**Board of Directors Agenda**

Friday, July 10, 2020
10 a.m. to 12 noon

**Teleconference Meeting**

**Agenda Highlights**

- Final Regional Housing Needs Assessment Plan
  Public Hearing

- Senate Bill 743 Implementation Panel Discussion

**MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:**

The Board of Directors meeting scheduled for Friday, July 10, 2020, will be conducted virtually in accordance with Governor Newsom’s State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Board Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

There are a few options for public participation:

- At the time of the meeting, listen to the audio stream through sandag.org
- Observe the meeting via Zoom
- Submit comments via email to clerk@sandag.org
- To participate via Zoom webinar, click the link to join the meeting:
  https://zoom.us/j/91168156786
- To participate via Telephone, dial a number based on your current location (US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799). The Webinar ID is :911 6815 6786
- International numbers available: https://zoom.us/u/ac3wo6aRwQ

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Public Comments: Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerk@sandag.org (please reference: “July 10, Board Meeting” in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, July 9, will be provided to members prior to the meeting. If you desire to provide a live verbal comment during the meeting, please join the Zoom meeting either by computer or phone. At the time for public comments, members of the public will be advised to ‘Raise Hand’ if they wish to provide comments. The ‘Raise Hand’ feature can be found on the Zoom toolbar for those who are joining via computer or by entering *9 for those who joining via telephone only. The Chair will call on members of the public by name for those joining via a computer and by the last three digits of your telephone number for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record.
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. Public speakers are limited to three minutes or less per person. The Board may only take action on any item appearing on the agenda.

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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.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · sandag.org
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Public Comments/Communications/Member Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</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.”</td>
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<table>
<thead>
<tr>
<th>2.</th>
<th>Policy Advisory Committee Chairs' Report</th>
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<tbody>
<tr>
<td></td>
<td>Policy Advisory Committee Chairs will provide updates on key committee activities.</td>
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<thead>
<tr>
<th>3.</th>
<th>Executive Director’s Report</th>
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<tbody>
<tr>
<td></td>
<td>Hasan Ikhrata, SANDAG</td>
</tr>
<tr>
<td></td>
<td>An update on key programs, projects, and agency initiatives, including San Diego Forward: The 2021 Regional Plan, the Airport Connectivity project, and the agency’s response to COVID-19, will be presented.</td>
</tr>
</tbody>
</table>

**Consent**

<table>
<thead>
<tr>
<th>+4.</th>
<th>Policy Advisory Committee Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Tessa Lero, SANDAG</td>
</tr>
<tr>
<td></td>
<td>The Board of Directors is asked to ratify the delegated actions taken by the Policy Advisory Committees.</td>
</tr>
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</table>

**Reports**

<table>
<thead>
<tr>
<th>+5.</th>
<th>Final Regional Housing Needs Assessment Plan Public Hearing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Seth Litchney, SANDAG</td>
</tr>
<tr>
<td></td>
<td>The Board of Directors is asked to:</td>
</tr>
<tr>
<td></td>
<td>1) Conduct a public hearing to adopt the final Regional Housing Needs Assessment Plan; and</td>
</tr>
<tr>
<td></td>
<td>2) Adopt Resolution No. 2021-02, adopting the final Regional Housing Needs Assessment Plan.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>+6.</th>
<th>Comprehensive Multimodal Corridor Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Richard Chavez and Coleen Clementson, SANDAG</td>
</tr>
<tr>
<td></td>
<td>An overview of the Comprehensive Multimodal Corridor Plans program to refine and prioritize transportation solutions on five priority corridors using a policy, data, and collaboration-driven approach will be presented.</td>
</tr>
</tbody>
</table>
+7. **FY 2020 Independent Taxpayer Oversight Committee Annual Report***

*Michael Kenney, TransNet Independent Taxpayer Oversight Committee Vice Chair*

In accordance with the TransNet Extension Ordinance, the 2020 Independent Taxpayer Oversight Committee Annual Report, which includes the results of the annual FY 2019 TransNet Fiscal and Compliance Audit, will be presented by ITOC Vice Chair Michael Kenney.

8. **Regional Litter Abatement**

*Vice Chair Catherine Blakespear*

The Board of Directors is asked to consider the potential creation of a regional litter abatement ad hoc subcommittee.

+9. **Senate Bill 743 Implementation Panel Discussion**

*Keith Greer and Mike Calandra, SANDAG; Erik Ruehr, ITE; Alyssa Muto, City of San Diego; Chris Schmidt, Caltrans*

On July 1, provisions of Senate Bill 743 went into effect that require the use of vehicle miles traveled as the primary metric for evaluating impacts on transportation under the California Environmental Quality Act. A panel of professional practitioners will present an overview of the new requirement and resources available to member agencies and the public.

10. **Continued Public Comments**

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

11. **Upcoming Meetings**

The next Board Business meeting is scheduled for Friday, July 24, 2020, at 9 a.m. The next Board Policy meeting is scheduled for Friday, August 14, 2020, at 10 a.m.

12. **Adjournment**

+ 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
Policy Advisory Committee Actions

Overview

*SANDAG Board Policy No. 001 delegates certain responsibilities to the Policy Advisory Committees to allow SANDAG to effectively address key public policy and funding responsibilities. All items delegated to the Policy Advisory Committees are subject to Board ratification.*

Below are the delegated actions taken by the Policy Advisory Committees that are subject to ratification.

*Executive Committee: July 10, 2020*

Approved the draft agendas for the July 24, 2020, Board Business meeting, and the August 14, 2020, Board Policy meeting.

* Any changes to the delegated actions will be reported to the Board of Directors following the Executive Committee meeting that day.

*Hasan Ikhra, Executive Director*

Key Staff Contact: Tessa Lero, (619) 595-5629, tessa.lero@sandag.org
Final Regional Housing Needs Assessment Plan Public Hearing

Overview
On June 26, 2020, the Board of Directors conducted a public hearing to consider the Regional Housing Needs Assessment (RHNA) Appeals and all comments on the appeals. The Board partially granted the appeal from the City of Coronado and rejected the appeals from the cities of Lemon Grove, Imperial Beach, and Solana Beach. The Board also released the proposed RHNA Plan reflecting Board actions on each appeal and the final allocation of the regional share of the statewide housing need.

Key Considerations
The final RHNA Plan is included as Attachment 1 and is SANDAG’s conclusory document in the RHNA process. The final RHNA Plan includes a description of SANDAG’s oversight of the 6th Cycle RHNA process, the final RHNA methodology and allocation, a description of how the final RHNA Plan furthers the objectives enumerated in Government Code Section 65584, and consideration of the factors in state law. The final RHNA Plan includes strikeout/underline modifications to reflect updated Board actions from the proposed RHNA Plan released on June 26, 2020.

State law requires that SANDAG conduct a public hearing to adopt the final RHNA Plan. Attachment 2 is Resolution No. 2021-02, adopting the final RHNA Plan.

Next Steps
Upon adoption, staff will submit the final RHNA Plan to the California Department of Housing and Community Development (HCD). HCD will have 30 days to determine whether the final RHNA Plan is consistent with the existing and projected housing need for the region.

Local governments are required to update their housing elements to accommodate the housing unit allocation in the final RHNA Plan by April 2021. On June 11, 2020, SANDAG submitted a joint letter with the Southern California Association of Governments (SCAG) and Sacramento Area Council of Governments (SACOG) to California legislative leadership requesting an additional six months for jurisdictions in their Housing Element updates. Housing Element updates are due April 2021.

Hasan Ikhrata, Executive Director
Key Staff Contact: Seth Litchney, (619) 699-1943, seth.litchney@sandag.org
Attachments: 1. Final RHNA Plan
               2. Resolution No. 2021-02
Acknowledgments

Many individuals aided in the preparation of materials contained in the Regional Housing Needs Assessment (RHNA) Plan. In particular, the cooperation and involvement of the following San Diego Association of Governments (SANDAG) committees and working groups are acknowledged:

Regional Planning Technical Working Group and Housing Stakeholders
Community-Based Organizations Working Group
Regional Planning Committee
Regional Housing Needs Assessment Subcommittee

SANDAG Staff:

Hasan Ikhrata, Executive Director
Ray Traynor, Chief Planning and Innovation Officer
Coleen Clementson, Director of Regional Planning
Ray Major, Chief Data Analytics Officer/Chief Economist
Julie Wiley, Director of Contracts and Grants
Seth Litchney, Project Manager/Senior Regional Planner
Daniel Flyte, Senior Programmer Analyst
Rachel Cortes, Senior Researcher and Modeler
Grace Chung, Senior GIS Analyst
Audrey Porcella, Grants Planning Associate
Samantha Foulke, Associate Legal Counsel
Tom King, Associate Researcher and Modeler
Aremy Barrera, Document Processing Specialist III
Karyn Thompson, Associate Graphic Designer
Ryan Chung, Associate Graphic Designer
Samuel Solis, Regional Planning Intern
Jose Luis Ayala, Former Regional Planning Intern
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1 Executive Summary

The San Diego region is in the midst of a housing crisis. Housing prices and rents have steadily increased during the last decade, outpacing inflation\(^1\); putting home ownership out of reach for many residents and affecting the quality of life in the region. High housing costs cause significant challenges for low-income residents, retired residents on a fixed income, and young San Diegans who wish to stay in the region. More and more residents are unable to afford housing, leading to residents paying a greater share of their income on housing or leaving the region. Additionally, the crisis has affected local businesses and the regional economy; attracting new businesses and employees has become more challenging and costly due to unaffordable housing in the region.

The San Diego Association of Governments (SANDAG) Board of Directors took action to address the housing crisis. Recognizing the need for more housing for people of all income levels, SANDAG accepted the California Department of Housing and Community Development’s (HCD) determination of 171,685 housing units needed in the region between 2021 and 2029. SANDAG is addressing the housing crisis by planning for more housing and making more housing available throughout the region.

The location of housing has played an important role in the development of the San Diego region. From post-war sprawl to smart growth, housing location shapes the way residents travel, conduct business, and participate in daily activities. For decades, housing growth in San Diego was characterized by low-density units located farther away from business centers and existing development, reducing the amount of open space and natural habitat and increasing traffic on roads and highways.

Recently, the region’s priorities for growth have changed. San Diego Forward: The 2015 Regional Plan (2015 Regional Plan)\(^2\) sets a strategy for sustainability that focuses housing and job growth in urban areas where there is existing and planned transportation infrastructure, protects the environment and helps ensure the success of smart growth land use policies by preserving sensitive habitat and open space, and addresses the housing needs of all economic segments of the population.

State law requires SANDAG’s housing unit allocation further multiple objectives. In addition to the existing requirements to promote infill development and improve the regional jobs/housing relationship, new legislation requires the allocation to reduce greenhouse gases (GHGs) and provide a more equitable distribution of housing units that furthers fair housing and overcomes patterns of discrimination.

\(^1\) SANDAG Info Bits – Housing in the San Diego Region: Building Permits, Costs, and Vacancies

\(^2\) Government Code 65584.045 – The resolution approving the RHNA Plan for SANDAG’s sixth revision shall use the Sustainable Communities Strategy in the regional transportation plan adopted by SANDAG on October 9, 2015, to demonstrate the consistency determinations.
The RHNA Plan meets the sustainability strategies of the 2015 Regional Plan and state housing objectives by allocating housing to jurisdictions based on the availability of transit and jobs. In the long term, housing located near transit and jobs should provide opportunities for residents to take more trips by bus or train and live closer to where they work, reducing vehicle miles traveled (VMT) and GHG emissions. The methodology to distribute the regional housing need seeks to allocate more housing units for low- and very-low-income residents in places that have not historically had housing units available for these residents. It also prioritizes low-income housing in high opportunity areas with better schools, more economic opportunity, and fewer environmental hazards.

The RHNA Plan was crafted to address these important topics while remaining understandable to engage the public in this critical regional issue. The methodology and allocation were developed through an extensive outreach process to ensure local jurisdictions, housing organizations, and the public were able to weigh in on the priorities in the methodology.

Upon the adoption of the RHNA Plan, cities and the County of San Diego are required to update their general plans, housing elements, and zoning codes to accommodate the housing unit allocation as shown in Table 1.1. While the RHNA process will conclude once the local plans are updated, the challenge of providing more housing will continue. Encouraging and constructing more infill housing development will require the efforts of multiple government and non-government agencies. SANDAG will continue to work with the State of California, housing organizations, and local governments to find ways to increase housing production throughout the region.

Table 1.1: 6th Cycle RHNA Allocation

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Very Low</th>
<th>Low</th>
<th>Moderate</th>
<th>Above Moderate</th>
<th>Total Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
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<td>784</td>
<td>749</td>
<td>1,029</td>
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<td>Chula Vista</td>
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<td>123</td>
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<td>193</td>
<td>705</td>
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<td>711</td>
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<td>19,319</td>
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<td>108,036</td>
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<td>San Marcos</td>
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<td>530</td>
<td>542</td>
<td>1,316</td>
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<td>Santee</td>
<td>406</td>
<td>200</td>
<td>188</td>
<td>425</td>
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<td>Solana Beach</td>
<td>316</td>
<td>159</td>
<td>160</td>
<td>240</td>
<td>875</td>
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<td>Unincorporated County</td>
<td>1,834</td>
<td>992</td>
<td>1,165</td>
<td>2,709</td>
<td>6,700</td>
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<td>Vista</td>
<td>515</td>
<td>321</td>
<td>369</td>
<td>1,356</td>
<td>2,561</td>
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<td>Region (Totals)</td>
<td>42,332</td>
<td>26,627</td>
<td>29,734</td>
<td>72,992</td>
<td>171,685</td>
</tr>
</tbody>
</table>
Introduction

The preparation of the RHNA Plan for the San Diego region is a responsibility assigned to SANDAG and other California councils of governments by state housing element law. The RHNA process is undertaken prior to each housing element cycle. This RHNA Plan is for the sixth housing element cycle, which covers an eight-year planning period (April 15, 2021 – April 15, 2029).

The RHNA Plan includes:

- A description of the RHNA process
- A summary of the public outreach used to prepare the RHNA Plan
- An overview of the methodology developed to allocate the region’s housing needs in four income categories
- A description of how the RHNA Plan implements the 2015 Regional Plan and furthers the objectives and factors contained in state law

RHNA Process

State law requires the State of California, every regional council of governments, and every city and county to participate in the RHNA process, which has four phases:

1. **RHNA Determination** – HCD in consultation with SANDAG, calculates a demographic housing need for the region based on headship and vacancy rates, household size, and other factors in state law; then it is divided into four income categories.

2. **RHNA Methodology** – SANDAG prepares a draft methodology, which will be used to allocate a share of the RHNA determination to each jurisdiction in four income categories. The draft methodology is sent to HCD for review and comment to determine whether it furthers the objectives in state law. Following HCD’s review SANDAG adopts the final methodology.

RHNA Intent

To ensure housing was planned for in each city and county in the state, the State Legislature declared the following in state law:

- The availability of housing is of vital statewide importance
- Decent housing and a suitable living environment for every Californian is a priority of the highest order
- This goal requires the cooperative participation of government and the private sector to expand housing opportunities
- Local and state governments have a responsibility to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community

See Government Code Section 65580.

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3 California Government Code Section 65580 et seq..
3. **RHNA Plan** – Using the adopted methodology, the RHNA Plan includes an allocation of housing units to each jurisdiction in four income categories.

4. **Housing Element Updates** – Each jurisdiction must update its housing element to accommodate the RHNA Plan housing allocation.

### HCD’s RHNA Determination

In March 2018, HCD prepared a draft RHNA Determination for the San Diego 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

State law requires HCD to consult with SANDAG to develop the final RHNA Determination. The consultation process included a review of HCD’s calculations and data sources and presentations to the Regional Planning Technical Working Group (TWG), Regional Planning Committee (RPC), and the Board.

In June 2018, the Board directed staff to submit comments to HCD accepting the draft RHNA Determination. The consultation process concluded when HCD submitted the final RHNA Determination to SANDAG in July 2018.

The final RHNA Determination (Appendix A) requires SANDAG and its member agencies to plan for a total of 171,685 housing units through the 2021-2029 planning period to address the region’s housing needs. Table 2.1 shows the housing unit need by income category.

