Members
Mary Salas, Chair
Mayor, City of Chula Vista
(Representing South County)
Kristine Alessio, Vice Chair
Councilmember, City of La Mesa
(Representing East County)
Lorie Zapf
Councilmember, City of San Diego
Ron Roberts
Supervisor, County of San Diego
David A. Zito
Councilmember, City of Solana Beach
(Representing North County Coastal)
Sam Abed
Mayor, City of Escondido
(Representing North County Inland)
Alternates
Carrie Downey
Councilmember, City of Coronado
(Representing South County)
Colin Parent
Councilmember, City of La Mesa
(Representing East County)
Mark Kersey
Councilmember, City of San Diego
Greg Cox
Supervisor, County of San Diego
Mark Packard
Councilmember, City of Carlsbad
(Representing North County Coastal)
John Aguilera
Councilmember, City of Vista
(Representing North County Inland)
Advisory Members
Tim Gubbins / Ann Fox
Caltrans District 11
Ronn Hall / Lorie Bragg
Metropolitan Transit System
Dave Druker / Jack Feller
North County Transit District
Karen Brindley / Tony Shute Regional Planning Technical Working Group
Ed Gallo / Kathleen Coates Hedberg
San Diego County Water Authority
Ann Moore / Garry Bonelli
San Diego Unified Port District
Eric LaChappa / Allen Lawson
Southern California Tribal Chairmen’s Association
Steve Chung / Mary Beth Dreusike
U.S. Department of Defense
Environmental Mitigation Program
Advisory Members
Vacant / David Mayer
California Department of Fish & Wildlife
Michelle Lynch / Kyle Dahl
U.S. Army Corps of Engineers
Vacant / Susan Wynn
U.S. Fish & Wildlife Service
John Donnelly / Vacant
Wildlife Conservation Board
Kim Kawada
Chief Deputy Executive Director, SANDAG

REGIONAL PLANNING COMMITTEE AGENDA

Friday, May 4, 2018
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• REGIONAL GROWTH FORECAST ASSUMPTIONS
• DRAFT REGIONAL HOUSING NEEDS ASSESSMENT DETERMINATION COMMENTS
• TransNet SMART GROWTH INCENTIVE PROGRAM: FUNDING RECOMMENDATION FOR CLIMATE ACTION PLANS AND COMPLETE STREETS POLICY GRANTS

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.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · sandag.org
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.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints, and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to the SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900 or (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG agenda materials can be made available in alternative languages. To make a request, call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要，我们可以把SANDAG议程材料翻译成其他语言。

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求。

SANDAG offices are accessible by public transit. Phone 511 or visit 511sd.com for route information.
Bicycle parking is available in the parking garage of the SANDAG offices.
# REGIONAL PLANNING COMMITTEE

Friday, May 4, 2018

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>+1.</td>
<td>APPROVE</td>
</tr>
</tbody>
</table>

The Regional Planning Committee is asked to review and approve the minutes from its April 6, 2018, meeting.

<table>
<thead>
<tr>
<th>2.</th>
<th></th>
</tr>
</thead>
</table>

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.

## REPORTS

| +3.      | APPROVE        |

The Regional Planning Committee is asked to approve Smart Growth Incentive Program amendments for the City of San Diego’s Morena Boulevard Station Area Study Phase 2 Project, and the City of Imperial Beach’s Palm Avenue Mixed Use and Commercial Corridor Plan West End Sector.

| +4.      | RECOMMEND      |

The Regional Planning Committee is asked to recommend that the Board of Directors approve the regional assumptions and housing capacity assumptions by jurisdiction for use in the 2018 Regional Growth Forecast.

| +5.      | RECOMMEND      |

The Regional Planning Committee is asked to recommend that the Board of Directors authorize the Executive Director to submit comments to the California Department of Housing and Community Development on the draft Regional Housing Needs Assessment Determination for the San Diego region.
+6. **TransNet SMART GROWTH INCENTIVE PROGRAM: FUNDING RECOMMENDATION FOR CLIMATE ACTION PLANS AND COMPLETE STREETS POLICY GRANTS (Carolina Ilic)**

The Regional Planning Committee is asked to recommend that the Board of Directors approve the proposed funding recommendation for the City of El Cajon Climate Action Plan grant, funded through the TransNet Smart Growth Incentive Program.

+7. **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.

8. **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.

9. **UPCOMING MEETINGS**

The next meeting of the Regional Planning Committee is scheduled for June 1, 2018, at 12:30 p.m.

10. **ADJOURNMENT**

+ next to an agenda item indicates an attachment
REGIONAL PLANNING COMMITTEE
MAY 4, 2018

REGIONAL PLANNING COMMITTEE DISCUSSION AND ACTIONS

APRIL 6, 2018

Vice Chair Kristine Alessio (East County) called the meeting of the Regional Planning Committee to order at 12:37 p.m.

1. APPROVAL OF MEETING MINUTES (APPROVE)

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

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public comments.

REPORTS


Charles “Muggs” Stoll, Director of Land Use and Transportation Planning, introduced the item.

Elisa Arias, Principal Regional Planner, and Phil Trom, Senior Regional Planner, provided an overview of potential transportation network themes for San Diego Forward: The 2019-2050 Regional Plan.

Duncan McFetridge, Cleveland National Forest Foundation Director, submitted written comments regarding transportation networks, housing, and greenhouse gas emissions.

Bill Tippets, Southwest Wetlands Interpretive Association, spoke about various concerns related to transportation network matters.

Action: This item was presented for discussion.
4. REGIONAL GROWTH FORECAST: PRELIMINARY REGIONAL FORECAST RESULTS (INFORMATION)

Coleen Clementson, Principal Regional Planner, and Ray Major, Chief Economist, provided an update on the Regional Growth Forecast, including a summary of preliminary demographic, economic, and housing projections expected over the next 35 years.

Mr. McFetridge submitted written comments regarding transportation networks, housing, and greenhouse gas emissions.

**Action:** This item was presented for information.

5. DRAFT REGIONAL HOUSING NEEDS ASSESSMENT DETERMINATION (INFORMATION)

Seth Litchney, Senior Regional Planner, provided 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.

Mr. McFetridge submitted written comments regarding transportation networks, housing, and greenhouse gas emissions.

Mr. Tippets spoke about concerns related to housing matters.

**Action:** This item was presented for information.

6. SAN DIEGO REGIONAL ELECTRIC VEHICLE PROGRAMS STATUS UPDATE (INFORMATION)

Vice Chair Alessio announced that this item would be pulled from the agenda until the next Regional Planning Committee meeting.

**Action:** This item was not presented.

7. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

8. UPCOMING MEETINGS

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

9. ADJOURNMENT

Vice Chair Alessio adjourned the meeting at 2:29 p.m.
**CONFIRMED ATTENDANCE**  
**SANDAG REGIONAL PLANNING COMMITTEE MEETING**  
**APRIL 6, 2018**

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Member/Alternate</th>
<th>Attending</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of San Diego</td>
<td>Lorie Zapf</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Mark Kersey</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Ron Roberts</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Greg Cox</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>East County</td>
<td>Kristine Alessio, Vice Chair</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Colin Parent</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>North County Coastal</td>
<td>David Zito</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Mark Packard</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>North County Inland</td>
<td>Sam Abed</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>John Aguilera</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>South County</td>
<td>Mary Salas, Chair</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Carrie Downey</td>
<td>Alternate</td>
<td>No</td>
</tr>
</tbody>
</table>

**Advisory Members**

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Member/Alternate</th>
<th>Attending</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrans, District 11</td>
<td>Tim Dubbins</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Ann Fox</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>San Diego Unified Port District</td>
<td>Ann Moore</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Garry Bonelli</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>San Diego County Water Authority</td>
<td>Ken Olson</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Ed Gallo</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>MTS</td>
<td>Ronn Hall</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Lorie Bragg</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>NCTD</td>
<td>Dave Druker</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Jack Feller</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>Regional Planning Technical Working Group</td>
<td>Karen Brindley</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>Southern California Tribal Chairman’s Association</td>
<td>Eric LaChappa</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Allen Lawson</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>Department of Defense</td>
<td>Steve Chung</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Mary Beth Dreusike</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>Wildlife Conservation Board</td>
<td>John Donnelly</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>California Department of Fish and Wildlife</td>
<td>Vacant</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>David Mayer</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>US Army Corps of Engineers</td>
<td>Michelle Lynch</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Ken Dahl</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>US Fish and Wildlife Service</td>
<td>Vacant</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Susan Wynn</td>
<td>Alternate</td>
<td>No</td>
</tr>
</tbody>
</table>
TransNet SMART GROWTH INCENTIVE PROGRAM: AMENDMENT REQUESTS

File Number 3300100

Introduction

The TransNet Extension Ordinance and Expenditure Plan, approved by voters in November 2004, includes the Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP). The purpose of this report is to request approval of two proposed SGIP amendments.

Description of Proposed Amendments

In June 2013, the City of San Diego was awarded $400,000 through the SANDAG TransNet SGIP for the Morena Boulevard Station Area Study Phase 2 Project. The Morena Boulevard Station Area Study Project will support the Mid-Coast Trolley Line and future development of the project area by encouraging mixed-use, transit-oriented development surrounding the existing and planned Trolley stations, and enhancing multi-modal connectivity and access for pedestrians, bicyclists, and transit riders. In January 2014, a grant agreement was executed. To date, this project has received two schedule extension amendments. The City of San Diego is requesting a six-month schedule extension to allow additional time for public outreach on its Morena Corridor Specific Plan (Specific Plan) and associated environmental review.

In July 2015, the City of Imperial Beach was awarded $400,000 through the SANDAG TransNet SGIP for the Palm Avenue Mixed Use and Commercial Corridor Plan West End Sector Project. This project builds upon the 2009 Palm Avenue Master Plan and the ongoing design and development of the street improvement plans funded through a previous SGIP planning grant. In January 2016 a grant agreement was executed. The City of Imperial Beach is requesting a six-month schedule extension to allow completion of the design plans by November 26, 2018. Under SANDAG Board Policy No. 035, Competitive Grant Program Procedures, a planning project must be complete within two years following award of the consultant contract (completion deadline). Due to the additional time needed to work on design plans, the City of Imperial Beach will not be able to meet the completion deadline, and are therefore required to obtain approval from the Policy Advisory Committee. To date, there have been no amendments requested for this project.

Recommendation

The Regional Planning Committee is asked to approve Smart Growth Incentive Program amendments for the City of San Diego's Morena Boulevard Station Area Study Phase 2 Project, and the City of Imperial Beach’s Palm Avenue Mixed Use and Commercial Corridor Plan West End Sector.
Discussion

Morena Boulevard Station Area Study Phase 2 Project

The Morena Specific Plan encompasses the communities of Clairemont and Linda Vista. The public review draft of the Morena Corridor Specific Plan was released in June 2017 and meetings were held in both communities. Also in June 2017, a traffic impact study and Environmental Impact Report (EIR) technical studies were initiated. The draft EIR was submitted for City of San Diego staff review in October 2017. Upon review, City of San Diego staff determined that refinements of the EIR technical studies were needed to address impacts associated with the proposed Specific Plan to allow implementation of plan recommendations. City of San Diego staff decided to utilize an environmental consulting firm to assist in the preparation of the EIR and associated refinements of the technical studies. The unforeseen need for additional time related to the delay in the preparation and public review of the EIR has impacted the project schedule, resulting in a six-month delay.

