



San Diego Region Conformity Working Group

Item: **5**

June 5, 2019

Action: **Discussion**

San Diego Forward: The 2021 Regional Plan

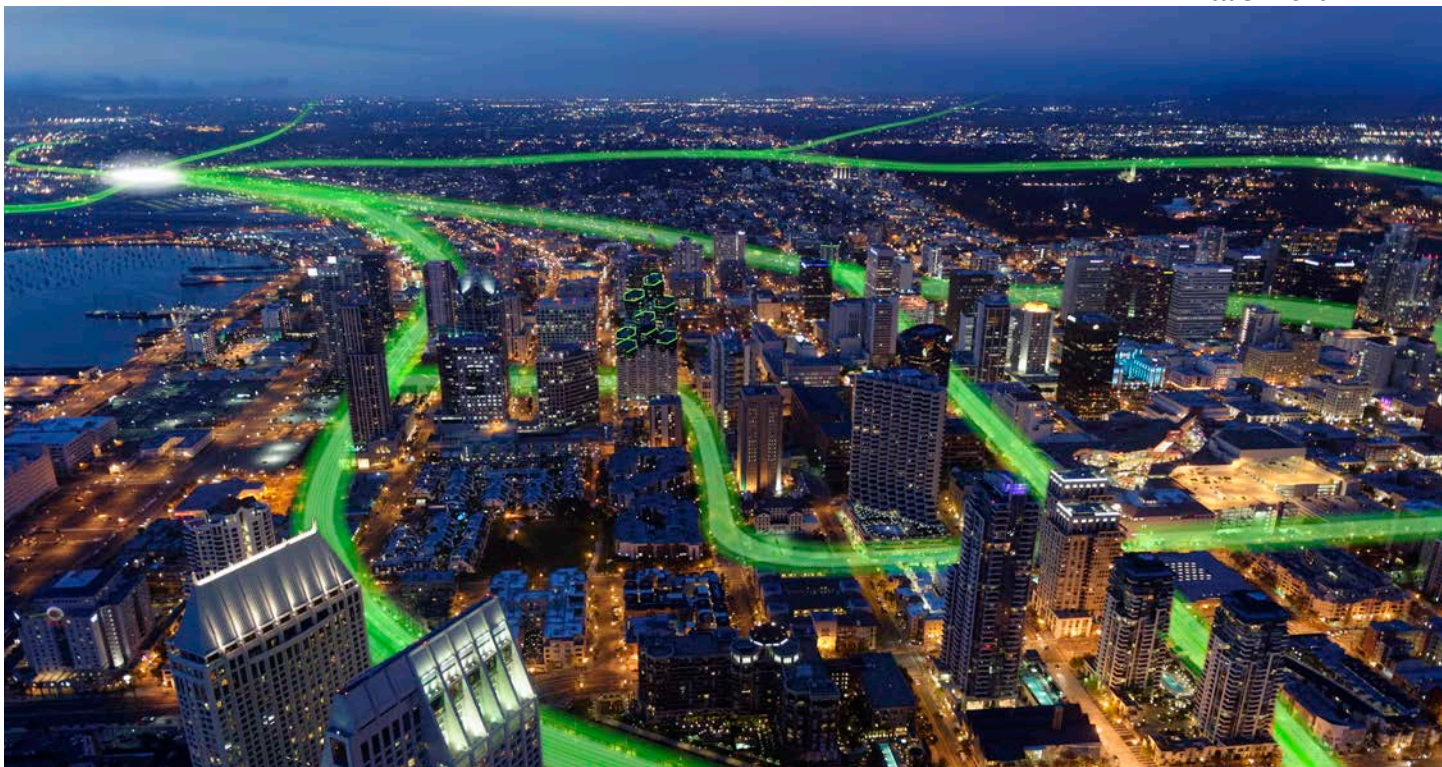
In February 2019, the SANDAG Board of Directors unanimously approved an action plan to develop a bigger and bolder transportation vision for San Diego Forward: The 2021 Regional Plan that will transform the way people and goods move throughout the San Diego region. As the first major step in this process, the key strategies, known as 5 Big Moves (Attachment 1), that will be used to identify transportation solutions for critical connections throughout the region will be presented.

The CWG is asked to discuss the conformity criteria and procedures for the 2021 Regional Plan and to provide input on the following:

- Revenue Constrained Financial Assumptions
- 2050 Regional Growth Forecast
- Travel Demand Model
- Latest Emission Model, Emissions Budget
- Transportation Control Measures
- Public Involvement and Outreach

Attachments:

1. 5 Big Moves Brochure
- 5A. Revenue Constrained Financial Assumptions
- 5B. 2050 Regional Growth Forecast
- 5F. Public Involvement and Outreach



A BOLD NEW TRANSPORTATION VISION

FOR THE SAN DIEGO REGION

Convenience, reliability, travel time, comfort, accessibility, and cost are major factors people consider when deciding how to get around our region.

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

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

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

- Create a compelling alternative to driving
- Connect communities to major destinations and jobs
- Meet or exceed local, regional, and state climate targets
- Support the wide range of travel needs for all San Diegans
- Support housing and job growth
- Stimulate our regional economy

**TRANSFORMING THE WAY
PEOPLE AND GOODS MOVE**

A BOLD NEW TRANSPORTATION VISION...IN 5 BIG MOVES

BUILDING A WORLD CLASS TRANSPORTATION SYSTEM FOR THE SAN DIEGO REGION

5 BIG MOVES

Transportation technology is evolving and changing how we travel daily. Embracing these innovations, the 5 Big Moves will enhance connectivity, increase sustainability, and improve quality of life. The 2021 Regional Plan will synchronize the 5 Big Moves to deliver a fully integrated, world class transportation system.

COMPLETE CORRIDORS



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

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

TRANSIT LEAP



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

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

MOBILITY HUBS



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

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

FLEXIBLE FLEETS



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

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

NEXT OS



The “brain” of the transportation system

An integrated platform that will make all of the strategies work together by connecting users, transportation service providers, and infrastructure to orchestrate more efficient movement of people and goods. This holistic approach enables real-time data exchange for seamless multimodal travel, more accessible and cost-effective travel with a single payment and ticket, and dynamic pricing and incentives to balance network performance. This regional system manages supply and demand, drives system-wide optimization, and facilitates increased use of existing transportation systems to achieve desired goals around climate, environment, safety, and mobility.



POTENTIAL CRITICAL CONNECTIONS

In 2018, thousands of San Diego County residents provided input on the development of the Regional Plan. This input, supported by data on where people live and work, helped to identify some initial key areas for transportation improvements. The 5 Big Moves will help make these critical connections throughout our region.



NEXT STEPS

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

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



SDForward.com

San Diego Forward: The 2021 Regional Plan – Draft Revenue Assumptions

Row #	Revenue Source	Description and Major Assumptions
	Local	
1	<i>TransNet</i>	Voter-approved half-cent sales tax for transportation. Approved through 2048. Assume voter approved extension beginning in 2049. Forecast derived from consensus of three nationally-recognized sales tax forecasts. The base year will reflect anticipated 2020 receipts and the applied growth rate for FY 2021 based on the consensus forecast.
2	<i>TransNet</i> (Bond and BAN Proceeds)	Bond and short-term borrowing proceeds to support the <i>TransNet</i> program. Based on financial analysis of program capacity over the life of <i>TransNet</i> (2048) and assumes ample coverage ratios through the life of the repayment period.
3	Transportation Development Act	Statewide one-quarter percent sales tax for transportation purposes. In San Diego, the TDA program is used exclusively for transit, non-motorized, and regional planning purposes. TDA funds may be used for transit operating or capital purposes but are not eligible for use on non-transit-related highway or local street and road improvements. This program also includes specific funding for bike and pedestrian projects, as well as for accessible service for the disabled. Growth assumed at same rate as <i>TransNet</i> since TDA also is sales tax-based.
4	Developer Impact Fees	The Regional Transportation Improvement Program (RTCIP), an element of the <i>TransNet</i> Extension Ordinance, requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction. <i>TransNet</i> requires SANDAG to adjust the minimum RTCIP fee amount on July 1 each year, based on an analysis of construction cost indices, but no less than 2 percent. The growth rate also is consistent with the SANDAG Housing Growth Forecast mode.
5	City/County Local Gas Taxes	Subventions local agencies receive directly from the state gas tax used for transportation-related purposes. Revenues based on SANDAG vehicle miles traveled (VMT) and Fuel Forecasts, as well as state excise tax and fuel tax swap legislation.
6	General Fund/Miscellaneous Local Road Funds	General fund revenues dedicated for transportation purposes. These revenues are based on information provided in the State Controller's annual reports for local street and road expenditures and revenues. The average amount of general fund contributions and other revenues (including fines, forfeitures, interest earnings, and other miscellaneous revenues sources) used for local street and road expenditures in recent years is assumed to continue.
7	Future Local Revenues for Transportation	Existing law (Senate Bill 1703) authorizes SANDAG to impose a transactions and use tax for transportation purposes. To remain conservative, the new revenues source is proposed to start following the 2024 presidential election. This Regional Plan assumes a measure starting in 2025. The growth rate is consistent with <i>TransNet</i> growth rate.

