MEETING NOTICE
AND AGENDA

REGIONAL PLANNING TECHNICAL WORKING GROUP
The Regional Planning Technical Working Group may take action on any item appearing on this agenda.

Thursday, April 12, 2018
1:15 to 3:15 p.m.

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

Please take the elevator to the 8th floor to access the meeting room.

Staff Contacts: Carolina Ilic  Seth Litchney
(619) 699-1989  (619) 699-1943
carolina.ilic@sandag.org  seth.litchney@sandag.org

AGENDA HIGHLIGHTS

• REGIONAL GROWTH FORECAST CAPACITIES AND ASSUMPTIONS

• DRAFT REGIONAL HOUSING NEEDS ASSESSMENT DETERMINATION

• SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – TRANSPORTATION NETWORK THEMES

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

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 Working Group on any item at the time the Working Group is considering the item. Please complete a Request to Comment form and then present the form to the Working Group coordinator. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group 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 Working Group 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 Working Group meeting should be received by the Working Group coordinator 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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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。

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To access the meeting room, please arrive on the 8th floor.
REGIONAL PLANNING TECHNICAL WORKING GROUP
Thursday, April 12, 2018

ITEM NO.  RECOMMENDATION
1. WELCOME AND INTRODUCTIONS

2. PUBLIC COMMENTS AND COMMUNICATIONS

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

+3. APPROVAL OF MEETING MINUTES

+3A. The TWG is asked to review and approve the minutes from its March 15, 2018, meeting.

+3B. The TWG is asked to review and approve the minutes from its March 26, 2018, meeting.

CONSENT

+4. TransNet SMART GROWTH INCENTIVE PROGRAM: FUNDING RECOMMENDATIONS FOR CLIMATE ACTION PLAN AND COMPLETE STREETS POLICY GRANTS (Carolina Ilic)

This report describes the project rankings and funding recommendations for the Climate Action Plan and Complete Streets Policy Grants funded through the fourth cycle of the TransNet Smart Growth Incentive Program. Approval from the SANDAG Board of Directors will be sought in May 2018.

CHAIR’S REPORT

5. REGIONAL PLANNING TECHNICAL WORKING GROUP VICE CHAIR ELECTION (Chair Karen Brindley, City of San Marcos; Carolina Ilic)

The TWG will elect a new Vice Chair. All primary representatives listed on the TWG membership list are eligible to run for Vice Chair. Nominations and self-nominations will be solicited and nominations receiving a second will be voted upon and recorded in the meeting minutes.
+6. ASSEMBLY BILL 617 IMPLEMENTATION (Kathy Keehan and Nick Cormier, San Diego County Air Pollution Control District)  

California Assembly Bill 617 established the California Air Resources Board Community Air Protection Program to reduce exposure in communities most impacted by air pollution. The San Diego County Air Pollution Control District is currently seeking input from stakeholders and the public on how to best implement the program in San Diego County.

RECORDS

+7. REGIONAL GROWTH FORECAST CAPACITIES AND ASSUMPTIONS (Ray Major and Coleen Clementson)  

On March 26, 2018, an update was provided on the Regional Growth Forecast including the preliminary population, jobs and housing forecast, as well as the data and assumptions used to project housing needed to support projected population growth. The TWG discussed options for meeting the projected housing need beyond 2035 through a combination of additional accessory units and further implementation of the Smart Growth Concept Map. The TWG is asked to recommend that the Regional Planning Committee recommend that the Board of Directors accept the local land use capacities and assumptions for the Regional Growth Forecast.

+8. DRAFT REGIONAL HOUSING NEEDS ASSESSMENT DETERMINATION (Seth Litchney)  

On March 26, 2018, the Department of Housing and Community Development (HCD) draft Regional Housing Needs Assessment (RHNA) Determination for the San Diego region’s 6th Housing Element Cycle was provided. Staff will present a revised approach based on suggestions from the TWG. The TWG is asked to recommend that the Regional Planning Committee recommend that the Board of Directors submit the revised approach to HCD for consideration in the final RHNA Determination.


Staff will present several themes that could be considered in the development of the transportation network scenarios for San Diego Forward: The 2019-2050 Regional Plan.

+10. URBAN AREA TRANSIT STUDY – TECHNOLOGY UPDATE (Jennifer Williamson)  

Staff will provide an overview of the Advanced Technology Urban Area Transit Study and the role it plays in the development of San Diego Forward: The 2019-2050 Regional Plan.
11. UPCOMING MEETINGS

The next meeting of the TWG scheduled for Thursday, May 10, 2018, at 1:15 p.m.

12. ADJOURNMENT

+ next to an agenda item indicates an attachment
MARCH 15, 2018, MEETING MINUTES

Please Note: Audio file of the meeting is not available, as the meeting was held off-site at UC San Diego.

The meeting of the Regional Planning Technical Working Group (TWG) was called to order by Chair Karen Brindley (City of San Marcos) at 3 p.m.

1. WELCOME AND INTRODUCTIONS

Self-introductions were made.

2. PUBLIC COMMENTS AND COMMUNICATIONS

No public comments and communications were made.

REPORTS

3. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Jim Nakagawa (City of Imperial Beach) and a second by Tony Shute (City of El Cajon), the TWG approved the minutes from its February 8, 2018, meeting. Yes: Chair Brindley, Mr. Shute, Michael Strong (City of Escondido), Mr. Nakagawa, Brad Raulston (City of National City), Jeff Hunt (City of Oceanside), Joseph Lim (City of Poway), and Laura Black (City of San Diego). No: None. Abstain: Kerry Kusiak (City of La Mesa). Absent: City of Carlsbad, City of Chula Vista, City of Coronado, City of Del Mar, City of Encinitas, City of Lemon Grove, City of Santee, City of Solana Beach, City of Vista, and County of San Diego.

4. OFFICE OF THE FIRE MARSHAL LAND USE PLANNING PROGRAM (INFORMATION)

Brian Barkley, CAL FIRE, provided an overview on how CAL FIRE and local jurisdictions can work together to prepare local Safety Elements for review and approval by the Board of Forestry. Information related to Senate Bill 379 (Jackson, 2015) was provided.

