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Consul General, Mexico
Hasan Ikhrata
Executive Director, SANDAG

Board of Directors
Agenda
Friday, July 12, 2019
9 a.m. to 1 p.m.

>>> Please Note Meeting Time <<<
SANDAG Board Room
401 B Street, 7th Floor
San Diego

Agenda Highlights

• Draft Regional Housing Needs Assessment Methodology
• San Diego Forward: The 2021 Regional Plan
• TransNet Major Corridors Program Update

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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 in the lobby. Members of the public may address the Board 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 the Clerk of the Board via clerk@sandag.org. Please include the meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Clerk no later than 5 p.m. two working days prior to the meeting. All public comments and materials received by the deadline become part of the official public record and will be provided to the members for their review at the meeting.

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# Board of Directors
**Friday, July 12, 2019**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Public Comments/Communications/Member Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td><strong>Recommendation</strong></td>
</tr>
<tr>
<td></td>
<td>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.</td>
</tr>
</tbody>
</table>

| 2.       | **Policy Advisory Committee Chairs' Report**  |
|          | Policy Advisory Committee Chairs will provide updates on key Committee activities. |

| 3.       | **Executive Director's Report**               |
|          | *Hasan Ikhrata, SANDAG*                       |
|          | The Executive Director will provide an update on key programs, projects, and agency initiatives, including San Diego Forward: The 2021 Regional Plan and the Airport Connectivity Subcommittee. |

## Reports

| 4.       | **Regional Assessment of Employment Centers** |
|          | *Ray Major, SANDAG*                          |
|          | An overview of key employment centers in the San Diego region and how this information will be used as part of the 2021 Regional Plan development will be presented. |

| 5.       | **San Diego Forward: The 2021 Regional Plan** |
|          | *Ray Major and Coleen Clementson, SANDAG*    |
|          | An overview of the 5 Big Moves, which are strategies to identify transportation solutions for critical connections throughout the region as part of the 2021 Regional Plan development, will be presented for discussion. |
An overview of cost and anticipated revenue information for the TransNet Major Corridors Program, through 2048, will be presented.

The Regional Housing Needs Assessment Subcommittee recommends that the Board of Directors release the draft Regional Housing Needs Assessment Methodology for public review.

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

The next Board Business meeting is scheduled for Friday, July 26, 2019, at 9 a.m.

+ Next to an agenda item indicates an attachment.

* Next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item.
Executive Director’s Report

Overview

Staff continues to make progress on developing San Diego Forward: The 2021 Regional Plan. A key component of the development process is the feedback received during presentations to City Councils and stakeholders meetings throughout the region. The agency also has made progress on other important fronts. Milestones include:

Programs, Projects, and Agency Initiatives

- In Sacramento, Assembly Bill 1730 unanimously passed out of the Senate Environmental Quality Committee. The Governor signed the 2019-2020 State Budget, which included about $6.2 million for the Del Mar Bluffs Stabilization project. The budget also included funds to help address the housing crisis, including $250 million to help cities and counties plan for new housing and another $500 million to support housing development. (SANDAG also sent a delegation, including the Executive Director, to Sacramento on May 20 and 21.)

- The newly relocated and upgraded Rose Canyon Bike Path opened to the public on July 3. Relocating and upgrading the Rose Canyon Bike Path was necessary to allow space for two new light rail tracks for the future Mid-Coast Trolley, as well as to make room for a second heavy rail track for passenger and freight trains. The approximately 1.5-mile stretch of upgraded bike path runs along Interstate 5 from the northernmost point of Santa Fe Street to Gilman Drive/La Jolla Colony Drive and will be used by more than 400 bicyclists daily.

- SANDAG released the results of its 2018 Commute Behavior Survey. The survey was commissioned by SANDAG to better understand how people in San Diego County and Western Riverside County get to work, and which factors influence their decisions. Survey participants who live in San Diego County indicated they travel about 16 miles each way to get to work, on average, and about eight in ten people who took the survey drive alone to work. Survey participants indicated that transit travel time improvements, accessibility enhancements, and incentives are important factors that would encourage them to change their travel behavior. Additionally, more than eight in ten people expressed interest in a user-friendly mobile app that would allow them to plan, book, and pay for their transportation options in one place.

Meetings and Events

- Significant progress was made as part of the overall effort to improve transportation access to San Diego International Airport. In early July, the San Diego County Regional Airport Authority announced that it had agreed with airline partners to dedicate more than a half-billion dollars that could eventually fund multiple infrastructure projects to increase transit connections to the airport. Meanwhile, the work of the SANDAG Board’s Airport Connectivity Subcommittee continued to move forward. The Subcommittee will meet again toward the end of the summer. SANDAG staff are currently conducting the analysis for the modeling, construction feasibility, and costing for each of the concepts that the Subcommittee had previously identified. Additionally, SANDAG and Metropolitan Transit System have agreed to conduct a joint feasibility study of Trolley alignments to the airport.
• The Board’s Regional Housing Needs Assessment Subcommittee concluded its meeting on June 14 with a recommendation to the Board of Directors on a draft methodology, which is on the agenda for the July 12 Board meeting.

• SANDAG held its annual Bike to Work Day event on May 16. In spite of a little rainy weather, approximately 8,500 riders visited the 100 pitstops set up throughout the region to provide food, drinks, and free T-shirts to participants.

Executive Director Travel Expenses (Per Caltrans auditing requirements, monthly Executive Director reports will now include information on Executive Director travel expenses for the previous month.)

• June 17-18 – Delegation to Washington D.C. (Cost: $1,841)

Hasan Ikhrata, Executive Director

Key Staff Contact: David Hicks, (619) 699-6939, david.hicks@sandag.org
Regional Assessment of Employment Centers

Overview

The San Diego region is a growing and dynamic place to live and work. As the community, policymakers, and other stakeholders collaborate on how to create competitive, environmentally-responsible transportation options for residents, it is essential that data regarding where people live and work is used to help invest in strategies that will best serve the region’s communities.

