Meeting October 11, 2012
   - Scope of work for consultant assistance prepared; Request for Proposals advertised June 2013
   - Notice of consultant selection results - December 2013; Notice to Proceed expected in February 2014

5. **Make enhancements to the travel demand models (OWPs 23000.00, 23002.00, 23004.00)**

   “Continuing to make enhancements to the travel demand models; the activity-based models currently under development will be “open source” and available for the next RTP update.” (2050 RTP/SCS Resolution)
SANDAG transitioned from an enhanced four-step transportation model to an activity-based model (ABM), which simulates the daily travel itineraries of individuals and households, in autumn 2013. The ABM forecasts where, when, and how people’s travel from home to work, school, shopping, healthcare, and recreation occurs based on empirical data. The ABM is being used with the Production, Exchange, and Consumption Allocation System (PECAS), an integrated land use-transportation modeling framework that applies economic theory and travel costs in forecasting the spatial distribution of development. The ABM is being used for all travel modeling related to San Diego Forward: The Regional Plan. The Series 13 Regional Growth Forecast was developed with the PECAS model.

Milestones:
- The ABM / PECAS source code currently is available for download from the SANDAG GitHub repository <http://github.com/SANDAG>.
- Additional information about the ABM and PECAS is located on the SANDAG website. (http://www.sandag.org/index.asp?subclassid=120&fuseaction=home.subclasshome)
- Five Transportation Modeling Forums have been held at SANDAG – December 2011, December 2012, June 2012, June 2013, and December 2013 (see Related Resources section at bottom of Regional Models Web page for PowerPoint presentations). (http://www.sandag.org/index.asp?classid=32&fuseaction=home.classhome)

6. **Develop a regional complete streets policy (OWP 33008.00)**

“*Developing a regional complete streets policy within the next two years.*” (2050 RTP/SCS Resolution)

SANDAG is undertaking the development of a comprehensive regional Complete Streets Policy. The concept of complete streets is based on the premise that streets are complete when they serve all of the public: motorists, public transit and transit users, pedestrians, bicyclists, the young and old, the able-bodied, and the disabled. Complete streets support the need to provide an array of transportation choices called for by smart growth policies like those that underlie the Regional Comprehensive Plan.

Milestones:
- Implementing Commitments from the 2050 RTP/SCS, CTAC, October 4, 2012 and TWG, October 11, 2012
- Executed task order with on-call Active Transportation consultant to develop a policy white paper and preliminary policy recommendations - August 23, 2013
- Presentation of the complete streets policy white paper is scheduled for SANDAG working groups in March 2014.

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1 The statements and conclusions resulting from these efforts are not necessarily those of the Strategic Growth Council or of the Department of Conservation, or its employees. The Strategic Growth Council and the Department make no warranties, express or implied, and assume no liability for the statements or the information contained in the work products.
PROPOSED FY 2014 STRATEGIC GROWTH COUNCIL GRANT PROGRAM SUBMITTALS

Introduction

The Strategic Growth Council (SGC) has issued a call for applications for the “Sustainable Communities Planning Grant and Incentives Program” for projects that support sustainable communities and reduce greenhouse gas (GHG) emissions. This report describes the SANDAG grant application, proposed partnership requests for joint proposals, and solicitations for letters of support.

Discussion

Sustainable Communities Planning Grant and Incentives Program

The Sustainable Communities Planning Grant and Incentives Program is funded by Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River, and Coastal Protection Bond Act of 2006. The grant program is managed by the SGC, a cabinet-level committee that advises the Governor and Legislature on sustainable community development. A focus area of the grant program is to fund collaborative efforts by metropolitan planning organizations (MPOs) and local governments that foster the development of sustainable communities and implement Senate Bill 375 (Steinberg, 2008) and Assembly Bill 32 (Nunez, 2006).

Previous Grant Funding Allocations for SANDAG

Since its formation in 2008, the SGC has funded two statewide grant cycles; SANDAG applied successfully in both cycles. In 2011, SANDAG received a $750,000 grant to begin implementation of the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) and support initial work to update the Regional Comprehensive Plan, including greater involvement of low-income and minority communities through community based organizations (CBOs). In 2012, SANDAG received $886,000 to continue statewide MPO collaboration and to undertake various initiatives, including development of alternative land use scenarios to reduce GHG emissions, a safe routes to transit program, a regional transit oriented development strategy, and an active transportation implementation strategy.

Recommendation

The Executive Committee is asked to recommend that the Board of Directors approve: (1) the proposed SANDAG submittal and associated Resolution of Support for the FY 2014 Strategic Growth Council Grant Program; and (2) the partnership requests by the cities of San Diego and El Cajon, as described in this report.
Current SGC Grant Cycle

The current SGC grant cycle makes $16 million available for local and regional planning projects that lead to GHG emission reductions and foster sustainable communities throughout California. Individual applications are limited to $500,000; joint submittals can apply for up to $1 million. Eligible applicants can be included in a maximum of three proposals (two local/regional planning applications and one application in an “Environmental Justice” set-aside category).