This is the third schedule extension amendment request for this project. The first schedule extension amendment was for 18 months, extending the project completion from January 2016 to July 2017. The second schedule extension amendment was for an additional 12 months, extending the project completion from July 2017 to July 2018. Both prior amendments were to allow for expanded community engagement of the Clairemont and Linda Vista communities. With this additional extension request, the project would be completed in January 2019, within 60 months of its Notice to Proceed. The City of San Diego amendment request letter (Attachment1) details the circumstances resulting in the request for additional time to complete the project. Attachment 2 provides the revised scope of work, schedule, and budget. The requested amendment is for time-only; no additional funds are requested. The City of San Diego is committed to completing the project by January 2019, with City of San Diego resources to finalize the EIR and public hearing process.

At its April 11, 2018, meeting, the Independent Taxpayer Oversight Committee (ITOC) recommended that the Regional Planning Committee approve the schedule amendment to extend the project completion deadline by six months.

Palm Avenue Mixed Use Commercial Corridor Project

The Palm Avenue Mixed Use Commercial Corridor Planning Project builds upon the City of Imperial Beach’s 2009 Palm Avenue Master Plan and the ongoing design and development of street improvement plans along the designated Existing/Planned Mixed Use Transit Corridor. The completed project will result in 100 percent construction drawings implementing smart growth concepts, which include (1) traffic calming measures; (2) mobility and accessibility improvements within the existing transit corridor; and (3) creation of an enhanced sense of place reflecting a “Main Street” character of the beach community, welcoming both residents and tourists.

Palm Avenue in Imperial Beach aligns with the City of San Diego’s portion of State Route 75 (SR 75) connecting Interstate 5 (I-5) to the Silver Strand Beach area and City of Coronado. To allow for the reduction in speed through traffic calming measures and to accommodate bike lanes, the City of Imperial Beach is working with Caltrans and the California Coastal Commission to relinquish the portion of SR 75 along the Palm Avenue corridor. The extensive process of relinquishment of the SR 75, as well as the City of Imperial Beach’s accommodations for an adjacent US Naval Coastal Campus Project, has impacted the project schedule, resulting in a six-month delay. The City of Imperial
Beach amendment request letter (Attachment 3) details the circumstances resulting in the request for additional time to complete the project. Attachment 4 provides the revised scope of work, schedule, and budget. The requested amendment is for time-only; no additional funds are requested.

Due to the approaching termination of the grant agreement, the amendment request for the Palm Avenue Mixed Use Commercial Corridor Project will be presented to the Regional Planning Committee for its consideration and approval at its May 4, 2018, meeting, and will be presented to the ITOC as an information item at its May 9, 2018, meeting.

**Next Steps**

Pending approval by the Regional Planning Committee, staff will execute the proposed SGIP schedule amendments for the Morena Boulevard Station Area Study Phase 2 Project and the Palm Avenue Mixed Use Commercial Corridor Project, and will reflect these changes in the next quarterly report.

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

Attachments: 1. City of San Diego Amendment Request Letter  
2. City of San Diego Revised Scope of Work, Schedule, and Budget  
3. City of Imperial Beach Amendment Request Letter  
4. City of Imperial Beach Revised Scope of Work, Schedule, and Budget

Key Staff Contact: Tracy Ferchaw, (619) 699-1977, tracy.ferchaw@sandag.org
March 26, 2018

Ms. Carolina Ilic, Senior Regional Planner  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101  

Re: Request for a TransNet Smart Growth Incentive Program (SGIP) project amendment for a project Schedule Extension for the City of San Diego Morena Boulevard Station Area Study Phase 2 – Agreement No. 5004289

Dear Ms. Ilic:

The City of San Diego Planning Department is requesting a third schedule extension amendment to Agreement No. 5004289 for the Morena Boulevard Station Area Study Phase 2 SGIP grant project. Since the approved schedule amendment of 30 months, City staff is requesting an additional time to complete the environmental impact reporting and the City's public hearings process. The additional time includes public review of the draft land use plan and Draft Environmental Impact Report (DEIR) input before the public hearings begin. The requested six month extension will allow City staff to complete the public hearing process for the Phase 2 effort, which includes the completion of a Specific Plan and Programmatic Environmental Impact Report (PEIR) that address the objectives of the grant program and will help implement the City’s General Plan, the City’s Climate Action Plan, and SANDAG’s San Diego Forward: The Regional Plan.

Previous efforts undertaken to maintain the project schedule.

City staff presented the draft land use and mobility concepts to Planning Commission in April 2017 and received input on the alternatives that are being analyzed as part of the EIR. City staff continued working with the communities of Clairemont and Linda Vista, as well as major stakeholders, including property owners, community organizations, and the University of San Diego to strive towards achieving consensus on land use and mobility scenarios for the Specific Plan. The public review draft of the Morena Corridor Specific Plan was released in June 2017 and meetings were held in both Clairemont and Linda Vista to discuss the draft Plan’s land use, urban design, and mobility concepts. Additionally, the first draft traffic impact study was prepared in June 2017 and EIR technical studies that relied upon traffic modeling information were initiated in August 2017. The first screencheck of the draft EIR was submitted for City staff review in October 2017.

A detailed explanation on the reason for delay, and how it was unavoidable.

Upon review of the first screencheck of the draft EIR in November 2017, City staff determined that refinements of EIR sections and revisions were needed to technical studies to address impacts
associated with the proposed Specific Plan and that would provide a framework to allow implementation of plan recommendations. City staff decided to utilize an environmental consulting firm to assist in the preparation of the EIR and associated technical studies. The need for additional time related to the preparation of the EIR resulted in a six month delay in release of the public review draft EIR.

**Demonstrate the ability to succeed in the timeframe proposed.**

The additional six month extension will allow City staff time to complete the public hearing process to adopt a Specific Plan and Programmatic EIR that further achieves a higher mode share goal for walking, bicycling and transit. The EIR is in draft form and is anticipated to be released for public review by May 2018. The City of San Diego is committed to completing the project by January 21, 2019, and committing City resources to finalizing the EIR and the City's public hearing process.

Sincerely,

Michael Prinz, Senior Planner
Planning Department
City of San Diego

MJP/mjp

Enclosures: 1. TransNet SMART GROWTH INCENTIVE GRANT PROGRAM SCOPE OF WORK, BUDGET, & SCHEDULE
**Project Title:**  Morena Boulevard Station Area Study Phase II (Policy Implementation Phase)

**Project Type:**  Planning

**Project Location/Limits:**  The Project Area is located entirely within the smart growth areas that parallel the planned Mid-Coast Light Rail Transit (LRT) corridor along Morena Boulevard from Friars Road to Clairemont Drive as identified on the smart growth opportunity concept map.

**Project Description:**  This Project will support the Mid-Coast Trolley Line and the future development of the Project Area by encouraging mixed-use transit-oriented development surrounding the existing and planned trolley stations, and enhancing multi-modal connectivity and access for pedestrians, bicyclists, and transit riders. This will be accomplished through the preparation of amendments to the Linda Vista Community Plan and the Linda Vista Facilities Financing Plan; the preparation of amendments to the Clairemont Mesa Community Plan and the Clairemont Mesa Facilities Financing Plan; the process of rezones and; the preparation of a programmatic environmental document.

### Task Descriptions

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Description</th>
<th>Deliverables</th>
<th>Start Date*</th>
<th>Revised</th>
<th>Completion Date</th>
<th>Revised</th>
<th>Duration</th>
<th>SANDAG Funds</th>
<th>Matching Funds</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Consultant Selection Process/ Administration</td>
<td>Signed Consultant Contract</td>
<td>NTP Date 1/21/14</td>
<td>NTP Date 1/21/14</td>
<td>9-Feb-15</td>
<td>NTP Date 1/21/14</td>
<td>12 Months</td>
<td>12 Months</td>
<td>$10,000</td>
<td>$5,000</td>
</tr>
<tr>
<td>2</td>
<td>Community Outreach and Participation</td>
<td>Build upon outreach efforts of previous grant; Throughout Throughout Throughout Throughout Throughout Throughout</td>
<td>NTP Date 1/21/14</td>
<td>12 Months</td>
<td>NTP Date 1/21/14</td>
<td>12 Months</td>
<td>$9,000</td>
<td>$1,000</td>
<td>$10,000</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Prepare Land Use Alternatives</td>
<td>City staff and stakeholders will develop appropriate</td>
<td>11/15/15</td>
<td>NTP Date 1/21/14</td>
<td>11/15/15</td>
<td>11/15/15</td>
<td>18 Months</td>
<td>18 Months</td>
<td>$46,000</td>
<td>$4,000</td>
</tr>
<tr>
<td>4</td>
<td>Facilities Financing Plan Amendment Process</td>
<td>City staff will ensure the financing capabilities for future infrastructure and mobility improvements</td>
<td>11/15/15</td>
<td>11/15/15</td>
<td>6/1/18</td>
<td>11/15/15</td>
<td>18 Months</td>
<td>18 Months</td>
<td>$47,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>5</td>
<td>Develop Zoning Recommendations</td>
<td>City staff and stakeholders will develop a package of rezones that accompany the land use and density alternatives</td>
<td>1/1/16</td>
<td>1/1/16</td>
<td>5/1/17</td>
<td>1/17</td>
<td>14 Months</td>
<td>14 Months</td>
<td>$47,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>6</td>
<td>Community Plan Amendment Process</td>
<td>City staff will prepare land use, zoning and policy amendments for the Clairemont Mesa and Linda Vista community plans</td>
<td>1/1/16</td>
<td>1/1/16</td>
<td>1/1/16</td>
<td>1/21/19</td>
<td>24 Months</td>
<td>24 Months</td>
<td>$71,000</td>
<td>$4,000</td>
</tr>
<tr>
<td>7</td>
<td>Environmental Analysis</td>
<td>Draft and programmatic EIR; allow for public review;</td>
<td>1/2/16</td>
<td>1/2/16</td>
<td>4/1/18</td>
<td>1/1/18</td>
<td>26 Months</td>
<td>26 Months</td>
<td>$55,000</td>
<td>$5,000</td>
</tr>
<tr>
<td>8</td>
<td>Adoption of Community Plan Amendments and Rezones</td>
<td>Community planning group approval; Planning Commission Hearing and approval; City Council Hearing and approval; Adoption Community Plan Amendments into active policy and zoning</td>
<td>2/2/17</td>
<td>2/2/17</td>
<td>2/2/17</td>
<td>2/2/17</td>
<td>6 Months</td>
<td>6 Months</td>
<td>$55,000</td>
<td>$5,000</td>
</tr>
<tr>
<td></td>
<td>Project Completion</td>
<td>NTP Date</td>
<td>NTP Date</td>
<td>(7/21/2018)</td>
<td>(7/21/19)</td>
<td>(7/21/19)</td>
<td>34 Months</td>
<td>34 months</td>
<td>$400,000</td>
<td>$40,000</td>
</tr>
</tbody>
</table>

*Start Date and Completion Date are both tracked from NTP Date.