In support of San Diego Forward: The 2021 Regional Plan, SANDAG is undertaking an effort to identify employment centers in the region. Employment centers are areas with high densities of employment. The analysis identifies where employment centers are in the region, what industries are located there, where the employees in these areas commute from, and what their commutes look like. The analysis will inform the 2021 Regional Plan by providing quantitative data to help develop critical transportation connections throughout the region.

Key Considerations

The analysis shows there are more than 75 employment centers across the San Diego region, representing more than 1.2 million jobs, or more than 80 percent of all jobs in the region.

These centers, which are divided into four tiers based on the number of employees, vary on a number of dimensions, including the percentage of employees who live and work in the center, how these employees travel to work, and the distance they travel on average, as well as the types of jobs that are in the center.

Next Steps

This information can help create a better understanding of the commute patterns associated with employment centers and will help inform the planning process to develop a regional transportation network and local connections to facilitate access among roadways, mobility hubs, and the transit network.

Hasan Ikhrata, Executive Director
Key Staff Contact: Ray Major, (619) 595-5668, ray.major@sandag.org

Action: Information
An overview of key employment centers in the San Diego region and how this information will be used as part of the 2021 Regional Plan development will be presented.

Fiscal Impact:
Analysis of key employment centers in the San Diego region is funded through Overall Work Program Element No. 2301200 in the FY 2020 Program Budget.

Schedule/Scope Impact:
This analysis will inform the 2021 Regional Plan by providing quantitative data to help develop critical transportation connections throughout the region.
Convenience, reliability, travel time, comfort, accessibility, and cost are major factors people consider when deciding how to get around our region.

While transit boardings have increased in recent years, peak period freeway delay has increased at an even greater pace. The region’s population is anticipated to reach four million by 2050, which will lead to new challenges in maintaining an efficient, equitable, sustainable, and accessible transportation system. Our approach needs to evolve.

SANDAG is developing a bold new vision for San Diego Forward: The 2021 Regional Plan with the goal of transforming the way people and goods move throughout the San Diego region.

Built on the significant public input received so far, this new vision for the future will:

- Create a compelling alternative to driving
- Connect communities to major destinations and jobs
- Meet or exceed local, regional, and state climate targets
- Support the wide range of travel needs for all San Diegans
- Support housing and job growth
- Stimulate our regional economy
Transportation technology is evolving and changing how we travel daily. Embracing these innovations, the 5 Big Moves will enhance connectivity, increase sustainability, and improve quality of life. The 2021 Regional Plan will synchronize the 5 Big Moves to deliver a fully integrated, world class transportation system.

**COMPLETE CORRIDORS**
The backbone of a complete transportation system that leverages technology, pricing, and connectivity to repurpose how both highways and local roads are used

Complete Corridors increase safety, capacity, and efficiency; provide dedicated space for high-speed transit and other pooled services; manage demand in real-time; and maximize use of existing roadways. Local roads are designed and operated to equally accommodate all users, including transit, bikes, and pedestrians.

**TRANSIT LEAP**
A complete network of high-capacity, high-speed, and high-frequency transit services that incorporates new transit modes and improves existing services

These routes will connect travelers to their homes, jobs, and other major destinations as fast or faster than driving.

**MOBILITY HUBS**
Places of connectivity where a variety of travel options converge to deliver a seamless travel experience

Mobility Hubs are aligned with the Transit Leap and offer numerous shared mobility services, enhanced bike and pedestrian infrastructure, and supporting amenities that work for every traveler and trip, all in the heart of the communities where people live, work, and play.

**FLEXIBLE FLEETS**
On-demand, shared, electric vehicles that connect to transit and travel between Mobility Hubs along the network of Complete Corridors

Diverse vehicles — including micromobility, like bikes and scooters, microtransit, and rideshare — provide personalized solutions for different types of trips and environments. In the future, driverless vehicle fleets will communicate to each other and surrounding infrastructure to make safe and timely connections.

**NEXT OS**
The “brain” of the transportation system

An integrated platform that will make all of the strategies work together by connecting users, transportation service providers, and infrastructure to orchestrate more efficient movement of people and goods. This holistic approach enables real-time data exchange for seamless multimodal travel, more accessible and cost-effective travel with a single payment and ticket, and dynamic pricing and incentives to balance network performance. This regional system manages supply and demand, drives system-wide optimization, and facilitates increased use of existing transportation systems to achieve desired goals around climate, environment, safety, and mobility.
In 2018, thousands of San Diego County residents provided input on
the development of the Regional Plan. This input, supported by
data on where people live and
work, helped to identify some
initial key areas for transportation
improvements. The 5 Big Moves
will help make these critical
connections throughout our region.

POTENTIAL CRITICAL CONNECTIONS

LEGEND
- Potential Critical Connections
- Potential Mobility Hub

NEXT STEPS

An outline of projects, programs, and policies that could be included in the 2021 Regional Plan will be developed during
an ongoing process throughout 2019, and then made available for review and comment in late 2019.

Sign up to receive email updates about when you can provide input and learn about upcoming webinars
and discussion groups at SDForward.com/subscribe.
TransNet Major Corridors Program Update

Overview

The Board of Directors requested at its June 28, 2019, meeting that an item providing a “one-page summary” of costs and revenues associated with completion of the TransNet Major Corridors Program be provided. This report provides additional detail regarding anticipated funding in the near-, mid-, and long-term (FY 2019-23, FY 2024-35, FY 2036-48, respectively), initially reported in summarized form to the Board on February 22, 2019.