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

Table 2.1: Regional Housing Needs Assessment Determination
SANDAG RHNA Plan Requirements

The RHNA Plan is required by state law to allocate housing units within the region in a manner consistent with the development pattern included in the Sustainable Communities Strategy (SCS). Included in the 2015 Regional Plan, the SCS aims to move the region toward greater sustainability by focusing on housing and job growth in urbanized areas where there is existing and planned transportation infrastructure, including transit, and addressing the housing needs of all economic segments of the population. The RHNA Plan implements and fulfills the goals of the SCS by using a methodology that allocates housing based on availability of transit and jobs, with a focus on equitably distributing low-income housing throughout the region. The majority (96%) of the housing units are allocated to incorporated cities. Therefore, housing will be planned for in the region’s existing urbanized areas, consistent with the development pattern described in the SCS.

The SCS includes five sustainability strategies furthered by the RHNA Plan housing unit allocation. The first strategy focuses housing and job growth in urbanized areas where there is existing and planned transportation infrastructure, including transit. The RHNA Plan specifically allocates housing units in the region based on the location of commuter and light rail, Rapid buses, and major transit stops.

Figure 2.1: 2035 Land Use
The second strategy calls for protecting the environment and ensuring the success of smart growth land use policies by preserving sensitive habitat, open space, cultural resources, and farmland. The RHNA Plan allocates a vast majority of the housing units in the existing urban areas; a discussion of how open space, habitat, and farmland are preserved by allocating housing units in the region’s urban areas is discussed in this report.

The third strategy calls for investment in a transportation network that gives people transportation choices and reduces GHG emissions. Consistent with state law, the RHNA Plan prioritizes the reduction of VMT and GHG emissions by locating housing near jobs and transit. Housing growth near transit will provide choices for the region’s residents on how they get to work, school, or other areas of interest.

The fourth strategy focuses on addressing the housing needs of all economic segments of the population. The RHNA Determination found that over 40% of the housing units needed in the region are for low- and very-low-income residents (Table 2.1). The RHNA Plan allocates low- and very-low income housing units for these residents in every jurisdiction. Further, the RHNA Plan allocates more low- and very-low income units in jurisdictions that have fewer existing low- and very-low income households. The equity adjustment seeks to increase jurisdictions’ mix of housing affordability and furthers fair housing by providing units for all economic segments of the population in all areas throughout the region.

Lastly, the fifth strategy calls for implementation through incentives and collaboration. The RHNA Plan was developed through a collaborative process with local government staff, elected officials, the public, and housing stakeholders providing valuable input. SANDAG plans to implement the SCS through the development of a housing incentive program. Permitting and constructing 171,685 housing units in the region will take the collaboration of government at all levels.

State law requires the RHNA Plan to further five objectives related to housing supply, infill development, jobs/housing relationship, equity, and fair housing, and requires that 12 factors be considered in the development of the methodology to allocate housing units. The Methodology and Allocation section of this report describes how the RHNA Plan furthers these objectives and considers each of the factors in state law.

### Regional Housing Needs Assessment Plan Objectives

**Government Code 65584(d)**

The regional housing needs allocation plan shall further all of the following objectives:

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

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

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.

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.

5. Affirmatively furthering fair housing.

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California Government Code Section 65584(d) and 65584.04(e)
Housing Element Update

Upon the adoption of the RHNA Plan and the allocation of housing units to each jurisdiction, state law requires local governments to update their housing elements to accommodate the housing unit allocation in the RHNA Plan. Housing elements are part of each jurisdiction’s General Plan, which acts as a guide or blueprint for future development. Local governments adopt plans and regulatory systems in their housing elements to provide opportunities for private and non-profit developers to build housing to adequately address the needs of Californians.

Housing elements must be certified by HCD to ensure they are compliant with state law. Certification of housing elements for jurisdictions in the San Diego region must be accomplished by April 2021. For more information on housing elements, see HCD’s Building Blocks: A Comprehensive Housing-Element Guide.

6th Cycle RHNA Process Timeline

<table>
<thead>
<tr>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>April</td>
<td>April</td>
<td>February</td>
<td>Adoption of Final</td>
<td>Updated Housing</td>
</tr>
<tr>
<td>Consultation</td>
<td>RHNA Determination</td>
<td>First meeting of</td>
<td>RHNA Allocation</td>
<td>Elements due</td>
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<tr>
<td>kick-off</td>
<td>approved</td>
<td>RHNA Subcommittee</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>December</td>
<td>April</td>
<td></td>
<td></td>
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<td>RHNA Subcommittee</td>
<td>TWG Workshop</td>
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<td></td>
<td>TWG Workshop</td>
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<tr>
<td></td>
<td></td>
<td>March 2018–July 2019</td>
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<tr>
<td></td>
<td>Stakeholder Outreach</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Board, RPC, TWG, RHNA Subcommittee,</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Public Comment Period</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Sept 2018–Nov 2019</td>
<td>RHNA Methodology Development</td>
<td></td>
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<tr>
<td></td>
<td>Nov 2019–April 2021</td>
<td>Housing Element Updates</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Process performed by jurisdictions</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The methodology used to distribute the RHNA Determination housing units among the 19 jurisdictions in the San Diego region was developed through an iterative process, which included extensive stakeholder outreach. Feedback provided by stakeholders was used to establish an initial framework, select appropriate datasets, and refine the methodology.

This section provides an overview of stakeholder outreach, including decisions driving the inclusion of key components in the methodology, and technical information on specific datasets and calculations.

**Stakeholder Outreach**

Public participation involved facilitating discussion and soliciting input, data and recommendations from the Board, RHNA Subcommittee (a subcommittee of the Board), TWG, RPC (a policy advisory committee of the Board), and public stakeholders.

**Board of Directors**

Staff solicited input from the Board on an approach for the methodology beginning in September 2018. At its September 14, 2018, meeting, the Board was surveyed to determine each member jurisdiction’s priorities for the upcoming RHNA cycle, including which RHNA objectives and factors would be most important when determining the distribution of housing units in the region. The member jurisdictions requested that their initial set of priorities be further discussed by the TWG. The Board also directed the formation of the RHNA Subcommittee to review and provide input and guidance on potential policy and technical options for developing the methodology for allocation of housing units to each jurisdiction in the RHNA Plan.

Staff provided the Board with periodic updates on progress made by the RHNA Subcommittee as well as feedback received from other stakeholders. The Board received an update on the preliminary methodology in May 2019 and approved the release of the draft methodology for public comment at its July 26, 2019, meeting. The Board also conducted a public hearing for the RHNA Methodology on September 6, 2019, and adopted the final methodology on November 22, 2019, following HCD’s review.
**Regional Housing Needs Assessment Subcommittee**

The RHNA Subcommittee was formed by the Board in December 2018 and is tasked with developing a methodology and considering housing incentives following the adoption of the RHNA Plan. The RHNA Subcommittee is comprised of Board members from each SANDAG subregion to reflect the diversity of geography, jurisdiction size, and other attributes of member jurisdictions. To develop its recommendation to the Board, the RHNA Subcommittee explored options for how to build consensus around a methodology that complies with state law while best achieving the goals of the Board. The RHNA Subcommittee held six meetings between spring and summer 2019, prior to the Board’s release of the draft methodology. Critical direction provided by the RHNA Subcommittee included the following:

- Create a narrative around housing that promotes regional unity in addressing the housing need
- Establish a framework that incorporates transit and jobs to further the objective of increasing transit use, reducing VMT and GHG emissions, and relieving traffic congestion
- Include an equity adjustment to ensure the allocation furthers fair housing and increased affordability in all cities and the County of San Diego
- Evaluate opportunities for military installations within the region to provide housing for military and their families

**Regional Housing Needs Assessment Subcommittee Members**

- **Catherine Blakespear, Chair**  
  Mayor, City of Encinitas  
  (Representing North County Coastal)
- **Mary Salas**  
  Mayor, City of Chula Vista  
  (Representing Regional Planning Committee)
- **Monica Montgomery**  
  Councilmember, City of San Diego
- **Jim Desmond**  
  Supervisor, County of San Diego
- **Kristine Alessio**  
  Councilmember, City of La Mesa  
  (Representing East County)
- **Rebecca Jones**  
  Mayor, City of San Marcos  
  (Representing North County Inland)
- **Richard Bailey**  
  Mayor, City of Coronado  
  (Representing South County)
**Regional Planning Technical Working Group**

The TWG is a SANDAG working group, which consists of the planning or community development director from each jurisdiction and representatives from other single-purpose regional agencies, such as the transit operators. The TWG advises the RPC and Board on the development and implementation of the Regional Plan, which includes the RHNA Plan. The TWG discussed and provided input on the development of the methodology at 11 meetings between December 2018 and June 2019, including two workshops specifically focused on RHNA.

Information on local government conditions provided by TWG members included:

- Preserved open space, agricultural lands, and airports and associated safety zones
- Universities and community colleges
- Military installations
- Low-wage jobs
- Voter requirements

Feedback provided by TWG members for which there was general consensus that was incorporated into the methodology included:

- Prioritizing transit, with greater weight given to major transit investments—rail and Rapid (R&R) stations—over local bus service
- Improving the job-housing relationship
- Encouraging the development of a mix of housing types across the region
- Addressing historical patterns of inequity in housing development

**Regional Planning Committee**

The RPC is one of the SANDAG Policy Advisory Committees, which provides oversight for the preparation and implementation of the Regional Plan. The RPC discussed the RHNA process at two of its meetings.

Information on local government conditions provided by RPC members included:

- Airport safety zones
- Housing development opportunities at major employment centers
- Sea level rise

Feedback received from the RPC which informed the development of the methodology included:

- Aligning priorities for the RHNA Methodology with priorities adopted by jurisdictions through other planning efforts such as climate action plans
Public

All meetings of the RHNA Subcommittee, TWG, RPC, and Board were open to the public. Representatives of many housing and land use stakeholder groups actively participated in RHNA discussions. Notable stakeholder groups involved in discussions included the San Diego Housing Federation, Housing You Matters, Housing the Next 1 Million, San Diego Association of Realtors, and Circulate San Diego. The public also had the opportunity to provide input during the public comment period at the meetings described above.

Public Hearing and Comment Period

On July 26, 2019, the Board released a draft methodology for public review. SANDAG received over 2,000 written comments on the draft methodology from jurisdictions, organizations, and members of the public; all public comments, frequently asked questions, and responses to comments are posted online at sandag.org/rhna. In general, public comments requested the consideration or inclusion of the following in the methodology: population, geographic size, current density, available land, existing zoning, military housing, tribes, traffic congestion, parking, community character, transit service areas, market forces, jobs-housing ratio, public safety, and environmental concerns. The Board held a public hearing on September 6, 2019, where 31 members of the public provided verbal comments on the draft methodology. SANDAG also prepared a response to public comments, which was considered by the Board at the public hearing. After the public hearing, the Board concluded the public review period.

HCD Methodology Review

After consideration of the comments received, the Board authorized staff to submit the draft methodology to HCD for review. In a letter dated November 1, 2019, HCD notified SANDAG of its findings on the draft methodology (Appendix B).

HCD provided a brief summary of findings related to each RHNA objective in state law, finding that the methodology:

- Encouraged higher density planning in jurisdictions with more single-family homes, improving the mix of housing types
- Furthered infill and environmental principles, as the overall allocation is based on the location of jobs and transit access, noting that the methodology does not consider land capacity or vacant land as a determinant of RHNA, and instead focuses on where housing is needed to encourage transit ridership and reduced commutes
- Improved the relationship between low-wage jobs and low-income housing, provided an equitable share of housing units throughout the region, and affirmatively furthered fair housing
Appeals Period and Adoption of the Final RHNA Plan

On November 22, 2019, the Board adopted the final methodology and issued the draft allocation, which are incorporated in the following section of this report. Appendix C is the Board resolution adopting the final methodology. Pursuant to state law, jurisdictions and HCD were provided 45 days to submit appeals of the draft allocation. SANDAG received appeals from the cities of Coronado, Imperial Beach, Lemon Grove, and Solana Beach. At the conclusion of the appeal period, SANDAG distributed the four appeals to each jurisdiction and HCD, which began a second 45-day period for jurisdictions or HCD to provide comments on any or all appeals. SANDAG received five comment letters on the appeals: three from the City of Lemon Grove and one each from the cities of Coronado and Solana Beach. On June 26, 2020, the Board held a public hearing and voted to modify the City of Coronado’s appeal, reject the appeals of the cities of Imperial Beach, Lemon Grove, and Solana Beach, and to issue the proposed final RHNA Plan. To make a final determination, which either accepted, rejected, or modified each of the appeals on June 26, 2020. The final determinations, including written findings as to how each determination is consistent with state law, are located at sandag.org/rhna.

Based on the results of the appeals process, SANDAG adjusted the share of the regional housing needs allocated to the cities of Coronado, Imperial Beach, and San Diego. During a discussion with Naval Facilities Engineering Command Southwest in February 2020, it became clear that the jobs data for the Silver Strand Training Complex (SSTC) in the City of Coronado and the Naval Outlying Landing Field (NOLF) in the City of Imperial Beach was not aligned with the demographics report published by the Defense Manpower Data Center (DMDC) used to develop the SANDAG Employment Estimates. SSTC and NOLF have at most 99 active duty military jobs according to DMDC data. The total jobs data had erroneously treated both SSTC and NOLF as remote stations of Naval Base San Diego 32nd Street and redistributed a portion of the jobs at the 32nd Street installation located in the City of San Diego to SSTC and NOLF. To accurately reflect the DMDC report, the jobs previously assigned to these two installations are now properly attributed to the City of San Diego as part of the 32nd Street installation.

Additionally, Naval Air Station North Island (NASNI) jobs were reallocated based on the City of Coronado’s appeal. Approximately 80.5% of the land area of NASNI is within the City of Coronado and 19.5% is within the City of San Diego. Therefore, the jobs at NASNI have been reassigned to each of the cities proportionate to the share of land area within each jurisdiction.

State law also provides a process for redistributing excess housing units resulting from any adjustments to the jurisdictions’ allocations. However, there are no excess housing units to redistribute because the adjustments are based on a correction to the underlying data. Consistent with Government Code Section 65584.05(g), the RHNA Plan incorporates the results of the appeals process and fully allocates the regional share of the statewide housing need as determined by Government Code Section 65584.01.

On July 10, 2020, the Board approved Resolution 2020-XX (Appendix D), adopting the final RHNA Plan. Pursuant to Government Code Section 65584.05(g), the final RHNA Plan was submitted to HCD.
Methodology and Allocation

This section provides a detailed description of the methodology, including decisions driving the inclusion of key components in the methodology and technical information on specific datasets and calculations.

RHNA Methodology

The methodology was developed with input and recommendation from the Board, RHNA Subcommittee, TWG, RPC, and public stakeholders; several public meetings were held with each stakeholder group. Attendees at each meeting provided information regarding the types of data SANDAG should use, assumptions that should be made, as well as information regarding conditions in their individual jurisdictions that should be taken into consideration; jurisdictions and stakeholders also provided written comments during the process. Feedback provided by stakeholders was used to establish an initial framework, select appropriate datasets, and refine the methodology.

The consensus among participants was to develop an understandable methodology to engage the public in this critical regional conversation. Nuanced adjustments that may have modified the methodology in marginal ways in relation to the overall objectives and factors were discussed and considered. Factors and adjustments that would have created a complicated formula were not pursued since the methodology was developed with the intent to keep it transparent and understandable while also furthering the objectives and factors in state law.
The final methodology adopted by the Board (Appendix C), depicted in Figure 4.1, includes the following components:

1. Of the total housing units, 65% will be allocated to jurisdictions with access to transit, including R&R stations and major transit stops. Significant investments in transit have been made throughout the region, and the methodology prioritizes housing growth in those areas with access to transit. Encouraging housing growth near transit can promote infill development (developing vacant or under-used land within existing urban areas that are already largely developed) and preserve open space, as most transit is located in urbanized areas. Improved access to transit can also lower the VMT in a car and reduce GHG emissions.

2. Within the housing units allocated for jurisdictions with access to transit, 75% of the units will be allocated to jurisdictions with R&R stations and 25% will be allocated to jurisdictions with major transit stops. To ensure future growth is located near transit, the methodology prioritizes 75% of the housing units in areas with R&R stations; which, are usually located along fixed routes that require significant capital investment to construct. Unlike bus stops or routes, R&R stations and routes are not amended or eliminated on a regular basis. The remaining 25% of the housing units will be allocated in jurisdictions with major transit stops, which as defined in state law, have two intersecting bus routes that arrive at 15-minute intervals during peak commute hours.