5. INTER-REGIONAL PARK AND RIDE STRATEGY PROJECT (INFORMATION)

Coleen Clementson, Principal Regional Planner, provided a review of regional goals and objectives related to the Inter-Regional Park & Ride Strategy and gathered feedback to develop strategies. SANDAG partnered with the Riverside County Transportation Commission in an effort to proactively plan for future Park & Ride demand. TWG members commented on the following items:
• Database of Park & Ride facilities
• Incorporating Park & Ride’s into Climate Action Plans
• Bi-annual week lot counts

6. REGIONAL BIKESHARE COORDINATION (DISCUSSION)

Marisa Mangan, Associate Regional Planner, and representatives from the cities of Encinitas and Chula Vista discussed plans and opportunities for regional coordination around bikeshare planning, implementation, and monitoring. TWG members commented on the following items:

• Global Positioning System data and ping rates accuracy
• Heat maps and geofencing for preferred bike parking areas
• Regulating bike parking is challenging for cities; Public Works Departments and vendor typically regulate bike parking
• Bike saturation has become an issue as vendors are competing for space
• Signage and bike infrastructure is critical
• Regional bikeshare coordination – SANDAG to be regional clearinghouse for data

**Action:** This item was presented for discussion

7. UC SAN DIEGO URBAN STUDIES AND PROGRAM PLANNING STUDENT URBAN EXPO (INFORMATION)

Keith Pezzoli, Ph.D., Director, Urban Studies and Planning Program (USP), provided a brief overview of the planning curriculum at UC San Diego and described the Urban Expo event.

The UC San Diego USP invited the TWG to participate in its 28th Annual Urban Expo. The Urban Expo event showcased a wide range of research projects and posters completed by the USP’s undergraduate seniors.

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

8. UPCOMING MEETINGS (INFORMATION)

The TWG is proposed to meet on Monday, March 26, 2018, from 1 to 3 p.m. at SANDAG. This will be a special workshop focused on the Series 14 Regional Growth Forecast and the Regional Housing Needs Assessment.

The next regularly scheduled TWG meeting will be held on April 12, 2018, at 1:15 p.m.

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

9. ADJOURNMENT

Chair Brindley adjourned the TWG meeting at 4:15 p.m.
# Meeting of the Regional Planning Technical Working Group

## Attendance for March 15, 2018

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<td>Laura Black</td>
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<td>Brian Schoenfisch, Alternate</td>
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<td>Saima Qureshy, Alternate</td>
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<td>Melanie Kush</td>
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<td>John O’Donnell, Alternate</td>
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# REGIONAL PLANNING TECHNICAL WORKING GROUP

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<td>Corey Andrews</td>
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<td>County of San Diego</td>
<td>Eric Lardy</td>
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**ADVISORY MEMBERS LISTED BELOW (ATTENDANCE **NOT** COUNTED FOR QUORUM PURPOSES)**

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<td>Local Agency Formation Commission</td>
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<td>U.S. Department of Defense</td>
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**OTHER ATTENDEES**

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<td>Crystal Najera, City of Encinitas</td>
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<td>Curt Lutz, UC San Diego</td>
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<td>Keith Pezzoli, UC San Diego</td>
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<td>Bill Valle, City of Chula Vista</td>
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<td>Randy Van Vleck, City Heights CDC</td>
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<td>Lesley Meyerhoff, City of Solana Beach</td>
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**SANDAG STAFF MEMBERS LISTED BELOW**

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<td>Coleen Clementson, Principal Regional Planner</td>
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<td>Andrew Hall, Regional Planning Intern</td>
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<td>Carolina Ilic, Senior Regional Planner, TWG Coordinator</td>
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<td>Marisa Mangan, Associate Regional Planner</td>
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<td>Antoinette Meier, Principal Regional Planner</td>
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<td>Eva Sanchez, Transportation Programs Intern</td>
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MARCH 26, 2018, MEETING MINUTES

Please Note: Audio file of the meeting is available on the SANDAG website, sandag.org, on the Regional Planning Technical Working Group (TWG) webpage.

The meeting of the TWG was called to order by Chair Karen Brindley (City of San Marcos) at 1:03 p.m.

1. WELCOME AND INTRODUCTIONS

Self-introductions were made.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

No public comments and communications were made.

REPORTS

3. UPDATE ON REGIONAL GROWTH FORECAST (DISCUSSION)

Coleen Clementson, Principal Regional Planner, and Rachel Cortes, Associate Researcher and Modeler, provided an update on the Regional Growth Forecast including a summary of the assumptions, preliminary projects, potential future scenarios for consideration, and next steps to complete the subregional growth forecast. The TWG commented on the following items:

- Support for implementing Smart Growth Opportunity Area (SGOA) place types capacities after 2035 to address capacity constraints
  - Positive feedback to include existing/planned SGOAs in housing units and skepticism regarding including potential as this should be weighted far less

- Updating dwelling units per acre associated with SGOA place types as these have changed significantly for efficiencies in land use

- Support for looking at all categories in SGOA place types for housing units with the exception of Rural Villages

- Support for 10 percent accessory dwelling unit (ADU) assumption as opposed to 5 percent as cities project to see an increase in ADUs
4. REGIONAL HOUSING NEEDS ASSESSMENT DETERMINATION (DISCUSSION)

Seth Litchney, Senior Regional Planner, provided an update on the Regional Housing Needs Assessment (RHNA) process including a summary of the consultation process with the California Department of Housing and Community Development (HCD). Mr. Litchney described the methodology HCD used in determining the Draft RHNA and presented two options to the TWG on how the Draft RHNA Determination could be adjusted to lower the number of housing units for the 6th RHNA cycle. The TWG commented on the following items:

- Analyze Household Formation Rate provided by HCD
- Consider changes to the overcrowding rate in regards to the large immigrant population and unique geographical constraints (Mexico border, Pacific Ocean)
- Create a hybrid option that combines Option 1 and Option 2
- Support for using the Department of Finance (DOF) ten-year average of .32 percent as the Housing Replacement Rate instead of the .5 percent minimum set forth by HCD

5. ADJOURNMENT AND NEXT MEETING

The next regularly scheduled TWG meeting is on April 12, 2018, at 1:15 p.m.