Key Considerations

Current costs for remaining, unprogrammed TransNet Major Corridors Program projects only (i.e., not including debt service) are estimated to be about $24.4 billion. These cost estimates were prepared as part of an update to the Regional Plan.

Attachment 1 shows the available TransNet and state/federal formula funds that are estimated to become available in the near-, mid-, and long-term, totaling approximately $8.6 billion through 2048. In addition to these formula funds, it is estimated that an additional $6 billion could become available from successful grant applications in existing competitive funding programs.

- This leaves a funding gap of approximately $15.8 billion to complete all TransNet Major Corridor projects by 2048, including about $6 billion that could potentially be raised through competitive funding cycles. This means that every TransNet dollar used to deliver a project would need to be matched by $9.60 of other funds to complete the program.

Funding availability in the next five years is constrained due to SANDAG debt obligations. Of the $8.6 billion in TransNet and state and federal formula funds expected to be available through 2048, only about $291 million is estimated to be available between now and the end of FY 2023 (Attachment 2). This amount does not include TransNet and state and federal formula funds that the Board already has programmed through FY 2023 to other ongoing projects, nor the TransNet funding needed to cover debt service in this time period.

- Of the $291 million expected to be available through FY 2023, approximately $47 million is from TransNet and $244 million is from state and federal sources.

Hasan Ikhrata, Executive Director

Key Staff Contact:  José A. Nuncio, (619) 699-1908, jose.nuncio@sandag.org
Attachments:  1. Costs and revenues needed to complete TransNet Major Corridors projects, through 2048
               2. Anticipated revenues ($YOE billions), FY 2019-2048
## Costs and Revenues Needed to Complete TransNet Major Corridors Program Projects through 2048

<table>
<thead>
<tr>
<th>Costs</th>
<th>($YOE billions) (Mid-Point of Range)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TransNet Major Corridors Remaining Capital Projects ($21.7B to $27.1B)¹</td>
<td>$24.4</td>
</tr>
<tr>
<td>Total Costs</td>
<td>$24.4</td>
</tr>
</tbody>
</table>

### More Certain Revenues

<table>
<thead>
<tr>
<th>Costs</th>
<th>($YOE billions) (Mid-Point of Range)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TransNet Major Corridors ($2.1B to $2.4B)</td>
<td>$2.3</td>
</tr>
<tr>
<td>($2.3B in YOE$ equates to approximately $1.4B in constant 2019$. Over 80% of the TransNet funds would be available after FY 2030.)²</td>
<td></td>
</tr>
<tr>
<td>State/Federal Anticipated Formula Funds – Existing programs including RSTP, CMAQ, STIP, LPP ($5.7B to $6.9B)³</td>
<td>$6.3</td>
</tr>
<tr>
<td>Sub-Total ($7.8B to $9.3B)</td>
<td>$8.6</td>
</tr>
</tbody>
</table>

### Less Certain Revenues

<table>
<thead>
<tr>
<th>Costs</th>
<th>($YOE billions) (Mid-Point of Range)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional potential competitive funds from existing sources, including SB 1, BUILD, and others ($5.4B to $6.5B)⁴</td>
<td>$6.0</td>
</tr>
<tr>
<td>Sub-Total Less Certain Revenues ($5.4B to $6.5B)</td>
<td>$6.0</td>
</tr>
<tr>
<td>Funding Gap ($9.3B to $10.4B) + Additional Potential Competitive Funds ($5.4B to $6.5B)⁴</td>
<td>$15.8</td>
</tr>
</tbody>
</table>

### Current TransNet to Non-TransNet Leveraging Ratio Needed to Complete Major Corridors Program

| Costs                                                                 | 1:9.6                                 |

### Notes:

1. Does not include TransNet funds set-aside for debt service
2. Does not include TransNet funds programmed on other ongoing TransNet projects
3. Does not include state/federal formula funds already programmed on other ongoing projects
4. Does not include competitive funds already programmed on other ongoing projects
5. The size of the funding gap would depend to a large extent on the region’s ability to be successful in competitive funding cycles
## Anticipated Revenues ($YOE millions), FY 2019-2048

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>FY 2019-23</th>
<th>Total 2019-2048</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TransNet Major Corridors</strong></td>
<td>47</td>
<td>2,305</td>
</tr>
<tr>
<td><strong>Sub-Total TransNet Major Corridors</strong></td>
<td>47</td>
<td>2,305</td>
</tr>
<tr>
<td>State/Federal Formula</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal RSTP²</td>
<td>189</td>
<td>2,477</td>
</tr>
<tr>
<td>Federal CMAQ</td>
<td>18</td>
<td>1,763</td>
</tr>
<tr>
<td>State STIP³</td>
<td>6</td>
<td>1,380</td>
</tr>
<tr>
<td>State LPP</td>
<td>32</td>
<td>732</td>
</tr>
<tr>
<td><strong>Sub-Total State/Federal Formula</strong></td>
<td>244</td>
<td>6,352</td>
</tr>
<tr>
<td><strong>TOTAL REVENUES</strong></td>
<td>291</td>
<td>8,657</td>
</tr>
</tbody>
</table>

Notes:

1. TransNet Major Corridors receive 38% of Net Revenues. TransNet funds not shown on this table: All other programs, including Local Streets and Roads, Active Transportation, and Transit Operations.
2. Includes approximately $16 million in miscellaneous federal Highway Infrastructure Program and Corridor and Border Infrastructure funding.
3. Includes approximately $6 million in miscellaneous FY 2020 state funds.
4. Totals may not add up due to rounding.