3. Of the total housing units, 35% will be allocated to jurisdictions based on the total number of jobs within the jurisdiction. Jurisdictions should plan for housing to provide opportunities for more residents to live near their place of employment, promoting infill development and improving the intraregional relationship between jobs and housing.

4. The methodology further applies an equity adjustment. The 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 category. The equity adjustment includes a calculation of the existing households in each jurisdiction in each income category. To promote equity and fair housing, as well as to meaningfully address patterns of segregation, the methodology will allocate more housing units within each income category to jurisdictions with a percentage of households in that same category that is lower than the regional percentage.

Figure 4.1: RHNA Methodology

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5 Public Resources Code Section 21064.3(c)
**Transit**

Of the total housing units, 65% (111,595 housing units) are allocated based on each jurisdiction’s share of regional transit services. Because most transit infrastructure is located in the urbanized areas of the San Diego region, heavily weighting the transit component will promote infill development, preserve open space, and reduce VMT and GHG emissions.

The transit component measures each jurisdiction’s share of R&R stations and major transit stops, which are defined below.

- **R&R Stations:** Stations served by rail (North County Transit District [NCTD] COASTER; NCTD SPRINTER; and Metropolitan Transit System [MTS] Trolley, including planned Mid-Coast stations), and **Rapid routes** (NCTD BREEZE route 350; MTS **Rapid** routes 215, 225, and 235; and MTS **Rapid** Express routes 280 and 290)

- **Major Transit Stops:** The intersection of two or more major local bus routes with a frequency of service interval of 15 minutes or less during peak commute hours

Of the units allocated based on the transit component, 75% (83,696 housing units) are allocated based on each jurisdiction’s share of R&R stations, while 25% (27,899 housing units) are allocated based on each jurisdiction’s share of major transit stops. This reflects the significant investment the region has made to build and improve rail lines and **Rapid** routes as well as the permanency of rail lines relative to local bus service. Therefore, the methodology assumes these services can have a larger impact on commute behavior and achieving mode shift goals.

**Data Source**

The data source for the transit component is the SANDAG Activity-Based Model (ABM). For R&R stations, SANDAG ABM Forecast Year 2025 No Build was used in order to capture the Mid-Coast Trolley stations currently under construction and anticipated to be open for service to the public by 2021. For major transit stops, SANDAG ABM Forecast Year 2020 was used as the specific data source to align with the start of the sixth housing element cycle planning period.

For **Rapid** stations and major transit stops that have stops on either side of the road, which correspond to northbound/southbound or eastbound/westbound travel, stop pairs were counted as one station or stop. Stations that serve more than one rail and/or **Rapid** route were counted once in the R&R data. For example, the Oceanside Transit Center, which is served by two rail lines (NCTD COASTER and NCTD SPRINTER), accounts for only one of the seven R&R stations in Oceanside. Some R&R stations are also considered major transit stops because they are also served by two or more bus lines with 15-minute frequencies during peak commute.

The Old Town Transit Center in the City of San Diego, for example, is both an R&R station (served by the NCTD COASTER and MTS Trolley) and a major transit stop (served by MTS Bus routes 10, 30, 35, and 44, which have 15-minute peak period frequencies).

The data underlying the proximity to transit component is included in Table 4.1 and shown on a map in Figure 4.2.
Table 4.1: Transit Data

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<thead>
<tr>
<th>Jurisdiction</th>
<th>Rail &amp; Rapid Stations</th>
<th>Major Transit Stops</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Count</td>
<td>Regional Share (%)</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>2</td>
<td>1.3%</td>
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<tr>
<td>Chula Vista</td>
<td>9</td>
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<tr>
<td>Coronado</td>
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<td>Del Mar</td>
<td>0</td>
<td>0.0%</td>
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<td>El Cajon</td>
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<td>Encinitas</td>
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<tr>
<td>La Mesa</td>
<td>5</td>
<td>3.2%</td>
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<tr>
<td>Lemon Grove</td>
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<td>1.3%</td>
</tr>
<tr>
<td>National City</td>
<td>2</td>
<td>1.3%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>7</td>
<td>4.5%</td>
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<tr>
<td>Poway</td>
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<td>0.0%</td>
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<tr>
<td>San Diego</td>
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<td>64.9%</td>
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<tr>
<td>San Marcos</td>
<td>3</td>
<td>1.9%</td>
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<tr>
<td>Santee</td>
<td>1</td>
<td>0.6%</td>
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<tr>
<td>Solana Beach</td>
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<td>0.6%</td>
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<tr>
<td>Unincorporated County</td>
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<td>1.3%</td>
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<tr>
<td>Vista</td>
<td>2</td>
<td>1.3%</td>
</tr>
<tr>
<td>Region</td>
<td>154</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Sources:  
R&R Stations – SANDAG ABM, Forecast Year 2025 No Build⁶;  
Major Transit Stops – SANDAG ABM, Forecast Year 2020⁷

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Figure 4.2: Transit Data

Current Transit System
With Rail and Rapid Stops and Major Bus Stops (Local/Express Only)

- Major Express/Local Bus Stop
- Rail and Rapid Stops
- Transit Routes

Definition: "Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

This definition was further refined to exclude Rail and Rapid Bus stations.

Source: SANDAG ABM, 2018
Jobs

Of the total housing units, 35% (60,090 units) are to be allocated based on each jurisdiction’s share of jobs in the region.

Data Source

The data source for the jobs component is the SANDAG Employment Estimates, which are also being used to develop the latest Regional Growth Forecast. SANDAG Employment Estimates are derived from Quarterly Census of Employment and Wages (QCEW) data from the Economic Development Department (EDD) and the Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) data from the Center for Economic Studies at the U.S. Census Bureau. The LODES data combines federal, state, and Census Bureau survey data on employers and employees; SANDAG uses the QCEW dataset for its detailed geographic information on businesses to geolocate “job spaces” throughout the region. Then LODES data (average of the last five years), which are available at the census block level, are used to fill the job spaces to determine total jobs within various geographies. SANDAG Employment Estimates are also supplemented by other data sources including the San Diego Military Advisory Council (SDMAC) and DMDC. Of note, SDMAC and DMDC assign jobs associated with a Navy ship to the installation that is the ship’s homeport. Finally, the jobs data are validated against published job totals for the county from the EDD Labor Market Information’s yearly data.

The jobs data consists of all job types and includes jobs that are classified as a primary source of income, which can be part-time or full-time, year-round or seasonal. The data underlying the jobs component is included in Table 4.2 and shown on a map in Figure 4.3.

Table 4.2: Jobs Data

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Total Jobs</th>
<th>Regional Share (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>76,779</td>
<td>4.6%</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>72,403</td>
<td>4.4%</td>
</tr>
<tr>
<td>Coronado</td>
<td>25,149</td>
<td>1.5%</td>
</tr>
<tr>
<td>Del Mar</td>
<td>4,484</td>
<td>0.3%</td>
</tr>
<tr>
<td>El Cajon</td>
<td>45,468</td>
<td>2.7%</td>
</tr>
<tr>
<td>Encinitas</td>
<td>27,871</td>
<td>1.7%</td>
</tr>
<tr>
<td>Escondido</td>
<td>55,059</td>
<td>3.3%</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>3,666</td>
<td>0.2%</td>
</tr>
<tr>
<td>La Mesa</td>
<td>29,773</td>
<td>1.8%</td>
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<tr>
<td>Lemon Grove</td>
<td>7,492</td>
<td>0.5%</td>
</tr>
<tr>
<td>National City</td>
<td>37,497</td>
<td>2.3%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>45,178</td>
<td>2.7%</td>
</tr>
<tr>
<td>Poway</td>
<td>36,349</td>
<td>2.2%</td>
</tr>
<tr>
<td>San Diego</td>
<td>924,967</td>
<td>55.8%</td>
</tr>
<tr>
<td>San Marcos</td>
<td>40,964</td>
<td>2.5%</td>
</tr>
<tr>
<td>Santee</td>
<td>18,634</td>
<td>1.1%</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>9,151</td>
<td>0.6%</td>
</tr>
<tr>
<td>Unincorporated County</td>
<td>154,868</td>
<td>9.3%</td>
</tr>
<tr>
<td>Vista</td>
<td>40,629</td>
<td>2.5%</td>
</tr>
<tr>
<td>Region</td>
<td>1,656,199</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Source: SANDAG Employment Estimates and/or SANDAG 2019 Regional Growth Forecast; U.S. Department of Defense
**Equity Adjustment**

In addition to distributing the RHNA Determination among jurisdictions, SANDAG must distribute units for each jurisdiction among the four income categories defined by HCD. Each income category is defined as a range of household incomes that represents a percentage of the area median income (AMI). The AMI for a family of four in the San Diego region is $66,529, as provided by HCD. Table 4.3 provides the definition for each income category and the income ranges for San Diego region households per category.

Table 4.3: Income Categories

<table>
<thead>
<tr>
<th>Income Category</th>
<th>Definition</th>
<th>Income Range</th>
<th>Percent of Regional Households (RHNA Determination)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
<td>Less than 50% of AMI</td>
<td>$33,259 or less</td>
<td>24.7%</td>
</tr>
<tr>
<td>Low</td>
<td>50-80% of AMI</td>
<td>$33,260 - $53,219</td>
<td>15.5%</td>
</tr>
<tr>
<td>Moderate</td>
<td>80-120% of AMI</td>
<td>$53,220 - $79,829</td>
<td>17.3%</td>
</tr>
<tr>
<td>Above Moderate</td>
<td>Over 120% of AMI</td>
<td>$79,830 or more</td>
<td>42.5%</td>
</tr>
</tbody>
</table>

Source: HCD Determination Letter; 2012-2016 American Community Survey 5-Year, DP03

Household income data was used to determine the number and share of households per income category in each jurisdiction, which is included in Table 4.4.

A jurisdiction’s share of households in an income category is compared to the region’s share of households in the same income category by determining the relative difference between the two percentages, which is found by taking the inverse ratio of a jurisdiction’s share of households within an income category to the region’s share.
### Table 4.4: Households per Income Category

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Total Households</th>
<th>Very Low</th>
<th>Low</th>
<th>Moderate</th>
<th>Above Moderate</th>
<th>%</th>
<th>%</th>
<th>%</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>42,926</td>
<td>6,981</td>
<td>4,644</td>
<td>5,940</td>
<td>25,360</td>
<td>16.3%</td>
<td>10.8%</td>
<td>13.8%</td>
<td>59.1%</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>77,804</td>
<td>19,459</td>
<td>11,987</td>
<td>13,643</td>
<td>32,715</td>
<td>25.0%</td>
<td>15.4%</td>
<td>17.5%</td>
<td>42.0%</td>
</tr>
<tr>
<td>Coronado</td>
<td>8,986</td>
<td>1,506</td>
<td>1,109</td>
<td>1,442</td>
<td>4,929</td>
<td>16.8%</td>
<td>12.3%</td>
<td>16.1%</td>
<td>54.9%</td>
</tr>
<tr>
<td>Del Mar</td>
<td>2,258</td>
<td>430</td>
<td>102</td>
<td>248</td>
<td>1,478</td>
<td>19.0%</td>
<td>4.5%</td>
<td>11.0%</td>
<td>65.5%</td>
</tr>
<tr>
<td>El Cajon</td>
<td>32,937</td>
<td>12,434</td>
<td>5,754</td>
<td>5,615</td>
<td>9,135</td>
<td>37.8%</td>
<td>17.5%</td>
<td>17.0%</td>
<td>27.7%</td>
</tr>
<tr>
<td>Encinitas</td>
<td>23,695</td>
<td>4,287</td>
<td>2,168</td>
<td>3,182</td>
<td>14,058</td>
<td>18.1%</td>
<td>9.2%</td>
<td>13.4%</td>
<td>59.3%</td>
</tr>
<tr>
<td>Escondido</td>
<td>45,217</td>
<td>13,880</td>
<td>8,239</td>
<td>8,245</td>
<td>14,853</td>
<td>30.7%</td>
<td>18.2%</td>
<td>18.2%</td>
<td>32.8%</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>9,044</td>
<td>2,888</td>
<td>2,105</td>
<td>1,726</td>
<td>2,325</td>
<td>31.9%</td>
<td>23.3%</td>
<td>19.1%</td>
<td>25.7%</td>
</tr>
<tr>
<td>La Mesa</td>
<td>23,767</td>
<td>6,368</td>
<td>4,468</td>
<td>4,609</td>
<td>8,322</td>
<td>26.8%</td>
<td>18.8%</td>
<td>19.4%</td>
<td>35.0%</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>8,465</td>
<td>2,316</td>
<td>1,643</td>
<td>1,730</td>
<td>2,776</td>
<td>27.4%</td>
<td>19.4%</td>
<td>20.4%</td>
<td>32.8%</td>
</tr>
<tr>
<td>National City</td>
<td>15,870</td>
<td>6,436</td>
<td>3,271</td>
<td>2,848</td>
<td>3,315</td>
<td>40.6%</td>
<td>20.6%</td>
<td>17.9%</td>
<td>20.9%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>61,480</td>
<td>16,148</td>
<td>11,348</td>
<td>11,297</td>
<td>22,687</td>
<td>26.3%</td>
<td>18.5%</td>
<td>18.4%</td>
<td>36.9%</td>
</tr>
<tr>
<td>Poway</td>
<td>15,797</td>
<td>2,418</td>
<td>1,675</td>
<td>2,281</td>
<td>9,422</td>
<td>15.3%</td>
<td>10.6%</td>
<td>14.4%</td>
<td>59.6%</td>
</tr>
<tr>
<td>San Diego</td>
<td>490,219</td>
<td>119,014</td>
<td>75,283</td>
<td>82,616</td>
<td>213,305</td>
<td>24.3%</td>
<td>15.4%</td>
<td>16.9%</td>
<td>43.5%</td>
</tr>
<tr>
<td>San Marcos</td>
<td>29,125</td>
<td>7,707</td>
<td>4,212</td>
<td>5,043</td>
<td>12,163</td>
<td>26.5%</td>
<td>14.5%</td>
<td>17.3%</td>
<td>41.8%</td>
</tr>
<tr>
<td>Santee</td>
<td>19,517</td>
<td>3,493</td>
<td>2,812</td>
<td>3,683</td>
<td>9,528</td>
<td>17.9%</td>
<td>14.4%</td>
<td>18.9%</td>
<td>48.8%</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>5,750</td>
<td>883</td>
<td>698</td>
<td>854</td>
<td>3,315</td>
<td>15.4%</td>
<td>12.1%</td>
<td>14.9%</td>
<td>57.7%</td>
</tr>
<tr>
<td>Unincorporated County</td>
<td>159,642</td>
<td>35,996</td>
<td>26,493</td>
<td>27,598</td>
<td>69,555</td>
<td>22.5%</td>
<td>16.6%</td>
<td>17.3%</td>
<td>43.6%</td>
</tr>
<tr>
<td>Vista</td>
<td>30,629</td>
<td>9,016</td>
<td>5,746</td>
<td>6,112</td>
<td>9,754</td>
<td>29.4%</td>
<td>18.8%</td>
<td>20.0%</td>
<td>31.8%</td>
</tr>
<tr>
<td>Region</td>
<td>1,103,128</td>
<td>271,661</td>
<td>173,760</td>
<td>188,713</td>
<td>468,995</td>
<td>24.6%</td>
<td>15.8%</td>
<td>17.1%</td>
<td>42.5%</td>
</tr>
</tbody>
</table>

Source: 2012-2016 American Community Survey (ACS) 5-Year, B19001 “Household Income in The Past 12 Months (In 2016 Inflation-Adjusted Dollars)”
The relative difference is used as a scaling factor that adjusts the region’s percentage of households in an income category (e.g. 24.7% for very-low-income) and uses this adjusted percentage as the jurisdiction’s share of its housing allocation for that income category. Table 3.5 demonstrates how the equity adjustment works. In the table, a scaling factor greater than one causes an upward adjustment and a scaling factor less than one causes a downward adjustment.

