AGENDA HIGHLIGHTS

- SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – TRANSPORTATION NETWORK THEMES
- REGIONAL GROWTH FORECAST: PRELIMINARY REGIONAL FORECAST RESULTS
- DRAFT REGIONAL HOUSING NEEDS ASSESSMENT DETERMINATION

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

YOU CAN LISTEN TO THE REGIONAL PLANNING COMMITTEE MEETING BY VISITING OUR WEBSITE AT SANDAG.ORG

MISSION STATEMENT

The Regional Planning Committee provides oversight for the preparation and implementation of the Regional Comprehensive Plan that is based on the local general plans and regional plans and addresses interregional issues with surrounding counties and Mexico. The components of the plan include transportation, housing, environment (shoreline, air quality, water quality, and habitat), economy, borders, regional infrastructure needs and financing, and land use and design.
Welcome to SANDAG. Members of the public may speak to the Regional Planning Committee (Committee) on any item at the time the Committee is considering the item. Please complete a Request to Comment form, which is located in the rear of the room, and then present the form to the Committee Clerk seated at the front table. Members of the public may address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Committee may take action on any item appearing on the agenda.

Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the committee name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the Committee meeting should be received by the Committee Clerk no later than 12 noon, two working days prior to the meeting. All public comments and materials received by the deadline become part of the official project record, will be provided to the members for their review at the meeting, and will be posted to the agenda file as a part of the handouts following each meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list either at the SANDAG website or by sending an email request to webmaster@sandag.org.

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+1. APPROVAL OF MEETING MINUTES

The Regional Planning Committee is asked to review and approve the minutes from its March 2, 2018, meeting.

+2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

RECOMMENDATION

APPROVE

+3. SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – TRANSPORTATION NETWORK THEMES (Phil Trom)

Staff will provide an overview of potential transportation network themes for San Diego Forward: The 2019-2050 Regional Plan.

+4. REGIONAL GROWTH FORECAST: PRELIMINARY REGIONAL FORECAST RESULTS (Coleen Clementson and Ray Major)

Staff will provide an update on the Regional Growth Forecast, including a summary of preliminary demographic, economic, and housing projections expected over the next 35 years.

+5. DRAFT REGIONAL HOUSING NEEDS ASSESSMENT DETERMINATION (Seth Litchney)

Staff will provide an update on the draft Regional Housing Needs Assessment Determination, which includes the number of housing units the Department of Housing and Community Development determined will be needed to meet projected growth in the San Diego region from 2021-2028.

+6. SAN DIEGO REGIONAL ELECTRIC VEHICLE PROGRAMS STATUS UPDATE (Susan Freedman and Anna Lowe)

Staff will present an update on the promotion of electric vehicle and charging infrastructure programs in the San Diego region.

RECOMMENDATION

DISCUSSION

INFORMATION

INFORMATION

INFORMATION
7. CONTINUED PUBLIC COMMENTS

If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

8. UPCOMING MEETINGS

The next meeting of the Regional Planning Committee is scheduled for Friday, May 4, 2018, at 12:30 p.m.

9. ADJOURNMENT

+ next to an agenda item indicates an attachment
The Regional Planning Committee meeting was called to order by Chair Mary Salas (South County) at 12:34 p.m.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Supervisor Ron Roberts (County of San Diego) and a second by Councilmember David A. Zito (North County Coastal), the Regional Planning Committee approved the minutes from its February 2, 2018, meeting. Yes: Chair Salas, Vice Chair Kristine Alessio (East County), Councilmember Zito, Supervisor Roberts, and Mayor Sam Abed (North County Inland). No: None. Abstain: None. Absent: City of San Diego.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public comments.

CONSENT

3. TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM QUARTERLY STATUS UPDATE (INFORMATION)

This report provided an update on progress made by TransNet Environmental Mitigation Program Land Management Grant Program recipients.


This report included the Public Health, Economic Prosperity, and Climate Change white papers, which informed the development of San Diego Forward: The 2019-2050 Regional Plan.

5. PROPOSED AMENDMENTS TO THE REGIONAL PLANNING TECHNICAL WORKING GROUP CHARTER (APPROVE)

Action: Upon a motion by Mayor Abed and a second by Vice Chair Alessio, the Regional Planning Committee approved Consent Item Nos. 3 through 5. Yes: Chair Salas, Vice Chair Alessio, Councilmember Zito, Supervisor Roberts, Councilmember Lorie Zapf (City of San Diego), and Mayor Abed. No: None. Abstain: None. Absent: None.
REPORTS

6. FIRST TransNet TEN-YEAR REVIEW: PROPOSED “LOOK-AHEAD” IMPLEMENTATION PLAN (DISCUSSION)

Ariana zur Nieden, Senior TransNet Program Manager, presented the proposed “Look-Ahead” Implementation Plan.

Action: This item was presented for discussion.

7. TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: QUARTERLY STATUS UPDATE AND PROPOSED AMENDMENT REQUESTS (APPROVE)

Tracy Ferchaw, Associate Grant Analyst, presented the item.

Action: Upon a motion by Mayor Abed and a second by Councilmember Zapf, the Regional Planning Committee approved two Smart Growth Incentive Program schedule extension amendments for the City of San Diego Pacific Beach Greenways, Parks and Transit Smart Growth Incentive Program project; and the City of La Mesa North Spring Street Smart Growth Corridor Project. Yes: Chair Salas, Vice Chair Alessio, Councilmember Zito, Supervisor Roberts, Councilmember Zapf, and Mayor Abed. No: None. Abstain: None. Absent: None.


Rachel Kennedy, Senior Regional Planner, presented the item.

Action: Upon a motion by Vice Chair Alessio and a second by Councilmember Zapf, the Regional Planning Committee recommended that the Board of Directors approve the proposed performance measures for use in the development of San Diego Forward: The 2019-2050 Regional Plan. Yes: Chair Salas, Vice Chair Alessio, Councilmember Zito, Supervisor Roberts, Councilmember Zapf, and Mayor Abed. No: None. Abstain: None. Absent: None.

9. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

10. UPCOMING MEETINGS

The next meeting of the Regional Planning Committee is scheduled for Friday, April 6, 2018, at 12:30 p.m.

11. ADJOURNMENT

Chair Salas adjourned the meeting at 1:24 p.m.
## CONFIRMED ATTENDANCE  
### SANDAG REGIONAL PLANNING COMMITTEE MEETING  
### MARCH 2, 2018

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<td>Lorie Zapf</td>
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### Advisory Members

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<td>Ann Moore</td>
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<td>Garry Bonelli</td>
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<td><strong>San Diego County Water Authority</strong></td>
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<td>Karen Brindley</td>
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<td>Eric LaChappa</td>
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<td>Steve Chung</td>
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SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – TRANSPORTATION NETWORK THEMES

Introduction

The Regional Plan is the blueprint to guide transportation investments in the region. It is a long-range plan that looks 30 to 35 years into the future, currently out to 2050, and is a federally- and state-mandated document that is required to be updated every four years. The Board of Directors has provided direction on several components of the next Regional Plan, San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan), including its vision, goals, and policy objectives; the overall development process; the development of funding scenarios; and performance measures to help compare and contrast the various transportation scenarios. This report provides a summary of the underlying themes that will set the foundation for the 2019 Regional Plan transportation scenarios.

The Regional Planning Committee is asked to provide input on the proposed themes, their relative priority, and whether any other issues or factors ought to be considered in the development of the transportation network scenarios.

Discussion

The Board of Directors provided direction to develop three funding scenarios for the 2019 Regional Plan, that range from more conservative to more optimistic. The most austere funding estimate may focus narrowly on completion of current projects; operations and maintenance of the existing transit, road, and active transportation networks; and demand and system management strategies. The more optimistic funding estimates would allow for more projects and programs to be included. For each of the three funding scenarios, one transportation network will initially be developed.

The following themes are proposed to be incorporated into the transportation networks brought forward for consideration in relative priority order to match the funding level of each network. The performance of all transportation scenarios would be evaluated using the performance measures and social equity analysis methodology approved by the Board.

- **Finish what is started:** Continue to make investments to complete major projects under implementation to meet current travel needs (e.g., Mid-Coast Trolley, initial North Coast Corridor improvements, and bike projects in the Early Action Program).

- **Take care of the existing system:** Maintain the current transportation system and assets in good repair for all modes (transit, highways, bike lanes, local streets, and roads).
• **Focus investments in areas of supportive land use:** All jurisdictions have been working to plan and implement the Regional Smart Growth Concept Map through a variety of local planning efforts, such as general plans, community plans, and zoning updates. Additional transportation investments could be focused on supporting these areas of current and planned development.

• **Make key operational improvements:** Focus on fixing areas where there are current access problems or existing congestion. According to the most recent State of the Commute report, Interstates 5, 8, 15, and 805 and State Route 78 experience the most delays in the morning or afternoon commute periods. Shorter term operational improvements could include traffic and demand management, auxiliary lanes, and truck climbing lanes, as well as gap/connector projects such as carpool connectors in areas currently experiencing the most delay. Operational improvements to the existing transit system could provide more frequent and reliable service to the most popular rail, Trolley, and bus routes.

• **Invest in local infrastructure:** Consider investments at the local level in smart intersections that would optimize travel flows, improve transit reliability, and increase safety across all modes. In addition, continue investments in complete streets and continue funding opportunities for both smart growth and active transportation projects that would provide more mobility choices and support improvements in public health.

• **Use pricing as a management tool:** While the region already operates the Interstate 15 Express Lanes as a means to manage and provide choices for this important corridor, the use of pricing as tool to manage transportation demand could be expanded to other corridors and possibly developed into an integrated system.

• **Plan for technology:** Make early investments in technology to provide the foundation for shared, electric, connected, and autonomous transportation. This would include investing in a regional data management system that would allow the entire transportation system to be optimized and managed in real time, enable demand-based transit and pooled transportation services, and improve safety. It also would include the development of pilot programs and projects, such as mobility hubs/micro-transit to provide more ways to connect with transit, speed advisory signs on congested roadways to improve travel flows, neighborhood electric vehicles, and others. Funding for pilots would enable the region to be nimble and test different strategies.

• **Reassess planned major capital projects:** Considering the constraints on revenues, rapidly evolving transportation technology, and the potential for new or expanded pricing strategies, review major transit and road investments included in the 2015 Regional Plan and the TransNet Program.

**Public Outreach**

SANDAG has developed a comprehensive outreach plan to engage the public in development of the 2019 Regional Plan. On April 23, 2018, two outreach events (mid-day and evening) will be held to seek input on transportation priorities and network themes, which will be followed by five subregional open houses co-hosted by community based organizations (CBOs) from April 25 through May 3, 2018 (flier included as Attachment 1). The open houses will include an interactive tour of components considered in the transportation network scenario development process, including transit, Managed Lanes/highways, emerging technologies and services, environment/climate change, public health, and the economy. Information will be available in English and Spanish at all open houses.
Concurrent with the open houses, a bilingual survey will be posted on SDForward.com and printed copies will be available through CBOs from April 23 to May 10, 2018. Input gathered through these outreach efforts will be shared with the Board of Directors and Policy Advisory Committees for consideration in developing draft transportation network scenarios that will be available for public input in summer 2018.

**Next Steps**

This report also will be shared with the Transportation Committee on April 6, 2018. Beginning in May, and through the summer, the Board, Regional Planning Committee, other Policy Advisory Committees, SANDAG working groups, and the public will be asked for additional input on transportation scenarios, which would lead to the Board selecting a preferred scenario of projects, programs, and policies in fall 2018. An Environmental Impact Report will be developed on the preferred transportation scenario. The 2019 Regional Plan is anticipated for adoption in fall 2019.

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

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org

Attachment: 1. Regional Plan Network Themes Outreach Flier (English and Spanish)
Help Shape Our Region’s Future

2019 Regional Plan Transportation Network Themes Open Houses

Join Us!
for an Open House about the future of transportation in the San Diego region

Advancements in technologies, like smartphone applications and ridesharing, are rapidly shaping and changing how we travel. As the region evolves, what will San Diego’s transportation network look like in 30 years? What transportation issues are most important for your quality of life? What should be considered as, together, we build San Diego’s transportation vision for 2050? The San Diego Association of Governments (SANDAG) wants your input on factors to consider as we develop transportation network scenarios for the 2019 Regional Plan. Draft network scenarios will be available for public input in summer 2018 and a preferred scenario, which will form the core of the 2019 Regional Plan, will be selected by the Board of Directors in fall 2018.

This is a family-friendly event, and light refreshments will be served.

The open houses will include an interactive tour of components considered in the transportation network scenario development process, including transit, Managed Lanes/highways, emerging technologies and services, environment/climate change, public health, and the economy. Visit information stations to learn more and share your thoughts on the region’s future. You’re invited to speak with staff directly, complete a survey, and/or submit a comment card about what you envision for San Diego’s future.