Chair Brindley adjourned the TWG meeting at 2:38 p.m.
### MEETING OF THE REGIONAL PLANNING TECHNICAL WORKING GROUP

#### ATTENDANCE FOR MARCH 26, 2018

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<td>Brad Raulston</td>
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<td>Robert (Bob) Manis</td>
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<td>Laura Black</td>
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<td>Brian Schoenfisch, Alternate</td>
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<td>Karen Brindley, TWG Chair</td>
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<td>Saima Qureshy, Alternate</td>
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### REGIONAL PLANNING TECHNICAL WORKING GROUP

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<td>Corey Andrews</td>
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<td>Eric Lardy</td>
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#### ADVISORY MEMBERS LISTED BELOW (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)

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<td>Air Pollution Control District</td>
<td>Kathy Keehan</td>
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<td>Andy Hamilton, Alternate</td>
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<td>Caltrans</td>
<td>Ann Fox</td>
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<td>Barby Valentine, Alternate</td>
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<td>Local Agency Formation Commission</td>
<td>Robert Barry, AICP</td>
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<td>Keene Simonds, Alternate</td>
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<td>Metropolitan Transit System</td>
<td>Denis Desmond</td>
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<td>North County Transit District</td>
<td>Kristina Svensk</td>
<td>Yes</td>
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<td>Kimberly Hayford, Alternate</td>
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<tr>
<td>San Diego County Regional Airport Authority</td>
<td>Brendan Reed</td>
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<tr>
<td>San Diego County Regional Water Authority</td>
<td>Seevani Bista</td>
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<tr>
<td>San Diego Unified Port District</td>
<td>Lesley Nishihira</td>
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<tr>
<td>U.S. Department of Defense</td>
<td>Mary Beth Dreusike</td>
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</table>

#### OTHER ATTENDEES

Noah Alvey, County of San Diego
Amanda Lee, City of Vista
Shawn McMahon, City of Del Mar
Michael Prinz, City of San Diego

#### SANDAG STAFF MEMBERS LISTED BELOW

Coleen Clementson, Principal Regional Planner
Rachel Cortes, Associate Researcher and Modeler
Andrew Hall, Regional Planning Intern
Carolina Ilic, Senior Regional Planner, TWG Coordinator
Seth Litchney, Senior Regional Planner
Andrea Schlientz, Land Use/Grants Intern
TransNet SMART GROWTH INCENTIVE PROGRAM: File Number 3100300
FUNDING RECOMMENDATIONS FOR CLIMATE ACTION PLAN AND COMPLETE STREETS POLICY GRANTS

Introduction

Over the past year and a half, the Regional Planning Technical Working Group (TWG) reviewed and provided input on the proposed criteria and program guidelines for the fourth cycle of the TransNet Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP). Changes were required in Cycle 4 based on the commitments made by the SANDAG Board of Directors with adoption of San Diego Forward: The Regional Plan (2015 Regional Plan) and mitigation measures included in the 2015 Regional Plan’s Environmental Impact Report.

The new requirements relevant to this report are:

1. A local jurisdiction must have an adopted Climate Action Plan (CAP) and a Complete Streets Policy to be eligible to receive funding.

2. Per the mitigation measure, SANDAG must make available competitive funding through the grant programs for preparation of a CAP and/or Complete Streets Policy for local jurisdictions that have not adopted them. Criteria were developed for the CAP and Complete Streets Policy programs, and up to $1 million was made available through the TransNet SGIP for this purpose.

The Board approved the criteria and released the call for projects on December 15, 2017. Applications were due on March 15, 2018. The full call for projects can be viewed at sandag.org/cycle4grants.

This report focuses on the funding recommendations for the CAP and Complete Streets Policy grants, funded through the SGIP. Staff will return with project rankings and funding recommendations for the broader SGIP and ATGP projects in the next few months. The reason this recommendation is being processed in advance of the broader SGIP and ATGP funding recommendations is so that CAP and Complete Streets Policy funding can be made available as soon as possible to facilitate completion of these documents within the “one-year phased funding approach” authorized by the Board for applicants to meet the eligibility requirements for receiving SGIP and ATGP funds.
Discussion

Only one jurisdiction, the City of El Cajon, submitted an application for CAP funding, and no jurisdictions submitted applications for Complete Streets Policy grants. 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 included public outreach efforts and presence at community events, online media, and a resident leadership academy. An eligibility check determined that the application met the eligibility requirements and the 20 percent matching fund requirement. Three evaluators scored the proposal, and it averaged a score of 81 percent (and a project ranking of No. 1, given that there were no additional submittals).

Pending the funding award of $150,000 to the City of El Cajon for this project, per the grant guidelines, the remaining $850,000 will be returned to the SGIP, and the City of El Cajon would have up to one year from the Board’s approval of the SGIP and ATGP grant awards to complete its CAP.

The Board is anticipated to approve the SGIP and ATGP funding awards in July 2018, meaning that the City of El Cajon would have until July 2019 to approve its CAP and receive funds from any successful SGIP or ATGP grant applications. If the City of El Cajon does not adopt its CAP before July 2019, funding would be awarded to the next eligible SGIP and ATGP project(s) in ranked order.

Next Steps

The Regional Planning and Transportation Committees will be asked to make recommendations on the City of El Cajon’s CAP project to the Board on May 4, 2018. The Board will be asked to approve the funding recommendation for the City of El Cajon’s CAP project on May 25, 2018.

More than 50 applications were submitted for SGIP and ATGP funding. Staff will return with project rankings and funding recommendations for those submittals in the next few months, with final SGIP and ATGP funding awards anticipated by the Board in July 2018.

Key Staff Contact: Carolina Ilic, (619) 699-1989, carolina.ilic@sandag.org
Community Air Protection Program

Prioritizing air quality improvements in California’s most polluted communities through enhanced monitoring and targeted deployment of cleaner technologies

In August 2017, two weeks after the passage of AB 617, CARB established the Office of Community Air Protection (OCAP). This office oversees the Community Air Protection Program to prioritize air quality improvements in California’s most polluted communities through enhanced monitoring and targeted deployment of cleaner technologies.