### Project Revenue

<table>
<thead>
<tr>
<th>Source</th>
<th>FY 2015</th>
<th>FY 2016</th>
<th>FY 2017</th>
<th>FY 2018</th>
<th>FY 2019</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>SGIP/TransNet</td>
<td>$56,831</td>
<td>$125,467</td>
<td>$118,396</td>
<td>$90,107</td>
<td>$9,000</td>
<td>$400,000</td>
</tr>
<tr>
<td>Local (In-Kind)</td>
<td>$14,623</td>
<td>$35,890</td>
<td>Note: Match has been met and exceeds the required $40,000.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTALS</td>
<td>$71,454</td>
<td>$161,357</td>
<td>$118,396</td>
<td>$90,107</td>
<td>$9,000</td>
<td>$400,000</td>
</tr>
</tbody>
</table>
March 8, 2018

Tracy Ferchaw, Associate Grant Analyst
SANDAG Tracy.Ferchaw@sandag.org
401 B Street, Suite 800
San Diego, CA 92101

Dear Ms. Ferchaw,

The City of Imperial Beach is requesting an amendment to SANDAG SGIP Grant Contract No. 5004739/ Project No. 1224042 for the Palm Avenue Mixed Use and Commercial Corridor Plan West End Sector. The requested 6 month extension will allow our consultant Project Design Consultants (PDC) to complete the 100% plans by November 26, 2018.

Previous efforts undertaken to maintain the project schedule.
PDC had been diligent in making progress on the project. The earlier progress reports showed PDC being ahead of schedule. However, there were three other tasks that PDC needed to accomplish that created side friction in the process and slowed progress on the 100% plans for SR 75.

A detailed explanation on the reason for delay, and how it was unavoidable.
One of the tasks that needed to be accomplished, but was not identified in the scope of work for the previous SANDAG grant (contract #5004293 that expired on July 24, 2015) for the 30% plans for SR 75, was to obtain approval of a consolidated coastal development permit (CDP) from the Coastal Commission. PDC was required to divert their resources in order to fulfill the requirements for the CDP. PDC was also asked to provide engineering cost estimates for SR 75 repairs related to the relinquishment of SR 75 by Caltrans. Finally, the US Navy began preparations for their Coastal Campus project that required them to obtain sewer service from the City of Imperial Beach. Initially, sewer service was to have been received from a sewer lift station located in the southwestern portion of the city. However, the Public Works Director, after evaluating the options, decided that a sewer line that ran along SR 75/Palm Avenue would be the most feasible. PDC was called upon to engineer the plans for this sewer line, which diverted their resources from the SR 75 improvement project. PDC resumed work by submitting 60% Design Plans on December 5, 2017. PDC received the 60% plan check comments from the City Engineer on March 1, 2018, which was a delay that could be attributed to the holidays.

Demonstrate the ability to succeed in the timeframe proposed.
A revised schedule is being submitted to reflect not only the delays that were experienced but to build in any other unexpected delays that could be eventualities. PDC anticipates submitting 90% plans by June 1, 2018. With the contingencies reflected in the revised schedule, PDC anticipates 100% plan approval prior to the requested November 26, 2018 time extension date.
Sincerely

James Nakagawa, AICP
City Planner

Attachments:
Revised schedule in Word table and Excel spreadsheet formats

c:  file MF 1171
Andy Hall, City Manager ahall@imperialbeachca.gov
Steve Dush, Community Development Director/ Assistant City Manager sdush@imperialbeachca.gov
Tyler Foltz, Assistant Community Development Director tfoltz@imperialbeachca.gov
Kristine Wiesmann, Accountant/Clerk Technician, Finance Department kwiesmann@imperialbeachca.gov
Greg Shields, PE, CEO, Project Design Consultants, 701 B Street, Ste. 800, San Diego, CA 92101 greg@projectdesign.com
Carmen Kasner (City Engineer), PE, Regional Chief Executive, NV5, 15092 Avenue of Science, Suite 200, San Diego, CA 92128 Carmen.Kasner@nv5.com
Bruce April, Deputy Director Caltrans District 11, 4050 Taylor Street MS-240, San Diego, CA 92110 bruce.april@dot.ca.gov
Joe Hull, Deputy Director Caltrans District 11, 4050 Taylor Street MS-240, San Diego, CA 92110 joe.hull@dot.ca.gov
Cory Binns, Interim Director Caltrans District 11, 4050 Taylor Street MS-240, San Diego, CA 92110 Cory.binns@dot.ca.gov
Eric Minicilli, Public Works Director eminicilli@imperialbeachca.gov
Rick Barrett, MIG San Diego, 1111 6th Avenue, Suite 404, San Diego, CA 92101 rickb@migcom.com
## PART 2: SCHEDULE AND TASK STATUSES

<table>
<thead>
<tr>
<th>Task</th>
<th>Scheduled Start Date (Per Grant Scope of Work)</th>
<th>Scheduled Completion Date (Per Grant Scope of Work)</th>
<th>Status</th>
<th>Timing</th>
<th>Anticipated Start Date (If Different from Grant Scope of Work)</th>
<th>Anticipated Completion (If Different from Grant Scope of Work)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NTP Date</td>
<td>1/11/16</td>
<td>1/11/16</td>
<td>Completed</td>
<td>On Time</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 1: Consultant contract</td>
<td>1/12/16</td>
<td>10/11/16</td>
<td>Completed</td>
<td>On Time</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 2: NTP</td>
<td>10/11/16</td>
<td>10/18/16</td>
<td>Completed</td>
<td>On Time</td>
<td>[mm/dd/yy]</td>
<td>[mm/dd/yy]</td>
</tr>
<tr>
<td>Task 3: Preliminary Engineering</td>
<td>10/18/16</td>
<td>12/18/16</td>
<td>60% engineering completed Dec 5, 2017</td>
<td>Delayed</td>
<td>[mm/dd/yy]</td>
<td>[01/15/18]</td>
</tr>
<tr>
<td>Task 4: grading &amp; improvement plans</td>
<td>12/19/16</td>
<td>8/1/17</td>
<td>60% improvement plans completed Dec 5, 2017</td>
<td>Delayed</td>
<td>[mm/dd/yy]</td>
<td>[01/15/18]</td>
</tr>
<tr>
<td>Task 5: utility plans (storm drain &amp; water)</td>
<td>12/19/16</td>
<td>8/1/17</td>
<td>60% utility plans Completed Dec 5, 2017</td>
<td>Delayed</td>
<td>[mm/dd/yy]</td>
<td>[01/15/18]</td>
</tr>
<tr>
<td>Task 6: technical reports</td>
<td>12/19/16</td>
<td>8/1/17</td>
<td>60% drainage study Completed Dec 5, 2017</td>
<td>Delayed</td>
<td>[mm/dd/yy]</td>
<td>[01/15/18]</td>
</tr>
<tr>
<td>Task 7: traffic plans</td>
<td>12/19/16</td>
<td>8/1/17</td>
<td>60% traffic plans completed Dec 5, 2017</td>
<td>Delayed</td>
<td>[mm/dd/yy]</td>
<td>[01/15/18]</td>
</tr>
<tr>
<td>Task 8: landscape plans</td>
<td>12/19/16</td>
<td>8/1/17</td>
<td>60% landscape plans completed Dec 5, 2017</td>
<td>On Time</td>
<td>[mm/dd/yy]</td>
<td>[01/15/18]</td>
</tr>
<tr>
<td>Task 9: First submittal</td>
<td>8/1/17</td>
<td>8/11/17</td>
<td>30% plans submitted Feb 2, 2017</td>
<td>On Time</td>
<td>[mm/dd/yy]</td>
<td>[mm/dd/yy]</td>
</tr>
<tr>
<td>Task 10: City review</td>
<td>8/14/17</td>
<td>9/21/17</td>
<td>Completed Mar 13, 2017</td>
<td>On Time</td>
<td>[mm/dd/yy]</td>
<td>[mm/dd/yy]</td>
</tr>
<tr>
<td>Task 11: response to comments</td>
<td>9/22/17</td>
<td>11/3/17</td>
<td>Completed Dec 2, 2017</td>
<td>On Time</td>
<td>[mm/dd/yy]</td>
<td>[mm/dd/yy]</td>
</tr>
<tr>
<td>Task 12: Second submittal</td>
<td>11/3/17</td>
<td>11/3/17</td>
<td>60% plans Completed Dec 2, 2017</td>
<td>On Time</td>
<td>[mm/dd/yy]</td>
<td>[mm/dd/yy]</td>
</tr>
<tr>
<td>Task</td>
<td>Scheduled Start Date (Per Grant Scope of Work)</td>
<td>Scheduled Completion Date (Per Grant Scope of Work)</td>
<td>Status</td>
<td>Timing</td>
<td>Anticipated Start Date (if Different from Grant Scope of Work)</td>
<td>Anticipated Completion (if Different from Grant Scope of Work)</td>
</tr>
<tr>
<td>------</td>
<td>-----------------------------------------------</td>
<td>----------------------------------------------------</td>
<td>--------</td>
<td>--------</td>
<td>---------------------------------------------------------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>Task 13: City review</td>
<td>11/6/17</td>
<td>12/13/17</td>
<td>Review completed Mar 1, 2018</td>
<td>Delayed</td>
<td>12/05/17</td>
<td>03/01/18</td>
</tr>
<tr>
<td>Task 14: response to comments</td>
<td>12/14/17</td>
<td>1/21/18</td>
<td>In Progress</td>
<td>Delayed</td>
<td>03/01/18</td>
<td>06/01/18</td>
</tr>
<tr>
<td>Task 15: Third submittal</td>
<td>1/22/18</td>
<td>1/23/18</td>
<td>90% plans delayed</td>
<td>Delayed</td>
<td>05/01/18</td>
<td>06/01/18</td>
</tr>
<tr>
<td>Task 16: City review</td>
<td>1/24/18</td>
<td>3/1/18</td>
<td>Delayed</td>
<td>Delayed</td>
<td>05/01/18</td>
<td>07/13/18</td>
</tr>
<tr>
<td>Task 17: response to comments</td>
<td>3/2/18</td>
<td>4/18/18</td>
<td>Delayed</td>
<td>Delayed</td>
<td>07/13/18</td>
<td>08/27/18</td>
</tr>
<tr>
<td>Task 18: Final submittal</td>
<td>4/18/18</td>
<td>4/19/18</td>
<td>100% plans delayed</td>
<td>Delayed</td>
<td>03/27/18</td>
<td>08/27/18</td>
</tr>
<tr>
<td>Task 19: City review &amp; approval of Final submittal</td>
<td>4/19/18</td>
<td>5/26/18</td>
<td>Delayed</td>
<td>Delayed</td>
<td>03/27/18</td>
<td>10/11/18</td>
</tr>
</tbody>
</table>
## PROGRAM:

SMART GROWTH INCENTIVE PROGRAM

### PART I: PROJECT OVERVIEW

#### PROJECT TITLE:
Palm Avenue Mixed Use and Commercial Corridor Master Plan West End Sector (Rainbow to Delaware Sector)

#### PROJECT LIMITS:
Palm Avenue?SR-75 West End Sector from Rainbow Drive to Delaware Street

#### PROJECT SUMMARY:
Build upon the 2009 Palm Avenue Master Plan and the ongoing design and development of street improvement plans (funded by previously-awarded SANDAG grant) for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project. This project will take the plans from 30% level to 100% construction drawings for the project area (West End Sector). Project details include public right-of-way improvements, traffic calming measures, and significant pedestrian, bicycle, and transit improvements.

