AGENDA HIGHLIGHTS

- EXECUTIVE DIRECTOR RECRUITMENT
- SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – PROPOSED TIMELINE EXTENSION
- REGIONAL HOUSING NEEDS ASSESSMENT

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

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MESSAGE FROM THE CLERK

In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) $100, Board of Directors (BOD) $150, and Regional Transportation Commission (RTC) $100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws, and the compensation rate for the RTC is set pursuant to state law.

MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Request to Comment form, located on the Committee Clerk’s table in the front of the room, and then present the form to the Clerk of the Board 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 Board 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 Board meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the Board meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting. All public comments and materials received by the deadline become part of the official project record, will be provided to the members for their review at the meeting, and will be posted to the agenda file as a part of the handouts following each meeting.

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

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1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

2. CLOSED SESSION: PUBLIC EMPLOYEE APPOINTMENT PURSUANT TO GOVERNMENT CODE SECTION 54957(B)(1) AND CONFERENCE WITH EMPLOYMENT NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54957.6. TITLE: EXECUTIVE DIRECTOR; AGENCY DESIGNATED REPRESENTATIVES: CHAIR TERRY SINNOTT AND VICE CHAIR STEVE VAUS

The Board of Directors will be updated by the agency-designated representatives regarding negotiations related to the Executive Director position.

3. SANDAG EXECUTIVE DIRECTOR POSITION

(APPROVE)

The Board of Directors will be asked to: (1) discuss and approve the proposed salary, benefits, and other terms of employment for the Executive Director position; (2) authorize the Chair to execute an employment agreement with the candidate selected by the Board in closed session on August 17, 2018, including such terms; and (3) approve an update to the FY 2019 Salary Schedule to include the proposed Executive Director salary.

CONSENT

+4. PROPOSED FY 2019 PROGRAM BUDGET AMENDMENT: CENTRALIZED TRAIN CONTROL TECHNOLOGY REFRESH (Dale Neuzil)

(APPROVE)

The Board of Directors is asked to: (1) approve an amendment to the FY 2019 Program Budget to add a new Capital Improvement Program Project No. 1146800, Centralized Train Control Technology Refresh; and (2) accept $1,702,000 from the Metropolitan Transit System to fund this project.

REPORTS
   DISCUSSION/ POSSIBLE ACTION
   To continue to support meaningful outreach and deliberation, the Board of Directors is asked to consider an extension of the timeline for completing San Diego Forward: The 2019–2050 Regional Plan by approximately four to six months.

+6. REGIONAL HOUSING NEEDS ASSESSMENT (Charles “Muggs” Stoll and Seth Litchney)
   DISCUSSION/ POSSIBLE ACTION
   The Board of Directors is asked to provide direction on an approach to develop the sixth cycle of the Regional Housing Needs Assessment Plan for the San Diego region.

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

8. UPCOMING MEETINGS
   The next Board Business meeting is scheduled for Friday, September 28, 2018, at 9 a.m.

9. ADJOURNMENT
   + next to an agenda item indicates an attachment
PROPOSED FY 2019 PROGRAM BUDGET AMENDMENT: CENTRALIZED TRAIN CONTROL TECHNOLOGY REFRESH

Introduction

In December 2007, ARINC (now a division of Rockwell Collins) won the contract to design and install a new Centralized Train Control (CTC) System for Metropolitan Transit System (MTS) Rail Operations. SANDAG awarded the contract and manages implementation of the system, which is used for train tracking, dispatching, monitoring, and controlling 53 miles of track.

Discussion

The CTC system currently is running on software from Microsoft that needs to be updated to accommodate the growing MTS system.

Proposed FY 2019 Program Budget Amendment

At its July 26, 2018, meeting, MTS approved an overall CTC budget increase (Attachment 1), a portion of which would fund a refresh to the current CTC software. The proposed budget amendment (Attachment 2) would allow SANDAG to accept these funds to support an upgrade to servers, desktops, network infrastructure, and back office software. The current CTC software features would be migrated over to the latest software platform from Rockwell Collins with additional functionality, updated graphics, and improved performance and scalability. This new system also would be designed to incorporate future updates as technology evolves and is expected to take 15 to 18 months to complete.

Next Steps

Approval of the proposed budget amendment would ensure completion of the CTC Technology Refresh Project in early 2020, allowing for integration of the new CTC software into the Mid-Coast Trolley system prior to its expected opening in 2021.

KIM KAWADA
Chief Deputy Executive Director

Attachments: 1. Proposed FY 2019 Program Budget Amendment: Capital Improvement Program Project No. 1146800, Centralized Train Control Technology Refresh Project
   2. MTS Board of Directors Fund Transfer Approval July 26, 2018

Key Staff Contact: Dale Neuzil, (619) 595-5373, dale.neuzil@sandag.org
**PROJECT SCOPE**

Upgrade hardware and software at the Operations Centralized Train Control (CTC) back office system for the Metropolitan Transit System (MTS). These upgrades will prepare CTC for the Mid-Coast trolley extension.

**SITE LOCATION**

The CTC system is operational and monitoring all lines of the MTS Trolley system. SANDAG is finalizing the implementation of Phase IV of the capital improvements, which will provide interfaces to new and existing traction power substations along all Trolley lines.

**PROJECT LIMITS**

MTS - Trolley System

**MAJOR MILESTONES**

Draft Environmental Document  N/A
Final Environmental Document  N/A
Ready to Advertise  May-18
Begin Construction  Aug-18
Open to Public  Dec-20
Close-Out  Jun-21

**SANDAG EXPENDITURE PLAN ($000)**

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**FUNDING PLAN ($000)**

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Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

July 26, 2018

9:00 a.m.

James R. Mills Building
Board Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

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ACTION
RECOMMENDED

1. Roll Call

2. Approval of Minutes - June 14, 2018
Approve

3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please SILENCE electronics during the meeting
CONSENT ITEMS

6. Increased Authorization for Legal Service Contracts to Pay Projected Expenses in Fiscal Year (FY) 2019
   Action would authorize the Chief Executive Officer (CEO) to execute amendments with eight law firms, increasing the spending authority to cover anticipated FY19 expenses.

7. Number Not Used.

   Informational

9. Revisions to Board Policy No. 26, "Disadvantaged Business Enterprise Program"
   Action would approve revisions to Board Policy No. 26, "Disadvantaged Business Enterprise Program".

10. Number Not Used.

11. Fairfield Grossmont Trolley, LLC Lease: Consent to Assignment and Assumption of Ground Lease
    Action would authorize the Chief Executive Officer to execute the Assignment and Assumption of Ground Lease consenting to this transfer of the Fairfield Grossmont Trolley, LLC lease to Trolley 8727 Apartments California, LLC and any additional documents necessary to close the transaction.

12. Centralized Train Control (CTC) Technology Refresh Project
    Action would authorize the Chief Executive Officer (CEO) to execute Task Order 83 of Addendum 17 to the Memorandum of Understanding (MOU) between San Diego Associations of Governments (SANDAG) and MTS for the Centralized Train Control (CTC) Technology Refresh Project.

13. Investment Report - May 2018
    Informational

14. Elevator and Escalator Maintenance and Repair Services - Contract Amendment
    Ratify/Approve
    Action would: (1) Ratify Amendments 1, 2 and 3 to MTS Doc. No. PWG153.0-14; and (2) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG153.5-14 with ThyssenKrupp Elevator (TKE) for additional funds for continued maintenance of elevators and escalators.

15. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken By The SD&AE Board of Directors at its Meeting on July 10, 2018
    Receive
    Action would receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports for information.

CLOSED SESSION

24. None.
DISCUSSION ITEMS

30. **Grantville Trolley Station Transit Oriented Development (Tim Allison and Sharon Cooney)**
    Action would receive a report on the Grantville Trolley Station Transit Oriented Development opportunities and authorize the Chief Executive Officer to enter into exclusive negotiations.