Proposed SANDAG FY 2014 Grant Program Submittal

For this cycle, it is proposed that a $500,000 SANDAG grant application be submitted with a focus on furthering the 2050 RTP/SCS and completing the next SCS through incentives and innovation. SANDAG is in the process of updating the plan and completing the next SCS through the development of San Diego Forward: The Regional Plan. SGC grant funding would contribute to two critical activities:

- Providing resources to continue to build upon and sustain CBO engagement in low-income and minority communities
- Developing modeling enhancements specific to the San Diego region to more accurately quantify the benefits of SANDAG active transportation projects.

The activities for which funding is requested are included in the proposed SANDAG FY 2015 Program Budget and Overall Work Program as multiyear projects. The SGC guidelines require a minimum 10 percent cash and in-kind match, and do not allow funds to be used for indirect costs. Therefore, a portion of funding already allocated in the proposed FY 2015 Program Budget would be used as the match and would cover anticipated indirect costs.

The SGC guidelines also require a signed Resolution of Support from the governing board of the lead agency submitting the proposal. The Executive Committee is asked to recommend Board approval of Resolution No. 2014-10 (Attachment 1), which approves the filing of the grant application and certifies that SANDAG will have sufficient funds to develop the proposal.

Proposed SANDAG Partnership Requests

City of San Diego – Balboa Transit Station Planning Grant

The City of San Diego has requested that SANDAG serve as a co-applicant on a joint grant proposal of approximately $700,000 supporting a specific planning effort for the Balboa transit station for the Mid-Coast Corridor Transit Project, which is a key priority for SANDAG. As shown in the 2050 RTP/SCS, the Balboa station will function as a key multi-modal transit station connecting the north/south Mid-Coast Trolley line that will link downtown San Diego and Old Town to University City and UC San Diego, and the planned east/west Trolley line that will link Pacific Beach to Kearny Mesa. As a result, coordinated land use and transportation planning at the station and in the surrounding area will be critical to the success of two future light-rail lines, active transportation projects, and smart growth/transit oriented development opportunities.

The City of San Diego has committed to providing all required matching funds for the joint proposal. The role of SANDAG would consist of allocating staff time to support the Balboa transit
station planning process to ensure coordination of the regional and local transportation plans and programs, and to support the ongoing Mid-Coast Corridor work.

**City of El Cajon – Environmental Justice Set-Aside Grant**

The SGC identifies specific geographic areas that are eligible to compete for Environmental Justice set-aside grants. These grants are intended to target and directly benefit certain communities identified by the State.¹ The four areas eligible to apply for the set-aside grants in the San Diego region include portions of Southeast San Diego in the City of San Diego as well as parts of National City, El Cajon, and Escondido. SANDAG only can partner on one Environmental Justice grant application.

Staff reached out to the four eligible cities to inquire whether they would be submitting applications, and if so, whether there was a desire for SANDAG to serve as a co-applicant. SANDAG received requests to serve as a co-applicant from the City of San Diego (through Civic San Diego) on a specific plan to pursue infrastructure investments at the Euclid and Market transit station area in the Encanto Community Planning Area; the City of National City on a master plan to coordinate land use and transportation planning efforts along Harbor Drive; and the City of El Cajon to prepare a General Plan update and associated documents. The City of Escondido has indicated that it will submit its own individual application for less than $500,000, and is requesting a support letter from SANDAG (see below).

Based on discussions with staff members from each jurisdiction, SANDAG staff proposes to partner with the City of El Cajon on a $1 million Environmental Justice Set-Aside Grant application for a comprehensive update to its General Plan, land use regulations, and infrastructure plans. A General Plan update and related program environmental impact report would allow the City of El Cajon to align its vision for community investment with SANDAG regional plans and use the various California Environmental Quality Act streamlining provisions adopted by the Legislature in recent years to accelerate transit oriented development investment in transit project priority areas, maximize its potential for economic development and sustainability, particularly in its environmental justice areas, and strengthen the community’s ability to compete for future capital grant programs. The City of El Cajon has committed to providing all required matching funds for the joint proposal. The role of SANDAG would consist of allocating staff time to support this comprehensive effort and ensure coordination of the regional and local transportation plans and programs, as included in the 2050 RTP/SCS.

**Letters of Support for other Local Proposals**

Working in coordination with the Regional Planning Technical Working Group, staff has received notification from the following jurisdictions requesting support letters from SANDAG: the cities of

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¹ The California Communities Environmental Health Screening Tool, also known as “CalEnviroScreen,” has been developed by the California Environmental Protection Agency and the Office of Environmental Health Hazard Assessment as a screening methodology to identify California communities that are disproportionately burdened by multiple sources of pollution. The 5 and 10 percent highest scoring statewide zip codes are used to determine eligibility for the SGC Environmental Justice set-aside grant.
Santee, Escondido, Chula Vista, and La Mesa. Staff will provide support letters for each of the proposals.

**Next Steps**

Pending action by the Executive Committee and Board of Directors, the proposals described in this report will be submitted to the SGC by the February 28, 2014, deadline. Awards are anticipated to be announced this summer and agreements to begin work are expected this fall. Pending grant application outcomes, any necessary budget amendments will be brought forward for consideration this fall.