### PART II: SCOPE OF WORK, SCHEDULE, AND BUDGET

Propose tasks, deliverables, a timeframe, and a budget for implementing the project. The project schedule must be based on "Months from Notice to Proceed."

<table>
<thead>
<tr>
<th>TASK NO.</th>
<th>TASK DESCRIPTION</th>
<th>DELIVERABLES:</th>
<th>START DATE</th>
<th>COMPLETION DATE</th>
<th>DURATION</th>
<th>TOTAL PROJECT COSTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City to Award Consultant Contract</td>
<td>Contract</td>
<td>NTP</td>
<td>Nine Months</td>
<td>One Month</td>
<td>$ -</td>
</tr>
<tr>
<td>2</td>
<td>City to issue NTP</td>
<td>Survey Existing Roadway, Design Cross Sections, Pothole Existing Utilities</td>
<td>NTP</td>
<td>Three Months</td>
<td>Two Months</td>
<td>$52,000</td>
</tr>
<tr>
<td>3</td>
<td>Start Preliminary Engineering</td>
<td>Grading and Improvement Plans</td>
<td>NTP</td>
<td>Thirteen Months</td>
<td>Ten Months</td>
<td>$159,000.00</td>
</tr>
<tr>
<td>4</td>
<td>Prepare Utility Plans (Storm Drain and Water)</td>
<td>Storm Drain and Water Plans</td>
<td>NTP</td>
<td>Thirteen Months</td>
<td>Ten Months</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>5</td>
<td>Prepare Technical Reports</td>
<td>Hydrology/Drainage, SWDR, SWPPP, and Geotechnical Studies</td>
<td>NTP</td>
<td>Thirteen Months</td>
<td>Ten Months</td>
<td>$43,000.00</td>
</tr>
<tr>
<td>6</td>
<td>Prepare Traffic Plans</td>
<td>Traffic Signal, Signing and Striping, and Traffic Control Plans</td>
<td>NTP</td>
<td>Thirteen Months</td>
<td>Ten Months</td>
<td>$84,000.00</td>
</tr>
<tr>
<td>7</td>
<td>Prepare Landscape Architecture Plans</td>
<td>Landscaping, Irrigation, and Lighting Plans</td>
<td>NTP</td>
<td>Thirteen Months</td>
<td>Ten Months</td>
<td>$112,000.00</td>
</tr>
<tr>
<td>8</td>
<td>First Submittal</td>
<td>Plans and Reports</td>
<td>NTP</td>
<td>4.5 Months</td>
<td>One Day</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>City Review of First Submittal</td>
<td>City Comments</td>
<td>NTP</td>
<td>5.5 Months</td>
<td>Five Weeks</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Respond to City Comments</td>
<td>Revised Plas and Reports</td>
<td>NTP</td>
<td>7 Months</td>
<td>Six Weeks</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Second Submittal</td>
<td>Plans and Reports</td>
<td>NTP</td>
<td>7 Months</td>
<td>One Day</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>City Review of Second Submittal</td>
<td>City Comments</td>
<td>NTP</td>
<td>8.25 Months</td>
<td>Six Weeks</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Respond to City Comments</td>
<td>Revised Plas and Reports</td>
<td>NTP</td>
<td>9.5 Months</td>
<td>One Day</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Third Submittal</td>
<td>Plans and Reports</td>
<td>NTP</td>
<td>9.5 Months</td>
<td>One Day</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>City Review of Third Submittal</td>
<td>City Comments</td>
<td>NTP</td>
<td>10.75 Months</td>
<td>Six Weeks</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Respond to City Comments</td>
<td>Revised Plas and Reports</td>
<td>NTP</td>
<td>12.25 Months</td>
<td>Six Weeks</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Final Submittal</td>
<td>Plans and Reports</td>
<td>NTP</td>
<td>12.25 Months</td>
<td>One Day</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>City Review and Approval of Final Submittal</td>
<td>City Approval</td>
<td>NTP</td>
<td>22.5 Months</td>
<td>Five Weeks</td>
<td></td>
</tr>
</tbody>
</table>

### TOTAL PROJECT COSTS:

- $500,000.00
- $400,000.00
- $100,000.00

**SANDAG % CONTRIBUTION:** 0.8

**MATCH % CONTRIBUTION:** 0.2

*Start and Completion dates shall be tracked using "Months from Notice to Proceed (NTP)"*
REGIONAL GROWTH FORECAST ASSUMPTIONS

Introduction

SANDAG produces a Regional Growth Forecast every four years to inform the Regional Plan. The 2018 Preliminary Regional Growth Forecast will serve as the foundation for San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan), as well as to inform other planning efforts and projects across the region.

On April 6, 2018, SANDAG staff shared the preliminary Regional Growth Forecast with the Regional Planning Committee, discussed assumptions used to develop the forecast, and presented options for addressing projected housing need.

Discussion

Preliminary Regional Growth Forecast

SANDAG used the California Department of Finance Population Forecast as the basis for the San Diego Regional Growth Forecast and assembled expert review panels (Attachment 1) to advise in developing the jobs and housing projections. The Preliminary Regional Growth Forecast is shown in Figure 1 below, and projects the population to grow by 700,000 people, 360,000 jobs, and the need for 509,000 housing units.

Figure 1

Population Forecast with Preliminary Housing Forecast

Growth (2017-2050) 700,000
Growth (2017-2050) 360,000
Growth (2017-2050) 509,000

Population 4.0 mil
Jobs 1.8 mil
Housing Units 1.7 mil

Recommendation

The Regional Planning Committee is asked to recommend that the Board of Directors approve the regional assumptions and housing capacity assumptions (Attachment 2) by jurisdiction for use in the 2018 Regional Growth Forecast.
The projected population and job growth is similar to previous Regional Growth Forecasts; however, there are more housing units projected to be needed than in previous Regional Growth Forecasts. The primary reason for this increase is due to changes in three assumptions used to develop the projected housing need: (1) the impact of an aging population on average household size; (2) the need for a healthy housing market; and (3) the acknowledgement of non-occupiable units (e.g., vacation rentals and second homes).

**Regional Growth Forecast Presumptions**

Based upon national trends and input from the expert review panels, three key interrelated presumptions have been used to develop the projected housing need:

1. *Average Household Size* – The median age of the population will rise as the population in the region ages from approximately 34 years in 2016 to approximately 40 years in 2050. An aging population and a healthy housing market results in the average household size decreasing as population ages from an average of 2.75 persons per household to 2.49 persons per household. Figure 2 below shows the correlation between Persons Per Households, and the Median age of the residents of every county in the United States in 2010 (each dot represents one U.S. county). As can be seen in the figure, that average household size tends to be smaller the older the population of a county is. The factors influencing the Regional Growth Forecast follow this trend and result in a gradual reduction in persons per household in 2050.

![Figure 2: Persons per Household vs. Median Age of U.S. Counties in 2010](image)

**Source:** Census 2010, Summary File 1

2. *Vacancy Rate* – Both the California Department of Housing and Community Development and the expert review panels recommend a 5 percent housing vacancy rate to establish and maintain a healthy housing market. The Regional Growth Forecast assumes that the vacancy rate will increase to 5 percent by 2029 and maintain a 5 percent vacancy rate through 2050.

3. *Second Homes and Vacation Rentals (Unoccupiable Units)* – Second homes and vacation rentals are units that are not generally available for sale or long-term rent are considered to be “unoccupiable units.” The acknowledgment of the nature of these units effectively reduces the housing stock available to the San Diego region’s population. While there is limited data available, SANDAG estimates that there are currently at least 57,000 homes in the San Diego region that are not available for housing the region’s residents. This estimate is based upon American Community Survey and SANDAG data. The Regional Growth Forecast does not assume future growth in unoccupiable units because there is limited data

---

1 The most recent Regional Growth Forecast (Series 13) projected approximately 330,000 additional housing units between 2012 and 2050.
available to support forecasting growth in second homes and vacation rentals 30 years into the future. In as much, the Preliminary Regional Growth Forecast assumes 57,000 second homes and vacation rentals will remain unavailable (unoccupiable) through 2050.

**Projected Housing Need**

Based upon projected population growth and the key assumptions discussed above, the Preliminary Regional Growth Forecast identifies a need for 509,000 units between now and 2050 to serve projected population growth. Housing capacity assumptions for the Regional Growth Forecast have been developed in collaboration with each of the local jurisdictions over the last several months (Attachment 2). The 2016-2035 column represents initial input from local jurisdictions regarding local general plan capacities. On March 26 and April 12, 2018, the Regional Planning Technical Working Group (the region’s 19 planning directors) provided additional input on the approach to developing the housing capacities in light of the projected increased need for housing. The additional input included a combination of current general plan assumptions, emphasis on Smart Growth Opportunity Areas (excluding Rural Villages), and accessory dwelling units (second units on single-family parcels). This additional general plan capacity by jurisdiction is shown in the 2036-2050 column.

**Next Steps**

Based upon recommendation from the Regional Planning Committee and pending action by the Board of Directors, the Regional Growth Forecast assumptions will be used to prepare the Subregional Forecast. It is anticipated that the Subregional Forecast will be brought to the Board of Directors in September, along with the preferred transportation network for the 2019 Regional Plan.

RAY MAJOR
Chief Economist

Attachments: 1. List of Expert Review Panelists
2. Preliminary Housing Capacity Assumptions by Jurisdiction

Key Staff Contact: Coleen Clementson, (619) 699-1944, coleen.clementson@sandag.org
List of Expert Review Panelists

March 9, 2017 Meeting

1. Erik Bruvold, President, National University System Institute for Policy Research
2. Ira Hirshman, Ph.D., Principal Economist, WSP Parsons Brinkerhoff
4. Elizabeth Laderman, Ph.D., Research Economist, San Francisco Federal Reserve Bank
5. Stephen Levy, Director and Senior Economist, Center for Continuing Study of the California Economy (CCSCE)
6. Dudley Poston, Ph.D., Professor of Sociology, Texas A&M University
7. Ryan Ratcliff, Ph.D., Associate Professor of Economics, University of San Diego
8. Lynn Reaser, Ph.D., Chief Economist, Fermanian Business & Economic Institute
9. Ethan Sharygin, Ph.D., Demographer, California Department of Finance
10. Stanley Smith, Ph.D., Emeritus Professor of Economics and Research Demographer, University of Florida
11. Jeff Tayman, Ph.D., Guest Lecturer, UC San Diego, Department of Economics
12. John Weeks, Ph.D., Emeritus Professor of Geography, San Diego State University

February 14, 2018 Meeting

1. Gary London, Senior Principal, London Moeder Advisors
2. Nathan Moeder, Principal, London Moeder Advisors
3. Frank Wen, Ph.D., Planning Manager, Research and Analysis Division, Southern California Association of Governments
4. Ryan Ratcliff, Ph.D., Associate Professor of Economics, University of San Diego
5. Ethan Sharygin, Ph.D., Demographer, California Department of Finance
Preliminary Housing Capacity Assumptions by Jurisdiction

The following preliminary capacities were developed in collaboration with each of the local jurisdictions over the last several months. The general plan capacity assumptions 2016-2035 include initial input from local jurisdictions. On March 26 and April 12, 2018, the Regional Planning Technical Working Group, which includes the region’s 19 planning directors, provided additional input on the approach to developing the preliminary housing capacities in order to meet the projected need for 509,000 housing units by 2050. The additional input included a combination of current general plan assumptions, emphasis on Smart Growth Opportunities Areas (excluding Rural Villages), and accessory dwelling units (second units on certain single-family parcels). This additional capacity is shown in the general plan capacity assumptions 2036-2050.

