January 23, 2015

SANDAG
Board of Directors, Chair Jack Dale
Transportation Committee, Chair Todd Gloria
Regional Planning Committee, Chair Lesa Heebner
401 B St. Ste. 800
San Diego, CA 92101

RE: SANDAG’s Regional Transit Oriented Development Strategy

Honorable Jack Dale and SANDAG Board and Committee members:

On behalf of Circulate San Diego, I would like to thank SANDAG for continuing to develop a Transit Oriented Development (TOD) Strategy.

With urging from Circulate San Diego’s predecessor organizations, the SANDAG Board committed in the Fall of 2011 to “Implementing an action to develop a regional transit-oriented development policy in the 2050 RTP Sustainable Communities Strategy to promote and incentivize sustainable development.”

SANDAG’s Transit Oriented Development Forum organized for January 27th and 28th is an important step to developing a TOD Strategy that promotes smart growth. Circulate San Diego appreciates this effort, and strongly encourages SANDAG to engage stakeholders in a meaningful dialogue on these issues:

1. **SANDAG has a wide set of land use responsibilities that can be leveraged to support transit oriented development.**

Recently, some SANDAG Board members have expressed in public meetings a view that SANDAG is only a body concerned with transportation policy, and not land use. While local governments do have a primary role in determining local land use decisions within their jurisdictions, SANDAG policies play an important role to incentivize, fund, and prioritize local land use decisions.

Circulate San Diego hopes that SANDAG’s TOD Forum, and the development of a TOD Strategy, will help the entire SANDAG Board appreciate the value of its land use role. The role SANDAG plays in land use is fundamental, required by statute, and has been affirmed by the voters of San Diego County.

- **SB 375:** State law now requires Metropolitan Planning Organizations (MPO) like SANDAG to establish sustainable communities strategies. These strategies must contain plans that reduce greenhouse gas emissions by employing not only transportation policies, but also housing and land use plans.

- **Housing Element Law:** California state law requires that Councils of Government, such as SANDAG, allocate the region’s share of growth through a periodic Regional Housing Need Allocation Plan. Cities must adopt housing elements consistent with these plans, which determine land use density, growth patterns, and where San Diegans will live in the future.

- **San Diego Forward:** SANDAG is currently undergoing a process called “San Diego Forward,” to update its Regional Transportation Plan/Sustainable Communities Strategy, and its Regional Comprehensive Plan. Key to success for San Diego Forward is a recognition of SANDAG’s role in
land use through preserving open space, and encouraging smart growth development in its own Smart Growth Concept Map.

- **TransNet:** In 2004, voters in San Diego County extended a voter-approved sales tax measure which dedicated $280 million to SANDAG to finance a Smart Growth Incentive program. According to the TransNet ballot language adopted by voters, those funds are intended for SANDAG to “assist local agencies in better integrating transportation and land use.”

SANDAG is more than a transportation agency. Land use policy is a core part of its function and the benefit it provides to the region.

II. **SANDAG has a wide range of tools available to support smart growth and transit oriented development.**

Regional planning organizations can and should play an important role to help constituent governments implement local housing and land use policies. MPOs have a wide variety of resources that can be used to encourage land use that is compatible with transportation investments.

In December 2014, Transportation for America released a report titled “The Innovative MPO.” That report outlined how MPOs in other regions go beyond transportation planning and use land use strategies, funding flexibility, and other tools to advance their region’s interests. “The Innovative MPO” is available at http://t4america.org/maps-tools/the-innovative-mpo.

III. **Transit-oriented development strategies can help SANDAG’s transportation investments succeed.**

Circulate San Diego believes that a smart TOD Strategy will help SANDAG maximize the benefits to San Diego from its transportation investments.

Through federal and state funds, as well as TransNet, SANDAG is planning to add significant improvements to the region’s transportation network. SANDAG can follow the example of MPOs in other regions, like the One Bay Area Grant Program (pg. 82, “The Innovative MPO”), and adopt funding priorities that tie transit investments to cities’ willingness to adopt effective land uses.