Monday, April 23, 2018
11:30 a.m.–2 p.m. and 5:30–8 p.m.
Caltrans District 11
Garcia Auditorium
4050 Taylor Street
San Diego, CA 92110

Spanish-speaking staff members will be available at the open houses.
The surrounding area and Old Town Transit Center are accessible via Amtrak, COASTER, the Green Line Trolley, and several bus routes. Call 511 or visit 511sd.com/transit for route information.
Limited parking also available.

RSVP to Ariel Jacome-Lopez, SANDAG Regional Planning, at aja@sandag.org, (619) 699-7388, or via the SANDAGregion Facebook page by attending the “Network Themes Open House” event.

If you can’t attend an open house, you can still provide your input through an online survey that will be available from April 23-May 10.

Subregional Open Houses, April 25–May 3
SANDAG is also partnering with several community based organizations to host open houses throughout the region (see reverse for details).

For more information, visit SDForward.com
Subregional Open Houses

2019 Regional Plan Transportation Network Themes

SANDAG is partnering with 13 Community Based Organizations (CBOs) from around the region to bring the 2019 Regional Plan to the community level. These organizations have created programs to engage stakeholders from low-income communities, limited-English speaking populations, the disabled community, and seniors to ensure that their voices are heard and that San Diego Forward: The 2019–2050 Regional Plan is socially equitable. Everyone is welcome at these subregional open houses hosted in collaboration with SANDAG CBO partners.

North County Coastal: Wednesday, April 25, 2018, 5:30–7:30 p.m.
Encinitas Public Library, Community Room
540 Cornish Drive, Encinitas, CA 92024
Hosted by: Alliance for Regional Solutions

East County: Monday, April 30, 2018, 3:30–5:30 p.m.
El Cajon Police Department, Community Room
100 Civic Center Way, El Cajon, CA 92020
Hosted by: El Cajon Collaborative and Nile Sisters Development Initiative

South County: Tuesday, May 1, 2018, 5–7 p.m.
San Ysidro Civic Center
212 W. Park Avenue, San Diego, CA 92173
Hosted by: Chula Vista Community Collaborative, Casa Familiar, and Olivewood Gardens

North County Inland: Wednesday, May 2, 2018, 5–7 p.m.
Centro Universidad Popular
1234 N. Santa Fe Avenue, Suite 100, Vista, CA 92083
Hosted by: Vista Community Clinic and CSUSM - National Latino Research Center

Central San Diego: Thursday, May 3, 2018, 5:30–7:30 p.m.
Jackie Robinson Family YMCA, Community Room
151 YMCA Way, San Diego, CA 92102
Hosted by: Bayside Community Center, City Heights CDC, Operation Samahan, Urban Collaborative Project, and Barrio Logan College Institute

TransNet is undergoing a Ten-Year Review

Ten years of the 40-year TransNet measure have passed and the voter approved half-cent sales tax for transportation improvements is undergoing a comprehensive review promised to voters. The TransNet Ten-Year Review has been aligned with the development of the 2019 Regional Plan. The “look back” report that assesses program performance was presented to the Board in January 2018, and the “look ahead” is underway. Input gathered through the 2019 Regional Plan network development process will help inform potential revisions to improve TransNet performance going forward.

Learn more at sandag.org/TransNet10YearReview

About San Diego Forward: The 2019–2050 Regional Plan

The 2019 Regional Plan will build upon the 2015 Regional Plan, which merged local planning efforts, emerging issues, and innovative concepts into an overall vision for the region’s future, including specific actions to turn that vision into reality.

SANDAG kicked off the 2019 Regional Plan effort in April 2017 and is in the process of gathering public input on key future decision areas. For more information, visit SDForward.com.

For more information, visit SDForward.com
Ayude a moldear el futuro de nuestra región

¡Acompáñenos en una reunión comunitaria sobre el futuro del transporte en la región de San Diego!

Los avances tecnológicos, como las aplicaciónes de los teléfonos inteligentes y los servicios de transporte compartido, están definiendo y cambiando rápidamente cómo nos movilizamos. A medida que la región evoluciona, ¿cómo será la red de transporte de San Diego en unos treinta años? ¿Qué aspectos del transporte son más importantes para su calidad de vida? ¿Qué debemos tomar en cuenta al definir juntos la visión del transporte en San Diego para el año 2050? La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) desea conocer su opinión sobre los factores que deben ser tomados en cuenta a medida que desarrollamos las redes de transporte viables para el Plan Regional 2019. Los borradores de redes viables estarán disponibles para comentarios públicos en el verano de 2018 y la Mesa Directiva seleccionará en el otoño de 2018 la red de preferencia que será el núcleo del Plan Regional 2019.

Este es un evento apto para toda la familia y se servirá un ligero refrigerio.

Las reuniones comunitarias incluirán un recorrido interactivo de los componentes que están siendo considerados durante el proceso del desarrollo de redes viables de transporte, incluyendo transporte público, carriles/carreteras de acceso controlado, tecnologías y servicios emergentes, cambios ambientales/climáticos, salud pública y economía. Visite los puestos de información para obtener más información y compartir sus ideas sobre el futuro de la región. Lo invitamos a platicar directamente con un miembro del personal, llenar una encuesta y/o entregar una tarjeta de comentarios con su visión para el futuro de San Diego.

CONFRIME SU ASISTENCIA contactando a Ariel Jácome-López, Planificación Regional, a aja@sandag.org, al (619) 699-7388 o a través de la página de Facebook de SANDAGregion confirmando su asistencia al evento “Network Themes Open House”.

Si no puede asistir a una de las reuniones comunitarias, puede expresar su opinión a través de una encuesta que estará disponible en línea entre el 23 de abril y el 10 de mayo.

Reuniones comunitarias subregionales, 25 de abril – 3 de mayo

SANDAG también está trabajando con varias organizaciones comunitarias para llevar a cabo reuniones comunitarias en toda la región (puede encontrar los detalles en el reverso).

Para más información, visite SDForward.com
Reuniones comunitarias subregionales

Temas comunes de redes de transporte para el Plan Regional 2019

SANDAG está trabajando con trece organizaciones comunitarias (CBO, por sus siglas en inglés) de la región para lograr que el Plan Regional 2019 esté al alcance de las comunidades. Estas organizaciones han creado programas para fomentar la participación de las partes interesadas en las comunidades de bajos recursos, las poblaciones que tienen limitaciones para hablar inglés, la comunidad de personas con discapacidades y las personas mayores, para asegurar que sus voces sean escuchadas y que San Diego Forward: El Plan Regional 2019 – 2050 sea socialmente equitativo. Todos son bienvenidos a estas reuniones comunitarias subregionales organizadas en conjunto con las aliadas CBO de SANDAG.

Zona costera del norte del condado: Miércoles, 25 de abril de 2018, 5:30–7:30 p.m.
Encinitas Public Library, Community Room
540 Cornish Drive, Encinitas, CA 92024
Organizado por: Alliance for Regional Solutions

Este del condado: Lunes, 30 de abril de 2018, 3:30–5:30 p.m.
El Cajon Police Department, Community Room
100 Civic Center Way, El Cajon, CA 92020
Organizado por: El Cajon Collaborative y Nile Sisters Development Initiative

Sur del condado: Martes, 1 de mayo de 2018, 5–7 p.m.
San Ysidro Civic Center
212 W. Park Avenue, San Diego, CA 92173
Organizado por: Chula Vista Community Collaborative, Casa Familiar y Olivewood Gardens

Interior del norte del condado: Miércoles, 2 de mayo de 2018, 5–7 p.m.
Centro Universidad Popular
1234 N. Santa Fe Avenue, Suite 100, Vista, CA 92083
Organizado por: Vista Community Clinic y National Latino Research Center de CSUSM

Centro de San Diego: Jueves, 3 de mayo de 2018, 5:30–7:30 p.m.
Jackie Robinson Family YMCA, Community Room
151 YMCA Way, San Diego, CA 92102
Organizado por: Bayside Community Center, City Heights CDC, Operation Samahan, Urban Collaborative Project y Barrio Logan College Institute

Sobre San Diego Forward: El Plan Regional 2019 – 2050

El Plan Regional 2019 estará basado en el Plan Regional 2015, el que combinó las iniciativas locales de planificación, aspectos emergentes y conceptos innovadores en una visión general para el futuro de la región, incluyendo acciones específicas para lograr que esta visión sea una realidad.


Para más información, visite SDForward.com
REGIONAL GROWTH FORECAST:
PRELIMINARY REGIONAL FORECAST RESULTS

Introduction

SANDAG produces a Regional Growth Forecast every four years to inform the Regional Plan development. The 2019 Preliminary Regional Growth Forecast\(^1\) will serve as the foundation for San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan), as well as to inform other planning documents and projects across the region. This report provides an overview of the regional demographic, economic, and housing projections expected over the next 35 years.

Regional Forecasting Process

SANDAG used the Demographic and Economic Forecasting Model to create the regionwide growth forecast, from Series 4 in the late 1970s until Series 13 for the current San Diego Forward: The Regional Plan. With the 2019 Preliminary Regional Growth Forecast, SANDAG developed a new modeling framework that is more transparent, easier to explain, and lends itself better to scenario development.

With this new modeling framework, used in conjunction with the population projections provided by the California Department of Finance (DOF), SANDAG developed a preliminary regionwide forecast of population, jobs, and housing that will serve as a driver for developing the subregional growth forecast. The subregional forecast also will utilize the land use plans, policies, and zoning ordinances of the 18 cities, the County of San Diego, and other land use authorities. Upon acceptance by the Board of Directors, the preliminary regional and subregional forecasts will be used in the development of the 2019 Regional Plan.

Expert Review Panel

In February 2018, SANDAG hosted a panel of five experts in economics, demography, regional planning, and real estate development to review the assumptions and results of the forecast model being used to create the 2019 Preliminary Regional Growth Forecast. These experts were presented with a range of possible values for demographic and economic assumptions that are used in the regionwide forecast model and asked to comment on the most plausible assumption for the San Diego region. Specifically, they were asked for their feedback on labor force participation rates, the unemployment rate, in- and out-commuting rates, the income growth rate, the household headship rates, and the housing unit vacancy rate. In Table 1 there is a list of the variables the panelists were asked to comment on, and the result of their feedback that was incorporated into the 2019 Preliminary Regional Growth Forecast.

\(^1\) In the past, SANDAG denoted forecasts by a sequential series number. The current working forecast is known as the 2019 Preliminary Regional Growth Forecast.
Table 1: Expert Review Panel Recommendations

<table>
<thead>
<tr>
<th>Assumption</th>
<th>Favored Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Labor Force Participation Rates</td>
<td>Increase to highest historically observed rates by 2050</td>
</tr>
<tr>
<td>2 Unemployment Rate</td>
<td>Increase to 5 percent in the next three years, hold 5 percent out to 2050</td>
</tr>
<tr>
<td>3 In-Commuting Rate</td>
<td>Increase from present-day rate of 4.2 to 7.0 percent by 2050</td>
</tr>
<tr>
<td>4 Out-Commuting Rate</td>
<td>Hold present-day rate of 2.0 percent constant over the forecast period</td>
</tr>
<tr>
<td>5 Income Growth Rate</td>
<td>Hold historical growth of 0.3 percent constant over the forecast period</td>
</tr>
<tr>
<td>6 Household Headship Rates</td>
<td>Hold present-day rates constant over the forecast period</td>
</tr>
<tr>
<td>7 Vacancy Rate</td>
<td>Increase to 5 percent in the next 10 years, hold 5 percent constant out to 2050</td>
</tr>
</tbody>
</table>

The recommendations that have the greatest impact on the number of housing units forecasted in the region are the vacancy rate and the household headship rates. The panel agreed that increasing the vacancy rate to 5 percent over the next ten years and holding it constant out to 2050 would be reasonable and indicative of a healthy housing market. Also, the panel recommended that staff hold present-day headship rates constant over the forecast period. This results in a smaller household size today compared to 2050.

Overview of Forecasted Growth

By applying the demographic and economic rates favored by the Expert Review Panel, SANDAG arrived at the housing units and jobs forecast shown in Table 2.

Table 2: 2019 Preliminary Regional Growth Forecast Summary

<table>
<thead>
<tr>
<th></th>
<th>Population</th>
<th>Housing Units</th>
<th>Civilian Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td>Percent Average Annual Change</td>
<td>Total</td>
</tr>
<tr>
<td>2016</td>
<td>3,300,891</td>
<td>0.7%</td>
<td>1,256,008</td>
</tr>
<tr>
<td>2025</td>
<td>3,529,054</td>
<td>0.6%</td>
<td>1,415,097</td>
</tr>
<tr>
<td>2035</td>
<td>3,737,507</td>
<td>0.7%</td>
<td>1,565,455</td>
</tr>
<tr>
<td>2050</td>
<td>3,997,108</td>
<td>0.7%</td>
<td>1,702,760</td>
</tr>
</tbody>
</table>
Range Forecast Development

For the 2019 Preliminary Regional Growth Forecast, staff developed upper and lower bounds around the regionwide population forecast to provide a range to demonstrate the inherent uncertainty in forecasting the population into the future. For planning purposes, the 2019 Preliminary Regional Growth Forecast will be a point in time forecast developed from the DOF projections.