San Diego Forward: The 2021 Regional Plan – Draft Revenue Assumptions

Row #	Revenue Source	Description and Major Assumptions
8	MTS Local Revenues for Transportation	Existing law (Assembly Bill 805) authorizes MTS and NCTD to individually impose a specified transactions and use tax within their respective portions of the County of San Diego with revenues to be used for public transit purposes. MTS is currently exploring placing a half-cent sales tax measure on the 2020 presidential election ballot, if approved, revenues are expected to begin in 2021.
9	Toll Road Funding (Future I-5/I-15/SR11/125)	CURRENT TOLLS: This funding is derived from toll revenues and it is expected to be available for SR 125 operations and related projects. Amount included is net after debt service costs. FUTURE TOLLS: This funding is derived from debt financing backed by future toll revenues and it is expected to be available for major phases of toll road and port of entry (POE) construction projects for State Route 11 (SR 11), and for Interstate 5 (I-5) and I-15 north of SR 76. Amounts included cover costs to construct and operate toll roads.
10	Public Private Partnership/Transit Oriented Development (TOD)	These revenues are based on assumptions for revenues related to transit-oriented development on publicly owned properties, and additional private investment opportunities in transportation and joint-use facilities. The revenue estimates take into account large infrastructure improvements planned for the phase years which will drive private development opportunities. Private revenue is not assumed to start until FY 2028.
11	FasTrak Revenues	These revenues are based on actual total revenues on the I-15 corridor. The assumption includes a growth rate consistent with inflation, and the planned expansion of new Express Lane segments along the region's major corridors to 2050.
12	Passenger Fares	Through 2024, passenger fares are based on the estimates as provided by the two transit agencies: the North County Transit District, and the Metropolitan Transit System. From 2025 forward, the passenger farebox recovery rate is maintained at a percentage of estimated operating cost for all services provided by the transit agencies.
13	Motorist Aid Services – Call Box Program	Assembly Bill 1572 dissolved the San Diego Service Authority for Freeway Emergencies and transferred its responsibilities to SANDAG effective January 1, 2013. SANDAG provides assistance to help travelers experiencing vehicle problems while on the highway and, among other things, fielding calls from the call box located at various intervals along the freeway. Motorists also can call "511" for assistance. SANDAG operates the call box system coordinating with the Freeway Service Patrol. The funding comes from \$1 annual fee on vehicle registrations collected by the California Department of Motor Vehicles and from the state's Freeway Service Patrol program.
14	Prior Year Funds in RTIP	Share of previously expended local funding for various major on-going projects not yet open to users.

Row #	Revenue Source	Description and Major Assumptions
	State	
15	SB 1 Local Streets and Roads	SB 1 dedicates approximately \$1.5 billion per year in new formula revenues apportioned by the State Controller to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.
16	Active Transportation Program	In September 2013, Governor Brown signed legislation creating the ATP. The ATP includes funding from the federal Transportation Alternatives Program (which replaced the Transportation Enhancement Program), state bicycle program, and Safe Routes to School program. The ATP is awarded on a competitive basis and divided into two portions, statewide share (which is administered by the California Transportation Commission) and regional share (which is administered by SANDAG).
17	State Transportation Improvement Program	Includes the county share of the Regional Improvement Program and the Interregional Program. These revenues are consistent with the amounts available for new and existing programming through FY 2025, as included in the 2020 State Transportation Improvement Program (STIP) Fund Estimate. The San Diego region anticipates receiving at least a minimum formula "County Share" and a proportionate share of the STIP Interregional Program funds over time as well. The total STIP funds assumed include revenue from both the Regional and Interregional STIP shares. The STIP is funded with state and federal funds after funding is identified for SHOPP projects. STIP funds are flexible and they are available for capital projects to increase the capacity of highways, public transit, and local roads. The STIP funds also are available for efforts to manage demands on the transportation system (TDM), and for planning, programming, and monitoring activities.
18	State Transit Assistance Program	STA funds support transit agencies and can be used for both operating and capital projects. The program provides a share of revenues from diesel sales taxes, and the State Controller distributes these funds based on a statutory allocation formula.
19	State Highway Account for Operations/Maintenance	These revenues are assumed to be available to meet Caltrans' identified needs for state highway operations and maintenance. State law requires that these expenditures be given priority over new construction, and they are funded "off the top" of the State Highway Account before any funding for new construction projects is allocated. Revenues are typically based on historical trends and gradual increases in costs due to the size and age of the system to be maintained over time. The revenues needed for these purposes, as identified by Caltrans, are assumed to be available. For programs to reduce collisions on state highways, as well as other programs related to rehabilitating and operating highways, funds are assumed to be available, consistent with the financially constrained ten-year SHOPP. The SHOPP is funded from state and federal sources including SB1.

San Diego Forward: The 2021 Regional Plan – Draft Revenue Assumptions

Row #	Revenue Source	Description and Major Assumptions
20	Future State Revenues for Transportation	Assumes future state legislation to address transportation needs based on a vehicle-miles travelled model, beginning in FY 2024. Several states, including California, have conducted pilot programs to test the viability and practicality of collecting user fees to pay for transportation infrastructure maintenance and upgrades. Oregon, for example, has tested a program that replaces fuel taxes with VMT user fees at 1.5 cents per mile.
21	Cap and Trade	The state budget provides for the continuous appropriation of cap and trade auction revenues toward transit and rail investments. The intercity rail a competitive program while the transit program is on a formula basis. In addition, the Affordable Housing and Sustainable Communities program supports projects that implement land-use, housing, transportation, and agricultural land preservation practices.
22	State FASTLANE	These funds reflect a 20 percent regional target share of the state's 40 percent federal funds for the Trade Corridor Enhancement Program (TCEP) funded with a combination of new revenues from SB1 and from state and federal funds managed by the state.
23	State Managed Federal Programs	State administered programs for the region such as Highway Bridge Program, Hazard Elimination Program, and Highway Safety Improvement Program. Assumes additional FHWA discretionary funds are leveraged with the new regional funding measure revenues starting in 2025.
24	High Speed Rail	Within the 2018 California State Rail Plan, it is assumed the state will invest in high speed rail to fund the San Diego portion once the alignment reaches the region.
25	Prior Year Funds in RTIP	Share of previously expended state funding for various major on-going projects not yet open to users.
26	Motorist Aid Services – Freeway Service Patrol Program	SANDAG provides assistance to help travelers experiencing vehicle problems while on the highway. The funding comes the state's Freeway Service Patrol program.
27	SB 1 Congestion	The Road Repair and Accountability Act of 2017, known as Senate Bill 1 or SB1, directs \$250 million annually to the Congested Corridors Program. Congested Corridors funds are awarded on a competitive basis.
28	SB 1 Freight	The Road Repair and Accountability Act of 2017, known as Senate Bill 1 or SB1, directs \$300 million annually to the Trade Corridor Enhancement Program. Funds are divided into a 40 percent state share and a 60 percent regional target and are awarded on a competitive basis. The state 40 percent share is reflected as state FASTLANE revenues above.
29	SB 1 Active	In addition to the ATP created in 2013, SB 1 directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP, significantly augmenting the available funding for this program. Similar to the ATP, the SB 1 ATP is awarded on a competitive basis and divided into two portions, statewide share (which is administered by the California Transportation Commission) and regional share (which is administered by SANDAG).