More recommendations for adopting a smart TOD Strategy can be found in the Regional Transit Oriented Development Guiding Principles document, released by Circulate San Diego’s predecessor organization in 2013 (http://www.circulatesd.org/download_file/view/554/296/).

Circulate San Diego is committed to engaging in SANDAG’s ongoing TOD policy planning. We look forward to engaging in a productive dialogue over how SANDAG can both innovate, and adopt policies that have proven to work in other regions.

Sincerely,

[Signature]

Colin Parent  
Policy Counsel, Circulate San Diego

Attachments:

- Circulate San Diego, “Regional Transit Oriented Development Guiding Principles,” July 2013  
Caltrans will host **seven public workshops** plus a **webinar** to gather public input on the draft California Transportation Plan (CTP) that identifies future multimodal mobility needs and reduces greenhouse gas emissions.

The CTP envisions a fully integrated, multimodal, sustainable transportation system that supports economic vitality, protects natural resources, promotes the health and well-being of all Californians, and meets people's needs equitably. By being involved and sharing your ideas, you can influence the content of the final plan and, ultimately decisions on how California transportation dollars are invested.

### PUBLIC WORKSHOPS

<table>
<thead>
<tr>
<th>Location</th>
<th>Date</th>
<th>Time</th>
<th>Venue</th>
<th>City</th>
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</thead>
<tbody>
<tr>
<td>Sacramento</td>
<td>Tuesday, March 10, 2015</td>
<td>4pm-7pm</td>
<td>North Natomas Library</td>
<td>Sacramento</td>
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<td></td>
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<td>4660 Via Ingoglia, Sacramento</td>
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<tr>
<td>Redding</td>
<td>Thursday, March 12, 2015</td>
<td>4pm-7pm</td>
<td>City of Redding Community Room</td>
<td>Redding</td>
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<td>777 Cypress Avenue, Redding</td>
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<tr>
<td>San Diego</td>
<td>Tuesday, March 17, 2015</td>
<td>4pm-7pm</td>
<td>Valencia Park/Malcolm X Branch Library and Performing Arts Center</td>
<td>San Diego</td>
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<tr>
<td></td>
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<td></td>
<td>5148 Market Street, San Diego</td>
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<tr>
<td>Riverside</td>
<td>Wednesday, March 18, 2015</td>
<td>4pm-7pm</td>
<td>Riverside City College</td>
<td>Riverside</td>
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<td></td>
<td></td>
<td></td>
<td>4800 Magnolia Avenue, Riverside</td>
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<tr>
<td>Los Angeles</td>
<td>Thursday, March 19, 2015</td>
<td>4pm-7pm</td>
<td>Southern California Association of Governments (SCAG)</td>
<td>Los Angeles</td>
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<td></td>
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<td>818 West 7th St, 12th floor, Los Angeles</td>
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<tr>
<td>Fresno</td>
<td>Tuesday, March 24, 2015</td>
<td>4pm-7pm</td>
<td>Fresno City College</td>
<td>Fresno</td>
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<td></td>
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<td></td>
<td>1101 E. University Avenue, Fresno</td>
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<tr>
<td>Oakland</td>
<td>Thursday, March 26, 2015</td>
<td>4pm-7pm</td>
<td>Joseph P. Bort MetroCenter</td>
<td>Oakland</td>
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<td>101 Eighth Street, Oakland</td>
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<tr>
<td>Webinar</td>
<td>Thursday, March 5, 2015</td>
<td>2pm</td>
<td>To register, visit: <a href="http://www.californiatransportationplan2040.org">www.californiatransportationplan2040.org</a></td>
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If any accommodations are needed for persons with disabilities, please contact Bev at (916) 445-2079 or email CTP2040@dot.ca.gov. Requests should be made as soon as possible but at least five days prior to the scheduled event.