The upper and lower bounds were developed based on analyzing the population for San Diego County back to 1970 and looking at the variation between the actual population and the predicted population. Based on this analysis, the total actual population varies by about ±8 percent compared to the predicted total population. Staff trended to the ±8 percent over the forecast period to create the range around the point forecast.

Figure 1 shows the total population from the 2019 Preliminary Regional Growth Forecast along with the upper and lower bounds of the range forecast. At 2050 the point forecast of about 3.9 million persons ±8 percent ranges from about 3.7 million to 4.3 million.

Figure 1: 2019 Preliminary Regional Growth Forecast with Upper and Lower Bound Ranges
**Scenarios for Developing Housing Unit Capacity**

Over the past 18 months, SANDAG staff worked with each jurisdiction to collect housing unit capacities. These capacities reflect what each planning department believed would be the most likely scenario for development through the forecast period based on general plans and professional knowledge about development trends in their jurisdiction.

Figure 2 shows that based on the information provided by each jurisdiction, 357,000 additional housing units could be built in the region. However, based on the 2019 Preliminary Regional Growth Forecast, there is a need for 509,000 units between now and 2050. This means that there is a need for 152,000 additional housing units that must be planned for in the region.

![Figure 2: 2019 Preliminary Capacity and Projected Housing Unit Need](image)

At a special meeting of the Regional Planning Technical Working Group (TWG) on March 26, 2018, SANDAG staff discussed this finding with the planning directors and presented options for developing capacity in the jurisdictions that could be used post-2035 to house the projected population in the region. The proposed methods included increasing capacity within the Smart Growth Opportunity Areas (SGOAs) in conformance with the jurisdiction’s general plans, as well as adding accessory dwelling units to a portion of existing single-family units in the region. Members of the TWG suggested that SANDAG: (1) assume about 10 percent of all single-family units in the region will add an accessory dwelling units between 2035 and 2050; and (2) densify housing in the SGOAs based on current general plan densities after 2035. SANDAG staff currently is working on a proposed methodology to incorporate this feedback into the regional forecast.
Next Steps

The Board of Directors is scheduled to receive an update on the 2019 Preliminary Regional Growth Forecast results at its meeting on April 27, 2018, with approval of the final results anticipated to be considered in the coming months.

RAY MAJOR
Chief Economist

Key Staff Contact: Rachel Cortes, (619) 699-0726, rachel.cortes@sandag.org
Introduction

The Regional Housing Needs Assessment (RHNA) process for the sixth housing element cycle (June 30, 2020 – April 15, 2029) is being prepared in conjunction with the development of San Diego Forward: The 2019-2050 Regional Plan in accordance with Senate Bill 375 (SB 375) (Steinberg, 2008). SB 375 calls for the coordination and integration of the RHNA process with the Regional Plan.

The RHNA process has three main components:

- RHNA Determination – Department of Housing and Community Development (HCD) determination of the regionwide housing need
- RHNA Plan – The SANDAG plan to distribute the RHNA Determination to the local jurisdictions by four income categories, which includes the RHNA methodology
- RHNA – Each jurisdiction’s housing need allocation in four income categories for use in updating the housing elements of their General Plan

This report discusses the HCD draft RHNA Determination and potential options for adjustments to this determination as part of the required consultation process between the HCD and SANDAG.

Discussion

Draft RHNA Determination

Government Code 65584.01(b) requires HCD to prepare the RHNA Determination by estimating the number of housing units needed in the region using the following data:

- Population forecast from the California Department of Finance (DOF)
- Projected number of new households formed
- Vacancy rate in existing housing stock
- Percentage of renter’s households that are overcrowded, defined as more than one person per room per dwelling unit
- Housing replacement needs
The HCD draft RHNA Determination estimates 171,685 housing units will be needed to meet the region’s growth during the eight-year housing element cycle (Attachment 1). The regional distribution of the draft RHNA Determination by income category is shown in the table below.

### DRAFT RHNA Determination for the San Diego Region by Income Category

<table>
<thead>
<tr>
<th>Income Categories</th>
<th>Percent</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very-Low</td>
<td>24.7%</td>
<td>42,332</td>
</tr>
<tr>
<td>Low</td>
<td>15.5%</td>
<td>26,627</td>
</tr>
<tr>
<td>Moderate</td>
<td>17.3%</td>
<td>29,734</td>
</tr>
<tr>
<td>Above-Moderate</td>
<td>42.5%</td>
<td>72,992</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100.0%</td>
<td><strong>171,685</strong></td>
</tr>
</tbody>
</table>

Source: California Department of Housing and Community Development

### Consultation and Review

Pursuant to Government Code Sections 65584(b) and 65584.01(c), HCD is required to consult with SANDAG to create the final RHNA Determination. SANDAG staff have reviewed the calculations and created options that could be considered by HCD to recalculate the draft RHNA Determination.

Generally, the options involve revising the HCD’s approach to calculating the adjustments for vacancy rate, overcrowding, and housing replacement. Option 1 involves calculating these adjustments based on the number of housing units needed to be permitted in the region during the eight-year housing element cycle (95,232) instead of the total number of housing units needed in the region (1,251,115). In previous RHNA Determinations, HCD used a methodology similar to Option 1. The adjustments require the region to make progress toward improving the vacancy rate, limiting overcrowding, and adequately replacing housing. The resulting housing unit calculation is more achievable within the eight-year RHNA cycle. Option 1 would result in a RHNA Determination of 103,413 housing units for the region.

Option 2 involves using different assumptions or comparisons for how the HCD adjustments are calculated to more closely align with the San Diego region trends. Setting a lower vacancy rate and comparing the San Diego region’s overcrowding rate to other western states rather than the entire United States may lead to a more realistic assessment of housing units needed in the region. Option 2 would result in a RHNA Determination of 125,268 housing units for the region.

Attachments 2 and 3 show the results of the proposed draft RHNA Determination adjustment options.

SANDAG has shared these options with the Regional Planning Technical Working Group (TWG), made up of the planning directors from each of the 18 cities and the County of San Diego. The TWG provided the following comments and recommendations on the options:

- Consider revisions to the Household Formation Rates
- Consider the impacts of immigration and San Diego’s geographic constraints on overcrowding
• Calculate the housing replacement need adjustment using the ten-year DOF average of 0.32 percent

• Develop a third option that is a hybrid of options 1 and 2

The Government Code allows HCD to accept or reject information provided by SANDAG or modify its methodology based on the consultation.

Next Steps

Pending a recommendation from the TWG, the Regional Planning Committee will be asked to make a recommendation to the Board of Directors on a preferred option in May. Based on action by the Board, SANDAG staff will prepare a letter to send to HCD outlining the SANDAG requested modifications to the draft RHNA Determination. It is anticipated that SANDAG will be provided with the final RHNA Determination by HCD in summer 2018. Staff will then return to the Regional Planning Committee to present the final RHNA Determination and begin the process to develop the RHNA Plan with all 19 jurisdictions.

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

Attachments: 1. HCD Draft RHNA Determination
              2. Option 1 – Revised Draft RHNA Determination
              3. Option 2 – Revised Draft RHNA Determination

Key Staff Contact: Seth Litchney, (619) 699-1943, seth.litchney@sandag.org
## San Diego County: June 30 2020-April 15 2029 (8.8 years) HCD Determined Population, Households, & Housing Unit Need

### Population: April 15, 2029 (DOF June 30, 2029 projection adjusted - 2.5 months to April 15 2029)
3,613,215

### Group Quarters Population (DOF June 30 2029 projection -2.5 months to April 15 2029)
-118,075

### Household (HH) Population
3,495,140

<table>
<thead>
<tr>
<th>Household Formation Groups</th>
<th>HCD Adjusted DOF Projected HH Population</th>
<th>DOF HH Formation Rates</th>
<th>HCD Adjusted DOF Projected Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>under 15 years</td>
<td>648,185</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>15 - 24 years</td>
<td>504,775</td>
<td>9.98%</td>
<td>50,356</td>
</tr>
<tr>
<td>25 - 34 years</td>
<td>402,920</td>
<td>37.25%</td>
<td>150,099</td>
</tr>
<tr>
<td>35 - 44 years</td>
<td>397,705</td>
<td>46.54%</td>
<td>186,020</td>
</tr>
<tr>
<td>45 - 54 years</td>
<td>428,715</td>
<td>50.72%</td>
<td>217,455</td>
</tr>
<tr>
<td>55 - 64 years</td>
<td>388,650</td>
<td>53.69%</td>
<td>208,648</td>
</tr>
<tr>
<td>65-74 years</td>
<td>380,010</td>
<td>57.98%</td>
<td>220,348</td>
</tr>
<tr>
<td>75 - 84 years</td>
<td>250,550</td>
<td>62.03%</td>
<td>155,414</td>
</tr>
<tr>
<td>85+</td>
<td>91,630</td>
<td>68.51%</td>
<td>62,775</td>
</tr>
</tbody>
</table>

### Projected Households (Occupied Unit Stock)
1,251,115

| + Vacancy (Maximum Standard 5% vs County ACS 2012-2016 %) | 5.00% | 2.48% | 2.52% | 31,500 |
| + Overcrowding (US avg % vs. County 2012-2016 ACS %)    | 3.34% | 6.43% | 3.09% | 38,700 |
| + Replacement Adj (.5% min, 5% max, vs. % DOF Demolitions 10 year average) | .5 - 5% | 0.32% | 0.50% | 6,255 |

### Occupied Units (HHs) estimated January 2020
-1,155,883

**6th Cycle Regional Housing Need Assessment (RHNA)**
171,685

---

1-4. Population, Group Quarters, Household Population, & Projected Households: Pursuant to Government Code Section 65584.01, projections were extrapolated from Department of Finance (DOF) projections. **Population** reflects total persons. **Group Quarters Population** reflects persons in a dormitory, group home, institution, military, etc. that do not require residential housing. **Household Population** reflects persons requiring residential housing. **Projected Households** reflect the propensity of persons, by age-groups, to form households at different rates based on Census trends.

5. **Vacancy Adjustment:** HCD applies a vacancy adjustment (standard 5% maximum to total housing stock) and adjusts the maximum % based on the county's current "for rent and sale" vacancy % to provide healthy market vacancies to facilitate housing availability and resident mobility. Adjustment is difference between standard 5% and County's current vacancy rate based on the 2012-2016 ACS data.

6. **Overcrowding adjustment:** In Counties where overcrowding is greater than the U.S overcrowding rate of 3.34%, HCD applies an adjustment based on the amount the County's overcrowding rate exceeds the U.S. overcrowding rate. Data is from 2012-2016 ACS.

7. **Replacement Adjustment:** HCD applies a replacement adjustment between .5% & 5% to total housing stock based on the current 10-year average % of demolitions county local government annual reports to Department of Finance.