San Diego Forward: The 2021 Regional Plan – Draft Revenue Assumptions

Row #	Revenue Source	Description and Major Assumptions
30	SB 1 Local Partnership	The Road Repair and Accountability Act of 2017, known as Senate Bill 1 or SB1, directs \$200 million annually to the Local Partnership Program. Funds are divided 50 percent to a formulaic program and 50 percent to a competitive program.
31	SB1 SOGR	SB 1 includes additional revenues for transit infrastructure repair and service improvements. The State of Good Repair program provides approximately \$105 million annually to the State Transit Assistance (STA) program for eligible transit maintenance, rehabilitation, and capital projects.
32	SB 1 TIRCP	In addition to the cap-and-trade TIRCP, SB 1 provides an additional \$300 million annually in competitive grants to fund transformative projects that modernize transit systems, increase ridership, reduce greenhouse gas emissions, and improve safety.
33	SB 1 SRA	SB 1 created the State Rail Assistance (SRA) program by directing a portion of new revenue specifically to intercity rail and commuter rail for both capital and operations. SB 1 directs a 0.5% portion of new diesel sales tax revenue for allocation: half to the five commuter rail providers and half to intercity rail corridors. Half of revenue is allocated to intercity rail corridors such that each of three corridors receives at least 25% of the intercity rail share.
Federal		
34	Federal Transit Administration Discretionary	The Full Funding Grant Agreement (FFGA) for both large and small transit projects in which the Federal Transit Administration (FTA) provides funding on a multi-year commitment. The revenues assumed include those from an FFGA for the Mid-Coast Trolley Extension project, and 50 percent of the cost of capital projects identified in the Regional Plan from future discretionary programs for major transit projects. This assumes that every decade (beginning in 2030) the San Diego region would secure one large New Starts FFGA similar in size to the Mid-Coast project, and three Small Starts projects. This is based on the historical track record for the region, which has been successful in securing FFGAs for previous projects such as the Mission Valley East Trolley, and the SPRINTER, Mid-City Rapid, and Mid-Coast. Also assumes additional FTA discretionary funds are leveraged with the new regional funding measure revenues starting in 2025.
35	FTA Discretionary - additional match from MTS Measure	Assumes additional FTA discretionary funds are leveraged with the future MTS Local Revenues for Transportation beginning in 2021.
36	Federal Transit Administration Formula Programs	Allocated annually from the federal budget, based on urbanized area population, population density, and transit revenue miles of service among other factors. Sections 5307, 5337, and 5339 formula funds are mainly used for capital projects and to purchase transit vehicles. Section 5310 funds are specifically designated to assist nonprofit groups in meeting the transportation needs of the elderly and individuals with disabilities when transportation service is unavailable, insufficient, or inappropriate to meet their needs.

San Diego Forward: The 2021 Regional Plan – Draft Revenue Assumptions

Row #	Revenue Source	Description and Major Assumptions
37	Congestion Mitigation and Air Quality/Regional Surface Transportation Block Grant Program	These revenue assumptions are based on estimates provided by Caltrans and included in the 2020 RTIP through FY 2025. The Surface Transportation Block Grant Program (STBG) funds are flexible and they may be used for a wide range of capital projects. The Congestion Mitigation and Air Quality (CMAQ) Improvement funds are for projects that help reduce congestion and improve air quality. Eligible projects include the construction of high occupancy vehicle (HOV) lanes, the purchase of transit vehicles, rail improvements, and Transportation Demand Management, among others. CMAQ also can be used for transit operations for the first three years of new service.
38	Federal Highway Administration Discretionary (TIGER/INFRA)	These federal programs provide funding on a competitive basis for projects of regional and national significance. The estimate is based on the historical track record for the region, which has been successful in securing funds for previous projects such as State Route (SR) 905 and SR 11.
39	Other Financing (Grant Anticipation Note Proceeds)	Based on discussions with the FTA regarding Mid-Coast Light Rail FFGA, SANDAG can assume only \$100 million per year in appropriations. Given that the annual project expenditure is anticipated to be much greater, the Regional Plan assumes that SANDAG will securitize the federal funding once the FFGA is approved. The amount in GAN proceeds will be based on the amount needed to fund the project while waiting for the reimbursement from the FTA. This is a one-time borrowing for this particular project.
40	Future Federal Revenues for Transportation	The federal gas tax that supports transportation has not increased since 1993, has not been indexed, and over time the funding has been unable to keep up with transportation needs around the nation. Every year since 2008, Congress has ‘fixed’ the program by transferring money from the general fund to the Highway Trust Fund. In light of the dire situation, there has been discussion at the federal level on options to address the funding gap while meeting the transportation infrastructure need including increase to the gas tax. A number of experts have proposed increasing the tax to maintain the current infrastructure. Without a proposal or other viable programs, this Regional Plan assumes an increase to the gas tax starting in 2024.
41	Federal Rail Administration	The federal stimulus program began a new funding source under FRA which has awarded funding under the American Recovery and Reinvestment Act as well as under the Passenger Rail Investment and Improvement Act (PRIIA). The estimate is based on previous awards; however, as part of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor (second busiest in the nation), it is anticipated that the projects in the San Diego region will be very competitive for the on-going FRA formula program.

Row #	Revenue Source	Description and Major Assumptions
42	Corridors and Borders Infrastructure/State Set-aside of STBG	Under the FAST Act, up to 5 percent of the state’s “any area” Surface Transportation Block Grant Program (STBG) funds may be set aside for border projects. San Diego, as a major border region, anticipates being highly competitive for these funds and is assuming an 80 percent share of the set aside.
43	Prior Year Funds in RTIP	Share of previously expended federal funding for various major ongoing projects.
44	TIFIA Loan Proceeds	In June 2017 the region secured a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan of \$537.484 million dollars at 2.72 percent interest from the United States Department of Transportation for the Mid-Coast Corridor Transit Project. The amount of proceeds is based on the amount needed to repay the cost of short-term notes needed to finance the local share for construction of the project. This is a one-time borrowing for this particular project.

Potential New Revenue Sources: The transportation funding picture of the future must consider changes in mobility options and the need to achieve a balanced transportation system that efficiently serves the needs of travelers and goods movement while considering land use and housing. Revenues from the following sources may potentially be included as policies are developed over the coming years: congestion pricing, fees on transportation network company trips, automobile user revenues, local parking district fees, and others.

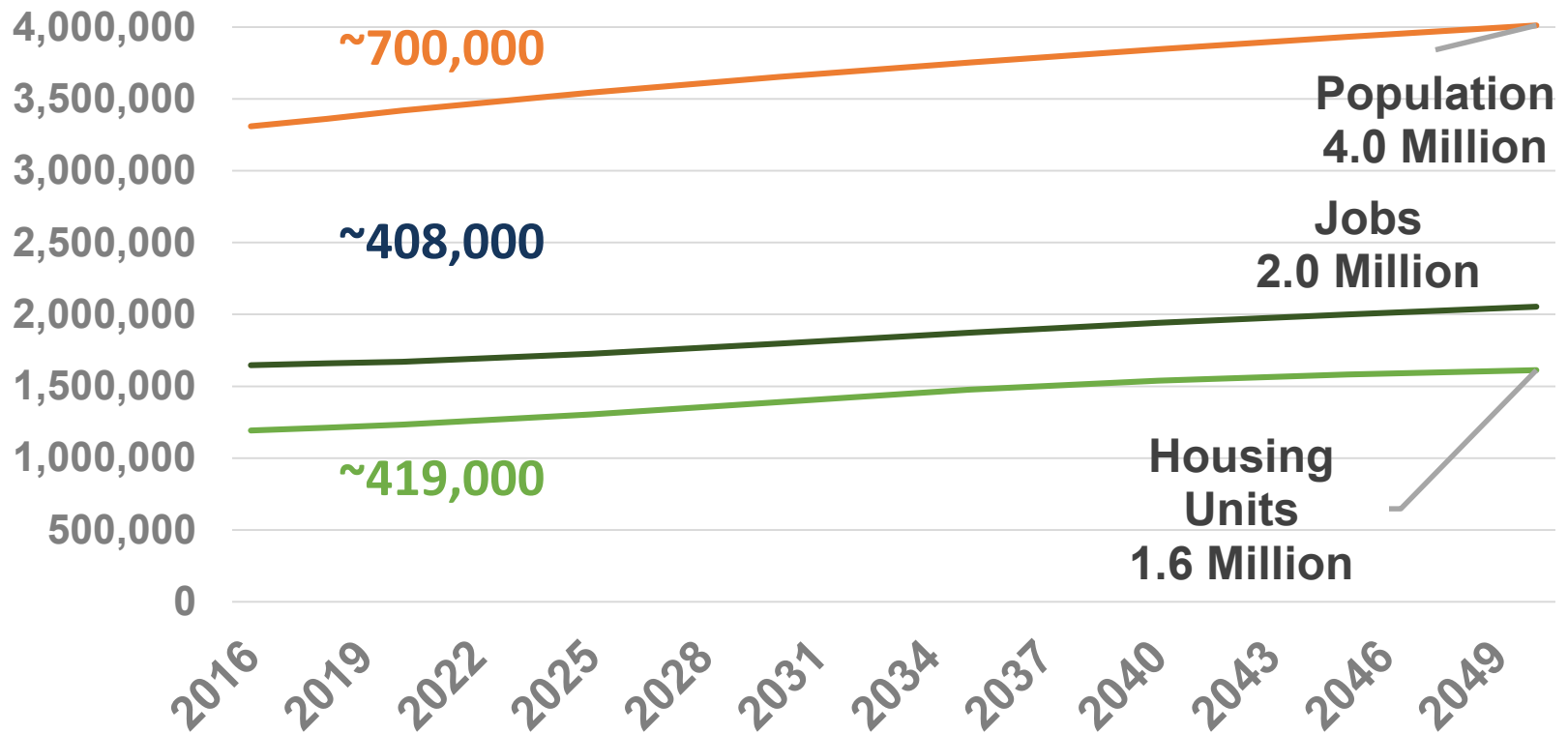
Notes:

- Unless indicated elsewhere, the Short-Term timeframe from is from 2021-2025; the Long-Term timeframe is from 2026-2050.