The equity adjustment increases a jurisdiction’s share of its housing allocation in an income category if its share of households within the category is smaller than the region. Conversely, the adjustment decreases a jurisdiction’s share of its housing allocation in an income category if its share of households within the category is greater than the region. In this way, the equity adjustment seeks to increase jurisdictions’ mix of housing (housing for each income category) and combat historical patterns of segregation. Below are two examples of how the equity adjustment in the methodology is applied to the cities of Carlsbad and National City, chosen for comparison purposes.

Example A

In Carlsbad, 16.3% of households are very-low-income households, and in the region, 24.7% of households are very-low income; Carlsbad’s share of very-low-income households is less than the region. Using the equity adjustment in the methodology, Carlsbad receives a greater share (greater than 24.7%) of its housing unit allocation in the very-low-income category; 37.4% of Carlsbad’s total allocated housing units are in the very-low-income category.

Example B

Conversely, 40.6% of households in National City are very-low-income households; this is greater than the region’s 24.7% of very-low-income households. Therefore, based on the equity adjustment in the methodology, National City receives a smaller share (less than 24.7%) of its housing unit allocation in the very-low-income category; 15% of National City’s total allocated housing units are in the very-low-income category.

Data Source

SANDAG used data from the 2012-2016 ACS Five-Year, Table B19001 “Household Income in The Past 12 Months (In 2016 Inflation-Adjusted Dollars)” to determine the jurisdictions’ household breakdown among income categories. This dataset was also used by HCD to calculate the unit distribution across income category for the San Diego region’s RHNA Determination.
### Table 4.5: Equity Adjustment Calculation

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>RHNA Determination</th>
<th>Very Low</th>
<th>24.7%</th>
<th>Low</th>
<th>15.5%</th>
<th>Moderate</th>
<th>17.3%</th>
<th>Above Moderate</th>
<th>42.5%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>% Households</td>
<td>Scaling Factor</td>
<td>% Households</td>
<td>Scaling Factor</td>
<td>% Households</td>
<td>Scaling Factor</td>
<td>% Households</td>
<td>Scaling Factor</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carlsbad</td>
<td></td>
<td>16.3%</td>
<td>1.52</td>
<td>I</td>
<td>37.4%</td>
<td>1.43</td>
<td>I</td>
<td>22.2%</td>
<td>1.25</td>
</tr>
<tr>
<td>Chula Vista</td>
<td></td>
<td>25.0%</td>
<td>0.99</td>
<td>I</td>
<td>24.3%</td>
<td>1.01</td>
<td>I</td>
<td>15.6%</td>
<td>0.99</td>
</tr>
<tr>
<td>Coronado</td>
<td></td>
<td>16.8%</td>
<td>1.47</td>
<td>I</td>
<td>36.3%</td>
<td>1.26</td>
<td>I</td>
<td>19.5%</td>
<td>1.08</td>
</tr>
<tr>
<td>Del Mar</td>
<td></td>
<td>19.0%</td>
<td>1.29</td>
<td>I</td>
<td>31.9%</td>
<td>3.44</td>
<td>I</td>
<td>53.3%</td>
<td>1.58</td>
</tr>
<tr>
<td>El Cajon</td>
<td></td>
<td>37.8%</td>
<td>0.65</td>
<td>I</td>
<td>16.1%</td>
<td>0.89</td>
<td>I</td>
<td>13.8%</td>
<td>1.02</td>
</tr>
<tr>
<td>Encinitas</td>
<td></td>
<td>18.1%</td>
<td>1.36</td>
<td>I</td>
<td>33.6%</td>
<td>1.69</td>
<td>I</td>
<td>26.3%</td>
<td>1.29</td>
</tr>
<tr>
<td>Escondido</td>
<td></td>
<td>30.7%</td>
<td>0.80</td>
<td>I</td>
<td>19.8%</td>
<td>0.85</td>
<td>I</td>
<td>13.2%</td>
<td>0.95</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td></td>
<td>31.9%</td>
<td>0.77</td>
<td>I</td>
<td>19.0%</td>
<td>0.67</td>
<td>I</td>
<td>10.3%</td>
<td>0.91</td>
</tr>
<tr>
<td>La Mesa</td>
<td></td>
<td>26.8%</td>
<td>0.92</td>
<td>I</td>
<td>22.7%</td>
<td>0.82</td>
<td>I</td>
<td>12.8%</td>
<td>0.89</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td></td>
<td>27.4%</td>
<td>0.90</td>
<td>I</td>
<td>22.2%</td>
<td>0.80</td>
<td>I</td>
<td>12.4%</td>
<td>0.85</td>
</tr>
<tr>
<td>National City</td>
<td></td>
<td>40.6%</td>
<td>0.61</td>
<td>I</td>
<td>15.0%</td>
<td>0.75</td>
<td>I</td>
<td>11.7%</td>
<td>0.96</td>
</tr>
<tr>
<td>Oceanside</td>
<td></td>
<td>26.3%</td>
<td>0.94</td>
<td>I</td>
<td>23.1%</td>
<td>0.84</td>
<td>I</td>
<td>13.0%</td>
<td>0.94</td>
</tr>
<tr>
<td>Poway</td>
<td></td>
<td>15.3%</td>
<td>1.61</td>
<td>I</td>
<td>39.7%</td>
<td>1.46</td>
<td>I</td>
<td>22.7%</td>
<td>1.20</td>
</tr>
<tr>
<td>San Diego</td>
<td></td>
<td>24.3%</td>
<td>1.02</td>
<td>I</td>
<td>25.0%</td>
<td>1.01</td>
<td>I</td>
<td>15.7%</td>
<td>1.03</td>
</tr>
<tr>
<td>San Marcos</td>
<td></td>
<td>26.5%</td>
<td>0.93</td>
<td>I</td>
<td>23.0%</td>
<td>1.07</td>
<td>I</td>
<td>16.6%</td>
<td>1.00</td>
</tr>
<tr>
<td>Santee</td>
<td></td>
<td>17.9%</td>
<td>1.38</td>
<td>I</td>
<td>34.0%</td>
<td>1.08</td>
<td>I</td>
<td>16.7%</td>
<td>0.92</td>
</tr>
<tr>
<td>Solana Beach</td>
<td></td>
<td>15.4%</td>
<td>1.61</td>
<td>I</td>
<td>39.6%</td>
<td>1.28</td>
<td>I</td>
<td>19.8%</td>
<td>1.17</td>
</tr>
<tr>
<td>Unincorporated County</td>
<td></td>
<td>22.5%</td>
<td>1.09</td>
<td>I</td>
<td>27.0%</td>
<td>0.93</td>
<td>I</td>
<td>14.5%</td>
<td>1.00</td>
</tr>
<tr>
<td>Vista</td>
<td></td>
<td>29.4%</td>
<td>0.84</td>
<td>I</td>
<td>20.7%</td>
<td>0.83</td>
<td>I</td>
<td>12.8%</td>
<td>0.87</td>
</tr>
</tbody>
</table>
Final RHNA Allocation

Based on the methodology as described above, the total allocation per jurisdiction is included in Table 4.6 and each jurisdiction’s allocation per income category is included in Table 4.7.

Table 4.6: Total Allocation

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Transit Weighting: 65%</th>
<th>Jobs Weighting: 35%</th>
<th>Total Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>1,087</td>
<td>2,786</td>
<td>3,873</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>8,478</td>
<td>2,627</td>
<td>11,105</td>
</tr>
<tr>
<td>Coronado</td>
<td>-</td>
<td>912</td>
<td>912</td>
</tr>
<tr>
<td>Del Mar</td>
<td>-</td>
<td>163</td>
<td>163</td>
</tr>
<tr>
<td>El Cajon</td>
<td>1,630</td>
<td>1,650</td>
<td>3,280</td>
</tr>
<tr>
<td>Encinitas</td>
<td>543</td>
<td>1,011</td>
<td>1,554</td>
</tr>
<tr>
<td>Escondido</td>
<td>7,609</td>
<td>1,998</td>
<td>9,607</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>1,196</td>
<td>133</td>
<td>1,329</td>
</tr>
<tr>
<td>La Mesa</td>
<td>2,717</td>
<td>1,080</td>
<td>3,797</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>1,087</td>
<td>272</td>
<td>1,359</td>
</tr>
<tr>
<td>National City</td>
<td>4,076</td>
<td>1,361</td>
<td>5,437</td>
</tr>
<tr>
<td>Oceanside</td>
<td>3,804</td>
<td>1,639</td>
<td>5,443</td>
</tr>
<tr>
<td>Poway</td>
<td>-</td>
<td>1,319</td>
<td>1,319</td>
</tr>
<tr>
<td>San Diego</td>
<td>74,478</td>
<td>33,558</td>
<td>108,036</td>
</tr>
<tr>
<td>San Marcos</td>
<td>1,630</td>
<td>1,486</td>
<td>3,116</td>
</tr>
<tr>
<td>Santee</td>
<td>543</td>
<td>676</td>
<td>1,219</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>543</td>
<td>332</td>
<td>875</td>
</tr>
<tr>
<td>Unincorporated County</td>
<td>1,087</td>
<td>5,613</td>
<td>6,700</td>
</tr>
<tr>
<td>Vista</td>
<td>1,087</td>
<td>1,474</td>
<td>2,561</td>
</tr>
<tr>
<td>Region (Totals)</td>
<td>111,595</td>
<td>60,090</td>
<td>171,685</td>
</tr>
</tbody>
</table>
Table 4.7: Allocation per Income Category

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Very Low</th>
<th>Low</th>
<th>Moderate</th>
<th>Above Moderate</th>
<th>Total Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>1,311</td>
<td>784</td>
<td>749</td>
<td>1,029</td>
<td>3,873</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>2,750</td>
<td>1,777</td>
<td>1,911</td>
<td>4,667</td>
<td>11,105</td>
</tr>
<tr>
<td>Coronado</td>
<td>312</td>
<td>169</td>
<td>159</td>
<td>272</td>
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Objectives and Factors

Objectives

The methodology and allocation described in the RHNA Plan further 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 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 income 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 GHG reductions targets provided by the California Air Resources Board (ARB) pursuant to Section 65080.**

   The methodology prioritizes transit and jobs to encourage efficient development patterns and reduce 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 job centers, which are located in the urbanized areas of the region. Therefore, an allocation based on transit and jobs will lead to more infill development while protecting natural resources and open space; because infill development can occur on under-used land, the methodology supports provision of housing even in areas that are currently considered built-out.
SANDAG’s GHG reduction target, as set by the ARB, is to reduce by 15% the region’s per capita emissions of GHGs from cars and light trucks by 2020, compared with a 2005 baseline. By 2035, the target is to reduce GHG emissions by 19% per capita. The 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 VMT, and increase trip-taking by transit or alternative modes.

Additionally, placing residents near jobs and transit is consistent with the ARB’s identified policy goals and guidance detailed in the 2017 Climate Change Scoping Plan, which proposes to strengthen major programs related to climate impacts and further integrate efforts to reduce both GHG emissions and air pollution. Among the ARB’s Vibrant Communities and Landscapes / VMT Reduction Goals identified to reduce GHG emissions from the transportation sector are the following:

- Promote all feasible policies to reduce VMT, including:
  - Land use and community design that reduce VMT
  - Transit oriented development
  - Complete street design policies that prioritize transit, biking, and walking
  - Increasing low carbon mobility choices, including improved access to viable and affordable public transportation and active transportation opportunities
- Increase the number, safety, connectivity, and attractiveness of biking and walking facilities to increase use
- Promote shared-use mobility, such as bike sharing, car sharing and ride-sourcing services to bridge the “first mile, last mile” gap between commuters’ transit stops and their destinations
- Continue research and development on transportation system infrastructure, including:
  - Integrate frameworks for lifecycle analysis of GHG emissions with life-cycle costs for pavement and large infrastructure projects
  - Health benefits and costs savings from shifting from driving to walking, bicycling, and transit use
- Quadruple the proportion of trips taken by foot by 2030 (from a baseline of the 2010–2012 California Household Travel Survey)
- Strive for a nine-fold increase in the proportion of bike trips by 2030 (from a baseline of the 2010–2012 California Household Travel Survey)
- Strive, in passenger rail hubs, for a transit mode share of between 10% and 50%, and for a walk and bike mode share of between 10% and 15% (Scoping Plan, p.76)

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 methodology allocates 35% 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.
Furthermore, the methodology’s Equity Adjustment (see Objective 4) 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 ACS.**

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 methodology, SANDAG reviewed the California Tax Credit Allocation Committee (TCAC) 2019 Opportunity Map for the San Diego region included in Figure 5.1. 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 and 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 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 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.
Factors

In addition to furthering the objectives outlined above, state law requires that consideration of several factors be included in the development of the methodology, to the extent sufficient data is available pertaining to each factor. See Government Code Section 65584.04(e). The RHNA factors and how consideration of each was included in the development of the 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 methodology prioritizes 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 methodology is expected to increase the supply of affordable housing by allocating each jurisdiction low- and very-low-income housing units. The 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 methodology; however, the transit factor allocates housing units based on each jurisdiction’s share of regional R&R stations as well as major transit stops. R&R stations are located in the region’s more developed 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 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 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 methodology is not constrained by existing zoning ordinances and land use restrictions. Instead the methodology prioritizes transit and jobs, which aligns with several beneficial land use planning principles, such as promoting infill and increasing residential densities. 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 are accounted for in the methodology’s jobs and transit factors. When development of housing is promoted near transit and jobs, it allows the jurisdictions to focus on infill development that can occur on underutilized land that can be converted to uses that allow for increased residential density.
The transit factor allocates housing units based on each jurisdiction’s share of regional R&R stations as well as major transit stops. R&R 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 plan for housing in urban areas already served by high quality transit.

The methodology aligns with the region’s priorities for growth. As shown in Figure 5.2, 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. However, as shown in Figures 5.3 and 5.4, preserved land, farmland, and habitats are primarily in the eastern portion of San Diego County. The methodology focuses housing units in areas with access to transit and jobs, which are located in existing urbanized areas. Therefore, the methodology will not encourage encroachment upon lands preserved or protected under types of federal, state or local programs described above.

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 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.
Figure 5.2: Priorities for Growth Then and Now

1999

Open Space
Planned for Preservation
33%

New Housing
Multi-Family
52%
Single Family
48%

Total Housing
Multi-Family
39%
Single Family
61%

Available for Development
67%

2015

Open Space
Planned for Preservation
55%

New Housing
Multi-Family
45%
Single Family
55%

Total Housing
Multi-Family
18%
Single Family
82%

Available for Development
49%

Figure 5.3 San Diego Regional Habitat Preserved Lands

San Diego Regional Habitat Preserved Lands

October 2015

Conserved Habitat Lands

Proposed Conserved Habitat Lands
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 5.2, plans for growth are focused on the urbanized areas of the region. The methodology prioritizes transit as a factor – specifically high-quality transit, which is located in the urbanized area. The emphasis on 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 5.2). 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 methodology prioritizes transit and 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 methodology due to the prioritization of 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 would 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% and more than 50% of their income in rent.**

This factor was not included in state law at the time 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, 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 ACS 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%, which added 38,700 housing units to the regional housing need to alleviate overcrowding in the region. Therefore, this factor has already been accounted for in the methodology.

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

The methodology prioritizes jobs as a factor in allocating the regional housing need. Farmworker jobs are included in the data on existing jobs by jurisdiction. Therefore, their housing needs along with the housing needs of all the region’s workers are considered.

The methodology increases the supply of affordable housing by allocating each jurisdiction low- and very-low-income housing units. The 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. The allocation is expected to provide more low-income housing in every jurisdiction and accordingly would 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; UC 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 (Mira Costa 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, the methodology encourages housing development near existing transit and the key destinations that transit links, including the region’s universities and colleges. The methodology will result in additional housing units being allocated based on transit to assist these jurisdictions address the housing needs of students, faculty, and staff beyond what these colleges or universities may provide.

10. The housing needs of individuals and families experiencing homelessness. If a council of governments has surveyed each of its member jurisdictions pursuant to subdivision (b) on or before January 1, 2020, this paragraph shall apply only to the development of methodologies for the seventh and subsequent revisions of the housing element.

SANDAG conducted stakeholder outreach, including surveying member jurisdictions, beginning in September 2018. Therefore, this factor is not applicable for the development of the methodology for the sixth cycle revision of the housing element.