8. **Occupied Units:** This figure reflects DOF's estimate of occupied units at the start of January closest to projection period start, per DOF E-5 report.
<table>
<thead>
<tr>
<th>Household Formation Groups</th>
<th>HCD Adjusted DOF Projected HH Population</th>
<th>DOF HH Formation Rates</th>
<th>HCD Adjusted DOF Projected Households</th>
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<td>648,185</td>
<td>n/a</td>
<td>648,185</td>
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<td>15 - 24 years</td>
<td>504,775</td>
<td>9.98%</td>
<td>49,736</td>
</tr>
<tr>
<td>25 - 34 years</td>
<td>402,920</td>
<td>37.25%</td>
<td>150,100</td>
</tr>
<tr>
<td>35 - 44 years</td>
<td>399,705</td>
<td>46.54%</td>
<td>186,021</td>
</tr>
<tr>
<td>45 - 54 years</td>
<td>428,715</td>
<td>50.72%</td>
<td>217,433</td>
</tr>
<tr>
<td>55 - 64 years</td>
<td>388,650</td>
<td>53.09%</td>
<td>208,648</td>
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<tr>
<td>65 - 74 years</td>
<td>380,010</td>
<td>57.98%</td>
<td>220,347</td>
</tr>
<tr>
<td>75 - 84 years</td>
<td>250,550</td>
<td>62.03%</td>
<td>155,413</td>
</tr>
<tr>
<td>85+</td>
<td>91,630</td>
<td>68.51%</td>
<td>62,775</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1,251,115</td>
</tr>
</tbody>
</table>

**Projected Households (Occupied Unit Stock)**  
1,251,115

**Occupied Units (HHs) estimated January 1 2020**  
-1,155,883

**Household Growth: 8.8-Year Projection Period (New Housing Unit Need)**  
95,232

<table>
<thead>
<tr>
<th></th>
<th>5.00%</th>
<th>2.48%</th>
<th>5.00%</th>
<th>4,759</th>
<th>5.00% multiplied by projected household growth rather than projected households. 26,741</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.34%</td>
<td>6.43%</td>
<td>3.09%</td>
<td>2,946</td>
<td>3.09% multiplied by projected household growth rather than projected households. 35,754</td>
</tr>
<tr>
<td></td>
<td>.5 - 5%</td>
<td>0.32%</td>
<td>0.50%</td>
<td>476</td>
<td>0.05% multiplied by projected household growth rather than projected households. 5,779</td>
</tr>
</tbody>
</table>

**6th Cycle Regional Housing Need Assessment (RHNA)**  
103,413

**Change to HCD Draft RHNA Determination**  
3,613,215

**Change in Units**  
-118,075

- **Population:** April 15, 2029 (DOF June 30, 2029 projection adjusted - 2.5 months to April 15 2029)  
  3,613,215

- **Group Quarters Population:** (DOF June 30 2029 projection adjusted - 2.5 months to April 15 2029)  
  -118,075

- **Household (HH) Population:**  
  3,495,140

- **Household Formation Groups:**  
  - under 15 years  
  - 15 - 24 years  
  - 25 - 34 years  
  - 35 - 44 years  
  - 45 - 54 years  
  - 55 - 64 years  
  - 65 - 74 years  
  - 75 - 84 years  
  - 85+

- **Projected Households (Occupied Unit Stock):**  
  1,251,115

- **Occupied Units (HHs) estimated January 1 2020:**  
  -1,155,883

- **Household Growth: 8.8-Year Projection Period (New Housing Unit Need):**  
  95,232

- **Vacancy (Maximum Standard 5% vs County ACS 2012-2016 %):**  
  5.00%, 2.48%, 5.00%

- **Overcrowding (US avg % vs County 2012-2016 ACS %):**  
  3.34%, 6.43%, 3.09%

- **Replacement Adj (.5% min, 5% max, vs % DOF Demolitions 10 year average):**  
  .5 - 5%, 0.32%, 0.50%

- **6th Cycle Regional Housing Need Assessment (RHNA):**  
  103,413

**Notes:**  
1. Population, Group Quarters, Household Population, & Projected Households: Pursuant to Government Code Section 65584.01, projections were extrapolated from Department of Finance (DOF) projections. Population reflects total persons. Group Quarter Population reflects persons in a dormitory, group home, institution, military, etc. that do not require residential housing. Household Population reflects persons requiring residential housing. Projected Households reflect the propensity of persons, by age-groups, to form households at different rates based on Census trends.

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5. Occupied Units: This figure reflects DOF's estimate of occupied units at the start of January closest to projection period start, per DOF E-5 report.
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<tr>
<td>55 - 64 years</td>
<td>388,650</td>
<td>53.69%</td>
<td>388,650</td>
</tr>
<tr>
<td>65 - 74 years</td>
<td>380,010</td>
<td>57.98%</td>
<td>380,010</td>
</tr>
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<td>75 - 84 years</td>
<td>250,550</td>
<td>62.03%</td>
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<tr>
<td>85+</td>
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<td>91,630</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Projected Households (Occupied Unit Stock)</th>
<th>1,251,115</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Vacancy (Maximum Standard 5% vs County ACS 2012-2016 %)</td>
<td>4.00% 2.48% 1.52% 18,987 Reduce Vacancy Rate Target 12,513</td>
</tr>
<tr>
<td>2. Overcrowding (US avg % vs.County 2012-2016 ACS %)</td>
<td>5.87% 6.43% 0.56% 7,046 Compare to ACS West Region Overcrowding (5.87%) 31,654</td>
</tr>
<tr>
<td>3. Replacement Adj (.5% min, 5% max, vs.% DOF Demolitions 10 year average)</td>
<td>.5 - 5% 0.32% 0.32% 4,004 Use DOF Demolitions 10 Year Average (0.32%) 2,251</td>
</tr>
<tr>
<td>4. Occupied Units (HHs) estimated January 1 2020</td>
<td>-1,155,883</td>
</tr>
<tr>
<td>5. 6th Cycle Regional Housing Need Assessment (RHNA)</td>
<td>125,268</td>
</tr>
<tr>
<td>6. Change to HCD Draft RHNA Determination</td>
<td>3,613,215</td>
</tr>
<tr>
<td>7. Change in Units</td>
<td>-118,075</td>
</tr>
<tr>
<td>8. 1-4 Population, Group Quarters, Household Population, &amp; Projected Households: Pursuant to Government Code Section 65584.01, projections were extrapolated from Department of Finance (DOF) projections. Population reflects total persons, Group Quarters Population reflects persons in a dormitory, group home, institution, military, etc. that do not require residential housing. Household Population reflects persons requiring residential housing. Projected Households reflect the propensity of persons, by age-groups, to form households at different rates based on Census trends.</td>
<td></td>
</tr>
<tr>
<td>5. Vacancy Adjustment: HCD applies a vacancy adjustment (standard 5% maximum to total housing stock) and adjusts the maximum % based on the county's current &quot;for rent and sale&quot; vacancy % to provide healthy market vacancies to facilitate housing availability and resident mobility. Adjustment is difference between standard 5% and County's current vacancy rate based on the 2012-2016 ACS data.</td>
<td></td>
</tr>
<tr>
<td>6. Overcrowding adjustment: In Counties where overcrowding is greater than the U.S overcrowding rate of 3.34%, HCD applies an adjustment based on the amount the County's overcrowding rate exceeds the U.S. overcrowding rate. Data is from 2012-2016 ACS.</td>
<td></td>
</tr>
<tr>
<td>7. Replacement Adjustment: HCD applies a replacement adjustment between .5% &amp; 5% to total housing stock based on the current 10-year average % of demolitions county local government annual reports to Department of Finance.</td>
<td></td>
</tr>
<tr>
<td>8. Occupied Units: This figure reflects DOF's estimate of occupied units at the start of January closest to projection period start, per DOF E-5 report.</td>
<td></td>
</tr>
</tbody>
</table>
SAN DIEGO REGIONAL ELECTRIC VEHICLE PROGRAMS
STATUS UPDATE

Introduction

California currently comprises about half of the total U.S. electric vehicle (EV) market for passenger vehicles and about 30 percent of the global market. EVs include battery electric and plug-in hybrid electric vehicles. As of March 2018, California had over 375,000 registered EVs (about 22,000 charging station ports) and is on pace to exceed Governor Brown’s initial goal of 1.5 million EVs on California roads by 2025. The San Diego region has about 23,000 EVs on the road as of 2017.

To ensure success of this emerging vehicle market, both public and private investments are being made to deploy adequate charging infrastructure. SANDAG, in conjunction with its member agencies, local public agencies, Caltrans, San Diego Gas & Electric (SDG&E), industry, and other stakeholders continues to coordinate efforts within the region. This coordination keeps the region informed and equipped to adjust to the rapidly changing EV and charging station technology (see Attachments 1 and 2 for more general information on EVs and EV charging infrastructure respectively).

This report provides information on EV policy and market drivers followed by information on past, current, and future efforts made by SANDAG and its partners to enable the San Diego region to support the growing number of EVs on the transportation network.

Discussion

Policy and Market Drivers

Zero emission vehicles (ZEVs), like EVs and hydrogen fuel cell vehicles, are playing a major role in how countries, states, and local governments plan to reduce greenhouse gas (GHG) emissions, improve local air quality, and reduce petroleum dependence. Governor Brown recently issued Executive Order B-48-18, which states that ZEV numbers have increased by 1,300 percent in six years – growing from 25,000 in 2012 to more than 350,000 today – and ZEVs now account for approximately 5 percent of all new car sales in California. Like much of the state, San Diego County EV sales have been increasing year-over-year. The Executive Order also sets aggressive new policy goals, calling for 5 million ZEVs in California by 2030, along with 250,000 charging stations by 2025, with an additional $2.5 billion in state funds to become available to support these goals.
Regionally, San Diego Forward: The Regional Plan (2015 Regional Plan) calls for support of alternative fuels planning and funding of regional charging infrastructure. Most local jurisdictions in the region have adopted or are developing climate action plans, and/or have sustainability goals that support increased numbers of EVs and charging stations. Automakers are making significant investments in EVs, promising to offer over 70 vehicle models by 2020 – an increase of 35 models from those currently available in California. With more consumers purchasing EVs and large industry commitments, there is a significant need for more charging stations to meet demand and lower consumer fears of “range anxiety,” or not having sufficient range to get where they want to go.

**SANDAG Efforts**

In addition to policies and actions included in the 2015 Regional Plan, several efforts have been underway in support of ZEVs, such as the Regional Energy Strategy and the projects summarized below.

2012 – 2016: Regional Electric Vehicle and Alternative Fuel Readiness Planning Efforts

SANDAG was awarded planning grants in 2012 and 2014 from the California Energy Commission (CEC) to prepare two distinct but regionally beneficial Readiness Plans. The San Diego Regional Plug-in Electric Vehicle Readiness Plan developed strategic and technical guidance to help ensure the San Diego region is EV ready. A companion effort, San Diego Regional Alternative Fuel Readiness Plan, explored the state of alternative fuel sources in the region. Collectively, these plans identified resources and opportunities for overcoming barriers to adopting and deploying fueling stations identified by stakeholder groups, including local jurisdictions. For more information, refer to the San Diego Regional Plug-in Electric Vehicle Readiness Plan at sandag.org/revi and the San Diego Regional Alternative Fuel Readiness Plan at sandag.org/refuel.


In July 2015, SANDAG launched Plug-in San Diego (Plug-in SD) through a two-year, $300,000 CEC grant. Plug-in SD implemented recommendations from the EV Readiness Plan through a combination of resource development, training, technical assistance through an EV Expert, and outreach available at sandag.org/pluginsd. SANDAG was awarded an additional grant from the CEC (2017) to continue and expand upon the existing work. In addition to the technical assistance for member agencies, employers, and multifamily properties, Plug-in SD is developing a needs assessment to help document existing infrastructure and identify gaps, including access, in the current charging network. An EV Expert Factsheet is included as Attachment 3.

2018-2020: Making Regional Transportation Infrastructure Investments

The 2015 Regional Plan calls for SANDAG to establish and fund a regional incentive program to expand charging opportunities for EVs by supporting a regional public network of charging stations. In January 2018, the Board of Directors accepted a Caltrans planning grant of $677,736 to design a $30 million infrastructure incentive program (approximately $1 million annually) beginning in 2020 through 2050. The proposed incentive program would be based on a similar program in the San Francisco Bay area to help plug-in hybrid EVs travel more miles using electricity, thereby reducing GHG emissions. In addition, SANDAG, Caltrans, and the transit agencies have been installing EV charging stations at the Oceanside, Del Lago, and Sabre Springs transit stations and the Pala Road Park & Ride. Charging capability also is included in the design of new transportation centers including the new Mid-Coast Trolley and South Bay Rapid East Palomar stations.
**Other EV and Charging Programs in the Region**

In addition to the work SANDAG and others are doing in the region, there are supplementary programs that help state and local agencies meet their GHG emissions reduction goals. Multiple program types are being tested to find the best approaches to promote EV adoption and integrate charging at various settings like multiunit dwellings (MUDs) and public venues.

*Clean Vehicle Rebate Project*

The Air Resources Board Clean Vehicle Rebate Project promotes clean vehicle adoption by offering rebates for the purchase or lease of new eligible EVs and has funded almost $40 million in rebates within San Diego County, or about 8 percent of total rebates in the state. For more information about California and San Diego County EV rebate statistics visit cleanvehiclerebate.org.

*SDG&E Power Your Drive Program*

SDG&E Power Your Drive, enacted in 2016, is a $45 million ratepayer-funded pilot program to own and operate EV chargers at 350 workplaces and MUDs, including 10 percent in disadvantaged communities. Additional pilots were approved in 2018 to support the larger regional need for charging stations, including one with Caltrans to install chargers at four Park & Ride sites. For more Power Your Drive information visit sdge.com/residential/electric-vehicles/power-your-drive.

*Electrify America*

Electrify America launched (2017) a ten-year, $2 billion national program including $1.2 billion for increasing EV charging infrastructure ($800 million in California). In this region, Electrify America seeks site recommendations to install and operate charging at workplaces and MUDs. For more information about Electrify America and to recommend sites visit electrifyamerica.com.

**Next Steps**

SANDAG will continue to coordinate with its member agencies, other local public agencies, SDG&E, industry, and interested stakeholders, to overcome barriers to EV adoption and deployment through Plug-in SD and future charging programs. In developing the San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan), SANDAG will work to identify ways to further promote regional efforts. As milestones and key deliverables are achieved, more information can be brought back to the policy advisory committees for discussion and direction, and inclusion in the 2019 Regional Plan as appropriate.