31. **Planning Consultant for Potential Ballot Measure - Contract Award (Denis Desmond)**
    Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2161.0-18 with Transportation Management & Design, Inc. (TMD), for the provision of preliminary planning services for a potential ballot measure from July 2018 to June 30, 2019.

32. **Disadvantaged Business Enterprise (DBE) Overall Goal (Samantha Leslie)**
    Action would adopt a 3% Overall DBE Goal for DBE-participation in federally funded contracts over the Federal Fiscal Year (FFY) 2019 to FFY 2021 triennial period.

REPORT ITEMS

45. **San Diego Metropolitan Transit System (MTS) Marketing Update (Rob Schupp)** Informational

46. **Operations Budget Status Report for May 2018 (Mike Thompson)** Informational

59. **Ad Hoc Ballot Measure Committee Report (Board Member David Alvarez)** Informational

60. **Chair Report** Informational

61. **Chief Executive Officer's Report** Informational

62. **Board Member Communications** Informational

63. **Additional Public Comments Not on the Agenda**
   If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.

64. **Next Meeting Date:** September 20, 2018

65. **Adjournment**
SUBJECT: CENTRALIZED TRAIN CONTROL (CTC) TECHNOLOGY REFRESH PROJECT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Task Order 83 of Addendum 17 to the Memorandum of Understanding (MOU) between San Diego Associations of Governments (SANDAG) and MTS for the Centralized Train Control (CTC) Technology Refresh Project.

Budget Impact

The estimated cost of the project is $2,793,578. Currently $1,441,000 has been funded in MTS project 1007103301 - CTC System Technology Refresh project. MTS and SANDAG will be responsible for the costs of the project in the ratio of 75:25 respectively as described in the table below.

<table>
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<th>Project Summary</th>
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MTS will request the current unfunded portion of $654,183 in the FY20 Capital Improvement Program (CIP).

DISCUSSION:

In December 2007, ARINC won the contract to design and install a new Centralized Train Control (CTC) system for light rail transit operations in greater San Diego. The
contract was awarded by SANDAG on behalf of San Diego Trolley Inc. (SDTI), and SANDAG managed the implementation of the system. ARINC implemented a new CTC system with centralized train control, routing, tracking, monitoring and controlling of 53 miles of track, substations, feeders and overhead catenary. With the original project completed, MTS utilizes an MOU with SANDAG for ongoing CTC maintenance and enhancements which are detailed as specific task orders.

The current CTC system does not support the growing system expansion needs of SDTI and is currently running on unsupported Microsoft software. In order to support the Mid-Coast expansion, which will add nine (9) new trolley stations and 36 new light rail vehicles, it was determined that the existing CTC system and associated system environment would need to be refreshed.

MTS seeks to refresh the current CTC AIM® environment to include desktops, servers, network infrastructure, and back office software with upgrades such as an updated Microsoft 2016 Operating System, new Java graphical user interface, and improvements that include a new system architecture, scalability, functionality and performance. The main goal of this task order is to replace aging software and hardware with the newest technology to support future growth of the AIM® system, reduce the probability of system failures, and improve security.

MTS performed an Independent Cost Estimate (ICE) for this project which is reflected in the following table.

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<td>Network Infrastructure</td>
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<td>Contingency</td>
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</tr>
<tr>
<td><strong>Project Total</strong></td>
<td><strong>$ 2,793,578</strong></td>
</tr>
</tbody>
</table>

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Task Order 83 of Addendum 17 to the MOU between SANDAG and MTS, for the SANDAG/MTS Centralized Train Control (CTC) Technology Refresh Project.

/is/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments:  A. Addendum 17, Task Order 83
Addendum 17 Project Scope of Work

<table>
<thead>
<tr>
<th>MTS File No.</th>
<th>G0930.17-04.83</th>
<th>SANDAG Reference No.</th>
<th>5000710 SOW 82</th>
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<tr>
<td>CIP Title:</td>
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<tr>
<td>CIP No.</td>
<td>MTS – 1007103301 SANDAG – 1257001</td>
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<td></td>
<td>Project Managers: MTS - Robert Borowski SANDAG – Dale Neuzil</td>
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<td>Operating Agency:</td>
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<td>Estimated Start Date:</td>
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<td>Estimated Completion Date:</td>
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<td>Estimated Budget:</td>
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<tr>
<td>Effective Date:</td>
<td>4/1/18</td>
<td></td>
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</tr>
</tbody>
</table>

**Intended Source of Funds:**
SANDAG - FTA Section 5309, FTA Mid-Coast FFGA CA-2016-021 and TransNet funds.
MTS – State & Local funding

**Describe Any Necessary Transfers of Project Funds Between the Parties:**

MTS will reimburse SANDAG via purchase order(s) for the services described herein.

SANDAG shall utilize the existing contract with Rockwell Collins, formerly ARINC, to perform the Advanced Information Management (AIM®) software upgrade portion of the Centralized Train Control (CTC) Technology Refresh Project. Under this agreement, the SANDAG Mid-Coast Project will pay 25% or all costs required for the CTC AIM® and OCC upgrades needed to support the Mid-Coast line extension.

<table>
<thead>
<tr>
<th>Project Summary</th>
<th>FY 19</th>
<th>FY 20</th>
<th>Project Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid-Coast Funds 25%</td>
<td>$448,970</td>
<td>$249,425</td>
<td>$698,395</td>
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<tr>
<td>MTS Funds 75%</td>
<td>1,346,909</td>
<td>748,274</td>
<td>2,095,183</td>
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<tr>
<td><strong>Total Project</strong></td>
<td><strong>$1,795,879</strong></td>
<td><strong>$997,699</strong></td>
<td><strong>$2,793,578</strong></td>
</tr>
</tbody>
</table>

**Project Description:**

The current CTC system does not support the growing system expansion needs of MTS Rail and is currently running on unsupported Microsoft software (Microsoft Server 2003 which reached its end of life in July 2015 and Windows XP desktop which reached its end of life in April 2014). In addition and by necessity the hardware this software is running on is old and also past it’s end of life.

In order to support the Mid-Coast Expansion which will add 9 new trolley stations and 36 new trolleys it was determined that the existing CTC system would need to be refreshed. This project will refresh the Centralized Train Control (CTC) environment to include all software and hardware. MTS seeks to refresh the current CTC AIM® environment to include desktops, servers, network infrastructure, and back office software with upgrades such as 64-bit architecture as a platform base, MS 2016 Operating System (OS), new Java graphical user interface (GUI), improvements that include a new system architecture, scalability, functionality, and performance. The main goal of this task order is to replace aging software and hardware with the newest technology to support future growth of the AIM® system, reduce the probability of system failures, and improve security.
The SANDAG Mid-Coast project will be responsible for 25% of the total project costs and MTS will reimburse SANDAG for 75% of the total project costs.

This agreement reimburses SANDAG for upgrades required to support the new Mid-Coast Line.

**Scope of Work to be Performed by MTS:**

OVD and OCC construction; computer, network and server hardware and software procurement, installation and testing. Provide project management in support of construction portion of this project and provide assistance with the installation and integration of the AIM® system.

Reimburse SANDAG for services and materials provided herein with 15 days of receipt of invoice.

**Scope of Work to be Performed by SANDAG:**

Execute service contract(s) with Rockwell Collins, formerly ARINC, for CTC AIM® software development, testing, and integration of the AIM® system. Coordinate the efforts of MTS staff and provide project management assistance with the installation and integration of the AIM® system.