The first of its kind in the nation, this groundbreaking effort involving the California Air Resources Board (CARB), local air districts and communities fundamentally transforms the state’s approach to addressing local air pollution by providing community-level monitoring and planning in addition to ongoing statewide and regional efforts.

Engaging the Public

To help inform the development of the program, CARB invites the public to a series of informational meetings and community meetings to seek guidance on developing the program including the following questions:

- How is “community” defined?
- What is the best way to make pollution data more accessible?
- What type of emission sources or facilities affect your community the most?
- What are the main pollutants of concern for community air monitoring?

For more information visit, www2.arb.ca.gov/communityair or contact communityair@arb.ca.gov or airecomunitario@arb.ca.gov.

Community Air Protection Program Goals

- Improved public health
- Local toxic & air pollution reductions
- Community engagement
- Open & transparent process
- Access to air quality monitoring data

Pathway to Community Air Protection

The Community Air Protection Program consists of multiple elements designed to work together to address specific community pollution concerns.

- Provide grants to local community groups for technical assistance to support participation
- Identify most heavily impacted communities
- Deploy community-level air monitoring
- Adopt community-specific emission reduction plans

- Distribute incentive funding to air districts to accelerate the deployment of cleaner technologies
- Accelerate retrofit of pollution control technologies at industrial facilities
- Enhance emissions data reporting from pollution sources

- Adopt statewide monitoring plan
- Adopt statewide strategy to reduce emissions in heavily impacted communities
- Increase penalties for polluters
Partners in Community Air Protection

Partnering with communities is essential to the success of the Community Air Protection Program. Working together, state, regional and community representatives will develop solutions, track ongoing progress, and provide access to local pollution data to reduce harmful air emissions and create this new framework for community protection.

Funding

**Communities**: $5 million is available for communities to build technical support and participate in implementation of the Community Air Protection Program.

**Air Districts**: As part of the State’s commitment to improving community air quality, the 2017-18 budget allocates $250 million in incentive funding to local air districts to support early actions in deploying cleaner technologies. This initial funding will focus on mobile sources within impacted communities to provide critical near-term emission and exposure reductions. As we work with communities and air districts on developing strategies to help improve air quality in communities, we are interested in expanding funding opportunities for additional sources.

Timeline

**Fall 2017**
Board meeting; informational & community meetings

**Winter 2018**
Draft concepts; informational meetings, workshops & community meetings

**Spring 2018**
Board meeting; draft documents released encompassing monitoring plan, state strategy and priority community list

**Summer 2018**
Workshops & community meetings; final draft documents released

**Fall 2018**
Board meeting to consider proposed final draft documents

**Winter 2019**
Implement Best Available Retrofit Control Technologies (BARCT)

**Summer 2019**
Deploy community monitoring networks in identified communities

**October 2019**
Community emissions reductions programs launch

**Annually**
CARB staff provides informational update, new priority communities selected

Building Blocks for an Effective Community Air Protection Program

For more information visit, ww2.arb.ca.gov/communityair or contact communityair@arb.ca.gov or airecomunitario@arb.ca.gov.
REGIONAL GROWTH FORECAST CAPACITIES AND ASSUMPTIONS

Introduction

SANDAG produces a Regional Growth Forecast every four years to inform the Regional Plan development. The 2019 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 March 26, 2018, SANDAG staff shared the preliminary Regional Growth Forecast with the Regional Planning Technical Working Group (TWG), discussed assumptions used to develop the forecast, and presented options for addressing projected housing need.

Discussion

Preliminary Regional Growth Forecast

In December 2017, the SANDAG Board of Directors directed SANDAG staff to utilize the California Department of Finance Population Forecast for the San Diego region as the basis for the Regional Growth Forecast. SANDAG assembled expert review panels (Attachment 1) to develop the jobs and housing projections. The Preliminary Regional Growth Forecast is shown below and projects the population to grow by 700,000 people, 360,000 jobs and the need for 509,000 housing units.

Preliminary Regional Growth Forecast

[Graph showing population, jobs, and housing growth from 2017 to 2050]
Based upon national trends and input from the expert review panels, three key assumptions have been used to develop the projected housing need which are described below.

1. **Average Household Size** – The median age of the population will rise from 34 years in 2016 to 39 years in 2050. Concurrently, the average household size will decrease as population ages from an average of 2.75 persons per household to 2.49 persons per household. This assumption is based upon national trend data illustrated below. The Regional Growth Forecast assumes a gradual reduction in persons per household to reach 2.49 persons per household in 2050.

   ![Household Size Declines with Median Age](image)

   *Each dot represents a U.S. county in 2010

2. **Vacancy Rate** – Both the State of California 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 growing from a 1 percent vacancy rate in 2016 to 5 percent by 2029 and maintaining a 5 percent vacancy rate through 2050.
3. **Second Homes and Vacation Rentals** – Second homes and vacation rentals reduce the housing stock available to the population. While there is limited data available, SANDAG estimates that there are at least 57,000 homes in the San Diego region that are not available for housing. This estimate is based upon Census and SANDAG data. The Regional Growth Forecast assumes 57,000 second homes and vacation rentals will remain unavailable through 2050.

### Second Homes and Vacation Rentals

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

#### ACS Unoccupied Housing NOT for Sale or Rent

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#### Projected Housing Need

Based upon projected population growth and the assumptions above, the Preliminary Regional Growth Forecast identifies a need for 509,000 units between now and 2050. Based on information provided by each jurisdiction, 357,000 additional housing units could be built in the region between now and 2050. SANDAG estimates that if local general plans were implemented at the high end of the density ranges, theoretically up to 800,000 housing units could be built between now and 2050 (this estimate does not assume zoning requirements which may reduce available land through parking, setbacks, open space and other requirements). The chart below shows that the local estimates would address housing need through the year 2035. After 2035, an additional 152,000 housing units would be needed to support projected population growth. It is important to note that this additional housing capacity would be assumed after the upcoming RHNA Cycle (the 6th Cycle), which is 2021 through 2029.
Considerations

Assembly Bill 1086 requires that SANDAG use a population growth forecast that is within +/- 1.5 percent of the Department of Finance. In addition, Senate Bill 375 requires that SANDAG show how the region can meet projected housing need in the 2019 Regional Plan and its Sustainable Communities Strategy. Other California metropolitan planning organizations make assumptions about how local plans could change or be implemented in future years. The approach can assume reasonable planning assumptions.