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

Attachments:  
1. SANDAG InfoBits Electric Vehicles in the San Diego Region  
2. Regional Mobility Hub Implementation Strategy – Electric Vehicle Charging  
3. Plug-in SD EV Expert at Your Service Factsheet

Key Staff Contacts: Susan Freedman, (619) 699-7387, susan.freedman@sandag.org  
Anna Lowe, (619) 595-5603, anna.lowe@sandag.org
Electric Vehicles in the San Diego Region

April 2016

Electric Vehicles and Charging Stations
Plug-in electric vehicles (PEVs) are catching on with consumers, while at the same time playing a big role in the state of California’s plans to cut greenhouse gas emissions. With 1.5 million zero-emission vehicles expected to hit California roads by 2025, there also will be a massive demand for new charging stations.

Converting to Plug-in Electric Vehicles
PEVs come in two types...

- **battery electric** runs entirely on electricity
- **plug-in hybrids** have both an electric battery and a gas engine

Benefits of Driving an Electric Vehicle
- Switching to a PEV typically reduces fuel costs by half
- Reduced greenhouse gas and air pollutant emissions (zero tailpipe emissions)
- Lower maintenance costs (no oil changes)
- Increased energy independence (less fossil fuels, and powered by increasingly renewable electricity sources)

Consumer Incentives
- **Clean vehicle rebates** up to $2,500 per vehicle purchased
- **HOV lane access stickers** Solo EV drivers can use carpool lanes
- **Federal tax credits** up to $7,500
- **SDG&E EV rates** Pay lower rates for vehicle charging

Infrastructure Programs
- **Plug-in SD** SANDAG and the Center for Sustainable Energy provide guidance on the installation of charging stations.
- **SDG&E Power Your Drive Program** SDG&E will install 3,500 charging stations over the next three years.
The region and the state are poised for a rapid expansion of electric vehicle technology in the next five years. The San Diego region currently is home to about 19,000 plug-in vehicles, with that number expected to grow to more than 90,000 by 2020. Statewide, the total number of electric vehicles is expected to grow from about 170,000 to 1 million in that same time frame. There are 377 charging locations in the region (with a total of about 1,000 plug-in points) right now, and that number will grow by more than four times by 2020 (numbers do not include in-home charging). Statewide, the number of public charging plug-in points is expected to expand from 7,400 to more than 46,000 in the same time frame.
### ELECTRIC VEHICLE CHARGING

**DEFINITION**

An electric vehicle charging station (EVCS) gives people the opportunity to charge plug-in electric vehicles (PEVs) at a mobility hub. Battery-powered electric vehicles, plug-in hybrid electric vehicles, and electric vehicle conversions of hybrid or internal combustion engine vehicles are examples of PEVs. Passenger cars, microtransit vehicles, shuttles, and large transit buses can all be PEVs. They are critical to California’s zero emission vehicle (ZEV) planning.

### SAMPLE EV CHARGING TECHNOLOGIES

The types and configuration of charging stations depend on how people use PEVs at a given location. Stations can be sited in specific areas of a transit station, or within the greater mobility hub zone. In addition to EVCS options that are available today, advanced technologies for EV charging such as wireless induction could be considered for future mobility hubs as they become available and vehicles become compatible for wireless charging.

<table>
<thead>
<tr>
<th>CHARGING TYPE</th>
<th>MILES OF RANGE PER HOUR OF CHARGE</th>
<th>MOBILITY HUB APPLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 1 (L1)</td>
<td>~3-6 miles/hour</td>
<td>• Slowest charging method&lt;br&gt;• PEVs recharge using an L1 charger, or by plugging into a standard 110/120-volt outlet&lt;br&gt;• Electric bikes, mopeds, scooters, and neighborhood electric vehicles (NEVs) recharge using a 110/120-volt outlet</td>
</tr>
<tr>
<td>Level 2 (L2)</td>
<td>8-12 miles/hour 16-24 miles/hour 32-48 miles/hour &gt; 60 miles/hour</td>
<td>• Home, office, and public applications&lt;br&gt;• All PEVs can use Level 2 chargers&lt;br&gt;• Each charging station can have 1 to 4 ports&lt;br&gt;• Supports PEVs of parked transit riders, waiting ridehailing services, microtransit, and passing drivers who may stop at a mobility hub to charge up on their way to their ultimate destination</td>
</tr>
<tr>
<td>DC Fast and Super-Fast Charging (50kW to 350kW)</td>
<td>~80% of battery charged in 15-30 minutes</td>
<td>• Preferred method for corridor/freeway charging&lt;br&gt;• Quick charge for transit riders, TNCs or other microtransit, shuttles, and for passing drivers to continue trips on electric&lt;br&gt;• Not compatible with all PEVs, so typically installed along with L2 chargers&lt;br&gt;• Superfast charging was exclusive to Tesla, but it’s becoming an option for more PEVs</td>
</tr>
<tr>
<td>Wireless and future advanced charging technologies</td>
<td>TBD; Likely similar to ranges identified above</td>
<td>• Cater to new and future PEV models ranging from cars to buses&lt;br&gt;• Allow vehicles to charge without plugging in&lt;br&gt;• Older vehicle models not compatible with wireless</td>
</tr>
</tbody>
</table>

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2 Electric vehicles have battery packs in various sizes; the size determines the amount of energy stored in the vehicle and the actual time to charge.
IMPLEMENTATION CONSIDERATIONS

- Consider how electric vehicle charging at a mobility hub fits in with the overall network of public charging stations in the region.
- Statewide data show a need for more charging stations within disadvantaged communities. Consider measures that help encourage people in disadvantaged communities to buy PEVs and/or use electric carsharing services.
- When installing charging stations at mobility hubs, consider the following:
  - Add wayfinding signs to direct PEV drivers to station locations and increase awareness about public charging stations.
  - If parking is limited, assess whether charging stations can be installed at nearby properties to accommodate transit riders, TNCs, and other shuttles.
  - If electrical capacity is limited, consider installing onsite electricity storage and/or renewable sources of energy.
  - Bollards and/or curbs can protect charging equipment from collisions.
  - Determine the distance between planned charging stations and electrical connections. Where possible, site charging stations nearby the electrical substations.
  - Provide a dedicated electric meter for charging stations at a hub.
  - Provide a network connection to track overall usage and show real-time availability at each station through phone apps and other networks.
  - Install stations with multiple ports between stalls, to increase access to charging equipment from multiple stalls. Do this where physical configuration, vendor technologies, accessibility requirements, and other design constraints allow.
- Consider how charging stations will be managed, operated, monitored, and maintained. Local agencies or jurisdictions that partner with vendors to provide stations may pay a fee to the vendor to install, manage, operate, and maintain it.
- A variety of smartphone applications and websites provide information on how to locate charging stations. This could be integrated with other trip planning websites, applications, and kiosks to encourage EV charging at mobility hubs.
- Universal transportation accounts could be expanded to allow users to pay for charging fees.
- Funding opportunities are available to support the purchase of charging stations for some types of installations and each program has its own eligibility requirement:
  - The San Diego Gas & Electric program, Power Your Drive, provides charging stations for workplaces and multi-family dwellings, if they meet certain qualifications. SDG&E aims to deploy up to 3,500 charging stations in its service territory, and the utility will pilot a project that will feature chargers at eight park-and-ride stations in the San Diego region.
  - Electrify America will invest $800 million in California for EV charging over the next ten years, and a San Diego Metro Area program will be a beneficiary. Funding comes from a $1.2 billion federal settlement with Volkswagen over emission violations.
  - SANDAG is developing a regional charging program to offer incentives to agencies and businesses for the purchase and installation of publicly accessible charging stations. The program is expected to be available in 2021.

RESOURCES

- **State policies and resources** that support the increased deployment of EVCSs include:
  - Executive Order B-16-12 calls for 1 million ZEVs by 2020 and 1.5 million by 2025, including required infrastructure to support these vehicles. Senate Bill 1275 (2014) extended the 2020 ZEV deadline to 2023.
  - The California Energy Commission Alternative and Renewable Fuel and Vehicle Technology Program provides grants to support vehicle deployments; regional EVCS planning; and research, development, and demonstration of emerging technologies.
  - The [2016 California Building Standards Code](https://www.dgs.ca.gov/energy/energy_building_standards) includes EVCS requirements that apply to new construction and to alterations of existing structures.
  - The California Green Building Standards Code (CALGreen), includes information on voluntary and mandatory requirements for EV charging stations.
  - The [California Electrical Code](https://www.dgs.ca.gov/energy/energy_building_standards) specifies required methods for wiring, equipment construction, and safety [shock] protection systems and overcurrent control and protection. It also covers proper equipment marking, placement, orientation, and location.
- **Regional and local policies and resources** that support the increased deployment of EVCSs include:
  - San Diego Forward: The Regional Plan and its Environmental Impact Report identify several measures supporting the electrification of transportation. Among them:
    - Prepare a regional alternative fuels readiness plan.
    - Develop a regional charger incentive program.
    - Integrate EV charging infrastructure into new transportation projects that include parking lots and/or facilities.
    - A review of codes and standards relating to EVCS installations
    - An overview of common installation challenges in different scenarios
    - EVSC installation checklists and other best practices to help local building departments and electrical contractor...
Del Lago Transit Station – Escondido, CA
Located off Interstate 15, the Del Lago Transit Station provides access to five Level 2 chargers and a DC Fast Charger with two ports. The Level 2 chargers are compatible with all PEVs and provide a full charge in four to six hours. The DC Fast Charger works well for users who need a quick charge before continuing their trip. Only electric vehicles are permitted to park in these charging spots.

Sabre Springs/Peñasquitos Transit Station – San Diego, CA
Located off the intersection of Interstate 15 and Ted Williams Parkway, this station provides access to ten Level 2 chargers and is pre-plumbed for 20 more. The chargers are compatible with all PEVs and provide a full charge in four to six hours. Only electric vehicles are permitted to park in these charging spots. This transit station incorporated other mobility hub features including smart parking, bike lockers, and solar shading for rooftop parking.

Metro Charge Stations – Los Angeles County
Metro has installed 62 EV charge stations at 15 rail station parking lots throughout Los Angeles County. The charge stations allow users to charge their vehicles while they ride Metro. Charge stations are available for $1 per hour with a $3 daily max to riders who sign up for an account through Metro’s website. There is no monthly or start-up fee. An app-based system is used to initiate a charge, and a user can receive an email, text, or a mobile app notification when the charging session is completed or if it’s experienced any interruptions.

EVCS Portals
The U.S. Department of Energy’s Alternative Fuel Data Center station locator provides information on alternative fueling station locations and features, and the infrastructure is verified by the Clean Cities Coalition. PlugShare and ChargeHub are crowd-sourced tools that allow users to find electric vehicle charging stations. These resources are available online or via a mobile app.
Electric vehicles (EVs) continue to grow in popularity in the San Diego region and are expected to rise with California’s goal of 5 million zero-emission vehicles on the road by 2030. With an increase EVs comes a greater demand for electric vehicle charging stations (EVCS).

Plug-in San Diego (Plug-in SD) was established through a partnership between the San Diego Association of Governments (SANDAG) and the Center for Sustainable Energy (CSE) to help support this growth. Plug-in SD provides no-cost support to local stakeholders interested in general and technical information on EVs and EVCS through the EV Expert. The EV Expert is here to help ensure the San Diego region is EV ready.