**APPROVED BY:**

SANDAG

METROPOLITAN TRANSIT SYSTEM

Jim Linthicum  
Director of Mobility Management and Project Implementation  
Date

Paul Jablonski  
Chief Executive Officer  
Date
SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – PROPOSED TIMELINE EXTENSION

Overview

Over the past year, the Board of Directors has taken several actions to advance the development of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan). Consistent with the Plan of Excellence, considerable work has been done to ensure the integrity of the 2019 Regional Plan’s forecasting models and data. In addition, significant public outreach is being carried out to inform and seek input from stakeholders about the Regional Plan’s development. To continue to support these efforts, the Board of Directors is asked to consider an extension of the timeline for completing the 2019 Regional Plan by approximately four to six months, which would shift plan adoption from fall 2019 to spring 2020.

Discussion

The time it has taken to conduct quality assurance reviews as part of the 2019 Regional Plan development has resulted in a more compressed timeframe for plan adoption by next fall. In addition, a variety of stakeholders have requested that SANDAG allocate more time in the process for meaningful discussion regarding the transportation projects, policies, and programs that may be included in the 2019 Regional Plan.

Comprehensive public outreach efforts are being undertaken for each major phase of the preparation of the 2019 Regional Plan. In spring 2018, prior to development of the draft transportation network scenarios, SANDAG reached out and heard from thousands of people through a series of open houses, focus groups, an online survey, and social media engagement. Diverse input was received from individuals across the region (Attachment 1).

A proposed timeline has been developed that would allow this type of meaningful outreach to continue through the remainder of the 2019 Regional Plan development process. The updated timeline also would provide for additional Board deliberation and involvement in the development of the 2019 Regional Plan. In particular, the additional time would allow for the creation and review of one more set of transportation network scenarios to ensure distinct options are presented and explored before a final selection of the preferred network is made.

Key Considerations

The proposed timeline would provide direct and meaningful public involvement benefits to the development of the 2019 Regional Plan. However, there also are potential implications associated with the proposed extension, as outlined below.

State Funding and Deadline: The current Regional Plan was adopted by the Board of Directors on October 9, 2015, and the Plan and its Conformity Determination was subsequently approved by the
Federal Highway Administration on December 2, 2015. Under state law, SANDAG is required to adopt the 2019 Regional Plan by October 9, 2019. Several state grant programs require that projects be consistent with the Regional Plan in order to be eligible for funding. It is unclear if SANDAG (and other applicants for funding in the region) would be able to use the 2015 Regional Plan for purposes of consistency determinations between October 9, 2019, and when the 2019 Regional Plan is adopted. To mitigate this risk, SANDAG could pursue state legislation that would extend the current adoption deadline and make clear that the 2015 Regional Plan can be used for the purpose of funding eligibility in the interim.

**Project Changes and Funding:** Under federal law, SANDAG would have a 12-month grace period to adopt the 2019 Regional Plan in order to maintain air quality conformity. During the grace period, only administrative amendments could be made to the Regional Transportation Improvement Program.\(^1\) This means that prior to entering the grace period, SANDAG and local agencies would need to process any significant funding or project changes anticipated to occur during the grace period.

**Regional Housing Needs Assessment:** Local Housing Elements must be updated every eight years but no later than 18 months after adoption of the Regional Plan. If SANDAG delayed adoption of the RHNA Plan to correspond with the proposed Regional Plan extension, local jurisdictions would have less than the full 18 months to revise their Housing Elements to be consistent with the adopted RHNA allocation. The Board of Directors could finalize the RHNA allocation in October 2019 (as currently scheduled) “for planning purposes only” until the 2019 Regional Plan is adopted.\(^2\) This approach would be consistent with preliminary feedback SANDAG has received from the local planning directors and allow the local jurisdictions the entire 18-month period to update their Housing Elements with the new RHNA housing allocations.

The longer SANDAG remains in the grace period, the more risk there could be for SANDAG, local jurisdictions, and Caltrans as it relates to the implications described above. By extending the 2019 Regional Plan deadline by four to six months (as opposed to using the entire 12-month grace period), SANDAG can mitigate some of these risks while still providing sufficient time for meaningful deliberation and development. In particular, this would reduce the time between finalizing the RHNA allocation and adopting the 2019 Regional Plan and help to maintain a reasonable window of time before the next required Regional Plan update is due in 2023.

**KIM KAWADA**  
Chief Deputy Executive Director

**Attachments:** 1. Summary of Public Input on Network Themes (Spring 2018)  
2. San Diego Forward: The 2019-2050 Regional Plan Proposed Updated Timeline

**Key Staff Contact:** Phil Trom, (619) 699-7330, phil.trom@sandag.org  
Seth Litchney, (619) 699-1943, seth.litchney@sandag.org  
Julie Wiley, (619) 699-6966, julie.wiley@sandag.org

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\(^1\) Prohibited amendments would include, but not be limited to, changes that equal more than 10 percent of the total project cost or $40 million. Capacity-increasing projects that are not included in the 2015 Regional Plan also would not be able to receive National Environmental Policy Act approval or funding during the grace period.

\(^2\) Accepting the RHNA allocation “for planning purposes only” would mitigate the risk of the RHNA Plan being considered a “project” subject to California Environmental Quality Act compliance.
We Heard You

Thank you for sharing your priorities for our region’s future. Using the guiding question of what our transportation network should look like in 30 years, thousands of residents across the region provided their input on the network themes most important to them through open houses, focus groups, emails, online and print surveys, comment cards, and social media. We greatly appreciate all of the input and ideas regarding your big-picture vision for the future of transportation in the San Diego region. This input will be used to help develop network scenarios, which will be available for public input later this summer.

Survey Results

When it comes to our region's future, what is most important to you?

[Graph showing distribution of responses]

Given the reality of limited transportation funding, what transportation issues are most important to your quality of life?

[Graph showing distribution of responses]

How much do you think emerging and future technologies should be considered?

[Graph showing distribution of responses]

Visit SDForward.com/subscribe to receive updates about the development of the 2019 Regional Plan and how to get involved
Summary of Public Input

Transportation Network Themes

We’ve carefully reviewed the comments shared by residents. Some of the input and ideas we heard include:

**Healthy Communities**
- Invest in infrastructure to support active transportation, such as protected bike lanes, transit connections, bike parking, and trails
- Increase safety for bike riders and pedestrians
- Enhance first mile/last mile connections
- Accommodate the travel needs of seniors and other vulnerable populations
- Reduce congestion to lower commute times and enhance quality of life
- Reduce transit fares to increase ridership

**Congestion Relief**
- Expand the bus and Trolley system to employment centers
- Enhance frequency, efficiency, choices, and reliability of transit
- Expand and maintain highway infrastructure in highly congested areas
- Enhance cross border travel infrastructure and connections
- Incentivize employers providing transit passes
- Expand carpool and Managed Lanes
- Consider double-decker freeways

**Climate Change and Environment**
- Protect air quality
- Encourage production and support of alternative energy sources (solar, electric)
- Preserve open space and natural habitats
- Reduce greenhouse gas emissions by encouraging alternative transportation to help support local jurisdictions’ Climate Action Plans
- Support electric vehicles and increase the number of charging stations
- Reduce transportation-related pollution levels in disadvantaged communities
- Use more electric or solar-powered buses

**Housing, Jobs, and Economy**
- Improve transportation connections between where people currently work and live, as well as where people will work and live in the future especially for disadvantaged communities
- Support more affordable, mixed-use housing along major transit corridors
- Increase mixed-use, smart growth development in the existing urban areas
- Improve transportation to improve the economy

**Emerging Technologies**
- Create infrastructure to support autonomous and connected vehicles
- Use technology to help relieve congestion
- Support mobility hubs and the services/programs they contain
- Use real time phone alerts to enhance traffic flow

**2019 Regional Plan Development Timeline**

San Diego Forward: The 2019-2050 Regional Plan will build upon the 2015 Regional Plan, which merged local planning efforts, emerging issues, and innovative concepts into an overall vision for the region’s future, including specific actions to turn that vision into reality. The public input gathered during the network theme outreach phase will be used to inform development of transportation network scenarios. These draft networks will include a variety of projects, programs, and services that will be evaluated by performance measures approved by the SANDAG Board of Directors in March 2018. Later this summer, there will be several opportunities for the public to weigh in and provide input on these network scenarios. A preferred scenario, which will form the core of the 2019 Regional Plan, will be selected by the Board of Directors in fall 2018.