Regional Growth Forecast

Series 14, 2050 Regional Growth Forecast

Growth in Population, Jobs, and Housing Units



San Diego Forward: The 2021 Regional Plan Public Involvement Plan



May 2019

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; plans, engineers, and builds public transit; makes strategic plans; obtains and allocates resources; and provides information on a broad range of topics pertinent to the region's quality of life.

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1.0 INTRODUCTION

SANDAG is leading a broad-based community effort to develop San Diego Forward: The 2021 Regional Plan (2021 Regional Plan). Last adopted in October 2015, the Regional Plan combines the big-picture vision for how our region will grow to 2050 and beyond with an implementation program to help make that vision a reality.

This Public Involvement Plan (PIP) is intended to support the development of the 2021 Regional Plan, creating a variety of opportunities for individuals, organizations, agencies, and other stakeholders to provide meaningful input. The PIP has been created based on input obtained throughout the development of the 2015 Regional Plan, including feedback from the SANDAG Board of Directors, Policy Advisory Committees, working groups, tribal governments, surveys, a wide variety of communications experts, and our regional stakeholders and partners, including a network of Community Based Organizations (CBOs).

The PIP was drafted using the guidelines provided by the agency's overall Public Participation Plan (PPP), which provides the foundation for specific public outreach approaches developed to support individual projects and programs. In addition, the PIP addresses state outreach requirements as identified in California Senate Bill 375 (Steinberg, 2008) (SB 375) and from the 2017 RTP Guidelines for MPOs prepared by the California Transportation Commission. The PIP describes efforts that SANDAG will undertake to secure input on: priorities for transportation projects, programs, and services; transportation networks; infrastructure recommendations; funding alternatives; policies and programs; performance measures; achievement of greenhouse gas (GHG) emissions reduction targets; and other related issues.

This PIP is intended to be a living document. Because of the fluid nature of public participation, this plan may be updated at major milestones and adjusted in response to issues and circumstances that arise throughout the planning process.

1.1 Background

In February 2019, the SANDAG Board approved an action plan to develop a bigger and bolder vision for the 2021 Regional Plan that transforms the way people and goods move throughout the San Diego region, offers true alternatives to driving, protects the environment, creates healthy communities, and stimulates economic growth to benefit all San Diegans. This new vision for the region's future will guide development of an innovative transportation network for the 2021 Regional Plan, anticipated to be adopted by the SANDAG Board of Directors in late 2021.

The 2021 Regional Plan combines two of the agency's most important regional policy documents: The Regional Comprehensive Plan (RCP) and the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The Sustainable Communities Strategy will guide efforts to meet or exceed the region's 19% greenhouse gas (GHG) emissions reduction targets for 2035 mandated by the California Air Resources Board in 2018 through the coordination of land use and transportation, including by creating more compact, walkable, bike-friendly, transit-oriented communities, preserving important habitat and agricultural areas, and promoting a variety of Transportation Demand Management and system management tools and techniques to maximize the efficiency of the transportation network. SANDAG will work in close partnership with all the region's cities and the county government to create an innovative plan for our growing region.

2.0 PUBLIC INVOLVEMENT PLAN STRATEGIES AND IMPLEMENTATION TECHNIQUES

This PIP establishes the framework for a dynamic and interactive process to develop and seek input on the Regional Plan. What follows includes a menu of strategies and techniques that may be used in the public outreach process for the Regional Plan.

2.1 Stakeholder Categories

The following is a list of stakeholder categories and interested parties as defined through state and federal requirements pertaining to the development of the Regional Plan. In addition, see Appendix B for a partial list of individuals and organizations that have traditionally participated in long-range planning outreach efforts. That list will be updated throughout the implementation of the PIP.

- Affordable Housing Advocates
- Broad-Based Business Organizations
- Commercial Property Interests
- Congestion Management Agencies
- Environmental Advocates
- Home Builder Representatives
- Homeowner Associations
- Landowners
- Neighborhood and Community Groups
- Transportation Agencies
- Transportation Service Operators
- Transportation Advocates
- Transportation Commissions
- Public Ports
- Tourism
- Natural Disaster Risk Reduction Agencies
- Military
- Tribal Governments
- Federal Land Management
- Air Quality Agencies

2.2 Public Involvement Plan Objectives

The primary goal of the PIP for the 2021 Regional Plan is to engage a broad and diverse cross-section of the San Diego region in the development of the plan. Obtaining this input is critical to creating a plan that reflects the varied needs and interests of the San Diego region's residents and businesses.

The objectives of the PIP are as follows:

- Raise awareness of the plan as the region's updated blueprint that will guide the way as our region grows to 2050 and beyond
- Gain meaningful input from a broad range of individuals, organizations, agencies, and local governments throughout the Regional Plan development and decision-making process
- Make proactive efforts to involve communities and members of the public that have traditionally not participated in public planning efforts
- Meet or exceed local, state, and federal guidelines and requirements for public involvement in the development of the Regional Plan
- Create an inclusive process that leads to broad support for policies, projects, and programs outlined in the Regional Plan

2.3 Public Involvement Plan Strategies

The following strategies will be implemented to achieve the objectives identified above:

- Provide timely and accessible public information about the Regional Plan to a broad range of regional stakeholders
- Make public information accessible in a variety of formats and languages, use easy-to-understand language and concepts that interested people can relate to on a personal level, and use a variety of media, including innovative visualization techniques
- Provide a variety of opportunities for the public to be involved, and use technology to reach stakeholders who may not be inclined to participate in traditional outreach methods
- Use a variety of tactics to bring the conversation to the public, ranging from in-person interactions (such as pop-up outreach in public places) to virtual and online engagement (such as smart phones and social media platforms)
- Employ a diverse group of spokespeople to communicate with the public regarding the Regional Plan, including Board members, staff, partner agencies, Community-Based Organizations, and interested stakeholders
- Widely promote opportunities for public input to reach a broad and diverse audience
- Communicate the decision-making process to stakeholders and indicate how their input is used in the development of the plan
- Document and address public comments received during the public involvement process
- Disseminate information to related agencies, metropolitan planning organizations, and engaged sectors throughout the state of California and the nation

- Assess the effectiveness of the PIP at key milestones (i.e., following workshops or release of draft documents) to evaluate how the strategies and tactics worked and what enhancements could be made for future phases

2.4 Public Involvement Plan Techniques and Activities

The PIP proposes six main approaches for implementing the strategies above in coordination with key milestones in the development of the Regional Plan, which may include:

- *Research*: Focus groups, roundtable discussions, public opinion surveys
- *Public information*: Written materials, public notices, Board reports, presentations, summary documents
- *Face-to-face interactions*: SANDAG Board and committee meetings, briefings and presentations, small group meetings, community event information booths, public workshops
- *Community-Based Organizations (CBOs)*: Partnership network with regional CBOs to reach low income and minority communities
- *Web-based interactive communications*: Website, extensive social media, email updates, text, “virtual” public workshops, visualizations, surveys
- *Media*: Earned media, media partnerships, paid media

2.4.1 Research

To gauge public knowledge and opinion about issues related to regional planning, focus groups, roundtable discussions, and public opinion surveys may be conducted at the outset of the public involvement program. Existing survey and election-related data may be used to understand profiles and seek geographic-based input on a variety of Regional Plan topics. This research could help identify key topics and the most effective means of public engagement. Additional focus groups and surveys may be conducted as the planning process unfolds to determine the effectiveness of the outreach effort and identify opportunities for improvement. The information gained from this research could help SANDAG make adjustments, as needed, to optimize the outreach effort and inform future outreach processes.