Services for Target Audiences

<table>
<thead>
<tr>
<th>Local Governments</th>
<th>Employers</th>
<th>Multifamily Property</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Permitting and Inspection Best Practices</td>
<td>• Workplace Charging Workshops: “PEV 101”</td>
<td>• EVCS Siting Assistance</td>
</tr>
<tr>
<td>• Assistance with Regional EV Readiness Planning</td>
<td>• Incentives and Policies</td>
<td>• Connection Costs and Fee Information</td>
</tr>
<tr>
<td></td>
<td>• Public-access Charging Solutions</td>
<td>• Cost-recovery Information and Usage Policies</td>
</tr>
</tbody>
</table>

No-Cost Technical Assistance

Contact the EV Expert for a no-cost EV and EVCS consultation via evexpert@energycenter.org or by calling (866) 967-5816. Learn more about Plug-in SD and EV/EVCS readiness at energycenter.org/pluginsd.
San Diego Forward: The 2019-2050 Regional Plan
Transportation Network Themes

Regional Planning Committee Item 3  |  April 6, 2018

2019 Regional Plan Development Process

- Vision, Goals, and Policy Objectives
- 2050 Regional Growth Forecast
- Define Unconstrained Network
- Update Transit Strategy
- Evaluate Technologies
- Revenue and Cost Projections
- Revenue Constrained Scenarios
- Draft/Final RHNA
- Ongoing Public Involvement
- Draft/Final 2019 RP/SCS, Air Quality Conformity, and EIR
- Select Preferred Transportation Scenario
- Evaluate Revenue Constrained Scenarios
- Apply Performance Measures
- Network Development (All Modes)

Fall 2017 - Summer 2018  |  Fall 2018  |  Spring - Fall 2019
Three Funding Scenarios

- **Low revenue (approx. $100 billion)**
  - Continuation of existing sources only
- **Medium revenue (approx. $150 billion)**
  - Plus SB 1, fuel tax and VMT fees, local sales tax (MTS)
- **High revenue (approx. $200 billion)**
  - Plus future regional sales tax

Note: Dollars in Year of Expenditure

Transportation Network Themes

- Finish what has been started
- Take care of the existing system
- Focus investments in areas with supportive land use
- Make key operational improvements
- Invest in local transportation infrastructure
- Use pricing as a management tool
- Plan for technology
- **Reassess planned major capital projects**
- Others?
Crafting the Initial Transportation Scenarios with Low, Medium, and High Revenue Estimates

Transportation Scenario 1
$\quad$

Transportation Scenario 2
$\quad$

Transportation Scenario 3
$\quad$

Crafting the Initial Transportation Scenarios with Low, Medium, and High Revenue Estimates

Transportation Scenario 1
$\quad$ Major Capital and Operations Projects Other

Transportation Scenario 2
$\quad$ Major Capital and Operations Projects Other

Transportation Scenario 3
$\quad$ Major Capital and Operations Projects Other
Transportation Network Themes Outreach

- April 23, 2018: Mid-day and evening open houses
- April 25 – May 3, 2018: Subregional open houses co-hosted by Community Based Organizations (CBOs)
  - North County Coastal
  - East County
  - South County
  - North County Inland
  - Central San Diego
- Concurrent survey effort (online and at open houses)

Next Steps

Public outreach and input
- April 6, 2018: Transportation and Regional Planning Committee feedback
- April - May: Working group feedback
- April 23 - May 3, 2018: Open houses
- April 23 - May 10, 2018: Online and printed survey
- May 11, 2018: Board of Directors
Transportation Network Themes

- Finish what has been started
- Take care of the existing system
- Focus investments in areas with supportive land use
- Make key operational improvements
- Invest in local transportation infrastructure
- Use pricing as a management tool
- Plan for technology
- Reassess planned major capital projects
- Others?
Re: SANDAG Regional Planning Committee April 6, 2018 Meeting
Agenda Items 3, 4, and 5

The SANDAG Regional Planning Committee Agenda for April 6, 2018 includes three major items that are related to regional planning through 2050:

#3 Transportation Network Themes
#4 Preliminary Regional Growth Forecast Results
#5 Draft Regional Housing Needs Assessment

The Transportation Network Themes document never mentions housing. The Regional Growth Forecast and Housing Needs Assessment documents never mention transportation. The purpose for including both transportation and land use in SANDAG’s mission is that these missions are interrelated. In separating these missions in this way, SANDAG misses the huge synergy between development-oriented transit, housing, and reducing GHG emissions.

SANDAG continues to promulgate auto-centered transportation plans despite California’s regulatory requirement to reduce future VMT and associated GHG emissions. SANDAG justifies this retrograde planning by hiding behind bad regional transportation modeling.

The SB 375 target update process assumes that MPOs can accurately forecast VMT and GHG emissions, and that the models are appropriately sensitive to alternatives. SANDAG has demonstrated that its model fails to meet these requirements.

The SANDAG model fails to properly account for induced travel from freeway expansion. In work for the CARB, researchers at the University of California and the University of Southern California reviewed the literature on induced travel and concluded:

Thus, the best estimate for the long-run effect of highway capacity on VMT is an elasticity close to 1.0, implying that in congested metropolitan areas, adding new capacity to the existing
system of limited-access highways is unlikely to reduce congestion or associated GHG in the long-run. 

The SANDAG 2015 *Regional Transportation Plan* includes $42 billion in roadway expansion projects. The DEIR concluded that “the proposed Plan would not induce substantial vehicle travel.” This conclusion is based on SANDAG’s travel demand model, and is inconsistent with real world data. This represents a test of the model, and the model failed. The model is incapable of accounting for the VMT and GHG emission impacts of the planned freeway expansion.

Between 2011 and 2015, road construction costs increased. The 2015 RTP maintained all the road projects that were in the 2011 RTP by reducing planned capital spending on transit. The transit budget appears to have been a sort of afterthought after committing road funds. More recently, it came to light that SANDAG’s revenue forecasts have been a sham, and that large cuts in capital spending will be required. If planning continues along the course it has taken in the past, transit will continue to be grossly underfunded.

Proper accounting for the impacts of transit expansion requires accurate mode choice modeling. The SANDAG model is laughably bad in this area as shown in the figure below. In the real world, work trip carpooling is relatively uncommon, and declines with increasing income, i.e. the data are consistent with common understanding. In the SANDAG model, work trip carpooling is several times more prevalent than in the real world, and perversely increases with income. The SANDAG model is not very accurate for walk or transit trips either, although this is less obvious in the figure because of the smaller mode shares. The SANDAG model cannot properly evaluate transit alternatives.

*Work Tour Mode Share by Income: ACS (left) vs. SANDAG Model (right)*

![Mode Share Chart]

Note: SANDAG model income categories are somewhat different than the ACS categories

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In the SANDAG region, any apparent commitments to compact land use appear to lack substance. In the recently adopted San Diego Climate Action Plan, any sprawl project can be added to the plan with onsite GHG mitigation that could be satisfied with projects anywhere in the world. Therefore, no confidence can be placed in the future land use assumptions in the SANDAG model.

The target setting process looks important, but the real decisions that determine future VMT and GHG emissions occur elsewhere in the planning process. Unfortunately, the ARB’s decision of setting SANDAG’s 2035 target at 18% or 19% or 25% will have little effect on the SANDAG region’s future VMT and GHG emissions if bad planning is continued. What is needed is to end freeway expansion, curtail sprawl, and commit to building a comprehensive high-quality transit system. If SANDAG is allowed to continue to use bad modeling to paper over bad transportation plans, there will be little real-world progress toward achieving the goals of AB 32 and SB 375.

In the eight years between the publication of SANDAG 2007 and 2015 Regional Transportation Plans, VMT decreased in most of the United States including the SANDAG region. SANDAG revised regional VMT forecasts downward. The figure below shows that the 2006 base year VMT in the 2007 RTP was higher than the 2010 base year VMT in the 2011 plan. The 2012 base year VMT in the 2015 RTP is even lower. The forecast VMT growth rate also has declined. The growth rate in the 2011 RTP was lower than in the 2007 RTP. The VMT growth rate in the 2015 RTP is lower still. Remarkably, the latest forecast for 2050 VMT is lower than what VMT would be today if the 2007 RTP were correct.

### SANDAG VMT Forecasts in 2007, 2011 and 2015 Regional Transportation Plans

![SANDAG VMT Forecasts in 2007, 2011 and 2015 Regional Transportation Plans](image)

The information in the figure above is mostly good news. However, since 2015, VMT growth has restarted and the region is not doing anything to stop this. Instead, it plans continued roadway expansion that will fuel additional growth in VMT and GHG emissions and encourage further sprawl, a vicious cycle.

The information in the figure should have alerted SANDAG planners to consider a possible modeling problem between a questionable road expansion program in the 2015 RTP and transportation mode share forecasts in SANDAG’s activity-based travel demand model. The SANDAG model is premised on past trip behavior, not future GHG reduction goals or land use and transit infrastructure changes. Instead of focusing on modeling deficiencies, SANDAG continued the very same roadway programs in the 2011 and 2015 RTPs (shown in the figure below). The only significant difference is that the projected costs of the program increased between 2011 and 2015. Except for two roadway projects completed between 2011 and 2015, over 99% of the budget in the 2011 and 2015 RTPs is for the same projects. The primary difference is that the estimated cost for the group of projects in both RTPs has increased by 27% ($9 billion) between 2011 and 2015.

Comparison of Roadway Projects in 2011 and 2015 SANDAG RTPs

<table>
<thead>
<tr>
<th>Year of expenditure (billion)</th>
<th>2011</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects in 2015 Only</td>
<td>$118</td>
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<td>Projects in Both RTPs</td>
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4 As shown in Appendix A, the completed projects are I-15 managed lanes projects: 1) from SR 163 to SR 56 and 2) from Centre City Parkway to SR 78.

5 The spreadsheet where 27% ($9 billion) are calculated is shown in Appendix A with the project descriptions and costs taken from 2011 RTP Appendix A and 2015 DRTP Appendix A.
If the regional and County roadway expansion proceeds as planned, the failure of the SANDAG model to properly account for induced travel makes it likely that future VMT in the unincorporated area of the County is underestimated unless post-processing is done by SANDAG.

How did the RTP propose to pay for the increased roadway construction costs? They did this by reducing planned capital spending on transit. All the roadway projects were kept, and it appears that the transit budget was developed by subtracting road funding from total funding; i.e. the money left over was assumed to be available for transit. Compared to the 2011 RTP, the road projects that are common to both plans have increased in estimated cost by 27% ($9 billion). Planned transit investment is decreased in the 2015 RTP relative to the adopted 2011 RTP. This haphazard approach to transit budgeting is evidence that there has been little attempt to consider what it would take to build a complete high-functioning transit system in the region.

The continued expansion of the regional roadway network is causing increased regional VMT and GHG. The increased VMT is called “induced travel.” Researchers study induced travel using “elasticity,” a term from economics. The elasticity is the ratio between the change in demand and the change in supply or price. For example, if gasoline price increased by 100% and gasoline consumption dropped by 10% (in the short run), the short-term elasticity of gasoline consumption to price would be 10%/100% = 0.10.

This conclusion is based on a thorough review of 20 research papers on induced travel published between 1997 and 2012. An elasticity of 1.0 between VMT and roadway capacity means that there is no net reduction in congestion. Instead there is a proportional increase in VMT and GHG emissions. For example, a 10 percent increase in freeway capacity would cause a 10 percent increase in VMT. (Roadway capacity is generally counted in terms of “lane miles” where a lane mile is 1 lane for 1 mile.) The California Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA accepts this elasticity of 1.0.

It is often claimed that induced VMT will not translate directly into induced GHG because roadway expansion will reduce emissions per mile, but this argument is predicated on the assumption that there will be less congestion. Congestion bottlenecks may be alleviated in some areas, but will just be replicated elsewhere in the network. Research shows that roadway expansion will not reduce the level of congestion overall. Therefore, the assertion that emissions per mile will drop is wrong.

The elasticity research presented above is supported by three other types of evidence:

1) There is a well-established theory which explains how freeway expansion fails to reduce congestion. In 1992 Anthony Downs coined the term *triple convergence* to describe how peak period traffic congestion is inevitable because drivers will compensate for capacity increases by (a) shifting routes, (b) shifting travel time of travel, and (c) shifting travel mode. After capacity expansion, the new equilibrium will be just as congested as the old equilibrium.

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6There are both additions and subtractions of specific transit projects between 2011 and 2015, but total planned investment is lower in the 2015 DRTP (2011 RTP Appendix A and 2015 DRTP Appendix A).

2) Now that there is a huge amount of real-time traffic data from cell phones and toll transponders, it is possible to compare congestion levels in different regions. In a statistical analysis of congestion data across 74 U.S. regions compiled by INRIX, the amount of freeway capacity in a region was found to be unrelated to the amount of congestion.\(^8\)

3) There are countless stories in every corner of the United States where freeway expansion has failed to provide promised congestion relief because of induced travel over the past 80 years. A few of these stories are shown in Figure 8. It is useful to observe that the stories are from news reports. The agencies that made the false claims generally appear to be uninterested in understanding why their claims were false. Instead, they continue to make false claims about the benefits of future projects.

*Figure 8: 80 Years of False Claims that Adding Freeway Capacity Can Eliminate Urban Freeway Congestion*

The SANDAG 2015 *Regional Transportation Plan* includes $42 billion in roadway expansion projects. The

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SANDAG DEIR concluded that “the proposed Plan would not induce substantial vehicle travel.” This conclusion is based on SANDAG’s travel demand model, and is inconsistent with real world data. This represents a test of the model, and the model failed.

The SANDAG 2015 Regional Transportation Plan includes $42 billion in roadway expansion projects. The SANDAG DEIR concluded that “the proposed Plan would not induce substantial vehicle travel.” This conclusion is based on SANDAG’s travel demand model, and is inconsistent with real world data. This represents a test of the model, and the model failed.