These capacities are planning assumptions that will serve as the land use base for San Diego Forward: The 2019-2050 Regional Plan and used to develop the 2018 Subregional Growth Forecast.

Table 1: General Plan Capacity Assumptions by Jurisdiction.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>General Plan Capacity Assumptions 2016-2035</th>
<th>General Plan Capacity Assumptions 2036-2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>6,600</td>
<td>2,100</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>27,700</td>
<td>14,200</td>
</tr>
<tr>
<td>Coronado</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>Del Mar</td>
<td>100</td>
<td>200</td>
</tr>
<tr>
<td>El Cajon</td>
<td>3,200</td>
<td>7,400</td>
</tr>
<tr>
<td>Encinitas</td>
<td>2,500</td>
<td>1,100</td>
</tr>
<tr>
<td>Escondido</td>
<td>11,800</td>
<td>8,800</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>3,600</td>
<td>300</td>
</tr>
<tr>
<td>La Mesa</td>
<td>9,300</td>
<td>1,900</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>1,100</td>
<td>1,500</td>
</tr>
<tr>
<td>National City</td>
<td>5,800</td>
<td>6,400</td>
</tr>
<tr>
<td>Oceanside</td>
<td>6,900</td>
<td>5,200</td>
</tr>
<tr>
<td>Poway</td>
<td>1,500</td>
<td>2,000</td>
</tr>
<tr>
<td>San Diego</td>
<td>202,600</td>
<td>65,600</td>
</tr>
<tr>
<td>San Marcos</td>
<td>11,500</td>
<td>4,300</td>
</tr>
<tr>
<td>Santee</td>
<td>3,300</td>
<td>3,400</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>400</td>
<td>200</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>67,800</td>
<td>7,800</td>
</tr>
<tr>
<td>Vista</td>
<td>7,100</td>
<td>3,400</td>
</tr>
<tr>
<td><strong>Region total</strong></td>
<td><strong>373,000</strong></td>
<td><strong>136,000</strong></td>
</tr>
</tbody>
</table>
DRAFT REGIONAL HOUSING NEEDS ASSESSMENT DETERMINATION COMMENTS

Introduction

Providing housing for a growing number of people, from all income levels, and at all stages of their lives, continues to be one the major goals of our region. Housing is a key policy objective in San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) and the Regional Housing Needs Assessment (RHNA), help provide the framework for the planning and construction of housing, particularly affordable housing, in the San Diego region.

The RHNA process for the sixth housing element cycle (June 30, 2020 – April 15, 2029) is being prepared in conjunction with the development of the 2019 Regional Plan. The RHNA process is aligned with the preliminary 2018 SANDAG Regional Growth Forecast (discussed in Agenda Item No. 4) as the population forecast from the California Department of Finance for the San Diego region is being used for both.

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 its General Plan.

This report provides an overview of how HCD developed the draft RHNA Determination and suggests revised approaches for HCD to consider in preparing the final RHNA Determination for the San Diego region. The suggested revised approaches take into consideration factors unique to the San Diego region.

Recommendation:

The Regional Planning Committee is asked to recommend that the Board of Directors authorize the Executive Director to submit comments to the California Department of Housing and Community Development on the draft Regional Housing Needs Assessment Determination for the San Diego region.
Discussion

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.

On March 7, 2018, SANDAG received the draft RHNA determination (Attachment 1), which was presented to the Regional Planning Committee on April 6, 2018, and the Regional Planning Technical Working Group (the region’s 19 planning directors), on March 26 and April 12, 2018.

HCD prepared the RHNA Determination for the San Diego region in two steps. First, using California Department of Finance (DOF) Population Forecast and Household Formation Rates, HCD determined the projected number of households anticipated by 2029 (the horizon year for the RHNA cycle). In the second step, HCD applied three adjustment factors to the projected number of households to reach the draft RHNA Determination: (1) vacancy rate; (2) overcrowding; and (3) replacement of housing units.

Since the DOF Population Forecast will be utilized in the SANDAG Preliminary Regional Growth Forecast, SANDAG review is focused on the three adjustment factors and the calculation methodology used for the adjustments, as outlined below.

Vacancy Adjustment

A 5 percent vacancy rate is generally believed to provide enough available housing units to sufficiently provide choice and mobility for residents. A rate below 5 percent can lead to increased rents and housing costs. HCD’s proposed vacancy adjustment is consistent with the preliminary 2018 SANDAG Regional Growth Forecast, which calls for achieving a housing vacancy rate of 5 percent by 2029. The Expert Review Panel (Attachment 2) assembled to provide input on the Regional Growth Forecast suggested that a 5 percent vacancy rate is needed to provide a healthy housing market.

No changes are proposed to the 5 percent vacancy adjustment recommended by HCD.

Overcrowding Adjustment

Overcrowding is defined in state law as more than one resident per room in each dwelling. The overcrowding adjustment is intended to increase the supply of housing to lower the number of overcrowded households. The overcrowding adjustment used in the draft RHNA Determination compares San Diego County overcrowding rates to the overcrowding rates of the United States. According to the American Community Survey (five-year data used in the draft RHNA Determination), San Diego County had an overcrowding rate of 6.43 percent of all households, while the national overcrowding rate was 3.34 percent of all households. The Western States Region has an overcrowding rate of 5.87 percent.

Higher overcrowding in the western states may be caused by geographic/topographical constraints such as mountain and desert areas that limit growth and demographic differences like immigration.

---

1 The Census West Region includes the following states: Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.
from areas where overcrowding is more common. Lowering the overcrowding rate in San Diego to a national average would be difficult to accomplish in a single housing element cycle.

It is suggested that HCD consider using an overconsuming rate consistent with the Western States average (5.87%).

Replacement Adjustment

To account for housing lost by demolition or natural disaster, the RHNA calculation is adjusted to include additional housing units to replace those that will be lost during the RHNA cycle. In the draft RHNA Determination, HCD set a minimum and maximum replacement rate of 0.5 percent and 5.0 percent, respectively. HCD then compared the 10-year average of demolitions local governments reported to DOF to the minimum and maximum replacement rates. Since the San Diego County demolitions percentage (0.32%) was lower than the HCD minimum replacement rate, 0.5 percent was used in the draft RHNA Determination.

Since demolitions reported to DOF represent a verifiable, realistic data point, it is suggested that HCD consider the Replacement Adjustment be calculated at the region’s average of 0.32 percent. Using this approach, the adjustment would account for the number of units usually demolished in the San Diego region during a RHNA cycle.

Calculation Methodology

One other factor contained in the draft RHNA Determination is that HCD calculated these three adjustments based on the total number of housing units in the region rather than the number of housing units needed in the eight-year housing element cycle, as in past RHNA Determinations. It is understood that this new methodology is in response to the tremendous need for housing that has developed since the last RHNA process eight years ago. However, it may be more realistic, while still being responsive to the tremendous housing need, to transition to this new methodology during this RHNA cycle, rather than applying it fully throughout the entire period.

It is suggested that HCD consider a transition in applying the new methodology, half in this cycle and the remaining half in the next cycle.

Technical Working Group Input

On March 26 and April 12, 2018, the Regional Planning Technical Working Group reviewed the draft RHNA Determination, assumptions, and adjustment factors and recommended that SANDAG provide comments to HCD that recognize the uniqueness of the San Diego region and that acknowledges local commitment to the construction of more affordable housing.

Next Steps

Pending a recommendation from the Regional Planning Committee, SANDAG staff will draft a letter to HCD acknowledging the region’s commitment to the production of affordable housing and outlining suggested revised approaches for HCD to consider in preparing the final RHNA Determination for the San Diego region. The draft letter would be presented to the Board of Directors for consideration to authorize the Executive Director to submit comments to the HCD.
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 (Sixth Housing Element Cycle, 2018)
               2. List of Expert Review Panelists

Key Staff Contact: Seth Litchney, (619) 699-1943, seth.litchney@sandag.org
<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>3,495,140</td>
<td>n/a</td>
<td>1,251,115</td>
</tr>
<tr>
<td>15 - 24 years</td>
<td>648,185</td>
<td>9.98%</td>
<td>50,356</td>
</tr>
<tr>
<td>25 - 34 years</td>
<td>504,775</td>
<td>37.25%</td>
<td>186,020</td>
</tr>
<tr>
<td>35 - 44 years</td>
<td>402,920</td>
<td>46.54%</td>
<td>217,455</td>
</tr>
<tr>
<td>45 - 54 years</td>
<td>399,705</td>
<td>50.72%</td>
<td>208,648</td>
</tr>
<tr>
<td>55 - 64 years</td>
<td>428,715</td>
<td>53.69%</td>
<td>220,348</td>
</tr>
<tr>
<td>65 - 74 years</td>
<td>388,650</td>
<td>57.98%</td>
<td>155,414</td>
</tr>
<tr>
<td>75 - 84 years</td>
<td>380,010</td>
<td>62.03%</td>
<td>62,775</td>
</tr>
<tr>
<td>85+</td>
<td>250,550</td>
<td>68.51%</td>
<td>15,188</td>
</tr>
<tr>
<td>4 + Vacancy (Maximum Standard 5% vs County ACS 2012-2016 %)</td>
<td>5.00%</td>
<td>2.48%</td>
<td>2.52%</td>
</tr>
<tr>
<td>5 + Overcrowding (US avg % vs. County 2012-2016 ACS %)</td>
<td>3.34%</td>
<td>6.43%</td>
<td>3.09%</td>
</tr>
<tr>
<td>7 + Replacement Adj (.5% min, 5% max, vs. % DOF Demolitions 10 year average)</td>
<td>.5 - 5%</td>
<td>0.32%</td>
<td>0.50%</td>
</tr>
<tr>
<td>8 - Occupied Units (HHs) estimated January 1 2020</td>
<td>1,155,883</td>
<td>171,685</td>
<td>-1,155,883</td>
</tr>
</tbody>
</table>
List of Expert Review Panelists

March 9, 2017 Meeting

1. Erik Bruvold, President, National University System Institute for Policy Research
2. Ira Hirshman, Ph.D., Principal Economist, WSP Parsons Brinkerhoff
4. Elizabeth Laderman, Ph.D., Research Economist, San Francisco Federal Reserve Bank
5. Stephen Levy, Director and Senior Economist, Center for Continuing Study of the California Economy (CCSCE)
6. Dudley Poston, Ph.D., Professor of Sociology, Texas A&M University
7. Ryan Ratcliff, Ph.D., Associate Professor of Economics, University of San Diego
8. Lynn Reaser, Ph.D., Chief Economist, Fermanian Business & Economic Institute
9. Ethan Sharygin, Ph.D., Demographer, California Department of Finance
10. Stanley Smith, Ph.D., Emeritus Professor of Economics and Research Demographer, University of Florida
11. Jeff Tayman, Ph.D., Guest Lecturer, UC San Diego, Department of Economics
12. John Weeks, Ph.D., Emeritus Professor of Geography, San Diego State University

February 14, 2018 Meeting

1. Gary London, Senior Principal, London Moeder Advisors
2. Nathan Moeder, Principal, London Moeder Advisors
3. Frank Wen, Ph.D., Planning Manager, Research and Analysis Division, Southern California Association of Governments
4. Ryan Ratcliff, Ph.D., Associate Professor of Economics, University of San Diego
5. Ethan Sharygin, Ph.D., Demographer, California Department of Finance
TransNet SMART GROWTH INCENTIVE PROGRAM:
FUNDING RECOMMENDATION FOR CLIMATE ACTION PLANS
AND COMPLETE STREETS POLICY GRANTS

Introduction

The TransNet Extension Ordinance provides funding for two SANDAG competitive grant programs: the Smart Growth Incentive Program (SGIP) and the Active Transportation Grant Program (ATGP). Approximately $30 million is available this cycle — $27 million for the SGIP and $3.6 million for the ATGP.