2.4.2 Public Information

Create and distribute clear, concise, and engaging information to support public involvement efforts. These materials will have a consistent look and feel, reflecting the branding developed for the plan.

Below is a menu of materials that may be used to provide information about the plan and its components; the development process; why this process is relevant to the region’s residents; and information about how, when, and why stakeholders should get involved. All materials will be written in easy-to-understand terms with limited jargon, and provided in Spanish or other languages/formats as needed. Materials will be distributed via a range of channels, including electronically (email and website); at presentations, meetings, and events; at community locations (libraries, recreation centers, senior centers, and stores); and in the media (both social media and traditional media, including notices and advertisements). Materials will be updated as needed throughout the process.

- *Project fact sheet*: Basic information about the Regional Plan, its components, purpose, timeline, and information about how to get involved. (Translated into Spanish, with translation to other languages available upon request.)
- *Project brochure*: Engaging images, a summary of opportunities for public involvement, key messages, and basic information about the Regional Plan and its timeline. (Translated into Spanish, with translation to other languages available upon request.)
- *Multimedia presentation*: An interactive and engaging presentation for speakers bureau opportunities, intended to explain and draw people into the planning process, encouraging individuals and organizations to get involved.
- *QuickGuide*: A brief document outlining the Regional Plan's goals, objectives, planning investments, and implementation strategy. A graphics heavy document providing a brief summary of the contents of the Regional Plan that is reader friendly and available in both English and Spanish.
- *Public notices*: Notices for public meetings and opportunities for public comment published via a variety media outlets, advertisements, and printed materials targeting all segments of the region's population.
- *Frequently Asked Questions*: Addressing the most common questions about the plan and its components.
- *Phone line and email address*: A dedicated phone line and email account, providing easy methods for the public to make comments and ask questions.

2.4.3 Face-to-Face Interactions

Public involvement efforts can be used to create opportunities for SANDAG to interact directly with stakeholders in a variety of formats. Translation services will be provided as needed for presentations, public workshops, and events. Face-to-face public outreach opportunities include:

- *Presentations to SANDAG Board, Policy Advisory Committees, and Working Groups*
Presentations to the SANDAG Board, Policy Advisory Committees, and Working Groups throughout the process will provide updates on plan development, share input received from the public, and receive policy direction. These meetings are open to the public and provide ongoing opportunities for discussion and input at multiple stages of the planning process. A wide variety of public stakeholders sit on numerous SANDAG working groups, which range in topic area from energy, to disabled access, to housing, to environmental preservation, and bike- and pedestrian-related issues. Members of all these boards are asked to share information with their constituencies, encourage them to get engaged in the process, and offer SANDAG their feedback about the Regional Plan. Board members also are asked to help identify interested stakeholders and organizations, as well as outreach opportunities.
- *Stakeholder Interviews/Briefings*
Conduct informal interviews/briefings with key stakeholders. These interviews/briefings provide an opportunity to share information about the plan and its purpose, as well as seek input about how stakeholder groups would like to be involved in the process and what public involvement strategies are the most effective with their respective constituencies.

- *Speakers Bureau*
Engage in a proactive effort to offer presentations about the plan to a variety of organizations throughout the region. These groups may include community planning groups, chambers of commerce, environmental organizations, transportation advocacy groups, community collaboratives, CBOs, ethnic organizations, civic organizations, trade organizations, professional organizations, and others. The purpose of these presentations is to educate the public about the planning process, receive public input, and promote opportunities for public involvement.
- *SANDAG Vision Lab*
Create a collaborative space for stakeholders, community members, and the media to discuss the regional planning process with SANDAG staff and policymakers. Space may be multi-functional to use for workshops, presentations, and webinars, and feature interactive tools and maps to promote idea sharing.
- *Public Workshops/Open Houses*
Conduct public workshops/open houses at important milestones during the plan development to solicit input. Online/interactive versions of these public workshops also may be made available. At least one workshop will be conducted in conjunction with the agency's Baja California counterparts in coordination with the SANDAG Borders Committee and the Committee on Binational Regional Opportunities (COBRO). In addition, a Tribal Summit and tribal consultation activities will be held as part of the development of the Regional Plan. SANDAG Board and policy committee members could serve as event facilitators to help focus the conversation around both regional and local issues.
- *Presentations to City Councils, the County Board of Supervisors, and Planning Commissions*
Seek to make presentations to local city councils, the Board of Supervisors, planning commissions, and other planning-related organizations. Work with SANDAG Board of Directors members to identify other opportunities for engagement through local government agencies.
- *Stakeholder Discussion Sessions on Rotating Topics*
Host stakeholder discussion sessions to address various topics and sections of the plan at key milestones during the process. The purpose of these discussion sessions would be to seek high-level input from those who are knowledgeable about the planning process and have specific interests in the plan. While a list of key stakeholders would be developed, these meetings would be open to the public and participants would not be required to attend every meeting. Meeting topics would be determined ahead of time and promoted to the public.
- *Participation in Community Events*
Create a mobile project information booth for use at community events and trade shows. Project information would be available, as well as interactive opportunities for public input, such as mobile kiosks for both educational or survey purposes. For example, an educational project video could run on a loop to provide background information about the planning process, and participants could be provided an opportunity to share their input via an online survey or game using computers/tablets at the booth. Events targeting low-income and minority communities would be included to ensure proactive outreach to these audiences.

- *Pop-Up Booths*

Similar to community event booths, these pop-up outreach opportunities would take place at everyday public locations such as the grocery store, outside a local library, café, etc., to engage community members traditionally less inclined to participate in the public planning process. This outreach technique affords an opportunity to reach a sector of the public that may not originally have intended to participate in a public planning exercise.

- *Discussions with Mayors, Supervisors, and Councilmembers*

Reach out to leadership throughout the region to seek feedback, input, and opinions during key milestone phases of plan development. Though presentations will be delivered to both the SANDAG Board of Directors and the Policy Advisory Committees, this extra meeting time could allow decision makers to explore topic areas relevant to their jurisdictions more in depth.

- *Subregional Stakeholder Groups*

Create stakeholder groups within each of our subregions. These groups would meet multiple times throughout the process to discuss various aspects of the Regional Plan and draw out specific feedback. That feedback would be documented and its influence tracked as the plan is developed. These sessions also would serve to educate individuals throughout the community about the Regional Plan, creating a secondary group of knowledgeable people able to disseminate information about the Regional Plan throughout the process, as well as encourage further public involvement. SANDAG board members (or other elected officials) from each subregion could participate in the groups, provide leadership, and help encourage sustained engagement.

- *Facilitated Outreach*

Create a program to engage various organizations in facilitated discussions regarding the Regional Plan. SANDAG would make participation in the program available to organizations throughout the region (such as planning groups, business organizations, service groups, professional organizations, advocacy groups, etc.). A SANDAG facilitator and staff members would attend meetings of each organization multiple times (at the beginning, middle, and end of the plan development process) to discuss various aspects of the Regional Plan and draw out specific feedback. That feedback would be documented and its influence tracked as the plan is developed. These sessions also would serve to educate individuals throughout the community about the Regional Plan, creating a large secondary group of knowledgeable people and organizations able to disseminate information about the Regional Plan throughout the process, as well as encourage further public involvement.

- *Outreach to Major Employers and Their Employees*

Develop and implement an outreach effort aimed at reaching the region's major employment sectors. "Lunch & Learn" sessions would be scheduled to speak directly to the region's employees and solicit their input. These informative presentations would provide opportunities for the region's businesspeople and their employees to learn about the Regional Plan on a lunch break and provide input to SANDAG. Employers from the region's major employment sectors will be targeted (i.e., hospitals, manufacturing, service industry, biotech, military, etc.).

- *Outreach to Partner Agencies*

Work with partner agencies (transportation sector, energy/climate, ports, environment) to access their audiences in the cross-promotion of project objectives/campaigns. This tactic allows both agencies to build a broader network and highlight the interplay between the Regional Plan and partner agency activities.

- *Participation in K-12 School Activities*

Reach out to families through K-12 school functions, including parent-teacher associations, school town hall meetings, etc.

- *Outreach to/through Local Colleges, Universities, and the Region's Youth*

Tap into local high schools and colleges/universities to involve youth, either directly or through already existing school classes and programs. Activities could include interactive planning exercises, design charrettes, educational campaigns and toolkits, public interest surveys geared toward youth and higher education students, interactive text campaigns, etc.