If the model cannot properly account for induced travel, it cannot accurately forecast GHG emissions. In November 2017, the California Office of Planning and Research (OPR) published a Technical Advisory on Evaluating Transportation Impacts in CEQA. In strong contrast to the Caltrans silence on induced travel, this advisory recommends:

> Whenever employing a travel demand model to assess induced vehicle travel, any limitation or known lack of sensitivity in the analysis that might cause substantial errors in the VMT estimate (for example, model insensitivity to one of the components of induced VMT described above) should be disclosed and characterized, and a description should be provided on how it could influence the analysis results. A discussion of the potential error or bias should be carried into analyses that rely on the VMT analysis, such as greenhouse gas emissions, air quality, energy, and noise.11

OPR is to be commended for recognizing a severe deficiency in the regional transportation models, and recommending that these limitations should be disclosed and discussed. SANDAG should have included post-processing to account for induced travel using the 1.0 elasticity documented in the CARB Policy Brief.

It is well known that the funding required to build the road program in the SANDAG 2015 RTP is not available. An alternative should have been included in the CAP that included less expansion of County roads and regional roads.

In this regard, the data suggests that the San Diego region should at least double its transit share to be competitive with the peer regions. Furthermore, those peer regions are all working to expand their transit systems and to increase transit ridership.

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While there is better data for work trips than other trips, nevertheless there is a strong correlation between transit work trip share and transit non-work share.\textsuperscript{13}

Higher transit usage would translate into lower VMT and lower transportation GHG emissions – as a direct effect of moving people from cars to transit, and because regions with high transit usage also have high walk and bike share, especially for non-work trips.

Figure 12 shows 2016 transit operating costs per passenger trip in San Diego region for its two larger transit providers: San Diego Metropolitan Transit System (MTS) and North County Transit District (NCTD).

As shown in Figure 12, the MTC Trolley and MTC bus services are much more economically efficient than the transit that serves lower density parts of the region. Attempting to expand transit to outlying areas that are not currently served would be even more expensive – due to a combination of long distances and low ridership.

The recent county CAP contradicts this finding by trying to window dress sprawl with Orwellian transit language:

CAP Strategy T-1.3 Update Community Plans is to: “Focus growth in the county villages to achieve mixed-use, transit-oriented village centers by updating 10 community plans by 2030 and an additional 9 community plans between 2031 and 2040.” (CAP, p. 3-14) While expanding transit in the region is critical, there is likely little transit potential in most of the unincorporated area and focusing scarce transit resources in such areas is likely counterproductive.

On the other hand, The Urban Area Transit Strategy (UATS), a plan to connect regional housing needs with transit infrastructure, which was incorporated into the 2011 SANDAG RTP clearly states:

*The overarching goal of the UATS was to create a world-class transit system for the San Diego region in 2050, with the aim of significantly increasing the attractiveness of transit, walking, and biking in the most urbanized areas of the region.*

*The vision called for a network of fast, flexible, reliable, safe, and convenient transit services that connect our homes to the region’s major employment centers and destinations. Achievement of this vision would make transit a more appealing option for many trips, reducing the impact of vehicular travel on the environment and on public health. Other key goals included:*

- Making transit more time-competitive with automobile travel;
- Maximizing the role of transit within the broader transportation system; and

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14 Federal Transit Administration. 2016 National Transit Profiles.
• Reducing vehicle miles traveled and greenhouse gas emissions in the region. (p. TA 7-5)\textsuperscript{15}

The UATS shows a high potential for transit ridership in the region’s urban core wherein 80% of future regional housing is projected for growth (Figure 13).

\textit{Figure 13: SANDAG Urban Area Transit Study Figure TA 7.8}
Figure 5 showed that, on average, households in the unincorporated area produce 29% more VMT than households in the County’s 18 cities. The differences are even more pronounced if the region is segmented by the UATS areas (Figure 14).

*Figure 14: Average Household VMT per Day by Jurisdiction and UATS Group (CHTS)*

As shown in Figure 14, households in the areas of the region with the greatest transit potential average only half as much VMT today as the areas with the least transit potential, i.e. most of the unincorporated portion of the County. Furthermore, these numbers are for the current condition with a relatively poor transit system.

The City of San Diego should be the top priority for improved service because it has set a 2035 target of 25% transit mode share, 18% walk mode share, and 7% bike mode share (50% total) for Transit Priority Areas (within a half mile of a major transit stop). If the 18 Cities’ and the UATS transit goals were achieved, the VMT numbers in Figure 14 would shift down considerably in the transit-priority areas (Figure 15). The population in the city of San Diego is a whopping one-half of the region’s urban population and therefore if the city approved target of 50% transit, bike and walk is met, it would transform the availability of the region’s housing supply, its clean air targets and climate change goals. A dramatic illustration of this city approved and achievable target, if met, would result in a 300% reduction in VMT as compared with the unincorporated areas.

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On the other hand, if San Diego’s regional sprawl land use is continued in its present fashion, the resulting higher VMT will become a permanent condition that cannot be mitigated. The County CAP assumes an additional 50,132 housing units will be constructed in the unincorporated area through 2050, and then goes on to suggest that unlimited additional housing will be permitted through General Plan amendments. This unmitigated sprawl cannot be permitted.

Within the incorporated areas in San Diego County, housing development can be focused in the areas best served by transit with a combination of carrots and sticks. The primary carrot is a regional commitment to building a world class regional transportation system. Existing land use plans permit many years of needed housing growth to be accommodated in the urban core through infill and redevelopment. However, the full potential of development-oriented transit can only be realized through allowing increased density around transit stations. The Preliminary Forecast Results say that staff is “working on a proposed methodology” to consider increased density after 2035. 2035 is too late!

The housing crisis is immediate and the solution is staring us in the face. The need, the zoning, the urban centers and the transit plans exist. What is missing is the leadership to build a first phase transit system now.

San Diego has a choice right now in the current 2019 RTP. It is clear and unambiguous. The data and the facts speak for themselves. Either SANDAG dramatically changes in conformity with these facts, or we continue “kicking the can down the road,” as famously stated by Judge Taylor in the published ruling against SANDAG’s 2011 RTP. If SANDAG cannot reform itself and meet the dramatic challenges in housing, transit, and climate change that currently face the region, then it should formerly extend the four year planning cycle in order to lay the groundwork for real change.

Sincerely,

Duncan McFetridge
Director, CNFF
President, SOFAR
Southwest Wetlands Interpretive Association
700 Seacoast Drive, Suite 108
Imperial Beach, CA 91932

5 April 2018 (version 2, revised and corrected)

Mary Salas, Chair
SANDAG Board of Directors
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

via electronic mail

Re: SANDAG Regional Planning Committee April 6, 2018 Meeting Agenda Items 3, 4, and 5

Dear Chair Salas and Board:

The Southwest Wetlands Interpretive Association (SWIA) is a non-profit organization dedicated to helping preserve and enhance wetlands throughout southern California – and particularly in the Tijuana River watershed and South San Diego Bay. Climate change, driven primarily by greenhouse gas (GHG) emissions, poses a grave threat to coastal wetlands because of concomitant sea level rise. SANDAG is preparing to develop its next iteration (2019) of the RTP/SCS that is required to reduce GHGs through actions involving land use and transportation system network improvements. On April 6 the Regional Planning Committee (RPC) will hear about the primary areas of concern, data resources and projections, and the actions to address GHG emissions, associated with transportation and land use.

SWIA has concerns about the above agenda items. The SANDAG Regional Planning Committee Agenda includes three major items that are related to regional planning through 2050: #3 Transportation Network Themes; #4 Preliminary Regional Growth Forecast Results; and #5 Draft Regional Housing Needs Assessment. The Transportation Network Themes identify eight specific issues, none of which mentions the relationship to housing, the environment, or social equity, and little about actively influencing land use. Conversely, the Regional Growth Forecast and Housing Needs Assessment documents fail to explain their relationship to transportation. The purpose the RTP/SCS is to provide the regional blueprint for integrating transportation and land use as a means to contribute to the region’s GHG reduction obligations, so that relationship is central to producing a credible RTP/SCS.

The Cleveland National Forest Foundation (CNFF) has provided, and SWIA supports, a comment letter on and recommendations for improving the transportation system assessment and network improvements.
Our comments focus on how SANDAG is approaching the population growth forecast and housing assessment, which are essential to the preparation of a credible RTP/SCS.

Regarding population growth, SANDAG’s recently stated that the 2016 population is about 3.3 million, and that another 700,000 people will be added by 2050, which would result in a total regional population of 4 million. That differs with the 2015 RTP, in which SANDAG reported that the population was “about 3.1 million” in 2012 and was expected to add another 1 million by 2050, which would result in a total of 4.1 million. However, according to a current census bureau report (https://www.google.com/publicdata/explore?ds=kf7tg1uo9ude_ &met_y=population&hl=en&dl=en)

SD County’s population in 2012 was 3.184 million. Based on that number, the 2015 RTP should have reported that the 2012 population was about 3.2 million, which would have the 2050 population forecast at 4.2 million (not 4.1 million). These discrepancies are not minor because they are incorporated in planning for transportation system network and housing needs.

As discussed in the agenda, the recent housing needs assessment now finds that the region will need an additional 509,000 new homes by 2050, which is much higher than what was reported in the 2015 RTP (325,000 new homes). Indeed, the 2025 RTP stated: “Now for some numbers. In 2012, the San Diego region included about 3.1 million people, 1.1 million homes, and over 1.3 million jobs. Most of the homes and jobs today are located within the western third of the region, and in areas served by public transit. The Regional Growth Forecast (which is also known as the Series 13 Forecast), projects that the region will grow by nearly 1 million people by 2050 (see Figures 2.6 and J.12 in Appendix J: Regional Growth Forecast). Over 325,000 new homes and 460,000 new jobs will be added during this time frame. (The base year for the Regional Plan is 2012, the year the data collection effort began to prepare the Regional Growth Forecast. It projects changes expected to occur from 2012 to 2050.)”

Further, the 2015 RTP also stated “In terms of housing, the SCS land use pattern addresses the needs of all economic segments of the population. Our projected land use pattern identifies areas within the region sufficient to meet the needs detailed in the RHNA for the fifth housing element cycle (2010 – 2020), and it accommodates the projected growth between now and 2050 (see Figures J.3, J.4, and J.5 in Appendix J). The SANDAG Regional Growth Forecast projects the need for 325,000 additional homes to serve the expected population growth of nearly one million people. The capacity for future housing in the region, which is based entirely on the capacity in the general plans of the 18 cities and the County of San Diego, currently contains enough capacity for nearly 395,000 new homes.”

However, based on the 2019 Preliminary Regional Growth Forecast, SANDAG now concludes the region’s capacity would allow only 357,000 new homes, and that there is a need for 509,000 units between now and 2050. This means that in less than four years after SANDAG certified its 2015 RTP/SCS,
it has concluded that not only has the region’s new housing capacity decreased by 38,000 units, but also that an additional 152,000 housing units that must be planned for in the region.

As we noted in the above discussion of discrepancies and substantial changes in population forecasts, we also have serious concerns about the housing needs numbers. Our concerns are not unfounded. In an article in the San Diego Union-Tribune, it was reported that new housing permits had decreased over the past several years (http://www.sandiegouniontribune.com/business/growth-development/sd-fi-building-permits-20180314-story.html). The article was based on a report prepared by the Cal Poly Pomona, Real Estate Research Council of Southern California and claimed San Diego’s data showed a year over year decrease from 2015 to 2017 (the report relied on information supplied in part by the Construction Industry Research Board). However, those data were inaccurate and in fact Census data on Building Permits via the Fed of St. Louis Data Unit (FRED) showed an increase year over year from 2014-2017. The discrepancy was about 1,000 units, which is significant.

This radical increase in the projected housing need compared to what was stated in the 2015 RTP (509,000 new homes from 2016-2050 vs. 325,000 new homes from 2012-2050) strains credulity if the currently forecasted population out to 2050 is somewhere between 100,000 and 200,000 fewer people (with a concomitantly reduced need for new housing units) than what was forecasted in the 2015 RTP. The agenda discussion does not adequately address the effects of the lower future population forecast, and suggests that new assumptions for vacancy rates and “household headship” are responsible to the largest portion of this calculated increase the housing estimate. It appears that SANDAG, through a series of changes in assumptions about growth and housing input parameters, may be projecting a large housing deficit – one that did not even exist in the 2015 RTP. Before SANDAG begins to formulate alternatives for the transportation system network and land use scenarios, these basic planning elements must be fully discussed and justified for the public so that it can reasonably participate in the planning process.

Current conditions, new data, and changed assumptions (if all are verified and accurate) may result in a legitimate conclusion that more new housing units are needed that the current zoning cannot accommodate. Even if that finding is confirmed, it will be imperative that the next RTP/SCS develop scenarios and identify new approaches to have those new homes occur within the Urban Area Transit Strategy area. As discussed in the CNFF letter, and extensively documented in transportation studies, the key to achieving a workable housing and transportation (and jobs) system is to locate new growth in “smart growth” areas such that density supports a truly functional transit/transportation system. That approach also removes pressure to develop in remote, low-density areas – preserving working landscapes (farms and ranchlands) as well as allowing habitat conservation areas to continue to function.
SWIA participated in the previous RTP/SCS plan processes and is committed to participating in the 2019 RTP/SCS process that will result in a RTP/SCS that provides the optimal mix of transportation and land use actions to reduce GHGs.