11. 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 DOF 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 DOF. The ten-year average rate of demolition in the San Diego region is 0.32% of the total housing stock. The RHNA Determination included HCD’s minimum replacement adjustment of 0.5%, 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.

12. The region’s GHG emissions targets provided by the ARB pursuant to Section 65080.

SANDAG’s GHG reduction target, as set by the ARB, is to reduce by 15% the region’s per capita emissions of GHG from cars and light trucks by 2020, compared with a 2005 baseline. By 2035, the target is to reduce GHG emissions by 19% per capita. The 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.

13. 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 other factors were included in the methodology.
In order to achieve the benefits of housing near transit and jobs, implementation of the RHNA Plan will be key. To get started, each jurisdiction will update the housing element in its general plan to accommodate the RHNA Plan Allocation. Permitting and constructing more housing units during the housing element cycle will take efforts from all levels of government, housing developers, non-profit organizations, and the public. In coordination with the development of San Diego Forward: The 2021 Regional Plan, SANDAG will embark on developing a housing incentive program, which will support jurisdictions in the development and adoption of policies and process improvements to accelerate housing production. The program will also look for ways to leverage funding from the State of California to provide more housing in the region and meet the goals of the Regional Plan.
Appendix A – Final RHNA Determination
July 5, 2018

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

Dear Kim Kawada:

RE: Final Regional Housing Need Determination

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

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

Attachment 1 displays the minimum regional housing need determination of 171,685 total units among four income categories for SANDAG to distribute among its local governments. Attachment 2 explains the methodology applied pursuant to Gov. Code section 65584.01. In determining SANDAG’s housing need, the Department considered all the information specified in state housing law (Gov. Code section 65584.01(c)).

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

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

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

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

If the Department can provide any additional assistance, or if you, or your staff, have any questions, please contact Megan Kirkeby, Assistant Deputy Director for Fair Housing, at (916) 263-7428 or megan.kirkeby@hcd.ca.gov.

Sincerely,

Zachary Olmstead
Deputy Director

Enclosures
### HCD REGIONAL HOUSING NEED DETERMINATION

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

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

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

**Notes:**

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

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

Methodology

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

2. Population: April 15, 2029 (DOF June 30, 2029 projection adjusted minus 2.5 months to April 15, 2029) 3,613,215

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

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

   Household Formation Groups | HCD Adjusted DOF Projected HH Population | DOF HH Formation Rates | HCD Adjusted DOF Projected Households
   under 15 years 648,185 n/a n/a
   15 - 24 years 504,775 9.98% 50,356
   25 - 34 years 402,920 37.25% 160,099
   35 - 44 years 399,705 46.54% 186,020
   45 - 54 years 428,715 50.72% 217,455
   55 - 64 years 388,650 53.69% 208,848
   65 - 74 years 380,010 57.98% 220,348
   75 - 84 years 290,550 62.03% 155,414
   85+ 91,630 68.51% 62,775

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

6. + Vacancy Adjustment (2.52%) 31,500

7. + Overcrowding Adjustment (3.09%) 38,700

8. + Replacement Adjustment (0.50%) 6,255

9. - Occupied Units (HHs) estimated January 1, 2020 -1,155,883

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

Explanation and Data Sources

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

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

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

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

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

9. Occupied Units: This figure reflects DOF's estimate of occupied units at the start of the January closest to the projection period start date, per DOF E-5 report.
Appendix B – HCD Findings on Draft RHNA Methodology
November 1, 2019

Hasan Ikharta, Executive Director
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101-4231

Dear Director Ikharta:

RE: Review of Draft Regional Housing Need Allocation (RHNA) Methodology

Thank you for submitting the draft San Diego Association of Governments (SANDAG) Sixth Cycle Regional Housing Need Allocation (RHNA) Methodology. Pursuant to Government Code Section 65584.04(i), the California Department of Housing and Community Development (HCD) is required to review draft RHNA methodology to determine whether the methodology furthers the statutory objectives described Government Code Section 65584(d).

The draft SANDAG methodology uses jobs and transit to set the overall RHNA number for a city and uses an equity adjustment to adjust for income distribution among the subcategories of RHNA by income. HCD has completed its review and finds that the draft SANDAG RHNA Methodology furthers the five statutory objectives of RHNA.¹

Below is a brief summary of findings related to each statutory objective described within Government Code Section 65584(d):

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.

HCD’s analysis shows that this methodology generally allocates more lower income RHNA in jurisdictions with more single-family homes, which will encourage higher density planning in these jurisdictions and a mix of housing types. Also, in support of the affordability objective, the draft methodology allocates more lower income RHNA in more costly areas of the region.

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 draft allocation furthers the infill and environmental principles of this objective, as the overall allocation is based on the location of jobs and transit access. Particularly relevant to supporting infill development and climate change goals is the fact that this methodology

¹ While HCD finds that this methodology furthers the objectives of RHNA, HCD’s determination may change in regards to a different region or cycle, as housing conditions in those circumstances may differ.
does not consider land capacity or vacant land as a determinant of RHNA, and instead focuses on where housing is needed to encourage transit ridership and reduced commutes.

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.**

Overall jobs, rather than low-wage jobs, are included as a factor in the methodology, but further analysis shows that using overall jobs combined with the equity adjustment in the methodology leads to a strong overlap between low-wage jobs and lower income RHNA as a percentage of the region’s lower income RHNA.

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 is furthered directly by the equity adjustment included in the draft methodology. The SANDAG equity adjustment provides an upward adjustment toward the regional average for jurisdictions that have a lower percentage of households in a given income category compared to the region. While the equity adjustment explicitly responds to objective four, it also assists in the methodology furthering each of the other objectives.

5. **Affirmatively furthering fair housing, which 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.**

To evaluate this objective HCD used the [2019 HCD/TCAC Opportunity Maps](https://treasurer.ca.gov/ctcac/opportunity.asp), which evaluate access to opportunity, racial segregation, and concentrated poverty on 11 dimensions, which are all evidence-based indicators related to long term life outcomes. The six jurisdictions that would receive the highest percentage of lower income RHNA under this methodology are also the jurisdictions that have no segregated concentrated areas of poverty or lowest resource census tracts, and compared to other jurisdictions in the region have the highest percentage of area in high or highest resource census tracts (76-100% of the jurisdiction). Conversely, the jurisdictions with large amounts of area in low resource census tracts or census tracts that demonstrate high segregation and concentrations of poverty generally receive less lower income RHNA than the regional average.

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2 Created by the California Fair Housing Task Force and commissioned by HCD and the California Tax Credit Allocation Committee (TCAC) to assist public entities in affirmatively furthering fair housing. The version used in this analysis is the 2019 HCD/TCAC Opportunity Maps available at treasurer.ca.gov/ctcac/opportunity.asp.
HCD appreciates the active role of SANDAG staff in providing data and input throughout the draft methodology development and review period, as well as developing a methodology that is clear and transparent. HCD especially thanks Seth Litchney and Coleen Clementson for their significant efforts and assistance.

Public participation in the development and implementation of the RHNA process is essential to effective housing planning. HCD applauds SANDAG on its efforts to date and the region should continue to engage the community, including organizations that represent lower-income and special needs households, by making information regularly available while considering and incorporating comments where appropriate.

HCD looks forward to continuing our partnership with SANDAG to assist its member jurisdictions meet and exceed the planning and production of the region’s housing need.

Just a few of the support opportunities available for the SANDAG region this cycle include:

- SB 2 Planning Grants and Technical Assistance (Available now, application deadline November 30, 2019, technical assistance available now through June 2021)
- Regional and Local Early Action Planning Grants (25% of Regional funds available now, all other funds available early 2020)
- SB 2 Permanent Local Housing Allocation (Available April – July 2020)

If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Megan Kirkeby, Assistant Deputy Director for Fair Housing, megan.kirkeby@hcd.ca.gov.

Megan Kirkeby
Assistant Deputy Director for Fair Housing
A Resolution Adopting the Final Regional Housing Needs Assessment Methodology for the Sixth Housing Element Cycle (2021 – 2029) for the San Diego Region

WHEREAS, California state housing element law requires that the San Diego Association of Governments (SANDAG) adopt a methodology for distributing the existing and projected regional housing need to the local jurisdictions within the San Diego region; and

WHEREAS, the California Department of Housing and Community Development (HCD) is required to consult with SANDAG in determining the existing and projected housing need for the region prior to each housing element cycle; and

WHEREAS, HCD provided SANDAG with a regional housing need number of 171,685 units distributed to four income categories, very-low (24.7%), low (15.5%), moderate (17.3%), and above-moderate (42.5%) for the 6th Housing Element Cycle (2021-2029) (collectively, RHNA Determination); and

WHEREAS, SANDAG with the assistance of the Regional Housing Needs Assessment (RHNA) Subcommittee, which is a subcommittee of the SANDAG Board of Directors, and also with input from the Regional Planning Committee and Regional Planning Technical Working Group, developed a draft methodology based on comparable data available for all affected jurisdictions and accepted planning methodology and allocating the region’s housing needs by jurisdiction and distributing the housing need by income category; and

WHEREAS, at its September 14, 2018, meeting, the SANDAG Board of Directors was surveyed to determine each member jurisdiction’s priorities for the upcoming RHNA cycle, including which RHNA objectives and factors would be most important when determining the distribution of housing units in the region; and

WHEREAS, on July 26, 2019, the SANDAG Board of Directors released for public comment the Draft 6th Cycle RHNA Methodology, including its underlying data and assumptions, an explanation of how information about local government conditions was used to develop the draft methodology, how each of the factors required by state law were considered, and how the draft methodology furthers the objectives in state law; and

WHEREAS, on September 6, 2019, the SANDAG Board of Directors hosted a public hearing to receive additional oral and written comments on the draft methodology and closed the 42-day public comment period; and

WHEREAS, in considering the public comments received, the SANDAG Board of Directors also authorized at its September 6, 2019 meeting, the transmittal of the Draft 6th Cycle Regional Housing Needs Assessment Methodology to HCD for a 60-day review period; and

WHEREAS, on November 1, 2019, HCD determined that the draft methodology furthers the objectives set forth in state law;
NOW THEREFORE BE IT RESOLVED THAT the SANDAG Board of Directors adopts the following as the final regional housing needs assessment methodology for the sixth housing element cycle (2021 – 2029) for the San Diego region pursuant to state law:

1. Of the total housing units, 65% will be allocated to jurisdictions with access to transit, including rail stations, Rapid transit vehicle stations, and major transit stops. Significant investments in transit have been made throughout the region, and the methodology prioritizes housing growth in those areas with access to transit. Encouraging housing growth near transit can promote infill development (developing vacant or under-used land within existing urban areas that are already largely developed) 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% of the units will be allocated to jurisdictions with rail stations and Rapid transit vehicle stations and 25% will be allocated to jurisdictions with major transit stops. To ensure future growth is located near transit, the methodology prioritizes 75% of the housing units in areas with rail and Rapid transit vehicle stations. Rail stations and Rapid transit vehicle stations are usually 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 a regular basis. The remaining 25% of the housing units will 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. Of the total housing units, 35% will be allocated to jurisdictions based on the total number of jobs in their jurisdiction. Jurisdictions should plan for housing to provide opportunities for more residents to live near their place of employment, promoting infill development, and improving the intraregional relationship between jobs and housing.

4. The methodology further applies an equity adjustment. The 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. The equity adjustment includes a calculation of the existing households in each jurisdiction in each income category. To promote equity and fair housing, as well as to meaningfully address patterns of segregation, the methodology will allocate more housing units within each income category to jurisdictions with a percentage of households in that same category that is lower than the regional percentage.

PASSED AND ADOPTED this 22nd day of November 2019.

Attest:

Chair

Secretary

**Member Agencies:** Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
Appendix D – SANDAG Resolution No. 2020-XX
Resolution Adopting the Final Regional Housing Needs Assessment Plan for the Sixth Housing Element Cycle (2021 – 2029) for the San Diego Region

WHEREAS, the California Legislature has declared that the availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order;

WHEREAS, the California Legislature has declared that insufficient housing in job centers hinders the state’s environmental quality and runs counter to the state’s environmental goals because Californians seeking affordable housing are forced to drive longer distances to work;

WHEREAS, this results in an increased amount of greenhouse gases and other pollutants to be released, jeopardizing the achievement of the state’s climate and clean air goals;

WHEREAS, the California Legislature intends that cities and counties should undertake all necessary actions to encourage, promote, and facilitate the development of housing to accommodate the entire regional housing need;

WHEREAS, the California Department of Housing and Community Development (HCD) determined that the San Diego region’s existing and projected housing need for the sixth housing element cycle is 171,685 units distributed among four income categories based on the regional percentage of very low (24.7%), low (15.5%), moderate (17.3%), and above moderate (42.5%) income households;

WHEREAS, state housing element law requires that the San Diego Association of Governments (SANDAG) adopt a Regional Housing Needs Assessment (RHNA) Plan allocating the entire regional share of the statewide housing need prior to the due date for each housing element cycle;

WHEREAS, at its September 14, 2018, meeting, the Board of Directors was surveyed to determine each member jurisdiction’s priorities for the upcoming RHNA cycle, including which RHNA objectives and factors would be most important when determining the distribution of housing units in the region;

WHEREAS, SANDAG with the assistance of the RHNA Subcommittee, which is a subcommittee of the Board, and also with input from the Regional Planning Committee and the Regional Planning Technical Working Group, developed a draft methodology based on comparable data available for all jurisdictions and accepted planning methodology that would allocate the region’s housing need by jurisdiction and distribute the housing need by income category;

WHEREAS, following the public comment period for the draft RHNA methodology, which included a public hearing on September 6, 2019, HCD reviewed the draft RHNA methodology and found that it furthers the five objectives in Government Code Section 65584(d);

WHEREAS, the Board adopted the final RHNA methodology and issued the draft RHNA allocation for the sixth housing element cycle on November 22, 2019;

WHEREAS, on or about January 6, 2020, SANDAG received four appeals from local governments for a revision of each of their shares of the regional housing need for the sixth housing element cycle and on or about February 21, 2020, SANDAG received five comments on those appeals;
WHEREAS, on February 28, 2020, the Board ratified an action by the SANDAG Executive Committee extending the time period for conducting the public hearing on RHNA appeals and comments on appeals to March 27, 2020, consistent with Government Code Section 65584.05(i);

WHEREAS, on or about March 4, 2020, Governor Gavin Newsom declared a state of emergency to help the state prepare for the spread of COVID-19, and on March 19, 2020, the Governor issued Executive Order N-33-20, which ordered all residents to stay home (Stay at Home Order) to protect the public health of Californians and mitigate the impact of COVID-19;

WHEREAS, as a result of the Stay at Home Order, the SANDAG Executive Director, with concurrence of the Chair of the Board, postponed the hearing on the four appeals to April 10, 2020, and the postponement was ratified by the Board on March 28, 2020;

WHEREAS, on April 1, 2020, the SANDAG Executive Director, with concurrence of the Chair of the Board, again postponed the hearing until such time as an in-person hearing could be held consistent with physical distancing requirements, and the postponement was ratified by the Board on April 10, 2020;

WHEREAS, on May 22, 2020, in recognition of the uncertainty around scheduling an in-person hearing during the Covid-19 health emergency, the approaching deadline of April 2021 for completion of sixth cycle housing elements, and the availability of adequate video conferencing tools, the Board of Directors scheduled a public hearing for June 26, 2020, to consider the appeals and all comments received on the appeals;

WHEREAS, at the July 26, 2020, meeting, the Board made a final determination on each appeal, adopted written findings as to how its determinations are consistent with state housing element law, and issued a proposed final RHNA Allocation Plan, which reflects adjustments to allocations to local governments based on the results of the appeals process and maintains the total regional housing need as determined by HCD;

WHEREAS, Government Code Section 65584.04(m) requires that the final RHNA Allocation Plan allocate housing units within the region consistent with the sustainable communities strategy in the regional transportation plan, ensure that the total regional housing need by income category is maintained, allocate units for low- and very low-income households to each jurisdiction in the region, and further the objectives listed in Government Code Section 65584(d), which include:

(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.

(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.

(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.

(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.