2.4.4 Community-Based Organization Network

Community-based organizations (CBOs) and collaboratives, act as forums for local institutions such as churches, schools, health clinics, ethnic groups, and others to discuss issues of common concern. Due to their convening capacities, community collaboratives are critical to the ability of SANDAG to reach out to underrepresented populations who might not otherwise become involved in the process. Collaboratives provide a culturally relevant structure for developing local protocols, crossing language barriers, and structuring meetings. When members of a collaborative begin to make connections between their local concerns and regional planning efforts, they can begin to understand regional planning in a way that is relevant and meaningful to their communities and convey their input into the regional planning process. To help ensure diverse and direct input into the Regional Plan, SANDAG will continue and broaden its partnership network with CBOs and collaboratives in critical communities of concern throughout the region. Through competitive contracts awarded by SANDAG, CBOs will be provided with resources to engage their communities in the planning process and tasked with implementing outreach programs appropriate to their community context. The primary goal of the CBO partnership program is to engage and encourage diverse, inclusive, and active public participation from stakeholders in specific communities who traditionally may not have been involved in regional public policy planning processes (e.g., low-income, seniors, minorities, persons with disabilities, and other identified populations). Approximately 12 to 15 CBOs will form the Community-Based Partnership Network, working closely with SANDAG staff on the development of involvement techniques in coordination with other agency public involvement activities being undertaken to help prepare the Regional Plan.

One designee from each CBO in the partnership network will serve as a representative on the Community-Based Organizations Working Group. The Working Group provides a collaborative open and public forum to review and provide input that will be used to develop and adopt the 2021 Regional Plan. The focus of the Working Group will be to provide a social equity perspective on planning efforts, as well as support the Title VI Social Equity Analysis of the Regional Plan. The Working Group reports to the Regional Planning Committee on specific 2021 Regional Plan elements.

2.4.5 Web-Based Interactive Communications

SANDAG will take advantage of a variety of web-based opportunities to provide information and solicit public involvement in the plan development process. Online opportunities will be translated into additional languages as needed. Additionally, SANDAG can take advantage of linking activities between various outreach platforms (simultaneous online and face-to-face survey data collection, etc.). The following web-based tools may be used as part of the outreach process:

- *Regional Plan Website*

The primary portal for all public information about the project. It will include project information, downloadable public information materials, and electronic versions of project documents. The public will have the opportunity to submit comments through the website, take online surveys, and sign up for email updates. Regional Plan social media also will be linked to the website, as will any other interactive tools employed as part of the outreach process.

- *Email Updates*

Send regular email updates to stakeholders who opt into the Regional Plan interest list, describing project updates and milestones, promoting opportunities for public involvement, providing a calendar of upcoming events, and featuring links to online survey and social media.

- *Social Media*

Engage through Regional Plan content on SANDAG pages on Facebook, Twitter, Instagram, LinkedIn, and YouTube to provide information to stakeholders and to receive general comments. Social media interactions can include:

- Project videos, TV news coverage about the plan and public involvement process, and videos of public meetings (if available).
- Public comments and ideas that SANDAG can keep track of through the use of hashtags. Facebook and Instagram can be used for more content-rich posts and to promote events and opportunities for public involvement.
- Boosted posts can help to ensure that the information is shared with a wider audience.
- Micro-targeting of select groups (transit riders or corridor users, for example) can help reach specific audiences to help tailor messaging and customize interactions.
- Track stakeholder engagement to inform effective strategies and methods (videos, infographics, images, etc.).
- Useful information about existing transportation services (i.e., commute times, construction impacts, etc.) to build social media audience. Those audiences can later be accessed to share information specific to the Regional Plan.

- *Interactive Text Messaging*

For those that opt in, send push-alert style information to those with a mobile device. This tool also serves as a platform to host interactive micro-surveys at major milestones of the Regional Plan update.

- *Promote Existing Content Relevant to the Regional Plan*

Given the wide reach of the Regional Plan, maximize the opportunities to promote existing

Working Group, Policy Advisory Committee, and Board staff reports and work efforts to educate the public on the implementation of the current Regional Plan, along with the ongoing work of updating Regional Plan for 2021.

- *Visualizations*

Create visualizations to assist in the planning process, as well as to make the concepts explored in the plan more accessible and easier to understand. Place visualizations on the website.

- *Regional Plan Videos*

A series of short (30- to 90-second) videos explaining the importance of the plan to the region's future, why it is relevant to the everyday lives of residents, and how public input will help shape the plan. Educational videos about the types of projects, programs, and services, as well as technologies and policies in the Regional Plan, may also be developed.

- *Web and Text Surveys*

Develop a series of electronic surveys that could be taken via the website and/or text messaging. Access to surveys will be posted on the website throughout the plan development process. While not statistically significant, these surveys could provide an interactive way for the public to share opinions and give SANDAG a "snapshot" of what participants are interested in. Surveys may range from larger sample sizes (thousands) to micro-level depending on the nature and intent behind the survey and desired duration. Take advantage of social media and text-based survey platforms to disseminate these surveys. The surveys could be linked to email updates, promoted in written materials and via the media, and used as an interactive experience at community events.

- *Virtual Public Workshops*

Conduct online public workshops via the Regional Plan website. These virtual workshops could be available for a finite time (e.g., during the public comment period for the environmental document), and comments submitted would become part of the public record. Participants would be provided with project information via video, online versions of handouts and graphics, and/or online presentations. A user-friendly online system for submitting comments would be developed to make the process as simple as possible for stakeholders who wish to use this feature. Custom virtual workshops could be developed or integrated into existing platforms (Facebook Live or Twitter Town Hall).

- *Customer Relationship Management*

Development of a customer relationship management (CRM) database to help customize and personalize interactions with the public through all touch points, including meetings, emails, social media, workshops, website experience, etc.

- *Telephone Town Hall Meetings*

Conduct telephone town hall meetings on a regional or subregional scale, bringing together thousands of people in conversations to discuss issues and needs related to the Regional Plan. Involve Board members and other elected officials in the calls to encourage wide participation and provide decision makers with direct feedback from the public.

2.4.6 Media

SANDAG will seek coverage from print, broadcast, and online media to communicate information to a broad audience and promote opportunities for the public to get involved.

- *Reporter Briefings*

Host briefings for reporters covering the Regional Plan development process to inform them of the plan and its purpose and ensure they are made aware of the various efforts to engage the public in the plan's development.
- *Distribute Regular Press Releases/Media Alerts to Local and Regional Media*

To promote awareness among the media and foster accurate news coverage, distribute press releases and agenda information to local and regional media outlets, including print, broadcast, and online media. Keep reporters updated on the development and key milestones of the Regional Plan. (A media list is included as Appendix A.)
- *Press Conferences/Media Availability*

Coordinate press conferences and media availability opportunities as needed. Convene press conferences to promote unique and newsworthy milestones and events. Coordinate media availability of SANDAG Board members and other officials after key decision-making milestones.
- *Media Kit (print and online versions)*

Key background information for the media to encourage accurate and balanced reporting and public education.
- *Pursue Editorial Opportunities*

Seek opportunities to submit editorial comment about the Regional Plan at milestones throughout the plan development process. For example, an op-ed authored by the chair of the SANDAG Board may be submitted at the launch of the public involvement process to emphasize the importance of public input in the development of the plan.
- *Paid Media*

When appropriate, use paid media to promote the planning process and opportunities for public engagement. This may include print advertising, public service announcements on broadcast media, and online advertising that links back to the Regional Plan website.
- *Cultivate a Media Partnership*

Explore the possibility of cultivating a media partnership or partnerships with local news outlets. These partnerships may include exclusive content for the outlet, joint promotions of events and involvement opportunities, and paid media opportunities.
- *Use SANDAG Board Members as Media Ambassadors*

Work with Board members to serve as media ambassadors encouraging the public to engage in the planning process. Board members may be asked to discuss the Regional Plan in media interviews, on morning TV and radio shows, and author editorial commentary.

- *Outreach via Trade Publications and Stakeholder Email Updates*

Work to place articles about the Regional Plan, its development, its content, etc., in related trade publications locally, as well as statewide and nationally. Seek to place notices and articles in email updates, newsletters, and other communications of various interested stakeholders, including civic organizations, advocacy groups, and business/professional organizations.