This is the fourth cycle of funding. Two changes are required this cycle based on commitments made in San Diego Forward: The Regional Plan. The new requirements are: (1) a local jurisdiction must have an adopted Climate Action Plan (CAP) and complete streets policy to be eligible to receive SGIP and ATGP funding; and (2) the evaluation criteria must provide greater weight to project proposals that directly reduce greenhouse gas (GHG) emissions. In addition, if a local jurisdiction does not have an adopted CAP or complete streets policy, SANDAG shall make available competitive funding through the grant programs for preparation of a CAP and/or complete streets policy.

On December 15, 2017, the Board of Directors released the call for projects for the fourth cycle of the TransNet SGIP and ATGP. The criteria included a new requirement that local jurisdictions have an adopted CAP and complete streets policy to be eligible for funding. The Board of Directors included up to $1 million under the SGIP to help jurisdictions meet this new eligibility requirement. Applications were due on March 15, 2018.

Discussion

One jurisdiction, the City of El Cajon, submitted an application for CAP funding, and no jurisdictions submitted applications for complete streets policy grants.

Recommendation

The Regional Planning Committee is asked to recommend that the Board of Directors approve the proposed funding recommendation for the City of El Cajon Climate Action Plan grant, funded through the TransNet Smart Growth Incentive Program.

1 This requirement also applies to the TransNet Active Transportation Grant Program.
**Funding Recommendation**

The City of El Cajon requested $150,000, accompanied by $40,000 of matching funds, to prepare its first CAP, conduct a benefit-cost analysis, and complete a California Environmental Quality Act (CEQA) document to meet the requirements of CEQA Guidelines Section 15183.5. The proposal includes a GHG emissions inventory, GHG emissions forecast and reduction targets, GHG emission reduction measures, implementation and monitoring steps, and public outreach efforts, including presence at community events, online media, and a resident leadership academy to support educational and outreach efforts. An eligibility check determined that the application met the eligibility requirements and the 20 percent matching fund requirement. Three evaluators scored the proposal; the proposal averaged a score of 81 percent, and a project ranking of No. 1, given no additional submittals.

On April 11, 2018, the Independent Taxpayer Oversight Committee reviewed and found the proposed El Cajon CAP project consistent with the eligibility requirements of the TransNet Extension Ordinance.

**Next Steps**

On May 4, 2018, the Transportation Committee also will be asked to recommend that the Board of Directors approve the funding recommendation for the City of El Cajon CAP project. Pending recommendations from the Regional Planning and Transportation Committees, the Board of Directors is scheduled to consider approval of the funding recommendation on May 25, 2018.

Pending award of the $150,000 to the City of El Cajon for this project, the remaining $850,000 would be returned to the SGIP to fund additional projects. The City of El Cajon would have until July 2019 to approve its CAP to be eligible to receive funds from any successful SGIP or ATGP grant application(s) awarded by the Board of Directors in July 2018. If the City of El Cajon does not adopt its CAP by then, funding would be awarded to the next eligible project(s) in ranked order.

CHARLES “MUGGS” STOLL  
Director of Land Use and Transportation Planning  
Key Staff Contact: Carolina Ilic, (619) 699-1989, carolina.ilic@sandag.org
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.

**2015 – 2019: Plug-in San Diego Phase I & II**

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 (2017) launched 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 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 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

There are plenty of PEV models available, and plenty of incentives to invest in them. Work is underway to deploy a network of charging stations in the region and the state.

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)
- Increased energy independence (less fossil fuels, and powered by increasingly renewable electricity sources)
- Lower maintenance costs (no oil changes)

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.

**EV Charger Locations**

- **Quick charge locations**
- **Standard charge locations**

For more information, call (619) 699-1950 or email: pio@sandag.org

About **infobits**

SANDAG serves as the region’s clearinghouse for information and data. InfoBits publish timely, relevant information informing the public while providing context on complex issues facing the region.

sandag.org

For more information, call (619) 699-1950 or email: pio@sandag.org
### 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>

---

1 Table adapted from: [Electric Vehicle Charging Station Installation Best Practices: A Guide for San Diego Region Local Governments and Contractors Report](https://www.sandag.org) (SANDAG 2016)

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 on-site 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 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 (Title 24, Part 3, Article 625) 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
    - EVCS 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 in 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.
Chair Terry Sinnott and Members of the SANDAG Board  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Responses to SANDAG RTP/SCS Transportation Network Themes

Dear Chair Sinnott and Board:

The Southwest Wetlands Interpretive Association (SWIA) is an environmental organization established over 40 years ago whose mission is to conserve wetlands and other sensitive natural habitats, primarily in San Diego County and southern California. Our organization is extremely concerned about how SANDAG will update its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is required to use land use and transportation strategies to achieve the Air Resources Board’s SB 375 San Diego Region greenhouse gas (GHG) emission reduction targets, improve the transportation system, and facilitate efficient land use and housing. Our coastal wetlands are particularly vulnerable to climate change and associated sea level rise. We are submitting these comments and recommendations for revising and clarifying the identified themes, including data, assumptions and projections that are the foundation of the RTP/SCS.

The following responses to SANDAG’s “Transportation Network Themes” were evaluated in the context of the overarching purpose of the RTP/SCS: reducing transportation-related GHG emissions through improvements in land use (especially locations for new housing) and the transportation system. SANDAG has stated that the RTP/SCS will serve as a blueprint for future transportation and land use and to achieve its vision for a vibrant economy, healthy communities and environment, and innovative mobility and planning. The previous RTP/SCS efforts have not produced those outcomes. Our region faces a large change in its demographics: (1) most – over 80% - of the regional population growth will be in 65+ age groups who will rely less on their cars and more on transit and alternative transportation services while the younger aged groups are showing less-reliance on driving their own cars; and (2) housing needs will change with the aging of the overall population (more group housing, senior and
assisted living – all of which need to be closer to urban healthcare and non-cars transportation options) as well as the preference for affordable, urban housing among younger age groups. All of these factors will necessitate a transformative change in the transportation system network. The current set of themes fails to adequately identify/highlight these new factors nor does it provide a clear sense of the imperative for creating a set of the fundamental types of changes to the land use and transportation systems network that will be needed to serve the next 25-50 years of anticipated changes to our region’s population, housing and transportation needs.

Our comments on the set of topics presented in the current SANDAG RTP/SCS Open House meetings follow:

1. Jobs, Population, Housing: SANDAG’s Regional Policy Committee (RPC) has stated that it now projects a 2050 regional population of 4 million, which is at least 72,000 fewer people than in the 2015 RTP forecast. Also, 81% of the 2016-2050 growth is expected to be in the 65+ age groups. Those demographic changes will substantially shift the number of housing units (fewer people require fewer housing units); type(s) of housing needed (smaller units with a larger share of multi-person facilities for senior/assisted living); preference for more urban housing (closer to health care and basic household needs/services, job centers, and entertainment centers); and transportation needs (proximity to transit and other non-driving mobility services). Also, housing is and will remain relatively expensive, resulting in more people/household. SANDAGs housing needs projection fails to appropriately account for these factors.

SANDAG staff showed three land use scenarios at the April 6 RPC meeting (dense cores; smart growth/TODs; and accessory dwelling units). These are the same land use scenarios that the 2015 RTP relied on. Based on discussion at the April 6 RPC meeting there was concern among some committee members that the dense core scenario was not feasible/practicable (and staff was told to revise the scenario), and SANDAG staff’s presentation indicated that only a fraction of the potential accessory units could/would be assumed to be built. That leaves only the “smart growth/TOD” alternative as a reasonable scenario. For this reason, we believe that SANDAG must provide new, reasonable and feasible land use alternatives (in both RTP/SCS and CEQA context) for this RTP update.

2. Economy: An essential component of the regional economy is to have a robust, efficient, and affordable transportation system. The RTP/SCS must identify, promote and fund a fundamentally transformed (broadly accessible, efficient and affordable) transportation system network. Identify/promote measures and provide strong incentives (and disincentives, as appropriate) to shift land use (housing and jobs centers) that can best utilize this new
transportation approach/infrastructure and result in more affordable housing. Use this new approach as the basis for a new regional funding proposal that is transparent, socio-economically equitable (non-regressive), and sufficient to support the recommendations in all of the other Issues (#1, 3, 4, 5).

3. Emerging Technologies: SANDAG must place a much higher priority on identifying, testing/implementing and funding emerging and new transportation-related technologies. Which elements of the existing “mainframe” infrastructure (rail/light rail lines and BRT) should be retained and expanded as the basis to produce a functionally transformed transportation system network? Which are most suitable for replacement with more efficient components? What are the most important components of the transportation system that could be modified/transformed to create a much more efficient network (dedicated transit lanes; isolated crossings; underground/elevated portions of rail/lanes; how to increase bike use overall and bike carrying capacity on light rail and busses)? How can SANDAG speed-up the creation of mobility hubs; how can it add Mobility as a Service (MaaS) as a viable supplement to areas where rail/bus services would be best located to increase use and/or to provide access to transportation where rail/bus lines cannot be feasibly located close to (within ¼ mile) of residential, commercial and entertainment centers? All of these changes will necessitate that SANDAG include meaningful transportation alternatives, re-prioritize its project funding allocations, and that these align with the needed housing changes described in Item 1 above.