(5) Affirmatively furthering fair housing;

WHEREAS, Government Code Section 65584.045 further states that the resolution approving the final RHNA Allocation Plan for the sixth housing element cycle use the sustainable communities strategy (SCS)
in the regional transportation plan adopted by SANDAG on October 9, 2015 (2015 SCS), to demonstrate consistency;

WHEREAS, the 2015 SCS found that jurisdictions in the region have changed their land use plans significantly, resulting in development patterns that concentrate future growth in urbanized areas, reduce sprawl, preserve more land for open space and natural habitats, and use the region’s water and energy supplies more efficiently;

WHEREAS, the 2015 SCS identified as a strategy toward sustainability a focus on housing and job growth in urbanized areas where there is existing and planned transportation infrastructure, including transit;

WHEREAS, the 2015 SCS land use pattern accommodates 79% of all housing and 86% of all jobs within the portion of the region covered by the Urban Area Transit Strategy, where the greatest investments in public transit are focused, and contemplates more than 80% of new housing in the region will be attached multifamily with the greatest employment density and building intensity in existing employment centers; and

WHEREAS, on July 10, 2020, the Board held a public hearing to adopt the final RHNA Allocation Plan for the sixth housing element cycle consistent with Government Code Section 65584.05;

NOW THEREFORE BE IT RESOLVED that the SANDAG Board of Directors adopts the final RHNA Allocation Plan for the sixth housing element cycle (2021 – 2029) for the San Diego region pursuant to state law and finds that the final RHNA Allocation Plan:

1. Reflects adjustments to allocations to local governments based on the results of the appeals process and maintains the total regional housing need as determined by HCD;
2. Allocates housing units within the region consistent with the development pattern in the 2015 SCS;
3. Ensures that the total regional housing need by income category is maintained;
4. Allocates units for low- and very low-income households to each jurisdiction in the region; and
5. Furthers the objectives listed in Government Code Section 65584(d).

PASSED AND ADOPTED this XX day of MONTH 2020.

Attest:

Chair

Secretary

Member Agencies: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

Advisory Members: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
Comprehensive Multimodal Corridor Plans

Overview
On September 27, 2019, the Board of Directors took action to allocate $40 million over the next five fiscal years to complete Comprehensive Multimodal Corridor Plans (CMCPs) for 12 corridors throughout the region. CMCPs promote a planning process that utilizes a holistic and multimodal approach and strives to achieve a balanced transportation system. Comprehensive Multimodal Corridor Planning is undertaken to help inform the decision-making process and provide communities with an overall vision for the future of the corridor, including guidance and coordination for future improvements necessary to meet corridor plan goals. This planning process is designed to establish consensus on the scope and priority of transportation solutions within each corridor area.

CMCPs must be completed to be eligible for Solutions for Congested Corridors Program funding, a competitive funding program created by Senate Bill 1. The CMCPs will also be used to compete for other local, state, and federal funds.

Discussion
On September 27, 2019, the Board approved an amendment to the FY 2020 Program Budget, which identified 5 of the 12 corridors for completion by 2021. These five corridors include: (1) Central Mobility Hub and Connections; (2) SR 52; (3) SR 67; (4) SPRINTER/Palomar Airport Road/SR 78; and (5) Purple Line/I-805/Blue Line/I-5 South. Staff is recommending some adjustments to the corridor definitions as approved by the Board on September 27, 2019. Because the policy consideration priorities are anticipated to be different, the SR 52/SR 67 corridor is recommended to be split into two separate corridors. Because there is overlap in the geographical area and the policy considerations priorities are anticipated to be similar, it is recommended that the Purple Line/I-805 and Blue Line/I-5 South corridors be combined. These adjustments will facilitate a more efficient process for the completion of the five priority CMCPs.

A workshop was held with Caltrans District 11 to develop guidelines for the delivery of the CMCP program; teams have been established that include staff from SANDAG, Caltrans, and the cities/County; and project management plans have been developed for each CMCP.

Geographical Study Areas
The draft geographical study area for each corridor is shown in Attachment 1. The areas have been established to capture the prevalent travel sheds for each corridor.

Action: **Discussion/Possible Action**
An overview of the Comprehensive Multimodal Corridor Plans (CMCPs) program to refine and prioritize transportation solutions on five priority corridors using a policy, data, and collaboration-driven approach will be presented.

Fiscal Impact:
Funding for development of the Comprehensive Multimodal Corridor Plans is included in the Capital Improvement Program Nos. 1600501, 1600502, 1605201, 1607801, and 1680501 in the amended FY 2020 Program Budget.

Schedule/Scope Impact:
The next major milestone is the summer/fall 2020 presentation on preliminary results of data analysis and stakeholder engagement for each of the five corridors.
Issues and Opportunities

An issues and opportunities statement has been prepared for each corridor and is shown in Attachment 2. These draft statements are a work in progress, will evolve over time, and are included in this report for discussion purposes.

Policy Considerations

Policy considerations for transportation corridor studies established by the California Transportation Commission, Federal Transit Administration, and Federal Highway Administration can generally be grouped into 12 categories. These policy considerations are shown in Attachment 3. Each corridor team is in the process of prioritizing the policy considerations in an effort to provide focus on what would be the most effective transportation solutions for each corridor. The prioritized policy considerations for each corridor will be available beginning summer/fall 2020 for review and discussion.

Schedule and Next Steps

Stakeholder engagement and community outreach was originally scheduled for summer 2020. Stakeholder engagement will proceed, but the COVID-19 pandemic has delayed the public outreach to fall 2020 or winter 2020/2021. However, even with the delay to public outreach, it is believed that the CMCPs can still be completed by summer 2021, in time for anticipated Senate Bill 1 funding opportunities. Beginning summer/fall 2020, a series of presentations will be scheduled to discuss data analysis findings, policy priorities, and the status of stakeholder engagement.

Coleen Clementson, Director of Regional Planning

Key Staff Contact: Richard Chavez, (619) 699-6989, richard.chavez@sandag.org

Attachments:

1. CMCP Geographical Areas
2. Comprehensive Multimodal Corridor Plan Issues and Opportunities Statements
3. Policy Considerations
Comprehensive Multimodal Corridor Plan  
**Issues and Opportunities Statements**  
June 19, 2020

The following are statements of the issues and opportunities for the development of Comprehensive Multimodal Corridor Plans (CMCPs) for each of the priority corridors. The issues and opportunity statements are a work in progress and will evolve over time. Comments and suggested modifications are welcome.

**Central Mobility Hub and Connections Corridor**
Currently the region lacks seamless, direct, and quality transit connections to access the San Diego International Airport (SDIA). With an anticipated increase of 16 million annual passengers to 40 million annual passengers by 2050, improved transit and roadway connections are needed. Coronado is home to one of the region’s major military bases. With limited road and waterway access, Coronado experiences a high level of delay during peak periods. When traffic incidents occur on the Coronado Bridge or on the Silver Strand (State Route 75), access to and from Coronado is impacted. I-5 between downtown San Diego and I-8 provides access to SDIA, job centers in downtown San Diego, and job centers further north. I-5 experiences delays in the northbound direction in the morning peak period and southbound in the afternoon peak period. Opportunities exist for the creation of a Central Mobility Hub in the study area, providing high-speed, high-quality transit connections to destinations throughout the region. New technologies also provide opportunities for new transportation solutions to improve the efficiency of the existing transportation system.

**Purple Line/Blue Line/I-805/I-5 South Corridor**
There are high levels of congestion and delay on I-5 and I-805 between San Ysidro, downtown San Diego, Kearny Mesa, University City, and Sorrento Valley during the peak periods. Some of the region’s most problematic bottlenecks are located in the corridor. Cross-border travel and goods movement are also subject to high levels of delay. There are lengthy delays for commuters traveling to the region’s top employment centers, including downtown San Diego, Kearny Mesa, University City, and Sorrento Valley. There is a lack of high-speed transit, contiguous high occupancy vehicle, and Managed Lanes (HOV/ML), and bikeways in the corridor. Local streets and arterials typically lack accommodation for bicycle and pedestrian movement, especially at freeway crossings. Opportunities exist to increase the efficiency and frequency of the Blue Line Trolley and develop a new transit route (Purple Line) within the corridor. Opportunities exist to improve bike, pedestrians, and micromobility connections to improved transit services. New technologies also provide opportunities for new transportation solutions to improve the efficiency of the existing transportation system.

**Sea to Santee (SR 52) Corridor**
There are high levels of congestion and delay on SR 52 between I-5 near the Pacific Coast (Sea) and State SR 67 in the City of Santee, especially in the westbound direction during the morning peak period and in the eastbound direction during the afternoon peak period. Within the corridor, opportunities exist to improve transportation efficiency, travel reliability, system maintenance, traveler safety, provide bottleneck relief, and deploy technology to better manage traffic demand. Other opportunities include network integration with connectors to HOV/MLs, improve bike/pedestrian access, and develop reliable transit options.

**San Vicente (SR 67) Corridor**
Improving operational safety, emergency evacuation options, maintaining rural community character, and creating greater trip reliability and efficiency are the principal needs for this corridor. Opportunities exist to develop a multimodal transportation strategy that includes bicycle, pedestrian, transit services, and the deployment of technology to better manage traffic in the corridor.
North County Regional (SR 78) Corridor
Population and employment growth in this corridor have led to an increase in travel demand and travel-related delay. These factors have resulted in high levels of congestion on SR 78. Opportunities exist to improve the efficient movement of people and goods by providing missing freeway-to-freeway connectors at the I-5/SR 78 interchange, completing the Inland Rail Trail bikeway, improving the efficiency and frequency of SPRINTERTM transit service, closing gaps in the arterial roadway system, and providing HOV/MLs on SR 78. New technology also provide opportunity for new transportation solutions to improve the efficiency of the existing transportation system.
Policy Considerations

Policy considerations for the development of Comprehensive Multimodal Corridor Plans are the overarching goals used to refine project scope and define the priority transportation solutions for each corridor. Per transportation corridor planning guidelines established by the California Transportation Commission, Federal Transit Administration, and Federal Highway Administration, policy considerations include:

1. Public safety and security
2. Preserve existing transportation infrastructure
3. Multimodal focus
4. Economic development and goods movement
5. System operations and congestion relief
6. Low-income and disadvantaged community focus
7. Reduce greenhouse gas emissions and Vehicle Miles Traveled
8. Improve air quality and public health
9. Active transportation and micromobility
10. Prevent residential and small business displacement
11. Increase supply of affordable housing
12. Improve jobs/housing balance
FY 2020 Independent Taxpayer Oversight Committee Annual Report

Overview
The TransNet Independent Taxpayer Oversight Committee (ITOC) was established to provide an enhanced level of accountability for expenditures made under the TransNet Extension Ordinance and Expenditure Plan. The role of the ITOC is to ensure that the voter-approved mandates contained in the TransNet Extension Ordinance are carried out, and to recommend continuous improvements and enhancements to the financial integrity and performance of the TransNet Program.

Key Considerations
The ITOC provides an annual report to the public and Board of Directors on the TransNet Program. The 2020 ITOC Annual Report (Attachment 1) highlights the progress made during July 1, 2019, to June 30, 2020, and summarizes key ITOC activities in support of the TransNet Program.

Next Steps
The 2020 ITOC Annual Report will be shared with the public and other stakeholders via news release, social media, and the SANDAG Region newsletter, among other communications channels.

Hasan Ikhrata, Executive Director
Key Staff Contact: Julie Barajas, (619) 595-5386, julie.barajas@sandag.org
Attachment: 1. Final ITOC 2020 Annual Report

Action: Information
In accordance with the TransNet Extension Ordinance, the 2020 Independent Taxpayer Oversight Committee Annual Report, which includes the results of the annual FY 2019 TransNet Fiscal and Compliance Audit, will be presented by ITOC Vice Chair Michael Kenney.

Fiscal Impact:
Efforts to develop the 2020 Independent Taxpayer Oversight Committee Annual Report were funded through Overall Work Program Project Nos. 1500100 and 1500200 in the FY 2020 Program Budget.

Schedule/Scope Impact:
Consistent with TransNet Extension Ordinance and upon completion by the ITOC, the annual report will be presented to the Board of Directors and public.
It is the mission of the Independent Taxpayer Oversight Committee, or ITOC, to provide the public with an extra level of accountability for how taxpayer funds raised by TransNet are spent; to help ensure that all mandates under the Ordinance are carried out; and to develop recommendations for improvements to the program’s financial integrity and performance. The ITOC is the taxpayer’s advocate when it comes to the TransNet enterprise. Perhaps the most significant tool the ITOC has to measure its progress—and advance accountability to the public—is the Triennial Performance Audit. We call it the TPA. We begin this year’s Annual Report by detailing the scope of our next TPA in 2021—the fifth TPA that the ITOC, along with an independent auditor, has performed. You’ll see an overview and other basic details, as well as a detailed but easy-to-read review of what the TPA will actually examine—task by task. We wrap things up with a few more important points. We think this will give people a clear understanding of what they can expect from our next Triennial Performance Audit.

Immediately following this, on page 7, is a two-page progress report on recommendations developed as part of our fourth TPA, completed in 2018.

Our Annual Report also includes a “Special Note,” on page 2, which discusses SANDAG’s new vision for transportation in our region, ongoing TransNet work as SANDAG develops its 2021 Regional Plan, and a budget amendment approved by the SANDAG Board of Directors last fall that will inject hundreds of millions of dollars—including TransNet tax proceeds—into transportation projects over the next five years. In this Annual Report you’ll also find: a review of our annual fiscal and compliance audit, funding highlights for the TransNet program, updates on numerous TransNet-funded projects around the region, and a list of activities and accomplishments over the past year.

As this Annual Report is being published, the coronavirus pandemic is severely impacting the regional economy, and the full repercussions on TransNet revenues are still unknown. They will depend on how long people remain under social isolation, the depth of the impending recession, and how fast the economy recovers. The economic sectors being hit hardest in our region include tourism, retail, restaurants, real estate, entertainment, and personal services such as hair and nail salons—and collectively these sectors represent about 34 percent of all employment in the region.

As we face these challenges and pursue our ongoing goals, I thank you for your interest and participation in this important ongoing effort to make our region a better place to live—for all of us and all those who will come after us. To learn more about what the ITOC does and how you can get involved, visit sandag.org/itoc.

Kai Ramer, ITOC Chair
ITOC and Its Mission

The TransNet Ordinance and Expenditure Plan was originally approved by San Diego County voters for 20 years, from 1988 to 2008. In November 2004, voters approved an extension of TransNet to 2048.

Revenue from the half-cent sales tax is leveraged with funds from federal, state, and other local sources along with borrowings against future revenue. Together, these resources pay for highway, transit, and bike/pedestrian improvements, as well as smart growth and environmental conservation across our region.

The TransNet Extension Ordinance and Expenditure Plan, passed in November 2004, required the formation of an Independent Taxpayer Oversight Committee (ITOC). The ITOC is composed of volunteer citizens who focus on three primary functions:

- Providing an enhanced level of accountability for the expenditure of funds under the Plan;
- Helping to ensure that all Ordinance mandates are carried out as required; and
- Developing recommendations for improving the financial integrity and performance of the program.

Advancing To 2021 & Beyond – A Special Note

When it comes to transportation, our region is on the cusp of transformational change. That word—transformational—is often overused. But it’s hard to overstate just how bold the vision is for the San Diego region. The San Diego Association of Governments (SANDAG) is developing that vision as the agency advances toward a new Regional Plan in 2021. The Regional Plan, still in development, will be guided by five initiatives that SANDAG has called “5 Big Moves.” These 5 Big Moves are essentially strategies for completely re-thinking how we get around in our region. “Complete Corridors” integrate multiple modes of travel along our busiest travel routes, making them more efficient and more sustainable as the region grows. “Transit Leap” creates a complete network of high-speed, high-capacity, and high-frequency transit that connects residential areas with employment centers and local attractions—making public transit not only a real option for many people but a preferred one. “Mobility Hubs” are built as places of connectivity, situated close to where people live and work, where different travel options—including walking, biking, transit, and shared mobility—come together. “Flexible Fleets” builds on the popularity of shared mobility services, offering people shared vehicles of all types. “Next OS” is the brain of the entire transportation system, efficiently connecting people with the modes of transportation they need throughout their day.