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

Attachment: 1. Resolution No. 2014-10

Key Staff Contact: Carolina Gregor, (619) 699-1989, carolina.gregor@sandag.org
RESOLUTION NO. 2014-10

APPROVING THE APPLICATION FOR GRANT FUNDS FOR THE SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM UNDER THE SAFE DRINKING WATER, WATER QUALITY AND SUPPLY, FLOOD CONTROL, RIVER, AND COASTAL PROTECTION BOND ACT OF 2006 (PROPOSITION 84)

WHEREAS, the Legislature and Governor of the State of California have provided funds for the program shown above; and

WHEREAS, the Strategic Growth Council has been delegated the responsibility for the administration of this grant program, establishing necessary procedures; and

WHEREAS, said procedures established by the Strategic Growth Council require a resolution certifying the approval of application(s) by the Applicants governing board before submission of said application(s) to the State; and

WHEREAS, the applicant, if selected, will enter into an agreement with the State of California to carry out the development of the proposal.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Diego Association of Governments, acting as its Governing Body:

1. Approves the filing of an application entitled “Furthering SANDAG’s 2050 Regional Transportation Plan and its Sustainable Communities Strategy (SCS) and Completing the next SCS through Incentives and Innovations” for the Strategic Growth Council FY 2014 grant proposal in order to become a sustainable community;

2. Certifies that applicant understands the assurances and certification in the application;

3. Certifies that applicant or title holder will have sufficient funds to develop the Proposal or will secure the resources to do so;

4. Certifies that the Proposal will comply with any applicable laws and regulations; and

5. Appoints the Director of Land Use and Transportation Planning, or designee, as agent to conduct all negotiations, and execute and submit all documents including but not limited to applications, agreements, payment requests, and so on, which may be necessary for the completion of the aforementioned project(s).
APPROVED AND ADOPTED this 28th day of February, 2014. I, the undersigned, hereby certify that the foregoing Resolution Number 2014-10 was duly adopted by the Board of Directors of the San Diego Association of Governments.

AYES:

NOES:

ABSTENTIONS:

ABSENT:

______________________________
CHAIRPERSON

______________________________
SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
SAN DIEGO FORWARD: THE REGIONAL PLAN: File Number 3311100
EMERGING TECHNOLOGIES WHITE PAPER OUTLINE

Introduction

Staff is preparing a white paper on emerging technologies for use in the development of the San Diego Forward: The Regional Plan. The white paper outline will be presented to the Regional Planning Technical Working Group (TWG) for feedback.

Discussion

The field of emerging technologies is exciting and ever-changing. The white paper is in a formative stage and will discuss technologies that the region has influence over including roadway, transit, payment systems, and traveler information. The paper will explore how the region can use these technologies to increase the efficiencies and effectiveness of transportation modes while increasing safety, decreasing energy use, and reducing greenhouse gas emissions. The draft outline of the Emerging Technologies White Paper is included as Attachment 1.

Additionally, the Emerging Technologies White Paper will explore those technologies that have influences on how we will live, work, and play in the future. Although SANDAG and the region are not tasked with implementing this area of emerging technology, these technologies will shape our lives in the future. Therefore, it is from a planning approach that we look at how overall technological trends impact our transportation systems and travel demand.

Staff is seeking input on both the white paper as well as the region’s overall use of technology. To that end, staff has been working with both internal and external resources to identify emerging technologies, the potential impact of those technologies, and policy considerations to maximize the positive application of both transportation-related technologies as well as general technology trends. Attachments 2 and 3 comprise a graphical representation of emerging technologies, as well as a table detailing each of the technology’s applications. Input is requested.

Attachments: 1. Emerging Technologies White Paper Outline
2. Future ITS Mobility Solutions
3. Emerging Technologies Table

Key Staff Contact: James Dreisbach-Towle, (619) 699-1914, james.towle@sandag.org
Emerging Technologies White Paper Outline

I. Introduction

The field of Emerging Technology is exciting and ever-changing. This paper will explore the field of Emerging Technology specifically as it affects and influences transportation infrastructure. Additionally, this paper will discuss technology trends and how those trends – albeit not transportation specific, affect our ever day lives. Technology influences where we work and live, how we communicate with each other, and the personal choices we make.

Personal technology has changed the landscape in the last five to ten years and has started to significantly deliver the ability to access the ‘virtual’ office, classroom, and doctor’s office to name just a few. Today’s world of universal communication and instant access to information paints a picture of what our future holds.

These advances have the potential to reduce travel demand by reducing the need to make as many trips to work, school, or medical appointments. Technology can help reduce single occupancy trips; however, there is also the potential that technologies such as the Autonomous Vehicle could increase trips by increasing the audience who has access to so-called self-driving cars.

This paper will explore vehicle technology, infrastructure or roadway technology, as well as personal technology from a planning perspective to inform the public and policy makers on investments, policies, and timing so that as a region, we can all make informed choices that will shape our future.

II. Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) is the application of technology to transportation systems including vehicles, roadways, intersections, transit, and traveler information with the goal to maximize efficiency of those services while increasing vehicle throughput, reducing congestion, and to provide decision quality information to the commuting public. Information influences transportation choices across all modes of travel.

The SANDAG ITS Program is divided into three areas of emphasis.