## Anticipated Revenues ($YOE millions), FY 2019-2023

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>FY 2019</th>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TransNet Major Corridors</strong></td>
<td>0.9</td>
<td>2.7</td>
<td>6.7</td>
<td>10.8</td>
<td>25.7</td>
<td>46.8</td>
</tr>
<tr>
<td>Federal formula (RSTP/CMAQ)</td>
<td>2.7</td>
<td>46.0</td>
<td>46.2</td>
<td>46.2</td>
<td>65.1</td>
<td>203.2</td>
</tr>
<tr>
<td>State formula (STIP/LPP)</td>
<td>9.0</td>
<td>9.7</td>
<td>9.7</td>
<td>9.7</td>
<td>9.7</td>
<td>32.1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>3.6</td>
<td>57.7</td>
<td>62.6</td>
<td>66.7</td>
<td>100.5</td>
<td>291.1</td>
</tr>
</tbody>
</table>
Regional Housing Needs Assessment Draft Methodology

Overview
On July 5, 2018, the State Department of Housing and Community Development (HCD) determined the San Diego region would need to plan for 171,685 housing units during the 6th Housing Element Cycle (2021-2029). On December 21, 2018, the SANDAG Board of Directors formed the Regional Housing Needs Assessment (RHNA) Subcommittee to review and provide input and guidance on potential policy and technical options for developing the RHNA methodology, which is then used for the allocation of housing units to each jurisdiction. Based upon objectives in state law, the RHNA Subcommittee identified priorities to be used in drafting the RHNA methodology and allocation. This information was shared with the Regional Planning Technical Working Group (TWG), consisting of the planning and community development directors from each jurisdiction in the region and interested housing stakeholders. At the June 14, 2019, meeting, the RHNA Subcommittee voted to recommend a methodology to the Board of Directors (Attachment 1). At its June 27, 2019, meeting, the TWG recommended the same methodology as the RHNA Subcommittee.

Key Considerations
State law requires the SANDAG housing unit methodology further five objectives (Attachment 2); however, state law does not dictate how those objectives should be prioritized. The RHNA Subcommittee determined the priorities for the methodology include increasing transit use, improving the jobs and housing relationship, providing an equitable distribution, and reducing greenhouse gas emissions. Attachment 3 summarizes the RHNA Subcommittee’s discussions during each of its meetings. Attachment 4 summarizes TWG and stakeholder meetings held to solicit input on the methodology.

Each objective can be prioritized and adjusted to consider other factors or data sets. The RHNA Subcommittee and TWG discussed several adjustments that could be made to the methodology, including adjusting the jobs for each jurisdiction. As described in the June 14, 2019, report to the RHNA Subcommittee, SANDAG staff recommended using the total number of jobs in the methodology. The RHNA Subcommittee included an adjustment to the total number of jobs to account for military jobs housed on base, since those jobs did not require off-base housing in the jurisdiction.

Ultimately, the RHNA Subcommittee and TWG recommended that the following methodology be released for public review.

**Fiscal Impact:**
Development of the RHNA Plan is funded through Overall Work Program No. 3102000 in the FY 2019 Program Budget.

**Schedule/Scope Impact:**
The RHNA methodology and draft allocation is scheduled to be adopted by the Board of Directors in October 2019. Local governments will have until April 2021 to update their housing elements to accommodate the housing unit allocations.

**Action:** Approve
The Regional Housing Needs Assessment (RHNA) Subcommittee recommends that the Board of Directors release the draft RHNA methodology for public review.
1. **65 percent of the total housing units should be allocated to jurisdictions with access to transit, including rail stations, Rapid bus stations, and major transit stops.** Significant investments in transit have been made throughout the region, and the RHNA methodology prioritizes housing growth in those areas with access to transit. Encouraging housing growth near transit can help the allocation promote infill development and preserve open space, as most transit is located in urbanized areas. Improved access to transit also can lower the vehicle miles traveled in a car and reduce greenhouse gas emissions.

2. **Within the housing units allocated for jurisdictions with access to transit, 75 percent of the units should be allocated to jurisdictions with rail stations and Rapid bus stations and 25 percent should be allocated to jurisdictions with major transit stops.** To ensure future growth is located near transit, the methodology prioritizes 75 percent of the housing units in areas with rail and Rapid bus stations. Rail stations and Rapid bus stations usually are located along fixed routes that require significant capital investment to construct. Unlike bus stops or routes, rail and Rapid stations and routes are not amended or eliminated on regular basis.

   The remaining 25 percent of the housing units would be allocated in jurisdictions with major transit stops. Major transit stops, as defined in state law, have two intersecting bus routes that arrive at 15-minute intervals during peak commute hours.

3. **35 percent of the total housing units should be allocated to jurisdictions based on the total number of jobs in their jurisdiction adjusted to account for military housing on bases.** Jurisdictions should plan for housing to provide opportunities for more residents to live near their place of employment. The RHNA Subcommittee and TWG recommended the number of jobs in each jurisdiction with a military base be reduced to account for military jobs housed directly on a base.

4. **The allocation should apply an equity adjustment.** The HCD’s RHNA Determination divided the number of housing units needed in the region into four income categories based on the region’s current percentages of households in each income category. To promote equity and fair housing, the RHNA methodology would allocate more housing units of an income category to jurisdictions with a percentage of households in that category that is lower than the regional percentage.

   Following a public hearing and public comment period, the draft RHNA methodology must be sent to HCD for a 60-day review period. If no changes to the methodology are required by HCD, the Board of Directors can adopt the final methodology and release a draft version of the allocation resulting from the methodology for a 45-day appeal period in October. Attachment 1 shows how the recommended methodology would be used to allocate housing units to each jurisdiction if no changes are made to the methodology between July and October.

**Next Steps**

The Board of Directors is asked to release a draft of the RHNA methodology for public review. The Board is scheduled to conduct a public hearing on July 26, 2019, during the public review period. The public comment period will close on August 9, 2019. The draft RHNA methodology will be sent to the HCD for its review following the end of the public comment period.