Visit the CTP 2040 Web site: www.californiatransportationplan2040.org

- Check workshop dates in your area
- Check webinar dates
- Take survey polls
- Sign up for email notifications
- Send us an email
- Follow us on Twitter
REGIONAL ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 2
3 components:
- Small Urban/Rural Competition (10% of funds)
- Statewide Competition (50% of funds)
- Regional Competition (40% of funds)

Mixture of state and federal funding (regional %s):
- 77% federal
- 23% state

Minimum of 25% of funds must benefit disadvantaged communities
ELIGIBLE APPLICANTS

- Local, regional, state agencies (cities, counties, MPOs, RTPAs)
- Caltrans
- Transit agencies
- Public schools and school districts
- Tribal governments
- Private non-profit tax-exempt orgs (recreational trails only)

Partnerships with eligible applicants (as implementing agencies) is also permitted for applicants that are ineligible to apply but have qualifying projects
ELIGIBLE PROJECTS (4 TYPES)

1. Infrastructure (capital) projects including SR2S and recreations trails
2. Non-infrastructure projects (education, encouragement, enforcement projects)
3. Combination NI-I projects
4. AT Plans
   - Must be community-wide plans
   - See page 5 of the draft Regional Program Guidelines for full guidelines from CTC

Comprehensive list of examples on page 7 of the draft Regional Program Guidelines.
## Differences in Cycles

<table>
<thead>
<tr>
<th></th>
<th>Cycle 1</th>
<th>Cycle 2</th>
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</thead>
<tbody>
<tr>
<td>Amount of funding</td>
<td>$13.4M</td>
<td>$13.27M ($4.36M per year)</td>
</tr>
<tr>
<td>Statewide call released</td>
<td>March 21, 2014</td>
<td>March 26, 2015</td>
</tr>
<tr>
<td>Statewide applications due (6 weeks later)</td>
<td>May 21, 2014</td>
<td>June 1, 2015</td>
</tr>
<tr>
<td>Regional call released</td>
<td>May 23, 2014</td>
<td>June 1, 2015</td>
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<tr>
<td>Staff recommendation of statewide applications</td>
<td>August 8, 2014</td>
<td>September 15, 2015</td>
</tr>
<tr>
<td>CTC adopts statewide results</td>
<td>August 20, 2014</td>
<td>October 21-22, 2015</td>
</tr>
<tr>
<td>Regional applications due to SANDAG (6 weeks later)</td>
<td>June 13, 2014</td>
<td>July 14, 2015</td>
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<tr>
<td>Regional recommendations due to CTC</td>
<td>September 30, 2014</td>
<td>November 16, 2015</td>
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<tr>
<td>CTC adopts regional results</td>
<td>November 2014</td>
<td>December 9-10, 2015</td>
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### Distinctions Between TransNet ATGP and Statewide/Regional ATP

<table>
<thead>
<tr>
<th>TransNet ATGP</th>
<th>Statewide/Regional ATP</th>
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<tbody>
<tr>
<td>Local TransNet funds - no federal requirements</td>
<td>Federal and state funds - projects must be federal-aid eligible</td>
</tr>
<tr>
<td>SANDAG Guidelines</td>
<td>CTC Guidelines</td>
</tr>
<tr>
<td>No disadvantaged community requirement</td>
<td>25% of funding must benefit disadvantaged communities</td>
</tr>
<tr>
<td>Matching funds not required</td>
<td>Matching funds not required</td>
</tr>
<tr>
<td>Matching funds can be funding from another source (i.e. local street/road monies) or in-kind services</td>
<td>Matching funds must be cash only – cannot use in-kind services (i.e. staff time)</td>
</tr>
<tr>
<td>No minimum project size</td>
<td>Minimum project size of $250,000 (excluding non-infrastructure, SR2S and recreational trails projects)</td>
</tr>
<tr>
<td>Applications submitted to SANDAG</td>
<td>Applications submitted to CTC with a copy to SANDAG</td>
</tr>
<tr>
<td>Funding allocated through SANDAG</td>
<td>Funding allocated through Caltrans</td>
</tr>
</tbody>
</table>
Applicants will use the statewide ATP application
  - Allows for a single application for both statewide and regional competitions
Applicants will also submit a supplemental application similar to Cycle 1
  - Fills in missing information used in the regional competition only
  - Allows evaluation committee to locate information not required for the statewide application
EVALUATION PROCESS