3.0 SOCIAL EQUITY, ENVIRONMENTAL JUSTICE, AND COORDINATION WITH OTHER AGENCIES/GOVERNMENTS

3.1 Social Equity and Environmental Justice

Roads, freeways, transit services, and other transportation infrastructure can have a significant effect on the quality of life for a region's residents by shaping access to housing, jobs, services, and recreational opportunities. Achieving social equity and environmental justice in the context of creating a comprehensive plan for the region is a major goal of SANDAG. It requires making investments that provide all residents, regardless of age, race, color, national origin, income, or physical ability, with opportunities to work, shop, study, be healthy, and play. Without proper planning and development, transportation systems can degrade the quality of life in communities. In addition, the construction of roads, freeways, and rail transit systems has sometimes placed health burdens on lower-income and minority communities. At times, new transportation projects have physically divided communities or impacted access to community services, resulting in social and economic costs. It is important to understand the impacts of transportation and other infrastructure investments on our most vulnerable communities in order to better plan for the future. For these reasons, environmental justice principles and social equity goals are an important consideration in the Regional Plan development process. Promoting social equity and environmental justice in regional planning efforts requires involvement from a wide variety of communities and stakeholders.

The Regional Plan PIP incorporates several approaches for SANDAG to reach low-income and minority groups and others that may face challenges participating in the planning process (such as non-English and limited English speakers, individuals with disabilities, and the elderly) to ensure that benefits and burdens are distributed equitably in the region. These techniques include multilingual outreach, public participation conducted in collaboration with community-based organizations, and community planning events that will reach out to communities with high concentrations of low-income or minority residents. SANDAG also will target organizations and media outlets representing these communities to offer information on the Regional Plan, solicit participation and input, and provide a means for communicating with members of these communities. Lists of these organizations and media outlets are included in the media list (Appendix A) and stakeholders list (Appendix B), and will be supplemented while the Regional Plan is under development based on requests from the public and SANDAG awareness of organizations that should be included.

The PIP complies with SANDAG Board Policy No. 025, Title VI of the federal Civil Rights Act of 1964 (42 U.S.C. 2000d), the Americans with Disabilities Act (as defined in Title 49, Part 37, of the United States Code), Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and other relevant laws and guidance to ensure consideration of social equity, environmental justice, and accessibility. SANDAG is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, creed, national origin, sex, age, or disability as provided in state and federal law.

Consistent with U.S. Department of Transportation guidance, SANDAG has developed a Language Assistance Plan (LAP) in order to ensure meaningful input opportunities for persons with limited English proficiency. The SANDAG LAP is available on the SANDAG website¹ and calls for SANDAG to translate certain vital documents, such as public notices, into Spanish. SANDAG may, at its discretion, translate documents into additional languages if the nature of the document and the character of the document's target audience justify additional translation. The LAP provides further guidance for serving limited English-speaking populations.

3.2 Tribal Consultation

SANDAG has a government-to-government framework in place with the tribal nations in the region based on consultation, cooperation, and collaboration. Tribal nations have a voice in the decision-making process in regional planning which is outlined in the SANDAG PPP. For the 2021 Regional Plan, SANDAG will coordinate with tribal nations through the Southern California Tribal Chairmen's Association (SCTCA), SANDAG Board of Directors, the Borders Committee, the Transportation Committee, and the Interagency Technical Working Group on Tribal Transportation Issues. A Tribal Consultation Plan was developed and approved by both the SANDAG and SCTCA Boards in 2017 which will be enhanced through the 2021 Regional Plan process (Appendix C).

3.3 Coordination with Mexico

SANDAG will coordinate with Mexico through the SANDAG Board of Directors, the Borders Committee, the Transportation Committee, and COBRO, as well as other groups conducting binational work and groups and organizations based in Mexico. SANDAG will engage these groups and conduct other outreach efforts, as needed, to include joint U.S.-Mexico planning collaboration. Some of these efforts will be conducted in Spanish and/or simultaneous translation services will be made available.

3.4 Collaboration with Military

SANDAG will coordinate with various branches of the military throughout the development of the Regional Plan update via the SANDAG Board of Directors, the Regional Planning Committee, and the Regional Military Working Group. SANDAG will proactively engage these groups to address mutual planning interests including growth management, habitat, transportation, regional growth, housing, water, energy, and other related topics.

3.5 Coordination with California Metropolitan Planning Organizations, Air Quality, and Regional Transportation Planning Agencies

SANDAG will collaborate and exchange information with the Southern California Association of Governments, other metropolitan planning organizations, and regional transportation planning agencies, as well as the California Air Resources Board, on the GHG emission reduction target-setting process and other SB 375 efforts. SANDAG will carry out air quality planning mandates in cooperation with the San Diego County Air Pollution Control District, including conducting interagency consultation for air quality conformity. In addition, SANDAG will coordinate with member agencies and other local governments to disseminate information about the plan development process and encourage public participation.

¹ *Language Assistance Plan* (August 2015). sandag.org/lap

4.0 PUBLIC INVOLVEMENT PLAN ASSESSMENT

To assess the effectiveness of the Regional Plan PIP, SANDAG will analyze the results of public involvement efforts conducted at key milestones in the plan development process. These reviews will help SANDAG evaluate public involvement strategies and techniques, and make adjustments as needed. These reviews will include:

- A summary of all outreach efforts and input received
- A qualitative assessment of how effective the efforts to obtain input were (i.e., audiences or stakeholders reached, the type of input provided by the stakeholders needed for development of the Regional Plan, etc.)
- A quantitative assessment of the public involvement effort, including the number of meetings/ presentations/events participated in, website hits, number of survey responses, approximate number of people reached, number of comments received, and number of media contacts/ amount of media coverage
- Monitor and track the following public outreach metrics

**Table 1
Outreach Performance Metrics for San Diego Forward: The Regional Plan**

Metric	Baseline – 2015 Regional Plan	Goal for 2021 Regional Plan
Public Workshops	19 workshops	Increase number of workshops by 10 percent
Pre-document consultation	8,227 individual remarks	5,000 individual remarks
Email subscribers	1,405 subscribers	Increase subscribers by 15 percent
Opportunities for engagement	<ul style="list-style-type: none"> • Public workshops • Special topic/targeted workshops • Presentations to community groups • Public meetings (SANDAG Board, Policy Advisory Committees, working groups) • Draft documents available online • Online interactive activities to seek input (online surveys, comment cards, and videos) • Provide opportunity for interaction via social media 	<ul style="list-style-type: none"> • Increase variety of platforms for public engagement by 15 percent • Hold at least one bilingual workshop in English and Spanish • Special topic/targeted workshops • Presentations to community groups • Public meetings (SANDAG Board, Policy Advisory Committees, working groups) • Draft documents available online • Online interactive activities to seek input (online surveys, comment cards, presentations, and videos)

Metric	Baseline – 2015 Regional Plan	Goal for 2021 Regional Plan
Opportunities for engagement (continued)		<ul style="list-style-type: none"> • Provide opportunities for interaction via social media (Facebook, Twitter, Instagram, and YouTube channels) • Conduct workshops streamed live via SDForward.com
Web presence	<ul style="list-style-type: none"> • Created dedicated project website • Sent 11 email updates • 1,404 average monthly unique page views on SDForward.com web page • Established project presence on social media (SANDAG Facebook, Twitter, and YouTube channels) • Provided five opportunities for comment/interaction on website 	<ul style="list-style-type: none"> • Continue dedicated project website at SDForward.com • Send 10 email updates • Increase average monthly unique page views on SDForward.com web page by 10 percent • Expand project presence on social media (SANDAG Facebook, Twitter, Instagram, and YouTube channels) • Provide continuous opportunities for comment/interaction on website
Engaging low income, minority, and senior populations	Fourteen grants awarded to CBOs to conduct outreach within communities of concern	<ul style="list-style-type: none"> • Ensure that the CBO Outreach Network has representation from each of the most vulnerable communities indicated by Cal Enviroscreen • Increase resources provided to CBOs by 20 percent
Partnerships	<ul style="list-style-type: none"> • Military Working Group • Economic Stakeholder Outreach • Public Health Stakeholders Working Group 	Continue current partnerships for 2021 Regional Plan and engage youth and higher education students
Tribal Consultation	Prepared and implemented Tribal Consultation Plan with Tribal governments, SCTCA, and SANDAG Board of Directors	Prepare and implement Tribal Consultation Plan with Tribal governments, SCTCA, and SANDAG Board of Directors

5.0 CONNECT WITH SANDAG

SANDAG is committed to a public involvement plan that includes opportunities for interaction with the Board of Directors, other elected officials, local planning and public works directors, business, community, and education leaders, other key stakeholders, and the general public. Public workshops, meetings, and other outreach efforts provide forums for input and feedback on SANDAG policy, program, project, and funding decisions.

Contact SANDAG Regarding the PIP or San Diego Forward: The Regional Plan

For up-to-date news and materials related to the Regional Plan, visit SDForward.com and sign up to receive email updates at SDForward.com/subscribe. The website serves as the information portal for all news, community events, and reports related to the plan. Or call (619) 699-1950 or write to Regional Plan at 401 B Street, Suite 800, San Diego CA, 92101.