The TransNet projects in progress and planned for the future are closely aligned with this emerging vision of mobility in our region. The Mid-Coast Trolley project, improvements farther north along I-5 in Encinitas, a vast network of bikeways throughout the region, and a historic new port of entry are among the most visible first steps toward realizing this new vision. Other TransNet projects will also help our region achieve the goals that will be set out in the 2021 Regional Plan—including increasing mobility for more people while also decreasing the number of people who choose to drive alone, and reducing greenhouse gas emissions throughout the region.

In October 2019, the SANDAG board took a big step toward advancing 30 projects spread throughout the region along 12 corridors when it approved a budget amendment that will add $593.4 million to help pay for those projects over the next five years. The increase is expected to come in part from federal and state government funds, as well as other local formula funds. About $130 million is anticipated from TransNet’s half-cent sales tax revenues. The adopted budget amendment earmarks about $460 million for TransNet projects—even though $330 million will be from non-TransNet sources. Among the TransNet projects expected to benefit from the budget amendment are the Central Mobility Hub providing new connections to San Diego International Airport and other regional destinations; new Carpool Lanes on I-5 in coastal North County; improvements along I-15 for high-speed transit; planning, design, and engineering work for high-speed transit along SR 52, SR 67, Rural SR 76, and Rural SR 78; and sound wall mitigation work along I-805 south between SR 54 and Palomar Street.

At the time this Annual Report was published, it is clear that the coronavirus pandemic has severely impacted the regional economy, and there will be direct consequences for TransNet revenues. While it is hard to predict what the future holds, it is clear that numerous economic sectors that the TransNet program relies on, including tourism and hospitality, are experiencing unprecedented hardships.

The TransNet enterprise will nevertheless continue striving to help our region achieve its goals for increased mobility and sustainable growth. There are nearly three decades remaining in the TransNet Extension Ordinance and Expenditure Plan, and as we wrote in this space last year, there is a still a lot to plan for and a lot to build.

TransNet can be proud of how far it’s come. The ITOC looks forward to working with SANDAG to achieve a shared vision for the region’s future.
The Big Picture

In FY 2021, which begins on July 1, the ITOC will conduct its fifth Triennial Performance Audit (TPA). Mandated by the TransNet Extension Ordinance, the TPA helps ensure that all voter mandates are carried out, and it develops recommendations to improve the program’s financial integrity and performance.

The TPA evaluates the performance of SANDAG and other agencies involved in implementing TransNet-funded projects and programs. These agencies include Caltrans, San Diego Metropolitan Transit System (MTS), North County Transit District (NCTD), and a representative sample of consultants used by these transportation agencies. The TPA also examines the performance of the ITOC, the County of San Diego, the City of San Diego, and, as needed, a representative sample of the other 17 cities of the San Diego region and key stakeholder groups. Interviews may be conducted with third parties, including subject matter experts, peers from similar agencies, and members of citizen advisory groups, to provide further insights into best practices.

The TPA reviews project delivery, cost control, schedule adherence, and related activities. It considers changes to contracting, construction, permitting, and related processes that could improve the efficiency and effectiveness of TransNet spending.

What are the audit’s objectives?

- Assess the performance of TransNet recipients on the efficient delivery of TransNet projects and programs.
- Assess the efficiency and effectiveness of TransNet revenue expenditures.
- Identify any potential barriers to success and opportunities for process improvements.
- Assess the performance of the ITOC.

What does the TPA do?

Make recommendations for improving the efficiency and effectiveness of expenditures under the TransNet Extension Ordinance.

What time period will the audit review?

The three-year period between July 1, 2017 and June 30, 2020

When will the fifth TPA be completed?

June 30, 2021

Pedestrian and bikeway enhancements highlight recent changes around Chesterfield Drive in Cardiff. These improvements were among many over the past year in the North Coast Corridor and GO by BIKE programs.
The FY 2021 TPA will focus on ten areas, or tasks...

Task 1
Project Delivery
Evaluate the effectiveness and efficiency in developing and implementing the projects and programs described in the TransNet Extension Ordinance.

Task 2
Program Management
Update prior reviews of SANDAG’s TransNet program management practices; evaluate whether sufficient systems are in place to monitor, assess, control, and report on progress; and recommend any new, state-of-the-art approaches to program management that SANDAG should consider.

Task 3
Compliance
Update prior TPA reviews of SANDAG’s approach to ensuring compliance with the Ordinance.

Task 4
Fiscal Responsibility
Update prior TPA reviews of SANDAG’s fiscal responsibility relating to the TransNet program.

Task 5
Transparency and Accountability
Update prior TPA reviews of SANDAG’s transparency and accountability in relation to the TransNet program, and recommend any additional “best practices” for transparency and accountability that SANDAG should consider adopting.

The Sweetwater Bridge along I-805 between National City and Chula Vista is being widened to increase existing shoulder and lane widths. Work began in 2019 and is scheduled for completion in 2022.
The FY 2021 TPA will focus on ten areas, or tasks... (Continued)

**Task 6**  
**Follow-up**

Review progress made on implementing recommendations from the fourth TPA. Include updated target completion dates for open items, along with explanations for and assessments of the reasonableness of any delays. Assess compliance with the Plan of Excellence.

**Task 7**  
**Impact of Implementation of AB 805**

Assess whether there have been, or may be, any unintended consequences of the change in the SANDAG Board governance structure.

**Task 8**  
**In-Depth Review of Safety**

Review remediation efforts in response to the negative trend in bicycle/pedestrian safety statistics reported in the fourth TPA. Assess system capacity for emergency evacuations – particularly in inland areas of the region vulnerable to wildfires.

**Task 9**  
**Deep Dive Into the TransNet Regional Bikeway Early Action Program**

Review progress to date, and assess the causes of delays.

**Task 10**  
**Review of the ITOC**

Review and assess the changes in term-length which have been implemented. Review the professional skills requirements, and compare with other relevant ITOCs.

The LOSSAN rail corridor is the second busiest intercity rail corridor in the nation supporting commuter, intercity, and freight rail services. During the next 20 years, SANDAG plans to construct nearly $1 billion in improvements in the San Diego segment, including a primary effort to double track the corridor from Orange County to Downtown San Diego.

A bike rider shares a San Diego city crosswalk with a pedestrian and her canine friend. Expanding active transportation is a major goal of the TransNet program.
Scope of Work for the 2021 Triennial Performance Audit

What will the completed audit deliver?

1. Entrance and exit meetings
2. Listing of interviewees, schedule, and summaries of interviews and site visits
3. Proposed Work Plan, including proposed audit methodology
4. Memorandums summarizing items reviewed and key issues identified
5. Draft and final reports in accordance with TransNet Extension Ordinance requirements
6. Draft and final presentations at Board, Policy Advisory, and/or ITOC meetings, as necessary
7. Memorandum outlining recommendations for potential analysis as part of future performance audits

What will not be reviewed by the audit?

The scope of work for the last four TPAs was broad, and resulted in a sweeping look at all TransNet areas. In contrast, the FY 2021 TPA will offer a more narrowly focused review of fewer areas. This will allow a more in-depth analysis of areas that the ITOC wants the performance auditor to review. The ITOC will work closely with its auditor to ensure that minimal reviews will be conducted of areas that have been extensively reviewed in the past and were found to be successfully functioning.

Points of contact for the audit and coordinating the effort

- Each agency reviewed will have a point of contact.
- Consistent with policy set by the SANDAG Board of Directors, it will be a goal not to duplicate efforts between any audits undertaken by the agency’s Office of the Independent Performance Auditor (OIPA), and the Triennial Performance Audit undertaken by the ITOC.

The fifth TPA, the upcoming Regional Plan, and future audits

The ITOC acknowledges that SANDAG is currently in a state of great change: the agency has a new Executive Director, it is restructuring its organization, and it is developing a bold new transportation vision for the 2021 Regional Plan, scheduled for adoption in the fall of 2021. This new Regional Plan will influence the implementation of many recommendations from the most recent TPA. Therefore, while the ITOC auditing firm would review progress related to former audit recommendations, a more in-depth review of certain recommendations from the fourth audit will be the focus of future audits -- and not the FY 2021 audit.

Feedback or suggestions?

Contact the ITOC at ITOC@sandag.org
Background

The Independent Taxpayer Oversight Committee (ITOC) provides an increased level of accountability for expenditures made under the TransNet Extension Ordinance. In addition to conducting independent annual fiscal and compliance audits, the ITOC also conducts triennial performance audits of SANDAG and partner agencies involved in the implementation of TransNet-funded projects and programs to provide recommendations for improvement. The most recent Triennial Performance Audit\(^1\) and recommendations\(^2\) were conducted in FY 2018, and the next performance audit is scheduled for FY 2021.

Implementation Status

<table>
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<tr>
<th>Implemented</th>
<th>In progress</th>
<th>Upcoming</th>
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TransNet Financing

To support the TransNet capital improvement program, SANDAG regularly adopts a Plan of Finance (POF)—a continually updated document focused primarily on the next five to seven years.

- Ensure the Plan of Excellence and its seven-point modeling plan are implemented
- Enhance the POF process and information provided to decision-makers by:
  - Leveraging historical data and previous POFs
  - Developing a process or policy for more frequent reporting
  - Continuing efforts to increase the transparency of sales tax revenue forecasts
- Monitor TransNet revenues and debt service obligations against needed growth projections
- Identify methods to assess options, if needed, to delay, eliminate, or reduce scope of projects
- Monitor and report on the impacts of changing transportation technologies on the transportation network and future TransNet projects
- Establish a formal structured protocol to review funding sources and uses occurring in the last 10 to 20 years of the TransNet Extension Program
- Monitor the TransNet Transit Operations Plan by comparing actual TransNet revenues and operating costs against the TransNet Transit Operations Plan projections

Performance Framework

To measure outcomes, a structured performance framework will be put in place by implementing the following.

- Establish a comprehensive performance framework by:
  - Setting targets to measure TransNet performance against TransNet Extension Ordinance goals
  - Capturing performance outcome data related to safety metrics, pavement condition, and bridge condition for highways, local roadways, and bike and pedestrian modes
  - Conducting more robust analysis of cause and effect for all performance metrics
  - Providing regular performance-monitoring reports that consider past performance in relation to TransNet goals through quarterly updates
  - Considering allocating funding for additional performance-monitoring activities
- Explore and study public–private partnerships to integrate and summarize performance results
- Enhance the Story Map tool and TransNet project status listing or develop a different tool to capture project output details

Major Corridor Capital Construction

A key goal of the TransNet major capital corridor construction program is to relieve congestion on the region’s freeways by increasing capacity and improving safety for vehicular travel.

- Update and refine the project listing started in the 10-Year Look-Back Review to ensure all major corridor projects are tracked back to those in the TransNet Extension Ordinance
- Begin gathering data on whether the Construction Manager/General Contractor method is delivering on expectations for cost savings, efficiencies, better quality, or collaboration to solve problems:
  - Compare the proposed SANDAG metrics for assessing Mid-Coast Corridor project performance to the performance metrics and practices used by Caltrans
  - Address recent survey comments related to possible schedule impacts from project activities in addition to the perceived higher value of change orders
- Gather and store documents to support “benefit” statistics tracked for the North Coast Corridor and the Mid-Coast Corridor

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\(^1\) The 2018 Triennial Performance Audit
\(^2\) Update on Implementation of Recommendations as of March 2020, Item 10, attachment 1
Local Streets and Roads

Measure road pavement condition, expand and include performance measurement of outcome data, and reevaluate 70/30 split for congestion relief, maintenance requirements, and bicycle and pedestrian accommodations.

- Revisit the TransNet Extension Ordinance congestion-relief and maintenance split to be more relevant with local needs
- Continue to monitor compliance with SANDAG Board Policy No. 031, Rule 21, by:
  - Following up on the results from the Board Policy No. 031, Rule 21 evaluation conducted by SANDAG in 2014
  - Use results from Board Policy No. 031, Rule 21 review to make identified changes to the Ordinance definitions and follow up on areas of noncompliance noted during the review
  - Work with locals to determine a method to demonstrate compliance with Board Policy No. 031, Rule 21
  - Amend or establish a SANDAG Board Policy to require local jurisdictions to track and report on the number of bike and pedestrian facilities implemented using TransNet funds
  - Conducting another review of local projects and considering whether any adjustments are warranted in light of the SANDAG Complete Streets Policy

Transit Services

SANDAG is the primary entity responsible for the TransNet Program; other entities cooperatively share responsibilities for managing and implementing projects and programs funded through TransNet.

- Work together with the region’s transit operators to analyze options offsetting the impact that subsidy disparities have on available funds for expanding transit services
- Continue to analyze major transit commute routes and services and report that commute times have improved or need improvement
- Regularly track and report on TransNet goals to increase services to seniors and persons with disabilities
- Collaborate with the operators to revisit the operating cost ceiling tied to changes in the Consumer Price Index

Bike and Pedestrian Modes of Transportation

Expand the bike network countywide and finish high-priority projects within a decade. This initiative involves approximately 40 projects totaling 77 miles of new bikeways.

- Improve project-management practices and project delivery for the Bike Early Action Program projects by:
  - Finalizing and implementing the in-progress Regional Bikeway Program Management Plan
  - Using Dashboard data that tracks cause of delay to summarize lessons learned, identify and mitigate future preventable occurrences, and improve scheduled delivery of the remaining project
- Continue efforts to establish baseline data for bike and pedestrian volume to identify trends and set targets

Environmental Mitigation Program

Advance project mitigation packages to facilitate and expedite Early Action Program project delivery. Make stronger efforts to communicate performance toward environmental goals.

- Establish a new Memorandum of Agreement with Caltrans, the California Department of Fish and Game, and the U.S. Fish and Wildlife Service
- Enhance the financing and use of TransNet funding for the Environmental Mitigation Program:
  - Review and update Environmental Mitigation Program (EMP) cost estimates
  - Consider the most efficient use of available funding and possible adjustments (completed)
  - Revisit the established economic benefit methodology to ensure calculation accuracy (completed)
- Make changes, as appropriate, to marketing efforts for the local streets and road mitigation bank
- Measure progress in meeting specific and detailed EMP goals, objectives, and action items

Information and Transparency

Increase visibility of the TransNet Program and its contribution to the region.

- Modify staff reports for SANDAG Board and other oversight committees
- Ensure that data on completed projects is maintained in the Dashboard
- Regularly report on implementation of TransNet Extension Ordinance goal
- Better link TransNet funding to project and program activities for general public awareness by:
  - More prominently featuring the TransNet logo on websites as well as other media
  - Revamping the SANDAG website to capture documents pertinent to TransNet
Fiscal and Compliance Audit Highlights – FY 2019

The TransNet Extension Ordinance requires recipients of TransNet funds to undergo an independent annual fiscal and compliance audit. These audits are in the form of agreed-upon procedures (AUP), and include certain requirements of the Ordinance, SANDAG Board Policy, and requests of the ITOC. The ITOC is responsible for issuing an annual audit statement for each jurisdiction's compliance with these requirements. The Summary of Results and AUP reports for the year ended June 30, 2019, are available on the SANDAG website at sandag.org/itoc. FY 2019 was the eleventh year that an audit of the recipient agencies was required under the Ordinance. Recipient agencies were generally in compliance with the major TransNet provisions with a few exceptions.

The audit noted the following key results:

- Revenues for each recipient agency were recorded, and expenditures reported by all recipient agencies were allowable in accordance with the TransNet Ordinance, TransNet Extension Ordinance, and SANDAG Board Policy No. 031.

- All local street and road recipient agencies met their Maintenance of Effort (MOE) requirement, ensuring that TransNet revenues were used to augment and not supplant local revenues.

- All reporting agencies, except the City of Imperial Beach and the City of Poway, were in compliance with Board Policy No. 031, Rule #17, Section IV, requiring TransNet recipient agencies to maintain a fund balance that does not exceed 30 percent of its annual apportionment. Local Street and Road funds will be withheld from the City of Imperial Beach and the City of Poway, until the Director of Finance certifies that the cities are compliant.

- SANDAG appropriately allocated TransNet revenues – at least 70 percent for congestion relief purposes and up to 30 percent for maintenance purposes – in accordance with the Ordinance.

- Revenues collected by each city and the County of San Diego under the Regional Transportation Congestion Improvement Program were compliant with the TransNet Extension Ordinance and Board Policy No. 31, except for the Cities of Lemon Grove, City of Coronado and National City. These cities are in the process of collecting the shortfall.