- Eligibility Screen
- Quantitative evaluation (SANDAG GIS)
- Qualitative evaluation (evaluation panel)
- Initial ranking
- Adjustment for DAC
- Final ranking
Looking for volunteers for the evaluation committee

Can’t score your own application

I will return to the working groups in June/July to recruit for panel members:

- ATWG - 6/11/15
- CTAC - 7/2/15
- RPTWG - 7/9/15
Board Direction- September 2014

• Preferred Transportation Network accepted for San Diego Forward: The Regional Plan

• Direction to analyze network that advances public transit and active transportation within first 10 years
  – *What would it cost?*
  – *How would it perform?*

• Analysis to support future regional plan efforts and funding strategies
Existing Transit Network
San Diego Forward 2025 Preferred Transit Network
2025 Accelerated Transit Network

Advances all San Diego Forward 2026-2050 public transit projects to first 10 years
2025 Accelerated Transit Network A
(with Managed Lanes)
Advances all San Diego Forward 2026-2050 public transit projects to first 10 years
2025 Accelerated Transit Network B (without Managed Lanes)

Advances all San Diego Forward 2026-2050 public transit projects to first 10 years
2015 Existing Regional Bikeways
2025
Preferred Network
Regional Bikeways

Includes EAP bike projects and a portion of total planned active transportation programs
2025 Accelerated Network Regional Bikeways

Includes all San Diego Forward regional bike projects and active transportation programs
Performance

+ Accelerates benefits of the 2050 Plan
  - 25 years sooner
+ Increased access to high frequency transit
+ Transit boardings increase

- Travel times increase without Managed Lanes
- Some routes underutilized as projected population growth has not been fully realized
Costs and Revenues – Accelerated Scenario

Transit and Active Transportation Capital Costs and Revenues

(in billions of dollars)
Differences Between Accelerated Scenario and preferred Network Revenue Assumptions

- Full Funding Grant Agreements
- Other future capital revenues (beyond 2025)
- ¼ % sales tax in Preferred for transit operations
Costs and Revenues – Preferred Network

Capital Costs and Revenues (in billions of dollars)
Costs and Revenues – Accelerated Scenario

Transit Operation Costs and Revenues (in billions of dollars)

- Costs
- Revenues

$3

2015 2020 2025 2030 2035 2040 2045 2050
Costs and Revenues – Preferred Network

Transit Operation Costs and Revenues (in billions of dollars)

- Cost
- Revenues

Costs and revenues are projected to increase significantly over the decades from 2016 to 2046.
Potential Regional and Local Revenue Sources

- Miscellaneous fees (vehicle registration, rental car, etc.)
- Assessment/financing districts
- Parcel/real estate transfer taxes
- Road user fees/pricing
- Others
Energy Roadmap Program

- Program began in 2010
- Focus on 16 non-LGP cities
- Energy savings in government operations
- Long-term community-wide energy savings
- Collaboration and best practice sharing
Energy Engineering

- Reduce energy use at municipal sites
- Technical assistance:
  - Extension of city staff
  - Project analysis and selection
  - Project feasibility studies
  - Development of product specifications
  - Support for contractor procurement
  - Completion/submittal of financing documents
  - EnergyStar certification
Energy and Climate Planning

- Long-term community-wide energy savings
Subregional Collaboration

- Collaboration and information sharing among local governments

- Facilitate similar collaborations in other subregions in the future
Additional Resources

- Trainings for Municipal Staff
- Community Outreach
- Recognition Opportunities
- SDG&E Emerging Cities

- Transportation Programs:
  - iCommute
  - Electric Vehicle/Alternative Fuels Planning
Examples from Local Cities

Del Mar and Encinitas

• Climate Action Plan support from EPIC
  – Updated GHG inventory
  – GHG reduction measures