For more information, visit SDForward.com
### Major Tasks

<table>
<thead>
<tr>
<th>Major Tasks</th>
<th>FY 2017</th>
<th>FY 2018</th>
<th>FY 2019</th>
<th>FY 2020</th>
</tr>
</thead>
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<tr>
<td>Update Regional Plan Work Program and Public Involvement Plan</td>
<td>Q1 July - Sept 2017</td>
<td>Q2 Oct - Dec 2017</td>
<td>Q3 Jan - March 2018</td>
<td>Q4 April - June 2018</td>
</tr>
<tr>
<td>Conduct Public Outreach and Involvement</td>
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<td></td>
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<tr>
<td>Refine San Diego Forward: The Regional Plan Vision, Goals and Policy Objectives</td>
<td></td>
<td>October 2017</td>
<td></td>
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<tr>
<td>Approve Preliminary Regional Growth Assumptions</td>
<td></td>
<td></td>
<td>May 2018</td>
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<tr>
<td>Prepare Draft Regional Housing Needs Assessment (RHNA) for the Sixth Housing Element Cycle</td>
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<tr>
<td>Develop and Evaluate Alternative Multimodal Transportation Network Scenarios</td>
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<td>Select Preferred Transportation Network</td>
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<tr>
<td>Perform Air Quality Analyses for Transportation Conformity</td>
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<tr>
<td>Produce Draft Regional Plan and Draft Environmental Impact Report (EIR)</td>
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<tr>
<td>Address Formal Public Comments on Draft Regional Plan and EIR</td>
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<td></td>
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</tr>
<tr>
<td>Adopt Final Regional Plan, RHNA, Air Quality Conformity Determination, approve Regional Growth Forecast, and Certify Final EIR</td>
<td></td>
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</tbody>
</table>

**Legend:**
- **Major Task**
- **Completed Milestones**
REGIONAL HOUSING NEEDS ASSESSMENT

Introduction

On July 5, 2018, SANDAG received the Final Regional Housing Needs Assessment (RHNA) Determination (Attachment 1) from the California Department of Housing and Community Development (HCD). The RHNA Determination calculated 171,685 units would be needed in the region during the sixth cycle (covering June 2020 through April 2029). The next step is for SANDAG to develop a methodology – called the RHNA Plan – to allocate the units by four income categories to each of the 19 local jurisdictions in the San Diego region.

The Board of Directors is asked to provide direction on the RHNA Plan. In particular, the Board is asked to consider the following questions:

1. What objectives and factors are most important when determining the distribution of housing units in the region?

2. What should the role of SANDAG Board members, the Regional Planning Committee, Regional Planning Technical Working Group, and the public be in the RHNA Plan development process?

Discussion

What objectives and factors are most important when determining the distribution of housing units in the region?

State law requires that all of the following objectives be used to develop the RHNA Plan methodology (Attachment 2) but does not require any particular weighting of the objectives:

- Promote infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns

- Increase the supply and the mix of housing types and affordability levels in all jurisdictions within the region in an equitable manner which shall result in all jurisdictions receiving an allocation of units for low and very low-income households.

- Promote an improved relationship between jobs and housing within the region

- Avoid concentrating low-income housing in jurisdictions that already have a disproportionately high share of low income households
State law also provides factors that the Board of Directors shall consider as part of the RHNA allocation to the extent that sufficient data is available. Some of the factors most relevant to the San Diego region include:

- Opportunities to maximize the use of public transportation and existing transportation infrastructure.
- The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities.
- High-housing cost burdens.
- The housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.

In addition to the objectives and factors described above, SANDAG is authorized to use other factors it deems appropriate for the development of the RHNA allocation. In the previous RHNA cycle, SANDAG used existing plans and zoning capacity by jurisdiction as the basis for the RHNA methodology. This approach avoided exceeding existing general plan capacities with a goal of facilitating housing element certification; however, it did result in some jurisdictions taking a larger share of housing units.

Similar to the approach used in the last RHNA cycle, SANDAG could prioritize housing in areas near existing and planned high frequency transit. Utilizing this approach could assist in the implementation of local climate action plans, many of which include improved public transit and active transportation strategies as a means of meeting local greenhouse gas emission reduction goals.

As the Board of Directors considers which objectives and factors are most important in the distribution of housing units, there may be a need to balance competing priorities. For example, focusing all housing in urbanized areas could lead to an overconcentration of low income housing in jurisdictions that already have a disproportionately high share of low income households (such as in the cities of Oceanside, San Diego, and National City) and potentially contribute to an imbalance between jobs and housing in job rich communities (such as the cities of Carlsbad and Poway).

Similarly, if the Board wanted to prioritize the placement of housing units near public transit, it may result in jurisdictions with minimal high-quality transit receiving few units, potentially not meeting the objective of ensuring a mix of housing types in all jurisdictions.

**What should the role of SANDAG Board members, the Regional Planning Committee, Regional Planning Technical Working Group, and the public be in the RHNA Plan development process?**

State law requires public participation in the development of the RHNA Plan and states that organizations other than local jurisdictions and Councils of Governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community.

Historically, SANDAG staff has worked with the Regional Planning Technical Working Group (TWG) to engage organizations other than local jurisdictions to be included in the process to develop the
RHNA Plan. The TWG is composed of the 19 planning directors from each of the 19 local jurisdictions in the region. Representatives of Caltrans, the Local Agency Formation Commission, San Diego Unified Port District, San Diego County Water Authority, San Diego County Air Pollution Control District, San Diego County Regional Airport Authority, U.S. Department of Defense, North County Transit District, and Metropolitan Transit System are advisory members.

With input from external stakeholders, the TWG has developed recommendations for the Regional Planning Committee to consider and ultimately forward on to the Board of Directors. This approach allows the Planning Directors to provide input from a technical perspective on the methodology to allocate housing units based on policy direction from the Board of Directors and Regional Planning Committee.

Another option could be to create an ad hoc group composed of Board members to provide input from a policy perspective on the methodology to allocate housing units. The ad hoc working group could provide the policy input to the TWG to refine from a technical perspective. Alternatively, the ad hoc group also could include TWG members or other stakeholders.

**Timeline**

The proposed timeline for the RHNA process is included in Attachment 3. It is anticipated that the Board of Directors will be asked to finalize the RHNA methodology and allocation in fall 2019.

KIM KAWADA
Chief Deputy Executive Director

Attachments: 1. HCD Final RHNA Determination (Sixth Housing Element Cycle, 2018)  
2. RHNA Plan Statutory Objectives and Factors  
3. Draft Timeline for Preparing the RHNA for the Sixth Housing Element Cycle

Key Staff Contact: Seth Litchney, (619) 699-1943, seth.litchney@sandag.org
July 5, 2018

Kim Kawada  
Chief Deputy Executive Director  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101-4231

Dear Kim Kawada:

RE: Final Regional Housing Need Determination

This letter provides the San Diego Association of Governments (SANDAG) its Final Regional Housing Need Determination. Pursuant to state housing element law (Government Code (Gov. Code) section 65584, et seq.), the Department of Housing and Community Development (Department) is required to provide the determination of SANDAG's existing and projected housing need.

In assessing SANDAG's regional housing need, the Department and SANDAG staff completed an extensive consultation process from October 2016 through June 2018 covering the Department’s methodology, data sources, and timeline for both the Department’s Regional Housing Need Determination and SANDAG's Regional Housing Need Allocation (RHNA). The Department also consulted with Walter Schwarm of the California Department of Finance (DOF) Demographic Research Unit.