The Board of Directors will be asked to approve a final RHNA Methodology and draft allocation in October 2019 based upon any comments from the public and HCD. Local governments will have until April 2021 to update their housing elements to accommodate the housing unit allocations.

*Hasan Ikhrata, Executive Director*

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

**Attachments:**
1. Draft RHNA Methodology Recommended by RHNA Subcommittee and TWG
2. RHNA Objectives and Factors
3. Summary of RHNA Subcommittee meetings
4. Summary of Additional Public Meetings Held to Solicit Input on the Draft Methodology
### RHNA Calculator Tool

**Step 1: Assign weighting to each variable category**

Units to be allocated based on the two priority categories (transit and jobs) is determined by multiplying the RHNA Determination Units (171,685) by the percentages entered into each of the yellow boxes in this step. Note, there is an opportunity to assign weighting to “Transit” subfactors in Step 2 and choose a specific “Jobs” variable in Step 3.

<table>
<thead>
<tr>
<th>A.</th>
<th>B.</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit</td>
<td>Jobs</td>
<td>100%</td>
</tr>
<tr>
<td>111,595</td>
<td>66,090</td>
<td>171,685</td>
</tr>
</tbody>
</table>

### Step 2: Assign weighting to each Transit subfactor

**Subfactor 1: Rail & Rapid**

- Select from:
  1. High-Frequency Transit Stop (served by at least one local bus with 15 min. peak-period frequency)
  2. Major transit stops (served by at least two local buses with 15 min. peak-period frequency)

<table>
<thead>
<tr>
<th>A.</th>
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<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail &amp; Rapid</td>
<td>75%</td>
<td>83,096</td>
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<tr>
<td>Major transit stops</td>
<td>25%</td>
<td>27,390</td>
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</table>

<table>
<thead>
<tr>
<th>A.</th>
<th>B.</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
<td>30%</td>
<td>111,595</td>
</tr>
<tr>
<td>Low</td>
<td>30%</td>
<td>111,595</td>
</tr>
<tr>
<td>Moderate</td>
<td>30%</td>
<td>111,595</td>
</tr>
<tr>
<td>Above Mod.</td>
<td>30%</td>
<td>111,595</td>
</tr>
</tbody>
</table>

**Subfactor 2: Transit**

- Select from:
  1. Regionalized Transit (served by at least one local bus with 15 min. peak-period frequency)
  2. Other transit (served by at least two local buses with 15 min. peak-period frequency)

### Step 3: Select options for “Jobs” Variable

**3a. Variable:**

- Number of Jobs per jurisdiction

**3b. If applicable, assign weighting to Jobs subfactors:** [If greyed out, skip this step!]

**3c. Select Jobs Dataset:**

- Total Jobs
- Total Excluding Housed Military
- Civilian Jobs (excludes active duty military; includes civilian defense jobs)
- Moderate
- Above Mod.

- Jobs-Housing Ratio

### RHNA Calculator Tool

#### Income Category Allocations Considering Equity

<table>
<thead>
<tr>
<th>Income Category</th>
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<td>Very Low</td>
<td>425,322</td>
</tr>
<tr>
<td>Low</td>
<td>26,627</td>
</tr>
<tr>
<td>Moderate</td>
<td>29,734</td>
</tr>
<tr>
<td>Above Mod.</td>
<td>72,992</td>
</tr>
<tr>
<td>Total</td>
<td>171,685</td>
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</table>

<table>
<thead>
<tr>
<th>Income Category</th>
<th>Very Low</th>
<th>Low</th>
<th>Moderate</th>
<th>Above Mod.</th>
<th>Total</th>
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<td>764</td>
<td>1,048</td>
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<td>1,022</td>
<td>4,695</td>
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<td>26,627</td>
<td>29,734</td>
<td>72,992</td>
<td>171,685</td>
</tr>
</tbody>
</table>

#### Notes:

1. The total number of units per jurisdiction assigned within each of the priority categories (transit and jobs) is determined by multiplying the number of units to be allocated for the specific priority category (See Step 1) by each jurisdiction’s share (as a percentage) of the total regional count for each variable and subfactor.

### Step 4: Equity Adjustment

To avoid an overconcentration of low income households and comply with Government Code 65584 (d), this draft RHNA Allocation Methodology assigns more housing units of an income category to jurisdictions with a percentage of households in that category that is lower than the regional percentage.
RHNA Objectives and Factors

State housing element law requires SANDAG to further five objectives and include a number of factors in the development of the Regional Housing Needs Assessment (RHNA) allocation methodology. See Government Code Section 65584.04.

Prior to and during the development of the methodology, the RHNA Subcommittee, which was established by the Board of Directors, the Regional Planning Technical Working Group (including planning directors from each jurisdiction and housing stakeholders), the SANDAG Regional Planning Committee, and the Board of Directors held public meetings to determine the priorities for the methodology and discuss the data needed to prepare the methodology. The Regional Planning Technical Working Group (TWG) held a workshop to discuss the RHNA objectives and factors in state law. The TWG members provided feedback on relevant data to consider approaches to the methodology. The RHNA Subcommittee was surveyed to determine which objectives and factors were highest priority for the region, and the draft RHNA methodology was developed based on that data and input. The TWG members provided written comments on the development of the methodology throughout the process.

RHNA Objectives

The RHNA methodology and allocation furthers the five objectives listed in Government Code Section 65584.

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 each jurisdiction receiving an allocation of units for low-and very low-income households.**

   Per state law, the RHNA methodology allocates units in all four income categories to each of the region’s 19 jurisdictions. The methodology does so equitably, ensuring each jurisdiction receives an allocation for low-and very low-income units, and further, allocating a higher share of low-and very low units to jurisdictions that currently have a smaller share of low-and very low-income households than the regional share. State law requires jurisdictions to zone at higher densities to accommodate its low-and very low-income housing allocation. As jurisdictions plan for and build housing, the mix of housing types will increase.