On March 26, 2018, SANDAG staff presented the TWG with three options to address the housing need post-2035.

1. **Maximum General Plan Densities** – Assume maximum general plan densities identified in current local general plans. Given the theoretical assumptions required, the TWG did not propose to pursue this option.

2. **Accessory Dwelling Units** – Assume some part of the need could be addressed through accessory dwellings or second units on single family lots of 5,000 square feet or greater. The TWG members

---

**Capacity and Projected Housing Need**

![Graph showing capacity and projected housing need over time.](image)

- 2,49 persons per household by 2050
- 5.0% vacancy rate by 2028
- Excludes vacation units from available housing stock

---

**Accessory Dwelling Units in Urbanized Area**

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

- 100% 388,000 units
- 50% 194,000 units
- 20% 77,000 units
- 10% **38,000 units**
- 5% 20,000 units
suggested assuming that 10 percent of single family lots of 5,000 square feet or greater could accommodate accessory dwellings. The potential capacity for accessory dwelling units by jurisdiction is shown in Attachment 2.

3. **Focus on Smart Growth Opportunity Areas (SGOAs)** – The SGOAs show where local jurisdictions are planning for higher density and mixed-use development near existing and planned public transit. Each SGOA place type calls for a minimum residential density. These densities are used to prioritize transit investments in the 2019 Regional Plan and to award grant funds from the TransNet Smart Growth Incentive Program. There are SGOAs in every jurisdiction. Most are Existing/Planned (E/P), meaning that the local general plan allows development at least at the minimum density level. Roughly one third of the SGOAs would require a plan change to reach the minimum density requirement. The slide below shows the housing that could be accommodated by SGOA place type (includes E/P and Potential areas). The TWG suggested that SANDAG consider some mix of SGOAs (all place types except Rural Villages) and a mix of E/P and Potential areas, with more emphasis on E/P areas.

Based upon TWG input, SANDAG staff came up with the estimates of housing units in the slide below that could be accommodated by SGOA using the following criteria:

- All E/P SGOAs (except Rural Villages)
- Potential SGOAs in Del Mar and Poway (neither Del Mar nor Poway have an E/P SGOA)
- Assume housing at minimum densities only on land identified for housing, commercial or mixed-use (eliminates land identified for parks, schools, industrial, etc. within SGOAs)

This approach concentrates on E/P SGOAs over Potential SGOAs. It also allows all cities to participate.

### Recommended Approach

Assume SGOA minimum residential place type densities minus existing housing and local identified capacity to achieve the following capacities shown in blue:

- **Metropolitan Center** (75 du/acre) 57,000 **10,000**
- **Urban Center** (40 du/acre) 95,000 **32,000**
- **Town Center** (20 du/acre) 97,000 **39,000**
- **M-U Transit Center** (25 du/acre) 117,000 **23,000**
- **Community Center** (20 du/acre) 102,000 **7,000**
- **Rural Village** (10.9 du/acre) **23,000**

The preliminary allocation by jurisdiction is shown in Attachment 2.
**Next Steps**

The TWG is asked to recommend that the Regional Planning Committee recommend that the Board of Directors accept the local land use capacities and assumptions for the Regional Growth Forecast. The Board of Directors is scheduled to receive an update on the 2019 Preliminary Regional Growth Forecast results at its meeting on April 27, 2018, with approval of the final results anticipated to be considered in the coming months.

Attachments:
1. List of Expert Review Panelists
2. Potential Capacity for Accessory Dwelling Units and Housing in SGOAs by Jurisdiction

Key Staff Contacts: Coleen Clementson, (619) 699-1944, coleen.clementson@sandag.org
Ray Major, (619) 595-5668, ray.major@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

3. **John Husing, Ph.D**
   Founder, Economics & Politics, Inc.

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
Potential Capacity for Accessory Dwelling Units and Housing in Smart Growth Opportunity Areas by Jurisdiction

Assumptions: Smart Growth Opportunity Areas (SGOA) would provide up to 490,000 additional housing units at the minimum place type densities. This figure is in addition to capacities already provided by local jurisdictions for each SGOA. The proposed approach below would utilize approximately 20 percent of the capacity. Accessory dwelling units (ADUs) on all single-family lots 5,000 square feet or larger could provide up to 388,000 additional units regionwide. The proposed approach below would utilize approximately 10 percent of the capacity.

Estimated 2050 Housing Capacity by Jurisdiction Based Upon Regional Planning Technical Working Group Input

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DRAFT REGIONAL HOUSING NEEDS ASSESSMENT DETERMINATION

Introduction

On March 26, 2018, SANDAG staff presented the Technical Working Group (TWG) with an overview of the draft Regional Housing Needs Assessment (RHNA) Determination prepared by the California Department of Housing and Community Development (HCD). The draft RHNA Determination estimates the number of housing units needed in the region using the following data:

- Population forecast from the California Department of Finance (DOF)
- Projected number of new households formed
- Vacancy rate in existing housing stock
- Percentage of renter’s households that are overcrowded, defined as more than one person per room per dwelling unit
- Housing replacement needs

The HCD draft RHNA Determination estimates 171,685 housing units will be needed to meet the region’s growth during the eight-year housing element cycle.

Pursuant to Government Code Sections 65584(b) and 65584.01(c), the HCD is required to consult with SANDAG to create the final RHNA Determination. SANDAG staff reviewed the calculations and created options that could be considered by the HCD to recalculate the draft RHNA Determination. These options were presented to the TWG for discussion on March 26, 2018.