Attachment 1 displays the minimum regional housing need determination of 171,885 total units among four income categories for SANDAG to distribute among its local governments. Attachment 2 explains the methodology applied pursuant to Gov. Code section 65584.01. In determining SANDAG’s housing need, the Department considered all the information specified in state housing law (Gov. Code section 65584.01(c)).

As you know, SANDAG is responsible for adopting a methodology and RHNA Plan for the projection period beginning June 2020 and ending April 2029. Within 30 days from the adoption date, SANDAG must submit the RHNA Plan to the Department for approval. Local governments are in turn responsible for updating their housing element for the planning period beginning April 2021 and ending April 2029 to accommodate their share of new housing need for each income category.
Pursuant to Gov. Code section 65584(d), the methodology to prepare SANDAG's RHNA plan must be consistent with the following objectives:

1. Increasing the housing supply and mix of housing types, tenure, and affordability
2. Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patterns
3. Promoting an improved intraregional relationship between jobs and housing
4. Balancing disproportionate household income distributions

Pursuant to Gov. Code section 65584.04(d), to the extent data is available, SANDAG should include the factors listed in Gov. Code section 65584.04(d)(1-10) to develop its RHNA plan, and pursuant to Gov. Code section 65584.04(e), SANDAG must explain in writing how each of these factors was incorporated into the RHNA plan methodology.

The Department commends SANDAG for its leadership in fulfilling its important role in advancing the state's housing, transportation, and environmental goals. SANDAG is also recognized for its actions in proactively educating and engaging its board and subcommittees on the RHNA process and the regional housing need, as well as encouraging regional collaboration on best practices around housing and land use. The Department especially thanks Seth Litchney, Coleen Clementson, Carolina Illic, Rachel Cortes, Dmitry Messen, Muggs Stoll, Daniel Flyte, and Kim Kawada for their significant efforts and assistance. The Department looks forward to its continued partnership with SANDAG and its member jurisdictions and assisting SANDAG in its planning efforts to accommodate the region's share of housing need.

If the Department can provide any additional assistance, or if you, or your staff, have any questions, please contact Megan Kirkeby, Assistant Deputy Director for Fair Housing, at (916) 263-7426 or megan.kirkeby@hcd.ca.gov.

Sincerely,

[Signature]

Zachary Olmstead
Deputy Director

Enclosures
# HCD REGIONAL HOUSING NEED DETERMINATION

San Diego County Governments: June 30, 2020 through April 15, 2029

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

* Extremely-Low 13.6% Included in Very-Low Category

**Notes:**

*Income Distribution:*  
Income categories are prescribed by California Health and Safety Code (Section 50093, et. seq.). Percents are derived based on Census/ACS reported household income brackets and County median income.
ATTACHMENT 2

HCD REGIONAL HOUSING NEED DETERMINATION: SANDAG June 30, 2020 - April 15, 2029

Methodology

1. San Diego County: June 30, 2020 – April 15, 2029 (8.8 years)
   HCD Determined Population, Households, & Housing Unit Need

2. Population: April 15, 2029 (DOF June 30, 2029 projection adjusted minus 2.5 months to April 15, 2029)
   - Group Quarters Population (DOF June 30, 2029 projection adjusted minus 2.5 months to April 15, 2019)
   - 3,613,215
   - 118,075

3. Household (HH) Population
   - 3,495,140

<table>
<thead>
<tr>
<th>Household Formation Groups</th>
<th>HCD Adjusted DOF Projected HH Population</th>
<th>DOF HH Formation Rates</th>
<th>HCD Adjusted DOF Projected Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>under 15 years</td>
<td>648,185</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>15–24 years</td>
<td>504,775</td>
<td>9.98%</td>
<td>50,356</td>
</tr>
<tr>
<td>25–34 years</td>
<td>402,920</td>
<td>37.25%</td>
<td>150,099</td>
</tr>
<tr>
<td>35–44 years</td>
<td>399,705</td>
<td>46.54%</td>
<td>186,020</td>
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<tr>
<td>45–54 years</td>
<td>428,715</td>
<td>50.72%</td>
<td>217,455</td>
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<tr>
<td>55–64 years</td>
<td>388,650</td>
<td>53.69%</td>
<td>208,648</td>
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<tr>
<td>65–74 years</td>
<td>380,010</td>
<td>57.98%</td>
<td>220,348</td>
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<tr>
<td>75–84 years</td>
<td>250,550</td>
<td>62.03%</td>
<td>155,414</td>
</tr>
<tr>
<td>85+</td>
<td>91,630</td>
<td>68.51%</td>
<td>62,775</td>
</tr>
</tbody>
</table>

5. Projected Households (Occupied Unit Stock)
   - 1,251,115

6. + Vacancy Adjustment (2.52%) 31,500
7. + Overcrowding Adjustment (3.09%) 38,700
8. + Replacement Adjustment (0.50%) 6,255
9. - Occupied Units (HHs) estimated January 1, 2020 -1,155,883

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

Explanation and Data Sources

1. Projection period: Gov. Code 65588(f) specifies RHNA projection period start is December 31 or June 30, whichever date most closely precedes end of previous RHNA projection period end date. RHNA projection period end date is set to align with planning period end date. The planning period end date is eight years following the Housing Element due date, which is 18 months following the Regional Transportation Plan adoption rounded to the 15th or end of the month.

2-5. Population, Group Quarters, Household Population, & Projected Households: Pursuant to Government Code Section 65584.01, projections were extrapolated from Department of Finance (DOF) projections. Population reflects total persons. Group Quarter Population reflects persons in a dormitory, group home, institute, military, etc. that do not require residential housing. Household Population reflects persons requiring residential housing. Projected Households reflect the propensity of persons, by age groups, to form households at different rates based on Census trends.

6. Vacancy Adjustment: HCD applies a vacancy adjustment (standard 5% maximum to total housing stock) and adjusts the percentage based on the County’s current “for rent and sale” vacancy percentage to provide healthy market vacancies to facilitate housing availability and resident mobility. Adjustment is difference between standard 5% vacancy rate and County’s current vacancy rate based on the 2012-2016 American Community Survey (ACS) data.

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

8. Replacement Adjustment: HCD applies a replacement adjustment between 0.5% and 5% to total housing stock based on the current 10-year annual average percent of demolitions, applied to length of the projection period. Data is from County local government housing survey reports to DOF.

9. Occupied Units: This figure reflects DOF’s estimate of occupied units at the start of the January closest to the projection period start date, per DOF E-5 report.
Regional Housing Needs Assessment Plan Statutory Objectives and Factors

Objectives

Government Code Section 65584 (d)

The regional housing needs allocation plan shall be consistent with all of the following objectives:

1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in all jurisdictions receiving an allocation of units for low and very low-income households.

2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns.

3. Promoting an improved intraregional relationship between jobs and housing.

4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category.

Factors

Government Code Section 65584.04(d)

To the extent that sufficient data is available from local governments pursuant to subdivision (b) or other sources, each council of governments, or delegate subregion as applicable, shall include the following factors to develop the methodology that allocates regional housing needs:

1. Each member jurisdiction’s existing and projected jobs and housing relationship.

2. The opportunities and constraints to development of additional housing in each member jurisdiction, including all of the following:

   a. Lack of capacity for sewer or water service due to federal or state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that preclude the jurisdiction from providing necessary infrastructure for additional development during the planning period.

   b. The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities. The council of governments may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions. The determination of available land suitable for urban development may exclude lands where the Federal Emergency Management Agency or the Department of Water Resources has determined that the flood management infrastructure designed to protect that land is not adequate to avoid the risk of flooding.
c. Lands preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis.

d. County policies to preserve prime agricultural land, as defined pursuant to Section 56064, within an unincorporated area.

3. The distribution of household growth assumed for purposes of a comparable period of regional transportation plans and opportunities to maximize the use of public transportation and existing transportation infrastructure.