4. Climate Change and Environment: A fundamental commitment of the RTP must be to cap and then reduce total VMT, not just per capita VMT reduction, as the key to reducing GHG emissions – which are the greatest single factor exacerbating climate change. It must support the local jurisdictions’ Climate Action Plans, particularly their transportation-related GHG emission reduction targets and include policies, programs and incentives to promote growth/housing and jobs within the Urban Area Transit Strategy (UATS) area. Areas where air quality is most degraded by the transportation system (cars, trucks and transit) should be prioritized for VMT reduction as well as reduction of fossil fuel vehicles. All new/modified transportation system projects must incorporate effective GHG reduction measures (phased electrification of the system; integration with active transportation users; natural “green” features such as trees/tree canopy and other vegetation and uncovered/permeable ground surfaces). Preclude development in important biological core areas or severing/constricting habitat linkages – while planning for projected (unavoidable) climate change impacts.
5. Healthy Communities: Promote a shift in land use so that at least 80-90% of new population growth (and housing and jobs) occurs in the existing dense core areas and new “smart growth” and TOD areas that align with the transformed transportation infrastructure (#3 above).

Promote and provide incentives to create carbon-neutral businesses, more green space, complete neighborhoods/streets, food choices in those population growth areas – which must be effectively served by functional transportation choices.

Please incorporate these comments into the public input to the RTP/SCS and specifically into the Open House comments process. Our contact for these comments is Bill Tippets (billtippets@gmail.com).

Sincerely,

Michael A. McCoy, President

Bill Tippets, Board Member
From: Bill Tippets (billtippets@gmail.com)

To: Regional Planning Committee; Muggs Stoll; Colleen Clements; Ray Major

Date: May 2, 2018

Subject: Issues Relating to the Population and Housing Projections in SANDAG’s Preliminary Series 14 Regional Growth Forecast (Regional Planning Committee Agenda Item 4, May 4, 2018 meeting)

I have read the RPC agenda items and provide these comments for inclusion in the RTP/SCS agenda packet and planning administrative file. I am unable to attend the meeting.

1. Transparency (per 7 Point Data Accuracy and Modeling Plan) is not being met. The process followed in developing the 2019 Regional Growth Forecast does not meet the two key goals below contained in SANDAG’s recently approved 7-Point Data Accuracy and Modeling Plan.

   • **Review and Oversight:** Validate the new SANDAG population, housing, and economic forecasting model using an independent expert review committee, including convening a panel of experts in economics, demographics, and land use to review the methods, data sources, and assumptions of the new SANDAG forecasting model. The panel will evaluate the efficacy and sufficiency of the proposed Series 14 forecasting model to adequately forecast population, housing, and economic variables for SANDAG planning purposes.

   • **Enhance Transparency:** Develop a set of agency methods and standards to ensure data and analytic transparency, including establishing check points where full disclosure and analysis are provided to ensure that others can see how models were developed, how data was processed, and what assumptions were made along the way.

SANDAG should provide more information about its expert panelists and their perspectives and input. An example of this level of disclosure can be found in a document produced by SACOG (http://www.sacog.org/sites/main/files/file-attachments/appendix_d-1_regional_projections.pdf). Full disclosure and analysis should be provided to ensure that decision makers, stakeholders, and the public can see how models were developed, how data was processed, and what assumptions were made along the way. The analysis should include SANDAG’s draft numbers and assumptions before the input of the two peer review panels, how the assumptions changed and on what basis, and comparisons should be made between the Series 13 and Series 14 growth forecasts so decision makers and the public can clearly see the changes without having to search out the information themselves in old reports. Based discussion with SANDAG staff and in reading the staff reports, it is apparent that the housing projection has changed from the number of units SANDAG forecasts will be built (as in
previous forecasts) to the “need” for housing units or stated another way, the number of units needed vs. the number of units expected to be built. This is a significant change in methodology that was not adequately explained or discussed in the RPC and TWG reports, and the ramifications to the entire RTP/SCS planning process must be explained.

SANDAG has not provided sufficient background information to allow the public to understand the assumptions and factors that went into the forecast, how they differ from the previous 2015 RTP/SCS forecast, and how the two expert peer review panels influenced the forecast. Given the significant differences between inputs into and results of the two forecasts, which are only four years apart, more information should be provided to the SANDAG Board and the public regarding the two sets of numbers prior to their approval for planning purposes and use in the 2019 RTP/SCS.

2. Forecasting Methodology. To be more specific about the concerns regarding changes in the Series 13 and Series 14 growth forecast assumptions, two key factors in the forecast have been changed or do not appear to be adequately justified:

   a. As described in Agenda Item 4, Persons per household (P/HH) uses national trend line to set the future P/HH rate of 2.49, but the cited evidence (national data for all counties of the US) to justify that this is questionable, if not appropriate. In fact, SANDAG argues in Agenda Item 5 (RHNA) that the national statistic for overcrowding is not appropriate and the "western states" statistic – which more closely aligns with the San Diego region - is more appropriate. Similarly, San Diego has a higher percentage of Hispanic households than the national average, the percentage is increasing, and Hispanic households have a higher P/HH than non-Hispanics (e.g., national census data report that Hispanic P/HH number is 3.25 whereas non Hispanic is 2.43). We have identified several sources that suggest P/HH will not necessarily decrease as assumed:

   Interim Census data (American Community Survey) shows 2.76 P/HH for San Diego County, is flat from 2012.
   https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=C

   The Census Bureau Quick Facts data show a 2.87 P/HH
   https://www.census.gov/quickfacts/fact/table/sandiegocountyca/CA/PST045
   216

   Share of households by household size over time for California and San Diego show the share of 1-person households has fallen by about 1 percentage point over the past 10 years.
   https://factfinder.census.gov/bkmk/table/1.0/en/ACS/06_EST/S2501/0400000US06|0500000US06073
b. Vacancy Rate: SANDAG is assuming that the region will reach and maintain a 5% vacancy rate, which appears to be an arbitrary and unjustified number for this region. We have identified several sources that suggest a 5% vacancy rate is highly unlikely to be achieved:

Below are two sets of data from the Census Bureau that indicate a 5% vacancy rate is not commonly documented in the US:

- [https://www.census.gov/housing/hvs/data/ann17ind.html](https://www.census.gov/housing/hvs/data/ann17ind.html)
- [https://www.census.gov/housing/hvs/data/fig01.pdf](https://www.census.gov/housing/hvs/data/fig01.pdf)

c. Second homes. Introducing a new factor into the housing forecast, the 57,000 homes that are currently not deemed available for housing new population growth, should be accounted for. But, as we document in the population comment below, the projected decrease in population growth will offset some of the second home effect. That is not discussed in the regional forecast.

3. Data and Results:
   a. Population. The regional population growth forecast is not the same as the last forecast, and is about 72,000 fewer people; that is not an insignificant decrease in the forecast population by 2050, and will reduce housing demand.

**Population Forecasts**

In the 2015 RTP/SCS (Series 13): SD Forward, EIR Chapter 4.13 states: The existing (2012) population of the San Diego region is 3,143,429 people. From 2012 to 2050, regional population is forecasted to increase by 925,330 people from 3,143,429 to 4,068,759. And in Chapter 2 the RTP/SCS states: In 2012, the San Diego region included about 3.1 million people, and the Series 13 Regional Growth Forecast, projects that the region will grow by nearly 1 million people by 2050.

In contrast, the April 2018 RPC and TWG staff reports presented the following population numbers from the Preliminary Series 14 Regional Growth Forecast: The 2016 population is 3,300,891 and the projected 2050 population is 3,997,108, an increase of about 696,000 people.

We understand that forecasts are not deterministic and that some change is reasonable in subsequent forecasts. It is notable, however, that the Preliminary Series 14 forecast projects a 2050 population of about 72,000 FEWER people compared to the Series 13 forecast.

b. Housing. The huge projected increase in housing need from 2016-2050 (509,000 new homes) compared to the projected number in the previous forecast (326,000 new homes from 2012-2050) appears to be based on questionable assumptions (as noted above) and fails to
describe the partial offset from the reduced population forecast - and, that around 40,000 homes were built between 2012 and 2016. So, the actual net increase in homes from 2016-2050 is greater than a simple difference of 509,000-326,000 = 183,000. It appears that the difference should add +/-40,000 that have been built from 2012-2016, which would indicate that the new projection calls for 223,000 new homes more than the 2015 RTP/SCS.

The previous regional growth forecast anticipated that the local general plans could accommodate all the projected housing needs (326,000 new homes needed vs. 357,000 presumed acceptable capacity:

In the 2015 RTP/SCS (Series 13): SD Forward, EIR Chapter 4.13 states: “As of 2012, total housing was 1,165,818 units (Table 4.13-1) and from 2012 to 2050, the number of housing units in the region is forecasted to increase by 326,117, from 1,165,818 to 1,491,935.”

The 2015 RTP/SCS, Chapter 2 states: “From 2012-2050, over 325,000 new homes will be added during this time frame. 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.”

In the current RPC Agenda Item 4, SANDAG is now assuming, based on an apparent vast change-of-positions by the planning directors/Technical working Group, that the local general plans can fully accommodate the 509,000 new homes (Table 1 in the RPC May 4 Agenda Item 4). What has changed and where are those additional housing units assumed to be located? This has immense bearing on the land use scenarios that SANDAG will use in preparing the draft RTP/SCS; how does this new "acceptance" of the additional 223,000 new homes relate to the current possible land use scenarios that are currently discussed in the RPC’s meetings (dense cores; smart growth; accessory units)? Also, As described in the attached report, more housing does not ensure affordability nor smart growth: https://www.facebook.com/notes/lets-grow-the-san-diego-way/can-we-build-our-way-to-affordable-housing/442872392793376/

Summary/Conclusion

All the preceding information and comments raise serious concern that the process to develop these foundational numbers/forecasts for the RTP/SCS is neither transparently described nor
fully accurately characterizing the region. The process is flawed and these concerns must be fully addressed and, as appropriate, the assumptions and results modified.

## Comparing the Series 13 and 14 Regional Growth Forecasts

### Series 13 Regional Growth Forecast: 2012 - 2050

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>2050</th>
<th>Numerical Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>3.143 m</td>
<td>4.069 m</td>
<td>926,000</td>
</tr>
<tr>
<td>Civilian Jobs</td>
<td>1.347 m</td>
<td>1.807 m</td>
<td>460,000</td>
</tr>
<tr>
<td>Housing</td>
<td>1.166 m</td>
<td>1.492 m</td>
<td>326,000</td>
</tr>
</tbody>
</table>

### Series 14 2019 Regional Growth Forecast: 2016 – 2050 *(Preliminary)*

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2050</th>
<th>Numerical Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>3.301 m</td>
<td>3.997 m</td>
<td>696,000</td>
</tr>
<tr>
<td>Civilian Jobs</td>
<td>1.432 m</td>
<td>1.802 m</td>
<td>370,000</td>
</tr>
<tr>
<td>Housing</td>
<td>1.256 m</td>
<td>1.703 m</td>
<td>447,000 (509,000?)</td>
</tr>
</tbody>
</table>

### Numerical Change 2012 - 2016

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>2016</th>
<th>Numerical Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>3.143 m</td>
<td>3.301 m</td>
<td>158,000</td>
</tr>
<tr>
<td>Civilian Jobs</td>
<td>1.347 m</td>
<td>1.432 m</td>
<td>85,000</td>
</tr>
<tr>
<td>Housing</td>
<td>1.166 m</td>
<td>1.256 m</td>
<td>90,000</td>
</tr>
</tbody>
</table>

### Series 13 vs. Series 14 in 2050

<table>
<thead>
<tr>
<th></th>
<th>Series 13</th>
<th>Series 14</th>
<th>Difference</th>
</tr>
</thead>
</table>


<table>
<thead>
<tr>
<th>Category</th>
<th>Current</th>
<th>Previous</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>4.069 m</td>
<td>3.997 m</td>
<td>-72,000</td>
</tr>
<tr>
<td>Civilian Jobs</td>
<td>1.807 m</td>
<td>1.802 m</td>
<td>-5,000</td>
</tr>
<tr>
<td>Housing</td>
<td>1.492 m</td>
<td>1.703 m</td>
<td>+211,000</td>
</tr>
</tbody>
</table>
Regional Growth Forecast Assumptions

Regional Planning Committee
May 4, 2018

How is the Regional Growth Forecast used?