2. **Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region’s greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.**

   The RHNA methodology prioritizes “proximity to transit” and “proximity to jobs” to encourage efficient development patterns and reduce greenhouse gas (GHG) emissions. By allocating housing units based on these two factors, SANDAG sets a guiding principle for local jurisdictions to zone and build housing near transit and jobs. Transit and job centers are located in the urbanized areas of the region. Therefore, an allocation based on the proximity of transit and jobs will lead to more infill development while protecting natural resources and open space.

   SANDAG’s GHG reduction target, as set by the California Air Resources Board, is to reduce the region’s per capita emissions of GHG from cars and light trucks by 15 percent by 2020, compared with a 2005 baseline. By 2035, the target is to reduce GHG emissions by 19 percent per capita. The RHNA methodology encourages the development of housing near jobs and transit, which will provide the region’s residents with opportunities to live where they work and/or readily access transit, which can facilitate shorter commutes, reduce vehicle miles traveled, and increase trip-taking by transit or alternative modes.
3. Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

SANDAG conducted an analysis of the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction. The analysis shows that the number of low-wage jobs far exceeds the number of existing housing units affordable to low-wage workers in each jurisdiction.

The RHNA methodology allocates 35 percent of the 171,685-unit regional housing need based on each jurisdiction’s share of existing regional total jobs to encourage development of housing near job centers so that jurisdictions can improve the jobs-housing relationship.

The draft RHNA methodology’s Equity Adjustment (see Objective 4) also improves the balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction by allocating a higher share of low- and very low-income housing units to jurisdictions that currently have a smaller share of low-and very low-income households than the regional share.

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, as compared to the countywide distribution of households in that category from the most recent American Community Survey.

This objective guided the development of the Equity Adjustment used to ensure the methodology will result in allocation of housing units to each of the income categories. This adjustment results in a jurisdiction receiving a lower proportion of its total housing units within an income category when it has a higher share of households within that income category compared to the region. This method shifts units across income categories, rather than adding units to a jurisdiction’s total housing unit allocation, allowing for a mix of housing types and affordability near transit and jobs.

5. Affirmatively furthering fair housing. For purposes of this section, “affirmatively furthering fair housing” means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

During development of the RHNA methodology, SANDAG reviewed the California Tax Credit Allocation Committee (TCAC) 2019 Opportunity Map for the San Diego region. The TCAC map demonstrates how public and private resources are spatially distributed within the region. The map is part of a larger study that shows how communities with better air quality, higher educational attainment, and better economic indicators are communities that have higher “opportunity”, or pathways that offer low-income children and adults the best chance at economic advancement. The study finds that historically communities with higher opportunity – through plans, policies, and practices – may have systematically denied equal opportunity to low socioeconomic and minority populations.

Areas of “low resource” and “high segregation & poverty” on the TCAC maps are also many of the same areas with a high concentration of low-income households in the San Diego region. The Equity Adjustment within the RHNA methodology addresses the disparities in access to resource-rich areas by providing housing opportunities for people in all income levels to reside in any given community. This is meant to foster and maintain compliance with civil rights and fair housing laws. The Equity Adjustment in the RHNA methodology assists in overcoming patterns of discrimination and transforming racially and ethnically concentrated areas of poverty into areas of opportunity by allocating a higher proportion of low-income housing units to jurisdictions with a lower share of low-income households, which tend to be jurisdictions with a high concentration of resource-rich areas.
In addition to furthering the objectives outlined above, state law requires that SANDAG consider several factors in the development of the RHNA methodology, to the extent sufficient data is available pertaining to each factor. See Government Code Section 65584.04(e). The RHNA factors and how each were considered in the development of the draft RHNA methodology are described below.

1. Each jurisdiction’s existing and projected jobs and housing relationship. This shall include an estimate based on readily available data on the number of low-wage jobs within the jurisdiction and how many housing units within the jurisdiction are affordable to low-wage workers as well as an estimate based on readily available data, of projected job growth and projected household growth by income level within each member jurisdiction during the planning period.

The RHNA methodology prioritizes “proximity to jobs” as a factor in allocating the regional housing need. The jobs factor seeks to encourage development of housing near job centers so that jurisdictions can achieve greater jobs-housing balance. The jobs factor uses current data on existing jobs instead of a projection. Given the housing shortage within the region, it is critical that housing is built where existing jobs are located to begin to address the current jobs-housing imbalance. Although data for projected job and household growth by income level for the next Regional Plan update is not yet available, SANDAG used the most recent readily available data for projected job growth and projected household growth by income level within each member jurisdiction to conduct its analysis.

SANDAG analyzed the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction. The analysis showed that the number of low-wage jobs far exceeds the number of existing housing units affordable to low-wage workers in each jurisdiction. The draft
RHNA methodology is expected to increase the supply of affordable housing by allocating each jurisdiction low- and very low-income housing units. The draft RHNA methodology’s Equity Adjustment (see Objective 4) should also improve the balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction by allocating a higher share of low- and very low-income housing units to jurisdictions that currently have a smaller share of low- and very low-income households than the regional share.

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.

   SANDAG notes that general plans for some jurisdictions may account for constraints to housing development arising from lack of capacity for sewer or water service. For example, rural areas may rely more heavily on well water and septic systems, which constrains housing development due to lack of sufficient infrastructure. For the draft methodology, however, “proximity to transit” factor allocates housing units based on each jurisdiction’s share of regional rail and Rapid bus stations as well as major transit stops. Rail and Rapid bus stations are located in the region’s urbanized areas where land uses generate enough ridership to support the investment to the transit infrastructure. Major transit stops also are located in the region’s urbanized areas and surrounded by land uses that support higher service frequencies. By prioritizing transit connectivity, the methodology encourages infill development in urban areas that are likely to have existing capacity for sewer or water service.