4. The market demand for housing.

5. Agreements between a county and cities in a county to direct growth toward incorporated areas of the county.

6. The loss of units contained in assisted housing developments, as defined in paragraph (9) of subdivision (a) of Section 65583, that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions.

7. High-housing cost burdens.

8. The housing needs of farmworkers.

9. The housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.

10. Any other factors adopted by the council of governments.
**Draft Timeline for Preparing the Regional Housing Needs Assessment for the Sixth Housing Element Cycle**

**September 2018**

<table>
<thead>
<tr>
<th>Anticipated Date</th>
<th>Anticipated Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring 2018</td>
<td>SANDAG consults with the California Department of Housing and Community Development (HCD) on the <strong>Regional Housing Needs Assessment (RHNA) Determination</strong></td>
</tr>
<tr>
<td>Summer 2018</td>
<td>HCD provides <strong>RHNA Determination</strong> for the San Diego region</td>
</tr>
<tr>
<td>September 2018 – July 2019</td>
<td>SANDAG develops the <strong>RHNA Plan</strong> (methodology and allocations)</td>
</tr>
<tr>
<td>July – August 2019</td>
<td>SANDAG prepares <strong>Draft RHNA</strong> for adoption and public review</td>
</tr>
<tr>
<td>October 2019</td>
<td>SANDAG Board of Directors adopts <strong>Final RHNA Plan</strong></td>
</tr>
<tr>
<td>April 2021</td>
<td>Housing elements by local jurisdictions due (18 months after the adoption of San Diego Forward: The 2019-2050 Regional Plan)</td>
</tr>
</tbody>
</table>
From: Barbara Haffey <bah1935@sbcglobal.net>
Sent: Wednesday, August 22, 2018 4:25 PM
To: Lero, Tessa <Tessa.Lero@sandag.org>
Subject: Eminent Domain 2565 Clairemont Dr

Hon. Ron Roberts and all Board of Directors of SANDAG

I, along with many members of my community, are in support of Protea Properties’ acquisition and development of the vacant lot located at 2565 Clairemont Drive.

Your Board voted in Closed Session on 9/9/2016 to continue the eminent domain lawsuit against the owner and to discontinue working with Protea Properties’ proposal for a mixed-use residential project on the site.

You may not have been aware that SANDAG Staff and eminent domain counsel, Sandra Brower, had been working since May of 2014 with Protea Properties and had reached an agreement in principle with Protea regarding the requirements SANDAG had for 158 parking spaces, a transit power station, etc., prior to your vote cast on 9/9/2016.

Protea agreed to provide all SANDAG’s needs for the site, had worked diligently with the community to understand what was desired by residents for the development of the site, and consequently, all three representative stakeholders, SANDAG Staff, Protea, and the Community were shocked when the vote on 9/9/2016 was to continue eminent domain, and discontinue working with Protea.

I encourage you to work with our representative, Councilmember, Lorie Zapf, and make a motion to halt the eminent domain lawsuit during the next regular session of the Board of Directors.

The community has been working with Protea in the conceptual design of their project and the developer is willing to provide something that the community has demonstrated, through online polls and surveys over a two-year period; a project with an anchor tenant such as Trader Joe’s or a family restaurant.

You may be unaware of the history of community engagement with the site. In February 2014, the community organized the effort to stop the City Planning Department from allowing a zoning and height change in excess of the existing 30Ft Clairemont Height Limit on the site and Councilmember Lorie Zapf sided with community members by reversing her initial position from allowing 60ft + heights to maintaining the 30ft limit in the Morena Blvd Station Area Planning Study and further planning documents in 2014.

On September 27, 2014, 450 residents marched down Morena Blvd with a 10ft diameter helium-filled balloon to protest any busting of our 30ft height limit on the lot. Today, those same residents have organized to halt SANDAG’S current eminent domain lawsuit against Protea Properties.

The community is supporting Protea’s conceptual design for the site because it is consistent with the community’s nature, needs, and desires for what we consider the “Gateway” to our neighborhood.

I’m now asking you to familiarize yourself with the community’s interest and Protea’s initial concepts for the site, and to join with Councilmember Zapf to cease the eminent domain process immediately.

Sincerely,

_____________________________
--
Ms Barbara Haffey
bah1935@sbcglobal.net
Hon. Ron Roberts and all Board of Directors of SANDAG

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Sincerely,

_____________________________

--

Mr George Murrat

g.dennis.murray@gmail.com
I am writing as a citizen of Oceanside to voice my support for the Saltwater Alternative for enhancement of the Buena Vista Lagoon, as recommended in the Environmental Impact Report. I believe the Saltwater Alternative is supported by the science and is in the public interest and I urge SANDAG to select it.

Jane Shriver
4550 Cordoba Way
Oceanside, CA 92056

I support the saltwater alternative over the freshwater alternative for a number of reasons including but not limited to:

1) It would increase our coastal saltwater wetlands (an important endangered habitat)

2) It would provide a more effective approach to the mosquito abatement concern (think West Nile & Zika)

3) The increased water circulation would have a beneficial impact on the water quality/pollution level

I am not sure what the proponents (I am guessing they are strident and loud) of the freshwater alternative are basing their position on, but in the final analysis it appears to me to be what is in the public interest vs what is in the perceived interest of a few.

I strongly encourage you to join me, the US Fish & Wildlife Service, the California Dept of Fish & Wildlife Service, the California Coastal Commission and the Buena Vista Audubon Society in supporting the salt water alternative.

Sincerely,

Patrick Hickey
Carlsbad Resident, voter & homeowner.
I am contacting you to let you know that I join the US Fish & Wildlife Service, California Department of Fish & Wildlife, California Coastal Commission, and Buena Vista Audubon in supporting the saltwater alternative for BV Lagoon enhancement. Science and common sense support this approach. I am a resident of Encinitas and bird the BV Lagoon regularly.

Susan Work

From: Patti Koger <pkoger@cox.net>
Sent: Tuesday, August 28, 2018 5:25 PM
Subject: Buena Vista Lagoon Enhancement

Dear SANDAG member,

Please support the Saltwater Alternative for Buena Vista Lagoon enhancement.

Thank you, Patti Koger
Cardiff by the Sea

From: Barbara Mathis <barbaradunn92@gmail.com>
Sent: Thursday, August 30, 2018 1:15 PM
To: Posada, Michelle <Michelle.Posada@sandag.org>
Cc: Lero, Tessa <Tessa.Lero@sandag.org>
Subject: Buena Vista Lagoon

Please restore Buena Vista Lagoon to a saltwater marsh. As members of the Audubon Society and concerned Oceanside citizens we are incensed that a handful of private landowners has been responsible for the degraded conditions of this important tidal estuary.

Please consider the best decision for the public, the environment, endangered species, flooding, cattail reduction, mosquito abatement, water pollution, and so many other crucial factors and RESTORE THE LAGOON TO A SALTWATER ESTUARY.

Thank you.
Sincerely,
Barbara and David Mathis
Oceanside, CA

Sent from my iPhone
Dear Sandag Board Members:

I am writing out of concern for the future of the Buena Vista Lagoon in North County.

I ask you to please vote in favor of the saltwater alternative for the following reasons:
The saltwater alternative is supported by the California Coastal Commission, the California Dept. of Fish & Wildlife, as well as local community groups. Saltwater restoration supports species diversity, habitat health, and reduces water pollution. We need to preserve our coastal saltwater wetlands by allowing tidal flushing and increased water circulation.

Please vote in a timely manner in support of the saltwater alternative.

Sincerely,

Helen M. Bowen
August 24, 2018

SANDAG Board of Directors
401 B Street
San Diego, CA 92101

Via Electronic Mail
c/o Kim Kawada and Muggs Stoll
Email: Kim.Kawada@sandag.org; Muggs.Stoll@sandag.org

RE: Transportation Network Scenarios for the 2019 RTP

Save Our Forest and Ranchlands (“SOFAR”) and the Cleveland National Forest Foundation (“CNFF”), two organizations dedicated to progressive land use planning and the protection of vital natural resources, are submitting comments for the draft transportation network scenarios for the 2019 Regional Transportation Plan Update.