At its March 26 meeting, the TWG suggested that feedback to the HCD on the draft RHNA Determination include:

- A combination or hybrid of the two options presented by SANDAG staff
- Support for calculating the RHNA Determination based upon projected housing growth (not existing stock + projected growth), as appropriate
- Support for a reduced vacancy rate, consistent with the Regional Growth Forecast assumption
- Support for overcrowding rate similar to western states average (not national average) giving consideration to unique constraints with Mexico, Pacific Ocean, and topography
• Support for using the locally-reported demolition rate ten-year average of 0.32 percent as the Housing Replacement Rate instead of the 0.50 percent minimum set forth by the HCD

• SANDAG analyze Household Formation Rate provided by the HCD

**Discussion**

Based on these suggestions, SANDAG staff has prepared the following proposed revised approach for the HCD to consider in developing the final RHNA Determination for the San Diego region.

**Vacancy Rate Adjustment – HCD Draft RHNA Determination (+31,500 units)**

In the draft RHNA Determination, the HCD has applied the difference between the San Diego region’s vacancy rate, 2.48 percent, and generally healthy 5.00 percent vacancy rate. The 2.52 percent difference was multiplied by the entire housing stock (existing plus growth) needed at the end of the RHNA cycle.

Proposed revised approach:

Use a 4.00 percent vacancy rate adjustment on the projected housing growth, consistent with SANDAG growth forecast projections. (+3,807 units)

**Overcrowding Adjustment – HCD Draft RHNA Determination (+38,700 units)**

In the draft RHNA Determination, the HCD has applied the difference between the San Diego region’s overcrowding rate, 6.43 percent, and United States overcrowding rate, 3.34 percent. The 3.09 percent difference was multiplied by the entire housing stock (existing plus growth) needed at the end of the RHNA cycle.

Proposed revised approach:

Apply a 0.56 percent overcrowding adjustment (western states average) on the projected housing growth. (+536 units)

**Replacement Adjustment – HCD Draft RHNA Determination (+6,255 units)**

In the draft RHNA Determination, the HCD set a minimum 0.50 percent replacement adjustment. San Diego’s regional replacement rate, as reported by local governments to the DOF, is 0.32 percent. Since San Diego is below the HCD’s minimum, the HCD used a 0.50 percent replacement adjustment multiplied by the entire housing stock (existing plus growth) needed at the end of the RHNA cycle.

Proposed revised approach:

Use a 0.32 percent replacement adjustment on the entire housing stock (existing plus projected growth). (+4,004 units)
Next Steps

The TWG is asked to recommend that the Regional Planning Committee recommend that the Board of Directors submit the revised approach to the HCD for consideration in the final RHNA Determination. Based upon the TWG recommendation, SANDAG staff will incorporate the proposed revised approach into a letter that will be taken to the Regional Planning Committee on May 4, 2018, for consideration and recommendation to the Board of Directors. It is anticipated that the HCD will provide SANDAG a final RHNA Determination in summer 2018. Staff will return to the TWG to present the final RHNA Determination and begin the process to develop the RHNA Plan with all 19 jurisdictions.

Key Staff Contact: Seth Litchney, (619) 699-1943, seth.litchney@sandag.org
SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – TRANSPORTATION NETWORK THEMES

Introduction

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

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

Discussion

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

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

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

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

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

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

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

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

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

**Public Outreach**

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

**Next Steps**

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

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

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

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

2019 Regional Plan Transportation Network Themes Open Houses

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

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

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

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

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

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

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

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

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

For more information, visit SDForward.com
Subregional Open Houses

2019 Regional Plan Transportation Network Themes

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

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

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

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

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

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

TransNet is undergoing a Ten-Year Review

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

Learn more at sandag.org/TransNet10YearReview

About San Diego Forward: The 2019–2050 Regional Plan

The 2019 Regional Plan will build upon the 2015 Regional Plan, which merged local planning efforts, emerging issues, and innovative concepts into an overall vision for the region’s future, including specific actions to turn that vision into reality. SANDAG kicked off the 2019 Regional Plan effort in April 2017 and is in the process of gathering public input on key future decision areas. For more information, visit SDForward.com.

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

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

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

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

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

Lunes, 23 de abril de 2018
11:30 a.m.–2 p.m. y 5:30–8 p.m.
Distrito 11 de Caltrans
Auditorio García
4050 Taylor Street
San Diego, CA 92110

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

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

Reuniones comunitarias subregionales, 25 de abril – 3 de mayo
SANDAG también está trabajando con varias organizaciones comunitarias para llevar a cabo reuniones comunitarias en toda la región (puede encontrar los detalles en el reverso).

Para más información, visite SDForward.com
Reuniones comunitarias subregionales

Temas comunes de redes de transporte para el Plan Regional 2019

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

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

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

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

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

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

Sobre San Diego Forward: El Plan Regional 2019 – 2050

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


Para más información, visite SDForward.com
Introduction

In 2008, SANDAG embarked on the Urban Area Transit Strategy (UATS). The overarching goal of the UATS was to create a world-class transit system for the San Diego region by 2050, with the aim of significantly increasing the attractiveness of transit, walking, and biking in the most urbanized areas of the region.

The vision of the original UATS calls for a network of fast, flexible, reliable, safe, and convenient transit services that connect homes to the region’s major employment centers and destinations. Achievement of this vision will 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 include:

- Making transit more time-competitive with automobile travel
- Maximizing the role of transit within the broader transportation system
- Exploring impacts of emerging technologies on the transportation network
- Reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions in the region

The 2011 UATS resulted in the development of the preferred revenue constrained transportation network and unconstrained network. The Advanced Technology Urban Area Transit Study (ATUATS) builds off the original UATS study with a focus on emerging technologies and their applications to first/last mile solutions and transit opportunity areas.

Discussion

UATS Update

A primary focus of this update is to better understand how emerging technologies could influence the interconnectivity of modes and maximize use and need of major trunk transit routes. The ATUATS would seek to understand how transit could adapt to incorporating possible options such as autonomous transit vehicles, flexible/ on-demand routes, integration with transportation network companies (Uber, Lyft), and how new technologies could help enhance transit service within the urban core.
**Technology Alternatives**

The ATUATS team has been developing a range of technology alternatives that could either supplement or replace traditional transit options. In order to understand the impact of these transportation technologies, the team analyzed future travel patterns and markets in the context of rapid technological change and their implications for transit network alternative development for San Diego Forward: The 2019-2050 Regional Plan. This approach focuses on developing a layered transit network, acknowledging that, given technology and demographic trends, a combination of traditional and new transit methods and modes are appropriate, depending on subarea trip density and socioeconomic markets, environments, and travel behaviors. This involves analyzing socio-demographic patterns at an area level and analyzing trip densities and demand to better understand the operating environment. Right-sized planning also takes into account the appropriate operating environments for different types of traditional transit and technology-enabled transportation services.