- The North County Transit District (NCTD) and the Metropolitan Transit System (MTS) met their operator eligibility requirements for bus services. NCTD was not in compliance with the rail operator portion of the eligibility requirements. However, at the time of this report the SANDAG Board of Directors approved an adjustment to NCTD’s annual calculation for operator rail eligibility requirements, as allowed by the Ordinance, thereby rendering the agency compliant.

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1 FY 2019 Annual Fiscal and Compliance Audit
TransNet Dollars, Compared with Other Sources

The 2018 Regional Transportation Improvement Program (RTIP) is a multi-billion dollar program of projects planned by SANDAG and jurisdictions throughout the county between FY 2019 and FY 2023. The RTIP relies on several sources of funding, which include TransNet funds and contributions from the federal government, the State of California, and other local sources. The ITOC reviews projects proposed for funding with TransNet funds as part of its review of the RTIP.

Local sales tax dollars raised by TransNet represent a relatively stable source of funding. However, when compared with the total number of dollars contributed by federal, state, and other funding sources, TransNet represents only about 30 percent of the approximately $8 billion projected between FY 2019 and FY 2023.

Source: 2018 Regional Transportation Improvement Program

TransNet Focuses Resources on Improving Major Corridors and Local Street Improvements

TransNet funding between FY 2019 and FY 2023 is expected to improve the quality of life for people in the region as the program focuses funding on major corridors where many people travel to and from work, and local streets and roads where people live, shop, and go to school. Between FY 2019 and FY 2023, more than $1.1 billion is earmarked for improving major corridors in the region such as I-5, I-15, and SR 78, while nearly $521 million is planned for local street improvements. Meanwhile, more than $244 million is planned for improving the regional transit system; more than $120 million will go to Bus Rapid Transit and rail service; and nearly $132 million is budgeted for bicycle, pedestrian, and neighborhood safety improvements. Almost $229 million is earmarked for the region’s environmental mitigation program.

Source: 2018 Regional Transportation Improvement Program

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<tr>
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<td>TransNet – MC, $1,127,154</td>
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<td>TransNet – LSI, $521,314</td>
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<th>TransNet and Other Funds ($000)– $8 Billion FY 2019–FY 2023</th>
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<tr>
<td>TransNet $2,428,017 30%</td>
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<tr>
<td>Federal $2,725,622 34%</td>
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<tr>
<td>State $1,771,580 22%</td>
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<tr>
<td>Local/Private $1,183,718 14%</td>
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ADA – Americans with Disabilities Act
BPNS – Bicycle, Pedestrian and Neighborhood Safety
BRT – Bus Rapid Transit
CP – Commercial Paper
LSI – Local Street Improvements
MC – Major Corridor
REMP – Regional Environmental Mitigation Program
SGIP – Smart Growth Incentive Program
SS – Senior Services
TSI – Transit System Improvement
In FY 2020, the TransNet Extension Program saw major projects advance throughout the region. We highlight some of them here, and also offer snapshots of progress for numerous other transportation capital projects.

**Mid-Coast Trolley Extension**

When completed in late 2021, the Mid-Coast Trolley project will extend the UC San Diego Blue Line Trolley 11 miles north along Interstate 5, from Downtown San Diego to UC San Diego and the university community. Also serving Mission Bay Park and the VA Medical Center, the $2.1 billion project will feature nine new stations. It is projected to attract 21,000 new daily transit riders. Just over half the cost of the project is being funded by TransNet, the regional half-cent sales tax for transportation. The remainder is being funded by the federal government.

In FY 2020 the project continued to reshape landscapes along I-5. The Trolley bridge now spans I-5 south of Nobel Drive, one of two locations where the Trolley will travel over the freeway. Additionally, all major concrete pours were completed to form the full length of elevated guideway, and the temporary support structures known as falsework have been removed throughout the entirety of the project. Among the many activities underway, construction began in January 2020 on the Nobel Drive Trolley Station parking structure, construction of the Trolley underpass at La Jolla Colony Drive is anticipated to be complete in May 2020, construction of the Trolley stations continues to progress, and underground communication and electrical systems work continues within the railroad right-of-way between Old Town and Downtown San Diego.

The Mid-Coast Trolley Extension winds past the VA Medical Center and through the UC San Diego campus (right and bottom) as it crosses I-5 and heads east toward the university community.

The Mid-Coast Trolley Extension project is the third “lockbox” project of three that will soon be completed – fulfilling a key promise to voters to give priority to all uncompleted projects under the original TransNet Ordinance and Expenditure Plan.
TransNet Progress Highlights

North Coast Corridor Program

The $6 billion North Coast Corridor Program includes highway, rail, environmental, and coastal access improvements along the 27-mile I-5 corridor connecting Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar, and North San Diego.

In FY 2020, progress included ongoing work on a new highway bridge over the San Elijo Lagoon, bike and pedestrian facilities at the Encinitas Boulevard and Santa Fe Drive/I-5 undercrossings, and carpool lanes from Manchester Avenue to Palomar Airport Road. In March 2020, crews began the demolishing and dismantling the original I-5 highway bridge over San Elijo Lagoon and Manchester Avenue. Construction of four new Express Lanes along I-5 (two in each direction) also progressed, and work on sound walls will continue to late 2021.

Other work completed over the past year included a new double-tracked rail bridge over the San Elijo Lagoon and 1.5- miles of new double-tracked railroad, which enables service from Cardiff-by-the-Sea to northern Solana Beach.

Interstate 5 traffic in Encinitas is diverted in the spring of 2020 as crews work to demolish the old bridge over San Elijo Lagoon.
Regional Bikeway Program

Pictured clockwise, from the upper right, are a bicyclist riding on Meade Avenue in San Diego; a traffic circle under construction at Meade Avenue and Alabama Street; bike riders making their way across an intersection in the North Park neighborhood of San Diego; and construction underway along the Inland Rail Trail in San Marcos in North County.

The Regional Bikeway Program, launched in September 2013, will add 69 new miles of bikeways across the region by the end of FY 2026. As of June 30, 2020, 8.8 miles of bikeways had been completed regionwide including 4.6 miles along the Bayshore Bikeway around San Diego Bay, one mile of the Inland Rail Trail in San Marcos (pictured above), 0.4 miles along the Coastal Rail Trail in Oceanside and 1.3 miles in Encinitas, one mile along the SR 15 Commuter Bikeway, and 0.5 miles of the Sweetwater Bikeway. At the end of FY 2020, 5.8 miles of bikeway projects were in the preliminary engineering phase awaiting environmental clearance, 38.3 miles were in the final design stage, 16.1 miles were under construction, and 8.8 miles were open to the public.

At the close of FY 2019, total bikeway funding was $236.7 million. Of this amount, TransNet funds accounted for $144.9 million (61%), which helped leverage $91.8 million from federal, state, and other local sources.
Otay Mesa East Port of Entry

Caltrans and SANDAG crews install piles just south of Otay Mesa Road to support the new SR 11 connector ramp to SR 125.

Work continued over the past year on the roads leading to the future Otay Mesa East Port of Entry (POE). Planned for decades and scheduled to open in 2023/2024, the new POE will dramatically reduce wait times at border crossings across the San Diego-Baja California binational region. The result will be billions of more dollars in economic output annually, significantly improved air quality and reduced greenhouse gas emissions, and a higher quality of life on both sides of the border.

The SR 11/Otay Mesa East Port of Entry Project is a joint venture between Caltrans and SANDAG, in collaboration with state and federal partners in the U.S and Mexico.

In July 2019, construction began on the final segment of the future toll road, SR 11, as well as the SR 11/905/125 southbound connectors. Construction of these segments is scheduled to be completed by late 2021. Also in 2019, all right-of-way for SR 11 and the new port of entry were secured. In 2021, the design and construction of the new Otay Mesa East POE is scheduled to begin. To date, the project has secured $482 million in local, state, and federal funding – including more than $11 million in TransNet funds.
Numerous transportation projects funded at least in part with TransNet dollars saw progress over the past year. This page profiles some of them.

**Interstate 805 South**

The Interstate 805 South Corridor Enhancement Projects span more than three miles along I-805 from just north of East Naples Street in Chula Vista to SR 54 in National City. Totaling $42 million, they include a series of new sound walls to mitigate freeway noise and the widening of the Sweetwater River Bridge to increase shoulder and lane widths. The construction of sound walls began in the summer of 2018 and is scheduled to conclude in summer 2020. Safety improvements to Sweetwater River Bridge began in the spring of 2019 and are scheduled to be completed in 2022.

**San Diego River Double Track**

In February 2020, a second bridge over the San Diego River opened to rail traffic – allowing passenger and freight trains to travel continuously in each direction along a seven-mile stretch from Garnet Avenue/Balboa Avenue to the Santa Fe Depot in Downtown San Diego. This marked a significant milestone in the effort to double track the entire Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor, and the completion of double tracking at the corridor’s southern end.

**EMP Grants**

Projects under SANDAG’s Environmental Mitigation Program (EMP) are ongoing. To conserve habitat across the region, work has progressed on 25 land management grants. Scientific work, for example, has included tracking golden eagles to study the impact of land use changes. Meanwhile, the restoration of San Elijo Lagoon (pictured above), which serves as biological mitigation for the I-5 North Coast Corridor, is expected to be completed in the summer of 2020.

**Poinsettia Station**

This past year saw the completion of the $33.7 million Poinsettia Station Improvements project. New shelter enhancements, a pedestrian undercrossing, lengthened passenger platforms, fencing between tracks for added safety, and better customer amenities are now in place. The project has improved regional train service, traveler times, and customer safety.
The ITOC conducted, reviewed, and provided recommendations on many key TransNet-supported programs during the 2020 fiscal year.

These included:

- San Diego Forward: The Regional Plan
- Airport Connectivity Project
- Quarterly Progress Report on TransNet Major Corridors and Regional Bikeway Program Projects
- TransNet Senior Mini-Grant Program, Smart Growth Incentive Program, Active Transportation Grant Program, and Environmental Mitigation Program Quarterly Status Updates
- State of the Commute Report
- TransNet Environmental Mitigation Program: FY 2020 annual funding for Regional Land Management and Monitoring
- FY 2019 TransNet Local Street and Road Program Annual Status Report
- Regional Bikeway Program Update
- TransNet Major Corridors Program Update
- FY 2020 Program Budget Amendment: Capital Improvement Program
- Proposed FY 2020 Program Budget Amendment: GObyBIKE San Diego: Construction Outreach Program
- Specialized Transportation Strategic Plan and Grant Program Cycle 11 Criteria
- Regional Transportation Improvement Program and Impact Of The Safer Affordable Fuel- Efficient (SAFE) Vehicles Rule On The 2020 RTIP
- Implementation of FY 2018 TransNet Triennial Performance Audit Recommendations
- North Coast Corridor and Mid-Coast Corridor Transit Project updates
- TransNet Local Street and Road Program Annual Status, including: City of San Diego Transportation Capital Improvement Program
- TransNet Program Update
- TransNet Regional Transportation Congestion Improvement Program
- City of San Diego TransNet Program and Transportation Capital Improvement Program Update
- TransNet Proposed 2019 Bond Issuance: Refunding of Existing Debt and New Debt For TransNet Regional Bikeway Early Action Program; Grants Anticipation Notes Issuance; and Quarterly Overview of Developments in the Financial Markets; Quarterly TransNet Financial Reports and Other Financial Data
- Memorandum of Agreement with City of Imperial Beach: TransNet Debt Financing Program
- FY 2021 to FY 2025 TransNet Program Revenue Estimates
- FY 2019 TransNet Fiscal and Compliance Audit and Transit Operator Funding Eligibility Request
Since the start of the TransNet Extension Ordinance in 2008, more than 61 percent of major corridor projects have been either completed or are in-process -- a significant accomplishment 12 years into the 40-year program. Completed projects include the modernization of the Blue and Orange Trolley lines, construction of the I-15 Express Lanes; the widening of SR 76; I-15, Mid-City, and South Bay Rapid Transit projects, and others. For specific information on the status of projects under the TransNet program, readers can go to the following sources online:

- FY 2018 TransNet Triennial Performance Audit (FY 2018 TPA). Appendix A details the status of numerous projects: TransNet Project Status
- A status of all TransNet Major Corridor projects can be found on the TransNet Dashboard at transnettrip.com.

KeepSanDiegoMoving.com
Offers real time information about TransNet projects, including a Dashboard that shows budgets and schedules.

sandag.org/TransNet
Contains key documents related to the TransNet Extension Ordinance.

Meetings
ITOC meets on a regular basis, usually the second Wednesday of the month at 9:30 a.m. at SANDAG offices 401 B Street, Suite 800, San Diego, CA 92101. A list of past and upcoming agendas for all ITOC meetings can be found at sandag.org/itoc.

Questions?
The ITOC encourages your feedback on this report and other TransNet-related matters. Inquiries can be directed to itoc@sandag.org. Individuals interested in serving on the committee, as vacancies occur, are encouraged to email itoc@sandag.org to be placed on the vacancy notification list.
Senate Bill 743 Implementation Panel Discussion

Overview

On July 1, 2020, provisions of Senate Bill 743 (SB 743) (Steinberg, 2013) went into effect that transform the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA). Specifically, SB 743 requires the Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to metrics that evaluate transportation impacts using automobile delay.

Traditionally, transportation impacts have been evaluated using a Level of Service (LOS) metric that measures automobile congestion with designations from A to F, with LOS “A” representing the best operating conditions and LOS “F” representing the worst. Under SB 743, automobile delay will no longer be considered a significant impact on the environment. Instead, OPR has implemented a shift toward a metric of vehicle mile traveled (VMT), which reflects the number and travel length of on-road automobiles and light truck travel.

The implementation of this shift will be addressed by a panel of professional practitioners. SANDAG staff will also provide an overview of resources available to member agencies and the public.

Further information on SB 743 can be found on OPR’s SB 743 website at opr.ca.gov/ceqa/updates/sb-743.

Key Considerations

The shift from LOS to VMT is intended to better implement state goals to “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code Section 21099(b)(1)).

Each local jurisdiction will have to determine how they wish to implement this change for land use and public work projects in their role as the CEQA lead agency.

Caltrans will implement this change for projects on the State Highway System.

SANDAG will implement this change both in the development of the Environmental Impact Report for the Regional Plan and Sustainable Communities Strategy, as well as the environmental review of Capital Improvement Projects.

Some key provisions related to SB 743 implementation include the following:

- Transportation impacts related to air quality, noise, and safety must still be analyzed under CEQA where appropriate.
- CEQA Guidelines have been revised to reflect that VMT is the most appropriate measure of transportation impacts.
- VMT metric will be applied to both land use and transportation projects.
- OPR’s Technical Advisory (2018) recommends that residential and office projects that are 15% below or lower than the average VMT may have a less than significant impact on transportation.
- Land use projects may be streamlined if they:
  - are proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor, or
• contain a high percentage of affordable housing

• A land use project’s aesthetic and parking impacts will no longer be considered significant impacts on the environment if the project is a residential, mixed-use residential, or employment center project, and the project is located on an infill site within a transit priority area.

• Transportation projects that would reduce VMT, such as pedestrian, bicycle, and transit projects, are presumed to have a less than significant impact.

• Transportation projects that would not likely cause a substantial or measurable increase in vehicle travel, such as repair, safety, traffic calming, and traffic control and signal optimization are also considered to result in less than significant impacts.

SANDAG is providing web-based mapping tools, technical resources, and data to assist the region with the implementation of SB 743.

In addition to OPR’s Technical Advisory for the implementation of SB 743, the Institute of Transportation Engineers (ITE) San Diego Chapter has developed regional guidelines to assist local jurisdictions.

Next Steps

SB 743 is one tool that is being used by the state to promote infill development and increased mobility choices to reduce VMT and the associated greenhouse gas. SB 743, as well as other state laws relating to reduction of greenhouse gas emissions (e.g., SB 375), is driving the need to transform the way people and goods move throughout the San Diego region by providing compelling alternatives to driving. As the region implements SB 743, SANDAG will continue to serve as a central point of discussion and collaboration through quarterly forums of the ITE and regular meetings with the region’s Planning and Public Works directors.

Hasan Ikhrata, Executive Director

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