The purpose of this letter is to urge the SANDAG Board of Directors to include at least one transportation scenario that is focused on meeting the housing and GHG reduction goals that have been set collectively by the state of California, the City of San Diego, and SANDAG:

- 40% reduction in GHG below 1990 by 2030 (Governor Brown)
- 80% reduction in GHG below 1990 by 2050 (California AB 32)
- 50% transit, walk and bike mode share for commuters within a ½ mile of a major transit stop in City of San Diego by 2035 (Climate Action Plan, City of San Diego)¹
- 150% increase in transit mode share (SANDAG’s Urban Area Transit Study²)
- Adequately plan to meet the housing needs of everyone in the community (California³).

Meeting these goals is not only reasonable, it is urgently required if we are going to solve some of the unrelenting challenges faced by the San Diego public. Heretofore, these challenges have been met with clever words not deeds. These goals are achievable only if land use and transportation are addressed.

³ http://www.hcd.ca.gov/community-development/housing-element/index.shtml
together. These synergies are recognized in SANDAG’s *Urban Area Transit Strategy* and the City of San Diego’s *General Plan Housing Element* which includes this goal:

*Ensure the provision of sufficient housing for all income groups to accommodate San Diego’s anticipated share of regional growth ...in a manner consistent with the development pattern of the Sustainable Communities Strategy (SCS), that will help meet regional GHG targets by improving transportation and land use coordination and jobs/housing balance, creating more transit-oriented, compact and walkable communities, providing more housing capacity for all income levels, and protecting resource areas.*

It is clear that the region has failed to meet its affordable housing goals. Nevertheless, the data is still shocking. In September 2017, SANDAG published a *Regional Housing Progress Report* that compared housing permitted in the region over the period 2010-2016 (7 years) compared to 10-year goals established in 2011.

As shown in the figure above, the region only permitted 9% of the low- and moderate-income housing needed over the first 7 years of the 10-year plan. No amount of concerned words and hand-wringing has even begun to touch this crisis. What is needed is a radical change in approach, a true commitment to constructing large amounts of infill housing. While the goal will be to build as much affordable housing as possible, increasing housing supply for diverse income levels will help bring down the cost of housing that has been inflated by housing scarcity.

This infill housing will need to be located where there is sufficient transit service in order to reduce the need for costly structured parking, reduce traffic impacts, and reduce the overall cost of housing and transportation. A diverse housing stock and transit mutually reinforce one another. You cannot have one without the other. The City of San Diego recently updated its development regulations to reduce parking requirements in walkable mixed-use areas with good transit service. The “yes in my backyard” (YIMBY) movement is showing that public opinion on infill housing is changing.

The San Diego region has long been plagued by a poor transit, bike, and walk system that serves relatively few people and serves them poorly. Despite the plethora of transit-related plans that have been

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prepared for the region over the last decade, the transit work-trip mode share in the County is shockingly low, especially in comparison to metropolitan areas the world over. And when compared to other large regions in California, even though commuting by transit may generally take longer than commuting by auto when considering door-to-door travel times, the transit time penalty is greater in the San Diego region. This makes transit unattractive to those with a choice, and those without a choice are simply out of luck.  

SANDAG’s Urban Area Transit Study (UATS) was intended to address these problems. It states:

*The overarching goal of the UATS is to create a world-class transit system for the San Diego region in 2050, with the aim of significantly increasing the attractiveness of transit, walking, and biking in the most urbanized areas of the region. The vision calls for a network of fast, flexible, reliable, safe, and convenient transit services that connect our homes to the region’s major employment centers and destinations. Achievement of this vision would make transit a more appealing option for many trips, reducing the impact of vehicular travel on the environment and on public health. Other key goals included:*

- Making transit more time-competitive with automobile travel;
- Maximizing the role of transit within the broader transportation system; and
- Reducing vehicle miles traveled and greenhouse gas emissions in the region. (p. TA 7-5)

Fulfilling the goals of the UATS will require a commitment to transit as a complete system rather than as a set of separate, isolated projects. This will require a comprehensive public transit network along with complete infrastructure for walking and biking. To initiate the UATS Plan, the first and second phases of a complete transit bike and walk system should be modeled to be built within the next 12 years. This would include the City of San Diego, the LOSSAN corridor, Sprinter corridor, and the Blue Line corridor, with connection to an intermodal airport terminal. This will reach the largest number of potential customers and also provide the backbone for subsequent extensions. Instrumental to the success of the transit/bike/walk network will be SANDAG’s intermodal terminal at the San Diego International Airport.

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6 Calculated from California Household Travel Survey data.
Given that transit has been and continues to be severely under-funded and built compared to roadway projects, the UATS goal requires the exclusion for the time being of roadway/freeway funding and expansion. Heretofore, SANDAG’s planning has arbitrarily segmented freeway and transit projects. This artificial segmentation is not only irrational, it is fatal in achieving sustainable housing goals because transit, bike, and walk mobility and auto-based mobility serve different land use purposes. Agency failure to recognize this fundamental truth is the Achilles heel of SANDAG’s planning and lies at the doorstep of SANDAG’s repeated inability to deliver a plan that truly unites our community on an ecologically sustainable foundation. Furthermore, it is now commonly recognized that increasing highway increases vehicular travel and GHG emissions. In research conducted for the California Air Resources Board, Handy and Boarnet concluded that roadway capacity expansion does not reduce congestion or GHG:

Thus, the best estimate for the long-run effect of highway capacity on VMT [vehicle miles traveled] is an elasticity close to 1.0, implying that in congested metropolitan areas, adding new capacity to the existing system of limited-access highways is unlikely to reduce congestion or associated GHG [greenhouse gas] in the long-run.8

This finding has been adopted by the Governor’s Office of Planning and Research (OPR) in its 2017 Technical Advisory on Evaluating Transportation Impacts in CEQA.9 The Technical Advisory further states:

Indeed, the California Court of Appeal recently held that a long-term regional transportation plan was deficient for failing to discuss an alternative which could significantly reduce total vehicle miles traveled. In Cleveland National Forest Foundation v. San Diego Association of Governments, et al. (Nov. 16, 2017, D063288) __Cal.App.5th__, the court found that omission “inexplicable” given the lead agency’s “acknowledgment in its Climate Action Strategy that the state’s efforts to reduce greenhouse gas emissions from on-road transportation will not succeed if the amount of driving, or vehicle miles traveled, is not significantly reduced.” (Slip Op., p. 25.) Additionally, the court noted that the project alternatives focused primarily on congestion relief even though “the [regional] transportation plan is a long-term and congestion relief is not necessarily an effective long-term strategy.” (Slip Op., p. 26.) The court concluded its discussion of the alternatives analysis by stating: “Given the acknowledged long-term drawbacks of congestion relief alternatives, there is not substantial evidence to support the EIR’s exclusion of an alternative focused primarily on significantly reducing vehicle trips.” (Slip Op., p. 27.)

It is abundantly clear that SANDAG’s past planning efforts have not only been deficient, but have repeatedly failed to heed the ominous warnings from the courts, the public, and the planet itself. With California literally on fire due largely to climate change induced drought and high temperatures, it is incomprehensible that SANDAG has not aggressively pursued a transportation and land use scenario that would help achieve the Governor’s Executive Orders calling for a substantial reduction in GHG emissions.10 Similarly, given the targets set forth in the City of San Diego’s Climate Action Plan, it is also inconceivable that SANDAG has not developed a 50% transit, bike, and walk mode share scenario necessary to activate infill housing that is already zoned in the urban core.