The three mobility service markets were identified and defined as:

- **Backbone Transit/High Demand Areas** – Areas with a high trip-end density, a high concentration of mid- to low-income households (addressing equity-related objectives), a high concentration of 65 or older populations (reflecting transit-dependent areas), high household and employment densities, high intersection density, and high parking costs.

- **Crowdsource/Micro-Transit/Coverage Areas** – Areas with moderate trip-end density, high college enrollment, a high density of single- or two-person households, moderate household and employment densities, a moderate density of intersections, and high parking costs. Micro-transit includes campus shuttles, employer-provided shuttles, and private services like Chariot and Bridj. Several recent studies point to the need for a careful market assessment and productivity estimation to justify publicly-provided micro-transit.

- **Door-to-Door/Low Demand Areas** – Areas with low trip-end densities, a large percentage of retail jobs, a high density of single- or two-person households, a large percentage of 18 to 64 year olds (as working adults are more likely to drive), a high density of higher income households (> $100K), low intersection density, and low household density. While several studies, including the Boston study and the SANDAG household travel survey, indicate substantial ride-hailing use among individuals with incomes under $30,000, also they indicate the most or all of that demand is from college students. The Alemi study, covering San Diego and the other California major urban areas, found strong positive correlations between Uber use for student status, as well as income above $100,000 for millennial and older Californians.

Building on the travel market analysis, the next step in the process is “right-sizing” the network by reviewing the current Regional Transportation Plan (RTP) investments to determine how well they correspond to the travel markets and suggest refinements for consideration. The review includes a summary of the current RTP strategy, as well as recommendations for reconsiderations, additions, and wholesale changes in transit service types and capital investments that would take advantage of new technology-enabled transit modes to better serve the identified travel markets.
**Next Steps**

The team will continue to make refinements to the transit network alternatives and begin modeling the alternatives to determine their impact on transit ridership, VMT and GHG emissions reduction. This process will continue through the spring with suggestions for network modifications for the upcoming RTP update.

Attachments: 1. Service Type Methodologies  
2. Operating Environments for Different Service Types

Key Staff Contact: Jennifer Williamson, (619) 699-1959, Jennifer.williamson@sandag.org
## Service Type Methodologies

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<thead>
<tr>
<th>Backbone</th>
<th>Crowd-Sourced</th>
<th>Door-to-Door</th>
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</thead>
<tbody>
<tr>
<td>Rail</td>
<td>Hi Cap Bus, BRT</td>
<td>Coverage Bus</td>
</tr>
<tr>
<td>High density, limited linear corridors</td>
<td>High / Moderate demand density corridor trunks</td>
<td>Moderate demand corridors and branches</td>
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## Operating Environments for Different Service Types

<table>
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<tr>
<th>Operating Environment</th>
<th>Service Type</th>
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<tr>
<td>Urban Neighborhood</td>
<td>Uber Pool</td>
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<tr>
<td>Inner Ring</td>
<td>Lyft</td>
</tr>
<tr>
<td>Suburb</td>
<td></td>
</tr>
<tr>
<td>Exurb</td>
<td></td>
</tr>
</tbody>
</table>

*000000000000000000000000000* indicates service areas where conventional Lyft and Uber should be discouraged in favor of the other modes in order to avert significant congestion and VMT impacts.*
Preliminary Estimated 2050 Housing Capacity by Jurisdiction Based Upon Regional Planning Technical Working Group Input

Assumptions:
1. Smart Growth Opportunity Areas (SGOA) would provide up to 490,000 additional housing units at the minimum place type densities. This figure is in addition to capacities already provided by local jurisdictions for each SGOA. The proposed approach(es) below would utilize approximately 20 percent of the of the additional housing units that could be produced in SGOAs.

2. Accessory Dwelling Units (ADUs) on single-family lots 5,000 square feet or larger could provide up to 388,000 additional units in the region’s urbanized areas. The proposed approach(es) below would utilize approximately 10 percent of the additional housing units that could be produced as ADUs.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2016-2035</th>
<th>2036-2050 SGOAs Existing/Planned</th>
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**Total Housing Capacity: 514,545**

**Total Housing Units Needed For 2016-2050: 509,000**

*The total capacity from jurisdiction input will change due to further refinement until finalization*
How is the Regional Growth Forecast used?

- To develop the 2050 Regional Plan Transportation Network
- Serves as the regional Sustainable Communities Strategy land use pattern
- San Diego County Water Authority facility planning
- Supports local planning efforts
- San Diego County Health and Human Services research efforts
Preliminary Regional Growth Forecast

Population, Jobs, and Housing

- **Growth (2017-2050) = +700,000**
- **Growth (2017-2050) = +360,000**
- **Growth (2017-2050) = +509,000**

Projecting Housing

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

Assumptions

- Recognize average household size decreases as population ages
- Assume 5% vacancy rate long-term
- Account for second homes and vacation rentals as “un-occupiable” units
Capacity and Projected Housing Need

- RHNA 6th Cycle
- Draft Regional Forecast (509,000)
- 2016 Jurisdiction-Provided Capacity (357,000)
- 152,000 additional units needed

Considerations

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

- RHNA 6th Cycle
- General Plan Maximum Capacity (800,000)
- Draft Regional Forecast (509,000)
- 2016 Jurisdiction-Provided Capacity (357,000)
- 152,000 additional units needed
- 2.49 persons per household by 2050
- 5.0% vacancy rate by 2028
- Excludes vacation units from available housing stock

Smart Growth Concept Map Implementation

Assuming Smart Growth Opportunity Area minimum residential place type densities (minus existing housing and local identified capacity) could provide additional 490,000 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

March 26, 2018 TWG Input

- No proposed changes to housing forecast assumptions
- Assume Smart Growth minimum residential place type densities (minus existing housing and local identified capacity), excluding Rural Villages
- Assume Existing/Planned and Potential SGOAs
- Assume more Existing/Planned than Potential SGOAs
- Assume Accessory Dwelling Units on 10% of single-family parcels, 5,000 square feet or greater in urbanized area of the region
### Preliminary Estimated 2050 Housing Capacity

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*The total capacity from jurisdiction input will change due to further refinement until finalization.

