California Department of Finance Population Projections
Ray Major
Chief Economist and Chief Analytics Officer
Transportation Committee Item 7 | February 21, 2020

CA DOF Population Projections
San Diego County

2007 ~4.5 mil
2014 ~4.0 mil
2020 ~3.7 mil
Differences Between 2017 and 2020 Projections

1. Birth rates continue to decline
2. Life expectancy growing at a slower rate
3. Net migration decreases significantly

CA DOF Population Projections
San Diego County (Jan 1)

- 2020: 3,989,372
- 2022: 3,728,056
- 2050: 3,989,372

Δ = 261,316
Δ = 133,944
Δ = 29,031
SANDAG Products That Use CA DOF Population Projections

- Regional/ Sub-regional Growth Forecast
- ABM Model Development
- RTP/SCS
- Output of Travel Model
- TransNet Forecast
- Climate Action Plans
- Social Equity
- Formula Funds
- County Water Authority
- Crime Rates
- RHNA
- Service Bureau

TransNet Sales Tax Forecast

- $14B (4.4mil Pop)
- $9.2B (4.0mil Pop)
- $8.6B (3.7mil Pop)
## Comparison of DOF Population Projections

<table>
<thead>
<tr>
<th>January 1*</th>
<th>DOF 2017</th>
<th>DOF 2020</th>
<th>Difference</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population 2050</td>
<td>3,989,372</td>
<td>3,728,056</td>
<td>-261,316</td>
<td>-6.6%</td>
</tr>
</tbody>
</table>

*adjusted from fiscal year to calendar year

### DOF 2050 Population Projections*

<table>
<thead>
<tr>
<th>Area</th>
<th>Current (Jan 1, 2019)</th>
<th>2050 POP (DOF 2017)</th>
<th>2050 POP (DOF 2020)</th>
<th>Change</th>
<th>2019-2050 % Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kern County</td>
<td>916,464</td>
<td>1,343,930</td>
<td>1,162,519</td>
<td>-181,411</td>
<td>-26.8%</td>
<td>-13.5%</td>
</tr>
<tr>
<td>San Bernardino County</td>
<td>2,192,203</td>
<td>2,996,228</td>
<td>2,608,411</td>
<td>-360,817</td>
<td>19.0%</td>
<td>-12.2%</td>
</tr>
<tr>
<td>Sacramento County</td>
<td>1,546,174</td>
<td>2,097,362</td>
<td>1,873,096</td>
<td>-224,267</td>
<td>21.1%</td>
<td>-10.7%</td>
</tr>
<tr>
<td>Los Angeles County</td>
<td>10,253,716</td>
<td>11,272,222</td>
<td>10,084,975</td>
<td>-187,247</td>
<td>1 -1.6%</td>
<td>-10.5%</td>
</tr>
<tr>
<td>Santa Clara County</td>
<td>1,954,286</td>
<td>2,631,372</td>
<td>2,365,180</td>
<td>-266,192</td>
<td>21.0%</td>
<td>-10.1%</td>
</tr>
<tr>
<td>Riverside County</td>
<td>2,440,124</td>
<td>3,395,129</td>
<td>3,065,058</td>
<td>-330,071</td>
<td>25.6%</td>
<td>-9.7%</td>
</tr>
<tr>
<td><strong>CA Statewide</strong></td>
<td><strong>39,927,315</strong></td>
<td><strong>49,055,785</strong></td>
<td><strong>44,827,189</strong></td>
<td><strong>-4,228,596</strong></td>
<td><strong>12.3%</strong></td>
<td><strong>-8.6%</strong></td>
</tr>
<tr>
<td>Contra Costa County</td>
<td>1,155,879</td>
<td>1,502,599</td>
<td>1,385,233</td>
<td>-117,366</td>
<td>19.8%</td>
<td>-7.8%</td>
</tr>
<tr>
<td>Fresno County</td>
<td>1,018,241</td>
<td>1,353,920</td>
<td>1,248,546</td>
<td>-105,374</td>
<td>22.5%</td>
<td>-7.8%</td>
</tr>
<tr>
<td><strong>San Diego County</strong></td>
<td><strong>3,351,786</strong></td>
<td><strong>3,989,372</strong></td>
<td><strong>3,728,056</strong></td>
<td><strong>-261,316</strong></td>
<td><strong>11.2%</strong></td>
<td><strong>-6.6%</strong></td>
</tr>
<tr>
<td>Alameda County</td>
<td>1,669,301</td>
<td>2,154,012</td>
<td>2,071,626</td>
<td>-82,386</td>
<td>24.1%</td>
<td>-3.8%</td>
</tr>
<tr>
<td>San Francisco County</td>
<td>883,869</td>
<td>1,113,968</td>
<td>1,079,192</td>
<td>-34,776</td>
<td>22.1%</td>
<td>-3.1%</td>
</tr>
<tr>
<td>Orange County</td>
<td>3,222,498</td>
<td>3,615,139</td>
<td>3,624,187</td>
<td>9,048</td>
<td>12.5%</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

* adjusted from fiscal year to calendar year
Guidance from Housing and Community Development Department about effects on the current RHNA process

Modifications to “current” regional growth forecast underway

ABM testing using the revised regional growth forecast

Implementation of new growth forecast numbers

Revised TransNet forecast

QUESTIONS?