• Community Outreach on Energy Efficiency
  – Center for Sustainable Energy at events
  – Direct mail to residents on SDG&E Programmable Communicating Thermostats
Examples from Local Cities

City of Vista

- Roadmap identified new outdoor lighting rate
- Rate change saves $99,600 annually
- Case Study highlighting success
Examples from Local Cities

City of La Mesa

- Climate Action Plan support from EPIC and AECOM
  - Updated GHG inventory
  - GHG reduction measures
  - Public engagement activities
San Diego Regional Energy Partnership

- Collaborative partnership among SDG&E and five LGPs in San Diego region
- 2015 activities include:
  - Coordination with real estate community
  - Regional energy mapping
  - Community outreach and Home Energy Coach
  - Zero Net Energy Roadmap implementation
  - Regional Green Business
SD Regional Climate Collaborative

1. City of Chula Vista
2. City of Encinitas
3. City of Oceanside
4. City of San Diego
5. County of San Diego
6. Port of San Diego
7. SANDAG
8. San Diego Airport Authority
9. San Diego Gas & Electric
10. The San Diego Foundation
11. University of San Diego
12. San Diego State University
13. Cleantech San Diego
14. Tijuana National Estuarine Research Reserve

NEW!!
City of Del Mar
Current Collaborative Resources

- CivicSpark Americorps Program
  - Webinars 3/19 and 4/2

- Climate Preparedness Grant
  - In partnership with The San Diego Foundation

- Green Infrastructure Workshop – April 29
Next Steps

1. Set up a time to chat
2. Discuss Energy/Climate Goals
   - What are you working on?
   - What are goals for this year? Long-term?
3. We’ll connect you with the right resources
   - EFM Solutions
   - SDG&E
   - USD EPIC
   - Center for Sustainable Energy
   - Climate Collaborative
   - Others (iCommute, EV/Alt fuels, etc.)
Contact Information

Allison Wood
allison.wood@sandag.org
619-699-1973
www.sandag.org/energyroadmap

Laura Engeman
lengeman@sandiego.edu
949-361-8929
www.sdclimatecollaborative.org
CivicSpark Webinar on Climate Change Capacity-Building Projects

CivicSpark is currently recruiting for climate change capacity-building projects for our 2015-16 service year. Join us on March 19th or April 2nd for a short webinar to learn more. Please register for the webinars in advance at the following links:

**Thursday, March 19:**
https://attendee.gotowebinar.com/register2620511507341034242

**Thursday, April 2:**
https://attendee.gotowebinar.com/register/7164879926358154241

CivicSpark is a Governor's Initiative AmeriCorps program dedicated to building capacity for local governments to address climate change. In its first year, CivicSpark has assisted over 86 local government agencies, completing mitigation and adaptation projects on topics including sustainable transportation, energy efficiency, solar procurement, urban forestry, sea level rise, climate action plan implementation, and GHG inventorying and benchmarking.

**The 2015-2016 service year will start October 19th, with capacity projects starting as early as November 2015.**

More info at: civicspark.lgc.org
The Global Action has a Global Reach, but Every Project is Rooted in Local Communities

**Guiding Principles**

- **Empowerment**
- **Education**
- **Innovation**
- **Collaboration**

Global reach is achieved by understanding and working with local communities, and supporting their agendas and interests.

**Our Mission**

- Empower local communities to take action.
- Educate and engage communities on global issues.
- Foster collaboration between local and international partners.

**Our Framework**

- **Empowerment**
- **Education**
- **Innovation**
- **Collaboration**

**Our Vision**

- Place-based, globally-minded and solutions-oriented

The Global Action Research and Training Center

Contact: info@globalaction.org

William L. Glassick, Ph.D., Associate Executive Director
Paul L. Watson Jr., M.S.W., President & CEO
San Diego, CA 92117 USA
4343 Morena Blvd., Suite 3

Organizational Description

- Wideanging educational opportunities
- Research and training programs
- Community engagement initiatives
- Sustainable development projects