✓ To develop the 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
Preliminary Regional Growth Forecast

Growth in Population, Jobs, and Housing Units

- Population: 4.0 Million
- Jobs: 1.8 Million
- Housing Units: 1.7 Million

Growth:
- Population: +700,000
- Jobs: +360,000
- Housing Units: +509,000

Key Regional Assumptions

- Population grows older and we live longer:
  - 81% of the total pop growth will be in age 65+
  - Median age increases from 35 to 40
  - Average household size decreases as population ages

- Acknowledge Second Homes and Vacation Rentals are “un-occupiable” units
  - ~ 57,000 units

- Healthy Vacancy Rate (5% effective rate long-term)
  - Capacity for first time homebuyers
  - Permits residents to move between units
  - Moderates housing and rental prices
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 (SB 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

Preliminary Capacity and Projected Housing Need

- Decreasing persons per household
- Healthy vacancy rate
- Excludes second homes and vacation rentals from available housing stock
Assuming Smart Growth Opportunity Area minimum residential place type densities (minus existing housing and local identified capacity) could provide additional housing units:

- **Metropolitan Center** (75 du/acre) 57,000
- **Urban Center** (40 du/acre) 95,000
- **Town Center** (20 du/acre) 97,000
- **M-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 accessory dwelling units on single-family parcels of 5,000 square-feet or larger in urbanized area could provide:

- 100% 388,000 units
- 50% 194,000 units
- 20% 77,000 units
- 10% 38,000 units
- 5% 20,000 units
Technical Working Group Input

- March 26, 2018 - Special meeting to provide input on approach
- April 12, 2018 - Recommended approval of forecast assumptions and local capacities
- Assumes Smart Growth minimum residential place type densities (minus existing housing and local identified capacity), excluding Rural Villages
- Assumes Existing/Planned and Potential SGOAs
- Assumes Accessory Dwelling Units in urbanized area of the region on 10% of available parcels

Assumptions for consideration

- Decreasing household size as population ages
- Assume 5% effective vacancy rate
- Account for second homes and vacation rentals
- Local housing capacities (Attachment 2)
Recommendation

The Regional Planning Committee is asked to recommend that the Board of Directors approve the regional assumptions and housing capacity assumptions by jurisdiction for use in the 2018 Regional Growth Forecast.
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

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 (No change)
  - Overcrowding adjustment
  - Replacement adjustment
  - Calculation Methodology

### Overcrowding

**Percent of Overcrowded Households**

- **United States**
  - 3.34%
- **West Region**
  - 5.87%
- **Northeast Region**
  - 3.02%
- **South Region**
  - 2.88%
- **Midwest Region**
  - 1.86%
- **State of California**
  - 8.20%
- **San Diego County**
  - 6.43%

Replacement

- HCD: Minimum Replacement Rate 0.50%
- DOF reported 10-year rate of 0.32%
- Recommendation: Use DOF reported rate

Calculation Methodology

- Previous RHNA Determination – Adjustments calculated based on the total number of housing units needed during the RHNA cycle
- 6th Cycle RHNA Determination was calculated based on the total number of housing units in the region
- It is suggested that HCD consider a transition in applying the new methodology
- Apply adjustments to 50% of the housing units in the region
Regional Planning Technical Working Group

- On March 26 and April 12, 2018, the TWG reviewed the draft RHNA Determination
- Recommended that SANDAG provide comments to HCD that recognize the uniqueness of the San Diego region
- Affirm region’s commitment to housing

Next Steps

- **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
Recommendation

- The Regional Planning Committee is asked to recommend that the Board of Directors authorize the Executive Director to submit comments to the California Department of Housing and Community Development on the draft Regional Housing Needs Assessment Determination for the San Diego region.
San Diego Regional Electric Vehicle Programs Status Update

Regional Planning Committee | Item 7 | May 4, 2018

EV Policy Drivers

**International**
- National policies encouraging EV sales

**National**
- 9-State MOU for 3.3 million ZEVs by 2025

**Statewide**
- 2025 goal: 1.5 million ZEVs
- 2030 goal: 5 million ZEVs and 250,000 chargers

**Regional**
- San Diego Forward: The Regional Plan
- Regional readiness planning

**Local**
- Agency Climate Action Plans and sustainability goals
Market Drivers and Investment

- **2019**
  - Only EVs or hybrids
  - **Volvo**

- **2022**
  - $11 billion
  - 10 new EVs
  - **Mercedes-Benz**

- **2022**
  - $40 billion
  - EVs, AVs, mobility services
  - **Volkswagen**

- **2023**
  - 25 EV models
  - All EV shared mobility program “Maven”
  - **General Motors**

- **2025**
  - 25 EVs
  - 25% of global fleet electrified
  - **BMW**

- **2025**
  - 16 EVs
  - **Kia**

EV Charging Types

**Level 1 (L1)**
- All EVs can use L1
- Home, long-term parking sites
- Uses standard wall outlet
- ~3-6 miles/hour of charge

**Level 2 (L2)**
- All EVs can use L2
- Home, destination, workplace sites
- Uses standard dryer outlet
- ~8-24 miles/hour of charge

**Direct Current Fast Charging (DCFC)**
- Some EVs can use DCFC
- Corridor and quick stop charging
- Commercial grade power connection
- ~80% < 30 minutes of charge
San Diego Regional EV Growth 2010-2017

Clean Vehicle Rebate Project (CVRP) in the region:
~18,000 rebates issued
23,000+ vehicles purchased

Public Charging in the San Diego Region

- 500 L2 chargers (~1,200 ports)
- 35 DCFC (~95 ports)
- 2025 State goal for the region
  - 7,000-11,000 L2
  - 900-3,000 DCFC

Source: USDOE, Alternative Fuels Database, Feb. 2018
Statewide Charger Investments and Need

<table>
<thead>
<tr>
<th>Statewide Existing and Planned Charger Investments</th>
<th>Chargers (L2/DCFC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing chargers/stations* in California</td>
<td>14,000</td>
</tr>
<tr>
<td>California Energy Commission investments</td>
<td>3,700</td>
</tr>
<tr>
<td>Utility pilot programs</td>
<td>75,000</td>
</tr>
<tr>
<td>VW and NRG settlement requirements</td>
<td>11,000</td>
</tr>
<tr>
<td><strong>Total chargers from existing investments</strong></td>
<td><strong>104,000</strong></td>
</tr>
</tbody>
</table>

- **2025 infrastructure goal**: 250,000
- **Infrastructure gap (today through 2025)**: 146,000
- **Estimated funding gap (today through 2025)**: $1.2B-$1.6B

*Through December 2017

Source: Governor’s Office of Business and Economic Development

---

SANDAG EV Efforts

- **2009**: Regional AFs, Vehicles, and Infrastructure Report
- **2010**: The EV Project Launches
- **2011**: AF Readiness Planning
- **2012**: PEV Readiness Planning
- **2013**: Implement PEV Readiness Plan with EV Expert
- **2014**: SANDAG RTP and SCS
- **2015**: SANDAG EV Efforts
- **2016**: SANDAG EV Efforts
- **2017**: SANDAG EV Efforts
- **2018**: SANDAG EV Efforts
- **2018+**

---

EV Charging Program Development
Regional Charging Incentive Program

2015 Regional Plan Actions:

• Develop charger incentive program
• Bring program to Board prior to next Regional Plan
• Commit $30 million to program from 2020-2050

In doing so, SANDAG:

• Helps address regional infrastructure needs
• Helps achieve GHG reductions from passenger vehicles

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.
Charging Program Development

Caltrans SB1 Planning Grant

- SANDAG received $600,000 grant to develop incentive program 2018-2020
- Board accepted grant in January 2018

Design Considerations

- Charging technology types and incentive levels
- Performance metrics and data monitoring
- Coordination with local governments and others
- Marketing and stakeholder engagement

Other EV Charging Programs

In California

- $800M investment over ten years
- Own/install Level 2 and fast chargers

SDG&E service territory

- $45M pilot to own/install 3,500 chargers
- $4M for chargers at four Park & Ride lots

California EV infrastructure project

- $200M for regional charging programs, starting in Fresno
- Fast charger focus
Next Steps

- Plug-in SD regional infrastructure mapping and market analysis
- Charging program development - subregional meetings on local infrastructure goals
- Coordination with other SANDAG projects
- Consideration of charging infrastructure for 2019 Regional Plan
The San Diego regional Bike to Work Day is Thursday, May 17. Since May is also National Bike Month, San Diegans have opportunities to GO by BIKE all month long. Promoting biking in your community is convenient when you partner with the SANDAG iCommute team.

- **it’s easy.** With the support of the iCommute program and partners, you’ll receive the tools you need to promote and participate in Bike to Work Day.
- **it’s fun.** Show your community spirit by engaging with bike riders in your area.
- **it’s good for the community.** Bike to Work Day supports biking as a viable, environmentally friendly, cost saving commute choice.

### PROMOTE
*Inform your community about Bike to Work Day*

**Make a Bike to Work Day proclamation.** Post the proclamation on your website, mention in emails, newsletters, and on social media.

**Share Bike to Work Day promotional materials.** iCommute has Bike to Work Day marketing materials ready to help you. Share social media posts, place an ad on your website, share a newsletter article, or hang a poster.

### PREPARE
*Help commuters get ready for Bike to Work Day*

**Take advantage of free bike services.** Prepare your employees for Bike to Work Day with a 45-minute on-site bike education class or maintenance safety check.

**Highlight pit stops in your area.** Help people plan their bike route by pointing out pit stop locations in your community where they can refuel with healthy snacks and encouragement.

**Prepare bike lanes.** Consider sweeping streets and bike lanes to make riding conditions safe for all participants on Bike to Work Day.

### PARTICIPATE
*Join the fun and GO by BIKE*

**GO by BIKE on Bike to Work Day.** Encourage your community members to join thousands of bike riders throughout the San Diego region on Thursday, May 17.

**Get social.** Share your Bike to Work Day experience using #BiketoWorkSD with @iCommuteSD on Facebook or Twitter, or @SANDAGregion on Instagram.

For more information, visit 511sd.com/iCommute or contact Phoenix Smith, at phoenix.smith@sandag.org or (619) 699-6967.