- **Planning** – Both long range, and at the project level, including Performance Monitoring and Management
- **Implementation** – Stand-alone projects and as integrated into a larger capital improvement
- **Operations** – Facilitate the integration of new ITS systems into ongoing operations and maintenance

A. **ITS Planning/Transportation System Performance Monitoring and Management**

A fundamental emerging technological need that remains constant during Regional Transportation Planning cycles is determining if the region is maximizing the benefits of transportation project improvements. To assess and realize the progress and transportation
performance benefits of existing and planned project investments, requires the application of a comprehensive and sound statistical evidence gathering and analytical process to determine facts, trends, quality of services, and optimal system efficiency. Under Transportation System Management, this is achieved through Transportation System Performance Monitoring and Management.

ITS Planning places emphasis on two key areas improving data collection, analysis, and management for (1) transportation performance monitoring and (2) transportation system performance management. These program areas are key to Mobility, Reliability, and System Preservation, Regional Transportation Plan Goals.

**Transportation Performance Monitoring**

Getting the most out of our transportation investments requires monitoring the system’s performance, to (1) provide current and ongoing information on how well the transportation system is performing; (2) identify opportunities for near-term improvements; and (3) assess the impacts of future improvements. Priority activities for improving performance monitoring are focused on continued development for enhancing this region's ability to automate the data collection, data analysis, and data management systems for all modal networks regardless of data collection technology. Transportation System Performance Monitoring is rather guided by the following principles:

- **Improved Traveler Information** – Focus on the region’s ability to provide better information on speeds, travel times, or congestion-related information to the motoring public.

- **Improved Performance Monitoring and Reporting** – Focus on enhancing support for ongoing or new efforts that support and align with local, regional, and federal performance monitoring and reporting programs and initiatives.

- **Transportation performance monitoring needs to be automated and uniformed across networks.** This will reduce costs and provide more frequent data collection and allow for data collection, analysis, and reporting to be consistent year to year.

- **Transportation performance monitoring needs to reflect the multimodal nature of our transportation system by focusing on all modes of travel.**

- **Data availability, accuracy, and management should be carried out to supplement and support on-going performance management and operations efforts including the development of decision support systems and real-time proactive corridor management approach.**

**B. Implementation and Project Delivery**

Project Delivery or Implementation follows System Engineering Principals and accepted project management process as detailed by the Project Management Institute (PMI)
C. **ITS Operations**

SANDAG ITS has deployed several modal programs, systems and regional communications networks that transition from implementation into normal or pilot operations. These systems require ongoing support for operations, administration, and maintenance to ensure that the systems perform as expected and deliver mobility services to the public.

Due to the fluid nature of public demand for real time traveler information, there is a requirement to maintain high-availability, robust systems in a 24x7 posture. To accomplish this, ITS operations develops support plans, best practices, documentation and administration strategies while the project transitions from implementation to production. Once proper administration tools and practices are applied the completed project can be supported by a traditional Information Technology department and thus transferred to the appropriate support team within the regional network of partners.

**III. Technologies-Influence Emergent Technologies**

- Roadway/Transit
- Arterial
- Payment
- Traveler Information

**IV. Policies and Investments**

- Transportation Demand Management (TDM) and Transportation System Management (TSM)
- Active Transportation
- Parking and Pricing Strategies

**V. Technology Trends**

- Virtual Office
- Parking Guidance
- Shared-use Vehicles
- Connected Vehicles, Autonomous Vehicles, Automated Vehicles
- Smart Roads / Intersections
- Personal / Wearable Technology

**VI. Conclusions and Recommendations**
Existing, Emerging, and Advanced Transportation Technologies
## Existing, Emerging, and Advanced Transportation Technologies

### A. Roadway Capacity Strategies

<table>
<thead>
<tr>
<th>Transportation Technology</th>
<th>Application to GHG Reduction</th>
<th>When?</th>
<th>Primary Responsible Party</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Vehicle Automation/ Semi-Automation</strong></td>
<td>Less Stop-N-Go/Reduced Idling</td>
<td>Near*, Mid, and Long-Term</td>
<td>Public/Private</td>
<td>Vehicles are partially or fully automated or able to navigate without human input improving roadway performance and safety</td>
</tr>
</tbody>
</table>
| **2. Real-Time Traveler Information Via Personal Devices** | Fewer SOV Trips  
More Bike/Walk Trips  
More Transit/Carpool/ Vanpool | Near-Term* | Public/Private | Provides real-time traveler and parking information, available on-the-fly, to influence mode choice, route choice and time of travel |
| **3. Arterial, Freeway, and Transit Management System** | Fewer SOV Trips  
Less Stop-N-Go/Reduced Idling  
More Transit/Carpool/Vanpool | Near-Term* | Public | Extension of the Integrated Corridor Management concept for real time and multi-agency congestion management to proactively improve mobility and corridor travel efficiency |
| **4. Green GPS Fleet Tracking Systems** | Fewer SOV Trips  
Less Stop-N-Go/Reduced Idling | Near-Term | Public | Reduces GHG emissions and operating costs by using real-time tracking to monitor fuel consumption, route efficiency, etc. |
| **5. Corridor Level Signal Timing** | Less Stop-N-Go/Reduced Idling | Near-Term* | Public | Improvements to real-time data collection and arterial management, operations, and coordination. |
| **6. Dynamic Lanes on Arterials to Support HOV Access** | Fewer SOV Trips  
Less Stop-N-Go/Reduced Idling  
More Bike/Walk Trips  
More Transit/Carpool/Vanpool | Near-Term* | Public | Infrastructure and lane control that enables arterial lanes to be switched on-the-fly from general purpose, to HOV use, for certain time periods or based on demand |
| **7. Smart Intersections** | Less Stop-N-Go/Reduced Idling  
More Bike/Walk Trips | Near-Term* | Public | Improvements to intersection infrastructure to allow real-time and pro-active signal timing operations and support Multi-Agency Arterial Management. Improved mobility and efficiency |
## B. Vehicle and Personal Strategies