Ray Major
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Impact of the Safer Affordable Fuel-Efficient Vehicles (SAFE) Rule on the 2020 Regional Transportation Improvement Program (RTIP)

Relationship Between Plans

- RTP - Regional Transportation Plan: Updated every 4 years
- 2018 RTIP: Regional Transportation Improvement Program (now in transition) Updated every 2 years
- 2020 RTIP: Regional Transportation Improvement Program Updated every 2 years
- SANDAG Capital Budget: Updated annually
2020 RTIP Update Steps

Local Agencies
Projects Programmed

SANDAG
Board Approves

Caltrans
Safes RTIP

FHWA
Safes RTIP

2018 RTIP Amendment

2018 RTIP Amendment
Comprehensive Multimodal Corridor Plans
Transportation Committee Item 10 | February 21, 2020

• SANDAG Board of Directors allocated $40M
• Multimodal planning approach encouraged by California Transportation Commission
• Extensive public outreach and stakeholder engagement required
• Corridor planning process designed to refine, prioritize, and build consensus around transportation solutions outlined in the Regional Plan
• Corridor plans make SANDAG competitive for state and federal funding
Comprehensive Multimodal Corridor Plans

12 corridors identified, Phase 1 includes 5 corridors

1. Blue Line/I-5 South
2. High Speed Transit/SR 52/SR 67
3. SPRINTER/Palomar Airport Road/SR 78/SR 76
4. Purple Line/I-805
5. Central Mobility Hub

Comprehensive Multimodal Corridor Plans

• Workshop being held to integrate SANDAG-Caltrans team

• Workplans being developed to:
  – Refine scope, schedule and budget
  – Determine data and analysis needs
  – Stakeholder engagement strategy
Applicable State Legislation

- SB 1
  Transportation Funding
- AB/SB 32
  California Global Warming Solutions Act
- SB 375
  Transportation Planning/Sustainable Communities Strategy
- SB 743
  Environmental Quality/Transit Oriented Infill Projects

CTC, FHWA, FTA Policy Considerations

1. Public safety and security
2. Preserve existing transportation infrastructure
3. Multimodal focus
4. Economic development and goods movement
5. System operations and efficiency
6. Low income and disadvantaged communities
7. Reduce greenhouse gas emissions and VMT
8. Improve air quality and public health
9. Active transportation/micromobility
10. Prevent residential and small business displacement
11. Increase supply of affordable housing
12. Improve jobs-housing balance
Implementation Schedule

<table>
<thead>
<tr>
<th>Spring 2020</th>
<th>Summer 2020</th>
<th>Fall 2020</th>
<th>Summer 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop Workplans</td>
<td>Stakeholder Engagement</td>
<td>Draft Plans</td>
<td>Final Plans</td>
</tr>
</tbody>
</table>

Transportation Committee Check-ins

- **May 2020**
  Overview of workplans (1 meeting)

- **Summer 2020**
  Stakeholder engagement (public meetings)

- **Fall 2020 to Summer 2021**
  Review and discuss findings for each corridor (5 meetings)
REGIONAL BIKEWAY STATUS REPORT
Transportation Committee Item 11 | February 21, 2020

EARLY ACTION PROGRAM STATUS

70 OF 77 MILES OPEN OR UNDER DEVELOPMENT

1. Planning
2. Preliminary Engineering and Environmental Clearance
3. Final Design
4. Construction
5. Project Complete

WE ARE HERE
PROJECT FEATURES

BICYCLE/PEDESTRIAN

• Separated bikeways
• Neighborhood traffic circles, traffic calming
• High visibility crosswalks, ADA improvements
• Signal improvements
• Wayfinding signage

PROJECT FEATURES

CAPITAL IMPROVEMENTS

• Structures, walls, bridges
• Drainage and stormwater improvements
• Utility conflicts and relocations
• Upgrading to current standards
• Roadway (curb and gutter, repaving)
RECENT PROGRESS

COASTAL RAIL TRAIL:
ROSE CREEK BIKEWAY

[Images of construction progress]
COASTAL RAIL TRAIL: ROSE CREEK BIKEWAY

![Image of road construction with workers and vehicles]