9http://opr.ca.gov/docs/20171127_Transportation_Analysis_TA_Nov_2017.pdf
Faced with these pressing social and environmental challenges, SANDAG must follow established judicial, executive, and local legislative guidelines designed to meet the housing and climate crises. Clearly, at the very beginning of the planning process, the public urgently deserves to see what it would take for the region to build a world-class transit system and reasonably priced infill housing. This would necessarily begin with a complete, first phase transit, bike, and walk system with an inter-modal terminal connecting the Central Core, the LOSSAN Corridor, the Sprinter corridor, and the Blue Line corridor.

In the face of a severe, entrenched housing crisis endangering the public welfare and the severe climate crisis endangering the planet, SANDAG owes the public nothing less than a transportation network scenario that immediately meets these life threatening challenges rather than artificially prolonging them.

Sincerely,

Duncan McFetridge  
Director, CNFF  
President, SOFAR

Keari Platt  
Board Member, CNFF

cc:  
Xavier Becerra, Attorney General, State of California  
Rachel Hooper, Esq. Shute, Mihaly, and Weinberger LLP  
Marco Gonzalez, Esq. Attorney, Coast Law Group  
Kathryn Phillips, President, Sierra Club California Chapter  
Aruna Prabhala, Urban Wildlands Director, Center for Biological Diversity

1030191.3
September 13, 2018

Sent via e-mail

San Diego Association of Governments
Attention: Board of Directors

Re: SANDAG Regional Plan timeline for development

Honorable Chair and Board members,

Casa Familiar would like to recommend support for staff recommendation for extending the timeline for the development of the Regional Plan. The most crucial, public moment for providing input through meaningful outreach and engagement with the communities we serve as members of the SANDAG Community Based Outreach Team will be severely impacted if the timeline is not extended.

Please be aware that we are here to help project the work of the Regional Plan, but need adequate noticing time for engagement with communities and development time for learning about the different scenarios, translation, and preparation of the materials we use to communicate with the community.

Cutting this time short will result in very limited input. We hope to have the time to be of most assistance to this process.

Sincerely,

David Flores
Community Development Director

Cc: Lisa Cuestas, CEO
### San Diego Forward: The 2019-2050 Regional Plan

#### Proposed Timeline Extension

Board of Directors Item 5 | September 14, 2018

<table>
<thead>
<tr>
<th>Activity</th>
<th>FY 2017</th>
<th>FY 2018</th>
<th>FY 2019</th>
<th>FY 2020</th>
</tr>
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<tbody>
<tr>
<td>Refine Regional Plan Vision, Goals and Policy Objectives</td>
<td></td>
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<td></td>
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<tr>
<td>Approve Preliminary Regional Growth Forecast Assumptions</td>
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<tr>
<td>Prepare Draft Regional Housing Needs Assessment (RHNA)</td>
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<tr>
<td>Develop and Evaluate Transportation Network Scenarios</td>
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<tr>
<td>Select Preferred Transportation Network</td>
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<tr>
<td>Perform Air Quality Conformity Analysis</td>
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<tr>
<td>Produce Draft Regional Plan and Draft Environmental Impact Report (EIR)</td>
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<tr>
<td>Address Formal Public Comments on Draft Regional Plan and EIR</td>
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<tr>
<td>Adopt Final Regional Plan, RHNA, Air Quality Conformity Determination,</td>
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<tr>
<td>Regional Growth Forecast, and Final EIR</td>
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</table>
Key Considerations

- **Grant Funding Programs** – consistency with Regional Plan for competition
- **Federal Air Quality Conformity** – allows grace period up to 12 months
- Risk is minimized by shorter extension than 12 months allowed
- **Finalize RHNA allocations as planned** – gives jurisdictions full 18 months for housing elements
The Regional Housing Needs Assessment (RHNA) Process

RHNA Determination (HCD/SANDAG)

RHNA Plan (SANDAG/local jurisdictions)

Housing Element (Local jurisdictions/HCD)
Board Direction

1. What objectives and factors are most important when determining the distribution of housing units in the region?

2. What should the role of SANDAG Board members, the Regional Planning Committee, Regional Planning Working Group, and the public be in the RHNA Plan development process?

RHNA Plan Objectives

- Promote infill development and protect resources
- Increase housing supply/mix of housing types
- Improve jobs/housing relationship
- Allocate housing in an equitable manner
Infill Development
Comparing Growth Projected in 1999 and 2013

Existing Housing Stock
(Percent Multi and Single Family 2016)

Source: SANDAG 2016 Annual Estimates
Jobs Housing Relationship

Employment Centers and Residential Lands

Employment Centers

Residential Land Use
- Spaced Rural Residential
- Single Family Residential
- Mobile Homes
- Multi-Family Residential
- Mixed Use

Source: SANDAG Land Use Inventory, 2017

Low Income Households
Percent of Low and Very Low Income Households

<table>
<thead>
<tr>
<th>Location</th>
<th>Percent</th>
</tr>
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<tbody>
<tr>
<td>National City</td>
<td>61%</td>
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<tr>
<td>Imperial Beach</td>
<td>55%</td>
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<tr>
<td>El Cajon</td>
<td>60%</td>
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<td>Vista</td>
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<td>San Diego</td>
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<td>San Diego County</td>
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<td>Santee</td>
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<td>Coronado</td>
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<tr>
<td>Carlsbad</td>
<td>28%</td>
</tr>
<tr>
<td>Encinitas</td>
<td>28%</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>28%</td>
</tr>
<tr>
<td>Poway</td>
<td>26%</td>
</tr>
<tr>
<td>Del Mar</td>
<td>18%</td>
</tr>
</tbody>
</table>

Source: 2015 American Community Survey
RHNA Plan Factors

- Maximize the use of public transportation
- The availability of land suitable for urban development, opportunities for infill development, and increased residential densities
- High housing cost burdens
- The housing needs generated by the presence of a private or public university
- Other factors determined by SANDAG

Transit

Proximity to High Frequency & Rail Transit

1/2 mile from transit stop
Housing Capacities

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>General Plan Housing Capacity 2016 to 2035 (Rounded)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>6,600</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>27,700</td>
</tr>
<tr>
<td>Coronado</td>
<td>200</td>
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<tr>
<td>Del Mar</td>
<td>100</td>
</tr>
<tr>
<td>El Cajon</td>
<td>3,200</td>
</tr>
<tr>
<td>Encinitas</td>
<td>2,500</td>
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<tr>
<td>Escondido</td>
<td>11,800</td>
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<tr>
<td>Imperial Beach</td>
<td>3,600</td>
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<tr>
<td>La Mesa</td>
<td>9,300</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>1,100</td>
</tr>
<tr>
<td>National City</td>
<td>5,800</td>
</tr>
<tr>
<td>Oceanside</td>
<td>6,900</td>
</tr>
<tr>
<td>Poway</td>
<td>1,500</td>
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<tr>
<td>San Diego</td>
<td>202,600</td>
</tr>
<tr>
<td>San Marcos</td>
<td>11,500</td>
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<tr>
<td>Santee</td>
<td>3,300</td>
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<tr>
<td>Solana Beach</td>
<td>400</td>
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<tr>
<td>San Diego County</td>
<td>67,800</td>
</tr>
<tr>
<td>Vista</td>
<td>7,100</td>
</tr>
<tr>
<td>Regional Total</td>
<td>373,000</td>
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</tbody>
</table>

Board Policy Direction

What objective and factors are most important when determining the distribution of housing units in the region?
Board Direction

What should the role of SANDAG Board members, the Regional Planning Committee, Regional Planning Working Group, and the public be in the RHNA Plan development process?

Board/RPC/TWG and Public Roles

- Board of Directors
- Regional Planning Committee
- Regional Planning Technical Working Group
- Board Ad Hoc Working Group
Timeline

- Stakeholder Outreach
- Prepare RHNA Plan Allocation Options
- Release RHNA Plan for Public Review
- Board Adopts RHNA Plan