<table>
<thead>
<tr>
<th>Transportation Technology</th>
<th>Application to GHG Reduction</th>
<th>When</th>
<th>Model Application (Y/N)</th>
<th>Primary Responsible Party</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Car Sharing</strong></td>
<td>Fewer SOV Trips</td>
<td>Near-Term</td>
<td>Y</td>
<td>Public/Private</td>
<td>Transportation service that provides communities with a neighborhood based fleet of shared vehicles available to members for a fee.</td>
</tr>
<tr>
<td></td>
<td>More Bike/Walk Trips</td>
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<tr>
<td></td>
<td>More Transit/Carpool/Vanpool</td>
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</tr>
<tr>
<td></td>
<td>Increased Fuel Efficiency</td>
<td></td>
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</tr>
<tr>
<td><strong>2. Variable Speed Limits on Freeway Network</strong></td>
<td>Less Stop-N-Go/Reduced Idling</td>
<td>Near-Term*</td>
<td>Y</td>
<td>Public</td>
<td>Speed limits vary in real-time to respond to congestion levels and roadway conditions to maintain smooth and consistent traffic flow</td>
</tr>
<tr>
<td><strong>3. Personal Technology</strong></td>
<td>Fewer SOV Trips</td>
<td>Mid, Long-Term</td>
<td>Y</td>
<td>Public/Private</td>
<td>Transit ticketing via personal devices; trip-tracking and reward reclamation via personal devices</td>
</tr>
<tr>
<td></td>
<td>More Bike/Walk Trips</td>
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<tr>
<td></td>
<td>More Transit/Carpool/Vanpool</td>
<td></td>
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</tr>
<tr>
<td><strong>4. Universal Transportation Account (UTA)</strong></td>
<td>Fewer SOV Trips</td>
<td>Near-Term*</td>
<td>Y</td>
<td>Public</td>
<td>Fully integrated account for accessing all transportation services (transit, bikeshare, carshare, bikelockers, FasTrak, vanpool etc).</td>
</tr>
<tr>
<td></td>
<td>More Bike/Walk Trips</td>
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<tr>
<td></td>
<td>More Transit/Carpool/Vanpool</td>
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</tr>
<tr>
<td><strong>5. On-the-Fly Trip Planning and Ride Matching</strong></td>
<td>Fewer SOV Trips</td>
<td>Near-Term</td>
<td>N</td>
<td>Public/Private</td>
<td>Multi-modal trip planning and ridematching in real-time via personal devices enabling travelers to find a ride, where and when they need it, using the mode and time that fits best</td>
</tr>
<tr>
<td></td>
<td>More Bike/Walk Trips</td>
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<tr>
<td></td>
<td>More Transit/Carpool/Vanpool</td>
<td></td>
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</tr>
<tr>
<td><strong>6. Enhanced Virtual Office/Telework</strong></td>
<td>Fewer SOV Trips</td>
<td>Near-Term</td>
<td>N</td>
<td>Private</td>
<td>Expansion of virtual collaboration technologies that facilitate telework</td>
</tr>
<tr>
<td></td>
<td>More Bike/Walk Trips</td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>More Transit/Carpool/Vanpool</td>
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</tr>
</tbody>
</table>
## C. Infrastructure Strategies