Please contact Bill Tippets (billtippets@gmail.com) regarding these comments.

Sincerely,

Mike McCoy
President

Bill Tippets
Board Member

Cc: SWIA Board
How is the Regional Growth Forecast used?

- To develop the 2050 Regional Plan Transportation Network
- Serves as the regional Sustainable Communities Strategy land use pattern
- San Diego County Water Authority facility planning
- Supports local planning efforts
- San Diego County Health and Human Services research efforts
Regional Planning Committee Item 4 | April 6, 2018

### Department of Finance Projections

**Total Population**

Source: CA Department of Finance, 2017 Series Projections

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**Total Population**

+/− 8%

- 95% Prediction Limits
- Regression
Population Forecast Range

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Range:
- 4.3 mil
- 4.0 mil
- 3.7 mil

Projecting Housing
- Input from local jurisdictions
- Input from expert review
- National trends

Assumptions
- Recognize average household size decreases as population ages
- Assume 5% vacancy rate long-term
- Account for second homes and vacation rentals as “un-occupiable” units
Age Composition of the Population

- 81% of the population growth is to ages 65+

Household Size Declines with Median Age

- Persons per Household vs. Median Age of U.S. Counties in 2010
- San Diego County, 2010 (2.75)
- Regional Forecast, 2050 (2.49)
Healthy Housing Market Vacancy Rate

- State (HCD) uses a 5% vacancy rate
- Expert Review Panel recommended a 5% vacancy rate

Estimating “Un-occupiable” units

- There is no definitive way to determine “un-occupiable” units
- Second homes and vacation rentals are considered “un-occupiable” units for modeling purposes

ACS Unoccupied Housing NOT for Sale or Rent

- Average = 57,000 units
- 65,000 units per year
- 50,000 units per year
Housing Need Forecast

Range
1.8 mil
1.7 mil
1.6 mil

Jobs Forecast

Range
1.9 mil
1.8 mil
1.7 mil
Regional Growth Forecast (mid-point)

Population, Jobs, and Housing

- Growth (2017-2050) = +700,000

- Population 4.0 Million

- Jobs 1.8 Million

- Growth (2017-2050) = 360,000

- Housing Units 1.7 Million

- Growth (2017-2050) = 509,000

Capacity and Projected Housing Need

- RHNA 6th Cycle

- Draft Regional Forecast (509,000)

- 152,000 additional units needed

- 2016 Jurisdiction Provided Capacity (357,000)

- • 2.49 persons per household by 2050
- • 5.0% vacancy rate by 2028
- • Excludes vacation units from available housing stock
Considerations

- SANDAG is required to use a population growth forecast that is within +/- 1.5% of Department of Finance (AB1086).
- SANDAG is required to show how the region can meet projected housing need in the Regional Plan Sustainable Communities Strategy (Senate Bill 375).
- Other California MPOs make assumptions about how local plans could change or be implemented in future years.
- Approach can assume potential future general plan updates.

Possible Scenarios for Consideration (2035-2050)

[Images of possible scenarios for consideration with notes: Images are for illustrative purposes and do not represent actual geographies.]
Other Considerations - Assumptions

- Population forecast
- Vacancy rate
- Household size
- Vacation rentals and second home estimate

Possible Scenarios for Consideration (2035-2050)

Maximum Local General Plan Densities  
Smart Growth Opportunity Area Minimum Place Type Densities  
Accessory Dwellings in Urbanized Area

Note: Images are for illustrative purposes and do not represent actual geographies
Maximum General Plan Densities

SANDAG has collected all local general plan land use assumptions, independent of the forecast effort.

Applying maximum general plan densities could theoretically achieve up to an additional 800,000 housing units.

Smart Growth Concept Map Implementation

Assuming SGOA minimum residential place type densities minus existing housing and local identified capacity could potentially provide:

- Metropolitan Center (75 du/acre) 57,000
- Urban Center (40 du/acre) 95,000
- Town Center (20 du/acre) 97,000
- Mixed Use Transit Center (25 du/acre) 117,000
- Community Center (20 du/acre) 102,000
- Rural Village (10.9 du/acre) 23,000
Accessory Dwelling Units in Urbanized Area

Assuming single family units on 5,000 square-foot lots or greater could potentially provide:

- 100% 388,000 units
- 50% 194,000 units
- 20% 77,000 units
- 10% 38,000 units
- 5% 20,000 units

Regional Planning Technical Working Group Input

SGOA minimum residential place type densities minus existing housing and local identified capacity:

- Metropolitan Center (75 du/acre) 57,000
- Urban Center (40 du/acre) 95,000
- Town Center (20 du/acre) 97,000
- Mixed Use Transit Center (25 du/acre) 117,000
- Community Center (20 du/acre) 102,000
- Rural Village (10.9 du/acre) 23,000

Second dwelling units on family 5,000 square-foot lot or greater:

- 100% 388,000 units
- 50% 194,000 units
- 20% 77,000 units
- 10% 38,000 units
- 5% 20,000 units
Next Steps

- April 12 - Regional Planning Technical Working Group input/recommend
- Spring 2018:
  - Regional Planning Committee recommends to the Board of Directors
  - Board of Directors accepts for use in developing the Regional Plan and its Sustainable Communities Strategy

Sample Scenarios Projecting Housing Need to Accommodate a Population of 4 Million

- 2016 Jurisdiction Provided Capacity (357,000 units)
- Additional units needed
  - 1) 167,000
  - 2) 152,000
  - 3) 72,000

- Scenarios:
  1) 4% effective vacancy rate
     - 89,000 unoccupiable units
  2) 5% effective vacancy rate
     - 57,000 unoccupiable units
  3) 0% vacancy rate
     - 0 unoccupiable units
Update on Regional Growth Forecast
Regional Planning Committee
April 6, 2018

How is the Regional Growth Forecast used?

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Average = 57,000 units
(Regional Estimate)

65,000 units per year
50,000 units per year
Housing Need Forecast

Jobs Forecast
Regional Growth Forecast (mid-point)

Population, Jobs, and Housing

- Growth (2017-2050) = +700,000
- Population 4.0 Million
- Jobs 1.8 Million
- Growth (2017-2050) = 360,000
- Housing Units 1.7 Million
- Growth (2017-2050) = 509,000

Capacity and Projected Housing Need

- RHNA 6th Cycle
- Draft Regional Forecast (509,000)
- 152,000 additional units needed

- 2016 Jurisdiction Provided Capacity (357,000)

- 2.49 persons per household by 2050
- 5.0% vacancy rate by 2028
- Excludes vacation units from available housing stock
Considerations

- SANDAG is required to use a population growth forecast that is within +/- 1.5% of Department of Finance (AB1086)
- SANDAG is required to show how the region can meet projected housing need in the Regional Plan Sustainable Communities Strategy (Senate Bill 375)
- Other California MPOs make assumptions about how local plans could change or be implemented in future years
- Approach can assume potential future general plan updates

Possible Scenarios for Consideration (2035-2050)

Maximum Local General Plan Densities

Smart Growth Opportunity Area Minimum Place Type Densities

Accessory Dwellings in Urbanized Area

Note: Images are for illustrative purposes and do not represent actual geographies
Other Considerations - Assumptions

- Population forecast
- Vacancy rate
- Household size
- Vacation rentals and second home estimate

Possible Scenarios for Consideration (2035-2050)

Maximum Local General Plan Densities

Smart Growth Opportunity Area Minimum Place Type Densities

Accessory Dwellings in Urbanized Area

Note: Images are for illustrative purposes and do not represent actual geographies.
Maximum General Plan Densities

SANDAG has collected all local general plan land use assumptions, independent of the forecast effort.

Applying maximum general plan densities could theoretically achieve up to an additional 800,000 housing units.

Smart Growth Concept Map Implementation

Assuming SGOA minimum residential place type densities minus existing housing and local identified capacity could potentially provide:

- **Metropolitan Center (75 du/acre)**: 57,000
- **Urban Center (40 du/acre)**: 95,000
- **Town Center (20 du/acre)**: 97,000
- **Mixed Use Transit Center (25 du/acre)**: 117,000
- **Community Center (20 du/acre)**: 102,000
- **Rural Village (10.9 du/acre)**: 23,000
Accessory Dwelling Units in Urbanized Area

Assuming single family units on 5,000 square-foot lots or greater could potentially provide:

- 100% 388,000 units
- 50% 194,000 units
- 20% 77,000 units
- 10% 38,000 units
- 5% 20,000 units

Regional Planning Technical Working Group Input

SGOA minimum residential place type densities minus existing housing and local identified capacity

- Metropolitan Center (75 du/acre) 57,000
- Urban Center (40 du/acre) 95,000
- Town Center (20 du/acre) 97,000
- Mixed Use Transit Center (25 du/acre) 117,000
- Community Center (20 du/acre) 102,000
- Rural Village (10.9 du/acre) 23,000

Second dwelling units on family 5,000 square-foot lot or greater

- 100% 388,000 units
- 50% 194,000 units
- 20% 77,000 units
- 10% 38,000 units
- 5% 20,000 units
Next Steps

- April 12 - Regional Planning Technical Working Group input/recommend
- Spring 2018:
  - Regional Planning Committee recommends to the Board of Directors
  - Board of Directors accepts for use in developing the Regional Plan and its Sustainable Communities Strategy

Sample Scenarios Projecting Housing Need to Accommodate a Population of 4 Million

- 2016 Jurisdiction Provided Capacity (357,000 units)
- Additional units needed
  1) 167,000
  2) 152,000
  3) 72,000

1) 4% effective vacancy rate
   89,000 unoccupiable units
2) 5% effective vacancy rate
   57,000 unoccupiable units
3) 0% vacancy rate
   0 unoccupiable units
Draft Regional Housing Needs Assessment Determination

Regional Planning Committee | April 6, 2018

The Regional Housing Needs Assessment (RHNA) Process

- RHNA Determination
- RHNA Plan
- RHNA
HCD Draft RHNA Determination

- Draft RHNA Determination prepared by the Department of Housing and Community Development (HCD)
- Sixth housing element cycle – June 30, 2020 to April 15, 2029
- Calculations using California Department of Finance (DOF) and American Community Survey (ACS) data
- 171,685 units in sixth housing element cycle

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<tr>
<th>Income Categories</th>
<th>Percent</th>
<th>Units</th>
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<tbody>
<tr>
<td>Very-Low</td>
<td>24.7%</td>
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<tr>
<td>Low</td>
<td>15.5%</td>
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<td>Moderate</td>
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<td>Above-Moderate</td>
<td>42.5%</td>
<td>72,992</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>171,685</strong></td>
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Source: California Department of Housing and Community Development
HCD Draft RHNA Determination

- Consultation with SANDAG
  - Review calculations
  - Recommend changes
- SANDAG letter to HCD
- HCD accepts or rejects recommendations and prepares final RHNA Determination

RHNA Determination Consultation

- HCD calculations
  - Vacancy rate adjustment
  - Overcrowding adjustment
  - Replacement adjustment

- Option 1
  - Similar to HCD’s fifth cycle calculations
  - Adjustments based on the housing units needed during RHNA cycle

- Option 2
  - Different assumptions or comparisons for HCD adjustment calculations

- Option 3?
### RHNA Determination Calculation Options

#### HCD Calculations

**Option 1**

<table>
<thead>
<tr>
<th>Projected Households</th>
<th>Target Rate</th>
<th>Current</th>
<th>Adjustment</th>
<th>Additional Units</th>
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<tbody>
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<tr>
<td><strong>Vacancy</strong></td>
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<td>2.48%</td>
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<td>6.43%</td>
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<td><strong>- Occupied Units</strong></td>
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<td>-1,155,883</td>
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<tr>
<td><strong>6th Cycle Regional Housing Need Assessment (RHNA)</strong></td>
<td>171,685</td>
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<table>
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<tr>
<th>Household Growth: RHNA Cycle</th>
<th>Target Rate</th>
<th>Current</th>
<th>Adjustment</th>
<th>Additional Units</th>
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### RHNA Determination Calculation Options

#### HCD Calculations

**Option 2**

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<td><strong>- Occupied Units</strong></td>
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Regional Planning Technical Working Group

- Consider revisions to the household formation rates
- Consider impacts of immigration and San Diego’s geographic constraints on overcrowding
- Calculate housing replacement need adjustment using 10-year DOF average
- Develop a hybrid of options 1 and 2

Next Steps

- **April 2018** – TWG recommendation
- **May 2018** – RPC recommendation
- **May 2018** Board of Directors approval
- SANDAG letter to HCD
- HCD provides final RHNA Determination
- **Summer 2018** – TWG/RPC/Board of Directors
  - Present final RHNA Determination
  - Begin discussing methodology for RHNA Plan