   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 (FEMA) 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.

   The draft RHNA methodology is not constrained by existing zoning ordinances and land use restrictions. Instead the methodology prioritizes “proximity to transit” and “proximity to jobs”, which aligns with several beneficial land use planning principles, such as promoting infill and increasing residential densities.

   The “proximity to transit” factor allocates housing units based on each jurisdiction’s share of regional rail and Rapid bus stations as well as major transit stops. Rail and Rapid bus stations are located in the region’s urbanized areas where land uses generate enough ridership to support the investment to the transit infrastructure. Major transit stops are also located in the region’s urbanized areas and surrounded by land uses that support higher service frequencies. By prioritizing transit, the methodology encourages infill development in areas that are suitable for urban development. A transit-focused methodology also promotes increased densities as jurisdictions must plan for housing in urban areas already served by high quality transit.

   The RHNA methodology aligns with the region’s priorities for growth. As shown in Figure 3.1, general plans in the San Diego region have focused growth and development in existing urban areas, preserved more land for habitat and open space, and looked to accommodate more housing near transit and key destinations.
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, including land zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of that jurisdiction that prohibits or restricts conversion to non-agricultural uses.**

General plans for individual jurisdictions may account for constraints to housing development arising from lands preserved or protected from urban development under existing federal or state programs. As shown in the figures below though, preserved land, farmland, and habitats are primarily in the eastern portion of San Diego County. The draft RHNA methodology focuses housing units in areas with access to transit and jobs, which are located in the existing urbanized areas. Therefore, the draft methodology will not encourage encroachment upon open space areas.
d. County policies to preserve prime agricultural land, as defined pursuant to Section 56064, within an unincorporated and land within an unincorporated area zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of that jurisdiction that prohibits or restricts its conversion to non-agricultural uses.

The County of San Diego General Plan accounts for some constraints to housing development arising from policies to preserve prime agricultural land and incorporates local ballot measure provisions prohibiting or restricting the conversion of agricultural to non-agricultural uses. The draft RHNA methodology allocates housing units based on access to jobs and transit, which are located in existing urbanized areas. Therefore, this constraint is not expected to impact the methodology’s capacity to allow for development of additional housing.

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.

As shown in Figure 3.1, plans for growth are focused on the urbanized areas of the region. The RHNA methodology prioritizes “proximity to transit” as a factor – specifically high quality transit, which is located in the urbanized area. The emphasis on proximity to transit allows local jurisdictions that have invested in transit the opportunity to maximize the use of existing transportation infrastructure.

4. Agreements between a county and cities in a county to direct growth toward incorporated areas of the county, and land within an unincorporated area zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of the jurisdiction that prohibits or restricts conversion to non-agricultural uses.

Regional planning undertaken by SANDAG and its member agencies during the past 15 to 20 years, has focused the region’s growth in the western third of the region, primarily in its incorporated cities and near transit service (Figure 3.1). SANDAG has funded “smart growth” grants to encourage growth in incorporated areas of the county with sufficient density to support transit-oriented development. Consistent with this, the draft RHNA methodology prioritizes “proximity to transit” and “proximity to jobs”. High-quality transit service and a high concentration of the region’s jobs are located in the urbanized, incorporated areas of the region. Thus, the methodology is consistent with agreements between SANDAG, the County of San Diego, and the cities to develop public transportation infrastructure and supporting land uses away from areas that are zoned or designated for agricultural protection or preservation. Interjurisdictional agreements may account for some development constraints; however, those agreements are not expected to be in conflict with the draft methodology due to the prioritization of proximity to transit and jobs.

5. 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.

The data for these units is not readily available and varies by jurisdiction. The loss of assisted housing developments for lower income households is an issue that should be addressed by the jurisdictions when preparing their housing elements.

6. The percentage of existing households at each of the income levels listed in subdivision (e) of Section 65584 that are paying more than 30 percent and more than 50 percent of their income in rent.

This factor was not included in state law at the time the Department of Housing and Community Development (HCD) was making its determination on the regional housing need of the San Diego region, and sufficient data for this factor is not readily available. The San Diego region received its largest RHNA Determination this cycle, however, and it is expected that an influx of housing units in each income category will help alleviate the rent burden in the region.
7. **The rate of overcrowding.**

HCD used the 2012-2016 American Community Survey to determine the rate of overcrowding in the San Diego region when making its RHNA Determination. HCD then compared the San Diego region’s overcrowding rate (6.43% of all households) to the national rate (3.34% of all households). To address the needs of overcrowding in the region, HCD’s RHNA Determination included an overcrowding adjustment of 3.09 percent, which added 38,700 housing units to the regional housing need to alleviate overcrowding in the region. Thus, this factor has already been accounted for in the draft methodology.

8. **The housing needs of farmworkers.**

The draft RHNA methodology prioritizes “proximity to jobs” as a factor in allocating the regional housing need. Farmworkers are included in the data on existing jobs. Therefore, their housing needs along with the housing needs of all the region’s workers are considered.

Additionally, the draft methodology increases the supply of affordable housing by allocating each jurisdiction low- and very low-income housing units. The RHNA methodology’s Equity Adjustment (see Objective 4) also improves the balance between the number of low-wage jobs, including farming jobs, and the number of housing units affordable to low-wage workers in each jurisdiction by allocating a higher share of low- and very low-income housing units to jurisdictions that currently have a smaller share of low- and very low-income households than the regional share. Although the low-income housing needs of farmworkers are unique given their low wages and job locations, the allocation expected from the draft methodology is expected to provide more low-income housing in every jurisdiction and accordingly should provide farmworkers the ability to live in more areas of the region and commute shorter distances to their seasonal jobs.