<table>
<thead>
<tr>
<th>Transportation Technology</th>
<th>Application to GHG Reduction</th>
<th>When?</th>
<th>Model Application (Y/N)</th>
<th>Primary Responsible Party</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Automated Truck Corridors</td>
<td>Less Stop-N-Go/Reduced Idling Increased fuel efficiency</td>
<td>Near-Term</td>
<td>N</td>
<td>Private</td>
<td>Hybrid, fuel-cell, battery, corridor-level, etc. for energy efficiency</td>
</tr>
<tr>
<td>2. Alternative Fueling Stations</td>
<td>Increased Fuel Efficiency</td>
<td>Near-Term</td>
<td>N</td>
<td>Private</td>
<td>Fuels under CA’s Low Carbon Fuel Standard</td>
</tr>
<tr>
<td>3. Solar Highways &amp; Parking Lots</td>
<td>Increased Fuel Efficiency</td>
<td>Long-Term</td>
<td>N</td>
<td>Public</td>
<td>Road surfaces and parking lots that generate electricity by solar power</td>
</tr>
<tr>
<td>4. Eco-Driving</td>
<td>Less Stop-N-Go/Reduced Idling</td>
<td>Mid-Term</td>
<td>N</td>
<td>Public/Private</td>
<td>Technologies that control and maintain vehicle speed for optimal fuel efficiency and reduced carbon emission</td>
</tr>
<tr>
<td>5. Mobility Hub – Shared Vehicles</td>
<td>Fewer SOV Trips More Bike/Walk Trips More Transit/Carpool/Vanpool Increased Fuel Efficiency</td>
<td>Mid-Term</td>
<td>N</td>
<td>Public/Private</td>
<td>Interconnected “mobility hubs,” integrate regional transit services with communities. Mobility hubs provide a source of shared vehicles and services including cars, neighborhood electric vehicles, personal electric vehicles, and bicycles, along with supporting amenities and technologies.</td>
</tr>
<tr>
<td>6. Electric Vehicle En-Route Charging</td>
<td>Increased Fuel Efficiency</td>
<td>Near-Term</td>
<td>N</td>
<td>Public/Private</td>
<td>Transition to fully electric bus/vehicle fleets</td>
</tr>
<tr>
<td>7. Electric Vehicle Charging Stations</td>
<td>Increased Fuel Efficiency</td>
<td>Near-Term</td>
<td>N</td>
<td>Public/Private</td>
<td>Expansion of efficient vehicle charging stations to support an increase in electric cars and light duty trucks</td>
</tr>
<tr>
<td>8. Rail Technologies</td>
<td>Less Stop-N-Go/Reduced Idling</td>
<td>Near-Term</td>
<td>N</td>
<td>Public/Private</td>
<td>Electric catenary (or other electric) rail systems, dual-mode locomotives, etc.</td>
</tr>
<tr>
<td>9. Bike Sharing or Other Shared Services</td>
<td>Fewer SOV Trips More Bike/Walk Trips More Transit/Carpool/Vanpool Increased Fuel Efficiency</td>
<td>Near-Term</td>
<td>N</td>
<td>Public/Private</td>
<td>Expand shared transportation services such public bike and car sharing and peer-to-peer carsharing.</td>
</tr>
</tbody>
</table>

“**” Included in the Intelligent Transportation System for the San Diego Region (SANDAG)  
Near-Term = 2013-2020; Mid-Term = 2020-2030; Long-Term = 2030-2050
SAN DIEGO FORWARD: THE REGIONAL PLAN: PARKING MANAGEMENT TOOLBOX OUTLINE

Introduction

Staff is preparing a Parking Management Toolbox as part of the process of developing San Diego Forward: The Regional Plan. The goal of the toolbox is to provide the 18 cities and County with a resource that includes best practices for managing parking in a variety of settings to help promote smart growth, sustainable development, and alternative transportation choices.

Background

An inventory of local parking policies was carried out in January 2013. Representatives from all 19 member agencies participated, and inventory results were presented to the Regional Planning Technical Working Group on March 14, 2013. Based on feedback received from SANDAG working groups and Policy Advisory Committees, staff is preparing a toolbox of parking management strategies for local jurisdictions. A framework for this project is provided in Attachment 1. This work began with comprehensive stakeholder outreach to better understand the parking challenges for different users and to identify potential solutions for parking management in the future. A summary of outreach activities and the feedback received is provided in Attachment 2.

Discussion

The goal of the Parking Management Toolbox is to provide a resource to local jurisdictions that will evaluate the effectiveness of a wide range of parking management strategies for addressing specific challenges in varied community types and special uses. The toolbox will feature a range of case studies that provide best practices for managing parking in a variety of urban and suburban settings. The toolbox will ultimately be developed into an interactive web-based resource that will assist interested jurisdictions with designing customized parking management strategies.
Next Steps

The draft Parking Management Toolbox is expected to be completed by June 2014 and will delineate the design and structure of a future website that translates the document into an interactive, web-based tool. The web-based tool is expected to be deployed by December 2014.

Attachments: 1. Framework for the Parking Management Toolbox for the San Diego Region  
2. Parking Listening Sessions: Summary of Issues and Potential Proposed Solutions

Key Staff Contacts: Antoinette Meier, (619) 699-7381, antoinette.meier@sandag.org and Marisa Mangan, (619) 595-5614, marisa.mangan@sandag.org
FRAMEWORK FOR THE PARKING MANAGEMENT TOOLBOX FOR THE SAN DIEGO REGION
February 13, 2014

The Parking Management Toolbox for the San Diego Region will provide a user-friendly reference guide that includes best practices for managing parking in a variety of settings. The reference guide will be developed into an interactive web-based resource that will assist jurisdictions with designing customized parking management strategies. The toolbox will feature the following elements:

Research and Case Study Review
Case study research and peer interviews will be conducted with a minimum of 13 cities of varying types and sizes. The case studies will be used to demonstrate successful approaches to comprehensive parking management and lessons learned. The benefits associated with parking management strategies will be quantified and could include economic stimulants, transportation impact mitigation, land use impacts, public health impacts, environmental mitigation impacts, and social justice impacts. Communities selected as case studies include at least one of the following typologies comparable to the San Diego region:

- Coastal community
- Employment center
- Metropolitan Center
- Urban Center
- Town Center
- Community Center
- Port site
- Universities and colleges
- Stadiums
- Parks and beaches
- Military sites
- Various transit station types

Parking Management for Transit Stations
The toolbox will define specific parking management strategies that can be applied to different types of transit stations. Strategies will take into consideration the parking needs of different modes of transit and will identify potential parking policy changes that may be necessary to expand first/last mile transit access, including carshare and bikeshare options at stations.