COASTAL RAIL TRAIL: ROSE CREEK BIKEWAY

![Image of road construction with workers and vehicles]
COASTAL RAIL TRAIL:
ROSE CREEK BIKEWAY

- Two miles in City of San Diego
- Construction is 80% complete
- Expected to open to public in fall 2020
INLAND RAIL TRAIL: COUNTY OF SAN DIEGO AND CITY OF VISTA

• Three miles in County of San Diego, cities of Vista and Oceanside
• Construction is 90% complete
• Expected to open to public in April 2020
NORTH PARK | MID-CITY BIKEWAYS:
GEORGIA-MEADE AND LANDIS BIKEWAYS
NORTH PARK | MID-CITY BIKEWAYS: GEORGIA-MEADE AND LANDIS BIKEWAYS

- 6.5 miles in City of San Diego
- Construction is 2% complete
- Expected to open to public in spring 2022

CITY OF SAN DIEGO URBAN BIKEWAYS

- Anticipating signed contract for Uptown Bikeways Fourth and Fifth Avenues
- Pershing, Imperial Avenue, Bayshore Bikeway Barrio Logan, and Howard Bikeway continue to be under review
- Central Bikeway under Public Works review
## EARLY ACTION PROGRAM – PRIORITY FOR FINANCING

<table>
<thead>
<tr>
<th>Project</th>
<th>Priority for Financing</th>
<th>Communities Served</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bayshore Bikeway: Barrio Logan</td>
<td>A</td>
<td>Barrio Logan, Downtown, 32nd Street Naval Station</td>
</tr>
<tr>
<td>Border to Bayshore Bikeway</td>
<td>A</td>
<td>Imperial Beach, San Ysidro</td>
</tr>
<tr>
<td>Coastal Rail Trail Encinitas: E Street to Chesterfield Dr (Santa Fe-G St)</td>
<td>A</td>
<td>Encinitas</td>
</tr>
<tr>
<td>Downtown to Imperial Avenue Bikeway</td>
<td>A</td>
<td>East Village, Sherman Heights, Grant Hill, Mountain View</td>
</tr>
<tr>
<td>Hand Rail Trail: Vista (portion)</td>
<td>A</td>
<td>Vista</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: University Bikeway</td>
<td>A</td>
<td>City Heights, Rolando, La Mesa</td>
</tr>
<tr>
<td>Uptown Bikeways: Eastern Hillcrest Bikeways</td>
<td>A</td>
<td>Hillcrest</td>
</tr>
<tr>
<td>Uptown Bikeways: Park Boulevard Bikeway</td>
<td>A</td>
<td>Hillcrest</td>
</tr>
<tr>
<td>Parking Drive Bikeway</td>
<td>B</td>
<td>Downtown, North Park</td>
</tr>
<tr>
<td>Central Avenue Bikeway</td>
<td>B</td>
<td>Kensington, Normal Heights, City Heights</td>
</tr>
<tr>
<td>Hand Rail Trail: Vista (remaining gap segment)</td>
<td>B</td>
<td>Vista</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: Orange Bikeway</td>
<td>B</td>
<td>Normal Heights, City Heights</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: Howard Bikeway</td>
<td>B</td>
<td>Hillcrest, North Park</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: Robinson Bikeway</td>
<td>B</td>
<td>Hillcrest, North Park</td>
</tr>
<tr>
<td>Uptown Bikeways: Washington St and Mission Valley Bikeways</td>
<td>B</td>
<td>Mission Hills, Hillcrest, Hotel Circle, Fashion Valley</td>
</tr>
<tr>
<td>San Diego River Trail: Stadium Segment</td>
<td>C</td>
<td>Mission Valley, SDSU West</td>
</tr>
<tr>
<td>Bayshore Bikeway: 88 Main Street to Palomar</td>
<td>C</td>
<td>Chula Vista</td>
</tr>
<tr>
<td>San Diego River Trail: Carlton Oaks Segment</td>
<td>C</td>
<td>San Dieguito</td>
</tr>
<tr>
<td>Uptown Bikeways: Mission Hills and Old Town Bikeways</td>
<td>C</td>
<td>Mission Hills, Old Town</td>
</tr>
<tr>
<td>Central Mobility Bikeway (Coastal Rail Trail: Pacific Highway)</td>
<td>C</td>
<td>Downtown, Little Italy, Middletown, Old Town</td>
</tr>
<tr>
<td>E Prado Cross Park (Balboa Park)</td>
<td>C</td>
<td>Bankers Hill, Hillcrest, Balboa Park</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: Monroe Bikeway</td>
<td>C</td>
<td>Kensington, Talmadge</td>
</tr>
<tr>
<td>Park Blvd (Upas to Village Pk)</td>
<td>C</td>
<td>Balboa Park, Hillcrest</td>
</tr>
</tbody>
</table>