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.**

The major universities and community colleges in the San Diego region are located in urban areas served by the existing transportation network. The City of San Diego is home to San Diego State University; University of California San Diego; University of San Diego; Point Loma Nazarene University; various smaller, private universities; and three community colleges: San Diego City College, San Diego Mesa College, and San Diego Miramar College. It also has the greatest share of the region’s transportation system in part because of transportation investments near universities and colleges located within its jurisdiction.

Similarly, the cities of Chula Vista (Southwestern Community College), El Cajon (Cuyamaca College), Oceanside (MiraCosta College), and San Marcos (California State University San Marcos and Palomar College) have made transportation investments to improve access to transit near colleges and universities. By prioritizing transit proximity, the draft RHNA methodology encourages housing development near existing transit and the key destinations that transit links, including the region’s universities and colleges. The draft methodology will result in additional housing units being allocated based on proximity to transit. This will help these jurisdictions address the housing needs of students, faculty, and staff beyond what these colleges or universities may provide.

10. **The loss of units during a state of emergency that was declared by the Governor pursuant to the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2), during the planning period immediately preceding the relevant revision pursuant to Section 65588 that have yet to be rebuilt or replaced at the time of the analysis.**

Jurisdictions report demolished units to the Department of Finance on an annual basis. Demolished units include those lost during a state of emergency. Between 2011 and 2018, states of emergency in the San Diego region declared by the Governor pursuant to the California Emergency Services Act, and in which homes were lost, include the following wildfires: the 2014 wildfires (Cocos Fire and Poinsettia Fire), 2017 Lilac Fire, and 2018 West Fire.
HCD analyzed the most recent ten-year average rate of demolition within the San Diego region based on jurisdictions’ annual reports to the Department of Finance. The ten-year average rate of demolition in the San Diego region is 0.32 percent of the total housing stock. The RHNA Determination included HCD’s minimum replacement adjustment of 0.5 percent, which exceeds the region’s demolition rate. This adjustment added 6,255 housing units to the RHNA Determination. SANDAG does not have readily available data broken down by jurisdiction to use for this factor and has therefore relied on HCD’s data and adjustment to address this factor at a regional level.

11. The region’s greenhouse gas emissions targets provided by the State Air Resources Board pursuant to Section 65080.

SANDAG’s GHG reduction target, as set by the California Air Resources Board, is to reduce the region’s per capita emissions of GHG from cars and light trucks by 15 percent by 2020, compared with a 2005 baseline. By 2035, the target is to reduce GHG emissions by 19 percent per capita. The RHNA methodology encourages the development of housing near jobs and transit, which will provide the region’s residents with opportunities to live where they work and/or readily access transit, which can facilitate shorter commutes, reduce GHG emissions, and increase trip-taking by transit or alternative modes.

12. Any other factors adopted by the council of governments, that further the objectives listed in subdivision (d) of Section 65584, provided that the council of governments specifies which of the objectives each additional factor is necessary to further. The council of governments may include additional factors unrelated to furthering the objectives listed in subdivision (d) of Section 65584 so long as the additional factors do not undermine the objectives listed in subdivision (d) of Section 65584 and are applied equally across all household income levels as described in subdivision (f) of Section 65584 and the council of governments makes a finding that the factor is necessary to address significant health and safety conditions.

No additional factors were included in the draft RHNA methodology.
<table>
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<th>Meeting Date</th>
<th>Materials Presented</th>
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| February 8, 2019 | - RHNA Subcommittee Charter  
- RHNA Plan Timeline  
- RHNA Statutory Objectives and Factors | - Requested 5th Cycle RHNA Progress  
- Inquired about the impact of recent state legislation on the RHNA process  
- Requested definitions of housing terms and information on commuting patterns. |
| February 22, 2019 | - SANDAG 2017 Regional Housing Progress Report  
- 5th Cycle RHNA Progress  
- Housing Legislative Update  
- SANDAG 2016 Commuting Patterns in the San Diego Region  
- Housing Definitions  
- SANDAG Smart Growth Concept Map | - Requested a list of RHNA Objectives and Factors to prioritize  
- In addition to transit-oriented development, the allocation should assign housing to job-rich areas |
| March 22, 2019   | - RHNA Subcommittee Survey Results  
- Potential RHNA Methodology Framework | - Discussed the definitions used for the transit calculation including the rail, Rapid bus, and high frequency transit.  
- Requested to pursue an allocation methodology based on the potential framework |
| April 26, 2019   | - RHNA Allocation Calculator Tool  
- Regional Planning Technical Working Group (TWG) Comments on RHNA Calculator Tool | - How should accessory dwelling units be considered in the allocation?  
- Should a jurisdiction size or other constraints be considered in the allocation?  
- Population should not be a factor in the methodology.  
- Transit should receive a higher prioritization to reduce VMT.  
- Allocation should provide 65% of the units to areas with transit and 35% of the units based on jobs in the jurisdiction. |
| May 24, 2019     | - Revised RHNA Allocation Calculator Tool  
- Additional TWG Comments on RHNA Calculator Tool | - Consider military housing as part of the jobs count for each jurisdiction.  
- Keep the allocation methodology simple and easy to explain  
- Consider the type of job in each jurisdiction. |
| June 14, 2019    | - Staff Recommended RHNA Methodology  
- On-Base Military Housing Data  
- Calculation of Methodology Adjusted for On-Base Military Housing | - Discussed whether to adjust the jobs total to account for on-base military housing.  
- Discussed transit calculation  
- Recommended a methodology to the Board of Directors |
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