Parking Management Strategies at Special Use Locations
Parking management strategies that can be applied to the region’s special uses will be featured. This includes the Port of San Diego, universities and colleges, stadiums, parks and beaches, and military sites.

Financial and Staff Resources
Resource requirements needed to manage a comprehensive parking program will be reviewed and a range of options based on varying budgets will be provided, including the types of data and analytical tools required for evaluating and monitoring parking strategies after adoption and implementation.

Communications Best Practices
Recommendations on best practices for public outreach, education, and marketing of local parking initiatives to both policymakers and the general public will be featured. Efforts that have been less helpful in garnering support will also be included.
Parking Listening Sessions: Summary of Issues and Potential Proposed Solutions

In September 2013, four parking “listening sessions” were held throughout the region to glean feedback on parking-related challenges and opportunities from business organizations; community and economic development groups; the planning and design industry; the building industry; and transportation and goods movement groups. Additionally, one-on-one meetings with special uses and organizations unable to attend a listening session continue to occur. Over 400 comments were received at the listening sessions calling out a variety of issues related to parking and potential solutions. Based upon attendee registration at the listening sessions, participants identified themselves as representatives of the following organizations:

ABM Parking Management  
Bankers Hill Resident Association  
Building Industry Association  
Business Builders Network  
Carlsbad Village Association  
Chula Vista Growth Management Oversight Committee  
City of Escondido Planning Department  
City of Imperial Beach Planning Department  
City of San Diego, Planning and Neighborhood Restoration  
City Place Planning  
Civic San Diego  
Coronado Tourism Improvement District  
Del Mar Traffic and Parking Commission  
East Village Association  
El Cajon Boulevard Improvement District  
Escondido Downtown Business Association  
La Jolla Parking and Coastal Access and Parking Board  
La Mesa Community Parking Commission  
Leucadia Mainstreet 101  
MAAC Project  

Mission Valley Community Planning Group  
Move San Diego  
National City Chamber of Commerce  
National City Planning Department  
National City Police Department  
National City School District  
North County Transit District  
Downtown Community Planning Council  
Port of San Diego  
Project Management Advisors  
San Diego Air Pollution Control District  
San Diego County Bicycle Coalition  
San Diego Housing Commission  
San Diego Housing Federation  
San Diego Port Tenants Association  
San Diego Gas and Electric  
San Marcos Chamber of Commerce  
Sierra Club, San Diego Chapter  
Southeastern San Diego Planning Group  
South County Economic Development Corporation  
Southwestern College District  
Walk San Diego  
Ziebarth Associates

Parking and related transportation issues:

- Parking supply and demand are not aligned
- Parking requirements don’t align with community goals by:
  - preventing new development/infill
  - restricting business growth
  - presenting conflicts with pedestrian and cycling facilities
  - giving preference to suburban communities
- Antiquated parking payment options (coin-op meters)
- Lack of pricing, time limit policies, and enforcement to ensure parking turnover
• Disparities within and between jurisdictions related to parking pricing, requirements and policy implementation
• Lack of way-finding signage and information on public parking locations and parking space availability
• Seasonal and coastal parking pressures
• Single-use districts (such as suburban employment centers) make automobiles necessary for accessing services
• Long-term parking for employees in business districts
• Free parking in suburban employment centers discourages employers from locating in downtown and encourages driving to work
• Parking requirements impact housing affordability
• Significant land dedicated to parking for industrial uses
• Shortage of parking at the border
• Inadequate bicycle parking in areas of high demand
• Parking is not a stand-alone issue but should be addressed at the same time as other transportation and land use policies
• Parking requirements haven’t adapted to increased densities and changing land uses or to demographic and market trends
• Convenience of automobile over alternative modes
  - Parking is subsidized and more affordable than transit
  - Driving can be more time efficient than the available alternatives
  - Lack of education and clear information on how to access and use alternative modes
  - Insufficient transit connections between suburban communities, urban communities and employment centers
  - Infrequent or lack of service outside of peak commute hours
  - Lack of first/last mile connections to transit
• Inadequate pedestrian and bike facilities
• Culture surrounding automobile use
  - Driving and free parking is perceived as a right
  - Free and plentiful parking is the norm
  - Lack of understanding about the benefits of managed parking
  - Lack of education on the true cost of parking
  - Lack of political will to update parking policies

**Potential proposed solutions for addressing parking and related transportation issues:**

• Provide regional support to local agencies for parking management:
  - Resources for local jurisdictions to develop parking management plans
  - Regional forum for educating and sharing parking solutions
  - Conduct pilot projects with local jurisdictions
  - Regional parking standards to reduce disparities between jurisdictions
    - No one-size-fits-all approach - standards need to be flexible and consider community character
• Manage the existing parking supply:
  - Shared parking
  - Separating the cost of parking from a residential or commercial lease
- Parking cash-out
- Parking maximums
- “Park once” strategies
- Allow for parking reductions within transit corridors
- Enforcement
- Let the market determine the amount of parking needed in a development
- Reduce parking requirements for affordable housing while also ensuring close proximity to transit and employment
- Utilize off-site parking (outside of a business district) with free shuttle service to the business district