### Next Steps

- May 4 Regional Planning Committee recommends to the Board of Directors
- Board of Directors accepts for use in developing the Regional Plan transportation network and Sustainable Communities Strategy
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

DRAFT RHNA Determination for the San Diego Region by Income Category

<table>
<thead>
<tr>
<th>Income Categories</th>
<th>Percent</th>
<th>Units</th>
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<td>Very-Low</td>
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<td>Low</td>
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<td>Moderate</td>
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<td>Above-Moderate</td>
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<tr>
<td>TOTAL</td>
<td>100.0%</td>
<td>171,685</td>
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</tbody>
</table>

Source: California Department of Housing and Community Development

HCD Draft RHNA Determination

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

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

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

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

- **Option 3?**

### Regional Planning Technical Working Group

- Hybrid of the two options presented by SANDAG staff
- Calculating the RHNA Determination based upon projected housing growth (not existing stock + projected growth)
- Reduced vacancy rate
- Overcrowding rate similar to western states average
- Use locally-reported demolition rate ten-year average of 0.32 percent as the Housing Replacement rate
- SANDAG analyze Household Formation Rate provided by the HCD
### RHNA Determination Calculation Options

#### HCD Calculations

<table>
<thead>
<tr>
<th>Projected Households</th>
<th>Target Rate</th>
<th>Current</th>
<th>Adjustment</th>
<th>Additional Units</th>
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<tr>
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<td>1,251,115</td>
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<tr>
<td>Vacancy</td>
<td>5.00%</td>
<td>2.48%</td>
<td>2.52%</td>
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<td>- Occupied Units</td>
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<td>6th Cycle RHNA</td>
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#### Recommended Option

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### Next Steps

- **May 2018** – RPC recommendation
- **May 2018** Board of Directors approval
- **SANDAG** letter to HCD
- **HCD** provides final RHNA Determination

- **Summer 2018** – TWG/RPC/Board of Directors
  - Present final RHNA Determination
  - Begin discussing methodology for RHNA Plan
San Diego Forward: The 2019-2050 Regional Plan
Transportation Network Themes

Transportation Committee Item 4 | April 6, 2018

2019 Regional Plan Development Process

Network Development (All Modes)

- Vision, Goals, and Policy Objectives
- 2050 Regional Growth Forecast
- Define Unconstrained Network
- Update Transit Strategy
- Evaluate Technologies
- Revenue Constrained Scenarios
- Revenue and Cost Projections
- Draft/Final RHNA

Apply Performance Measures

Evaluate Revenue Constrained Scenarios

Select Preferred Transportation Scenario

Draft/Final RP/SCS, Air Quality Conformity, and EIR

Ongoing Public Involvement

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

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

Transportation Network Themes

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

Transportation Scenario 1

Transportation Scenario 2

Transportation Scenario 3
Transportation Network Themes Outreach

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

Next Steps

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

- Finish what has been started
- Take care of the existing system
- Focus investments in areas with supportive land use
- Make key operational improvements
- Invest in local transportation infrastructure
- Use pricing as a management tool
- Plan for technology
- **Reassess planned major capital projects**
- Others?
Goal of the Urban Area Transit Strategy:

“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.”
Goals of the Urban Area Transit Strategy Technology Update

- Determine how technology may influence traveler behavior
- Determine how technology may influence mode choices
- Determine if integration of new mode choices increases transit ridership
- Determine if integration of new mode choices expand access to transit at a regional level
- Recommend New Alternative that integrates new transit modes
- Identify policies for the region that will influence positive change
Effect of Technology on Transit Ridership

Research studies and consultant reports are predicting unrestricted AV / Ridehailing deployment will lead to a drop in (local) transit bus ridership, as Ridehailing Service draw riders by offering greater speed, convenience, service levels, and flexibility.

What Technology is Influencing Change?

- Mobility as a Service
- Vehicle Technology
- Smart Cities & Transportation Systems
Mobility as Service

Project Scope of Work

- Identify Potential Technologies
- Develop Alternatives
- Test Alternatives
- Refine Alternatives
- Evaluate Final Alternatives
- Recommend Refinements to RTP Transit Network
What is Transit? (from Technology Brainstorm)

- **Backbone Transit**
  - COASTER
  - Trolley
  - Sprinter
  - Streetcar
  - Rapid*

- **Crowd Source Transit**
  - Micro Transit
  - Private Shuttle
  - Vanpool / Carpool
  - Bike/Scooter Share

- **Door To Door**
  - Jitney
  - Ride Hailing

Developing Alternatives

- Evaluating Planned Transit Routes in 2015 San Diego Forward
  - March 2018

- Identifying Potential Additions and Modifications to Plan
  - Early April 2018

- Integrating and Testing
  - April / May 2018

- Refinement
  - Late May 2018

- Selection of Preferred Technology Alternative
  - June 2018
Right Sized Transit
Back Bone Transit (LRT, BRT)
Crowd Sourced (Micro Transit)
Door-to-Door (Pooled AV)

Feedback?
Bring Transportation Choices Together

Smart Cities & Smart Transportation Systems

- Universal Transportation Accounts
- Integrated Trip Planning
- Flexible Curb Space
- Dynamic Lane Assignment
- Integrated Intelligent Transportation Systems
Vehicle Technology

What are Autonomous Vehicles?

- Sensors
- Cameras
- GPS

What are Connected Vehicles?

- Vehicle to vehicle (V2V)
- Vehicle to pedestrian (V2P)
- Vehicle to everything (V2X)

Autonomous BRT

Connected vehicles are not autonomous. Prevent autonomous vehicles from causing accidents.