• Improve access to and quality of transportation alternatives:
  - Shuttles connecting employment centers to regional transit services
  - Increased transit service and frequency
  - Devise creative methods to fund transit improvements and expansion. Use parking revenue to fund transportation alternatives and related educational campaigns
  - Increase incentives to utilize alternative modes
  - Improve transit connections to major destinations like employment areas
  - Expand carshare and bikeshare options
  - Provide priority parking for carpools
  - Provide adequate bike parking

• Price parking appropriately to ensure automobile turnover and competitiveness of other modes:
  - Variable, demand-based pricing
  - Parking permit zones
  - Consider pricing parking at transit stations

• Incorporate technologies into the parking management process:
  - Update parking meter technology (smart meters with pay by phone and credit card options)
  - Consider automated parking facilities, including for industrial and Port uses
  - Provide real-time parking availability and way-finding information

• Amend zoning codes to allow for increased mixed uses and encourage housing in employment areas

• Create parking benefit districts to fund community and transportation improvements
The Regional Plan eNewsletter

Be part of an important process to plan for San Diego's future

What is San Diego Forward?

What do we want our region to look like in 2050? Where will we live? How will we get around? How can we grow in a way that fuels our economy and preserves our environment, takes everyone’s needs into account, and still maintains our quality of life? San Diego Forward: The Regional Plan will tackle these questions and provide a blueprint for a sustainable future for the San Diego region. Read more...

SANDAG Launches New Webpage for San Diego Forward: The Regional Plan

The San Diego Association of Governments (SANDAG) has launched an interactive new webpage for San Diego Forward: The Regional Plan that provides a wealth of information about the planning process and policies that will make up the plan. We designed the site (practically speaking, it’s a website within the larger SANDAG website) to make it easy for you to share your priorities for the Regional Plan, including hands-on activities and details on upcoming meetings and hearings where you can get involved. We will add more interactive tools and update the site regularly to provide the most current information about progress on the Regional Plan. Please visit the website at www.sdforward.com to learn about the plan and tell us what you think!

2050 Regional Growth Forecast Projects Growing Population, More Compact Growth Pattern

We can expect to add another million residents, 500,000 jobs, and 300,000 housing units to the San Diego region during the next 35 years, according to the most recent SANDAG growth forecast.

The forecast also shows that San Diego County’s future has changed to one that will see more compact communities and more open space, as well as development patterns that will help encourage transit use and other alternative forms of getting around - changes that will help protect our environment.

Over the past year, SANDAG staff, elected officials, and stakeholders have been working to update the long-range growth forecast for the San Diego region. Known as the 2050 Regional Growth Forecast (or the Series 13 Forecast - because it is one in a series, with a new forecast coming out every four years), this information serves as the foundation for San Diego Forward: The Regional Plan.

Using information from existing demographic and economic trends such as fertility rates, mortality rates, domestic migration, international migration, and economic prosperity, as well as existing land use plans of each of our region’s 18 cities and the county, the Regional Growth Forecast provides
information about population, demographics, housing, and jobs and how that growth will be accommodated through 2050.

For decades, our picture of the future had been one of growing suburban residential communities extending eastward, beyond the city center and toward the more rural areas. But since the turn of the century, that vision has changed - the County of San Diego and many of the region's 18 cities have rewritten their long-range plans to support more focused community centers where people will be able to live, work, and play. Rather than growing "out" as we have in the past, more compact communities are envisioned, providing housing, jobs, and services closer to one another, and giving residents more choices in where to live and how to get around. At the same time, the forecast anticipates an increase in land preserved for agriculture and open space. These updated long-range plans, adopted over the past decade and a half, are reflected in the 2050 Regional Growth Forecast.

![Image of Map]

**SANDAG Board Reviews Alternative Land Use Scenarios**

A recent analysis showed that changes made since 1995 in the general plans of many of our region's 18 cities and the county government will result in 25 percent to 30 percent reductions in greenhouse gas emissions compared to previous plans for the future. Land use patterns that allow us to get around on transit, walking, and biking - and drive shorter distances when we do drive - will result in big benefits for the environment. (This is shown in the first two maps below.)

But we took our analysis a step further to see if more changes might result in even more benefits. At the direction of the SANDAG Board, staff analyzed three theoretical land use scenarios, where all new growth would be focused into certain areas shown in the final three maps below:

- Scenario A: Second Units and Infill
- Scenario B: Transit Oriented Development
- Scenario C: Multiple Dense Cores
We examined each of these scenarios using a computer sketch model to determine if they would result in additional greenhouse gas reductions. The analysis showed that these alternative land use scenarios could result in modest emissions reductions - ranging from zero to about 3 percent, with the greatest reductions in Scenarios B and C.

As San Diego Forward is developed, SANDAG will consider results like these, as well as many other ideas for reducing greenhouse gas emissions from cars and light trucks in the San Diego region. Results from this study and from other planning efforts will help us refine the direction of the plan.

**Up Next**

Check out where we’ve been and where we’re going through our new Regional Plan timeline. And stay tuned. Our next newsletter will focus on interesting issues, such as emerging technologies and our climate change efforts.

If you have any questions or comments, contact David Hicks at david.hicks@sandag.org or Phil Trom at philip.trom@sandag.org. We want your involvement!