Contact Our Public Information Office

The public information office operates on a compressed work schedule and is open to the public nine days every two weeks, 8 a.m. to 5 p.m. daily, with every other Monday designated as the office closure day. You can reach the public information officer by phone at (619) 699-1950, by email at pio@sandag.org, or by visiting SANDAG at 401 B Street, Suite 800, San Diego, CA 92101. View a [calendar](#) of office closures.

Get on Our Contact Lists

SANDAG maintains email, text, and mailing lists so we can provide information to those who request it. Contact SANDAG at pio@sandag.org or (619) 699-1950 to be added to our contact lists.

Visit sandag.org

The comprehensive SANDAG website is your resource for regional information, project updates, meeting schedules and agendas, and reports and other publications. SANDAG periodically posts surveys and promotes opportunities for online input.

View Our Calendar

Visit sandag.org/calendar for a comprehensive monthly calendar of all Board of Directors and Policy Advisory Committee meetings, working group meetings, ad hoc meetings, public workshops, and more. These meetings are open to the public and agendas are typically posted seven days in advance of the meeting. Meetings related to the Regional Plan also may be listed on the SDForward.com site.

Listen Live to SANDAG Meetings

Most SANDAG Board and Policy Advisory Committee meetings are broadcast via a live audio stream available on the sandag.org home page. For a complete list of meetings, dates, times, and agendas, visit sandag.org/meetings.

Sign Up to Receive the SANDAG Region eNewsletter

To subscribe to Region, the SANDAG free monthly eNewsletter, go to sandag.org/subscribe. Each month you will receive information to keep you updated on what's happening in the San Diego region with regard to transportation planning and construction, environmental management, housing, open space, growth, energy, criminal justice, binational topics, and more. To read the latest edition of Region, visit sandag.org/region.

Connect with Us Through Social Media

Stay informed and get involved in the region's decision-making process. Find us on Facebook, Instagram, and YouTube at SANDAGregion, and follow us on Twitter @SANDAG.

Visit Our Additional Websites

SDForward.com
sandag.org
KeepSanDiegoMoving.com
511sd.com
SBXthe125.com
iCommuteSD.com
ShiftSanDiego.com
GObyBIKEsd.com

APPENDIX A: REGIONAL PLAN MEDIA LIST

This list is intended to give a general sense of the media outlets SANDAG will disseminate information to regarding the regional plan development process and public involvement opportunities. It will grow and evolve over time. Any additional media organizations identified during the process that may be interested in the regional plan will be added.

A.1 San Diego County Media Outlets

Alpine Sun	Fox 5 News
Asia Media	Gay + Lesbian Times
Asian Journal Associated Press	Good News, Etc.
Beach & Bay Press	Heartland News
BIA Builder Update Magazine	Hi Sierran
Biz San Diego	Hispanos Unidos
Borrego Sun Business Action Cal Regions	Hoy San Diego
Carlsbad Business Journal	Imperial Beach Eagle & Times
Carlsbad Patch	Indian Voices
Carlsbad Sun	Informant
Carmel Valley News	Julian Journal
Chinese News	Julian News
Clairemont Community News	KBNT TV Channel 17
CNS City	KBZT FM
Coast News Group	KCBQ AM
Convisions	KCEO AM
Coronado Eagle & Journal	KCR AM
Coronado Lifestyle Magazine	KECR AM
CTN County Television Network	KEYC TV Channel 9
Daily Journal	KFMB AM
Daily Transcript	KFMB FM
Del Mar-Carmel Valley Patch	KFMB TV
Del Mar Times	KFSD AM
Diamond Gateway Signature	KGB FM
Diario San Diego	KGFN FM
East County Californian	KGTV Channel 10
East County Gazette	KHTS FM
East County Herald News	KICO AM
East County News	KIFM FM
El Latino	KIOZ FM
El Semanario Deportivo	KKSM AM
Examiner	KLNV FM
Fact Magazine	KLQV FM
Filipino Press	KLSD AM
	KMYI FM
	KNSD TV (NBC 7/39)
	KOGO AM
	Korea Times
	KPBS FM

KPBS TV - S.D.S.U.	Rancho Santa Fe Review
KPRZ AM	Rental Owner
KQVO FM	San Diego AP
KROP AM / KSIQ FM	San Diego Business Journal
KSCF FM	San Diego Christian Examiner
KSDO AM - Hi Favor	San Diego Channel
KSDS FM	San Diego City Beat
KSON FM	San Diego Commerce
KSWB/ Fox 5 News	San Diego Community Newspaper Group
KURS AM	San Diego Daily Transcript
KUSI TV	San Diego Downtown News
KUSS FM	San Diego Family Magazine
KWST AM/KMXX	San Diego Home/Garden & Lifestyles
FM/KSEH FM	San Diego Jewish Journal
KXO AM/FM	San Diego Lawyer
KYXY FM	San Diego Living
La Jolla Light	San Diego Magazine
La Jolla Patch	San Diego Metro Weekly
La Jolla Village News	San Diego Metropolitan
La Opinion	San Diego Metropolitan Uptown Examiner
La Prensa San Diego	San Diego Monitor News
La Sonrisa Latina	San Diego Newslite
Lemon Grove Patch	San Diego Reader
Mercury News	San Diego Seniors
Mira Mesa/Scripps Ranch Sentinel	San Diego Uptown News
Mission Times Courier	San Diego Union-Tribune
Mission Valley News and Views	San Diego Voice & Viewpoint
Navy Dispatch	San Diego's Learning Channel
NBC 739	San Marcos/Vista News
North County Insider	San Marcos Sun
North County Times	Santee Patch
North County Voice	San Vicente Valley News
North Park News	Sentinel Magazine
Oceanside Magazine	Solana Beach Sun
Peninsula Beacon	Star News
Philippine Mabuhay News	Tieng Viet San Diego
The Philippines Today	Tierra Times
Pomerado Newspaper Group	Times of San Diego
Poway Patch	Today's Local News
Presidio Sentinel	Tribal TANF newsletter
Prime News	Uptown-Marquee
Ramona Home Journal	Valley Roadrunner Views
Ramona Patch	Village News
Ramona Sentinel	Vista Sun
Rancho Bernardo News Journal	Voice of San Diego
Rancho Bernardo Sun	We Chinese In America
Ranch & Coast Magazine	
Rancho Santa Fe News	

We Chinese In America Weekend
XDTV 13
XEPE AM
XEWTV Televisa
XHAS Telemundo 33 News
XHRM FM
XHTY Uniradio

XHTZ FM
XPRS FM
XLNC FM
XLTN FM
XPRS AM
XSUR
XTRA FM
ZETA

A.2 Orange and Riverside Counties Media Outlets

Los Angeles Times – zoned editions
Orange County Business Journal
Orange County Register
Riverside Press Enterprise
The Californian

A.3 Imperial County Media Outlets

Imperial Valley Press

A.4 Tijuana Media Outlets

Baja Times
El Mexicano
El Sol de Tijuana
En Linea Tijuana
Frontera
La Prensa
Mi Enlace
Periodico El Latino
Tijuana Press
Zeta Tijuana

APPENDIX B: REGIONAL PLAN STAKEHOLDERS LIST

This list is intended to give a general sense of the stakeholders SANDAG will seek to involve in the process of developing the Regional Plan. The list includes individuals and organizations that expressed interest during the initial outreach process that SANDAG conducted to inform the writing of this PIP, as well as those involved in the development of the 2015 Regional Plan and other outreach efforts SANDAG has conducted. This list should be considered partial, and it will grow and evolve over time. Any additional stakeholders identified during the process that may be interested in the Regional Plan will be added to this list.

AARP San Diego
Able-Disabled Advocacy
Accessible San Diego
Access to Independence
Adams Avenue Business Association
AECOM
All Congregations Together
Alliance for Habitat Conservation Alpha Project
Alpine and Mountain Empire Chamber of Commerce
Alta Planning & Design
Alzheimer's and Aging Research Center
American Institute of Architects, San Diego
American Institute of Architects, San Diego, Urban Design Committee
American Lung Association of San Diego
American Planning Association, San Diego Section
American Society of Landscape Architects
Apartment Consultants Inc.
Asian Business Association of San Diego
Asset Management Group
Associated General Contractors of America
Association of Environmental Professionals San Diego
Automobile Club of Southern California
Azalea Park Neighborhood Association
Bankers Hill/Park West Community Association
Barratt Group
Barrio Logan College Institute
Barrio Logan Project Area Committee
Bayside Community Center
Bayview Community Development Corporation BIOCUM
Black Mountain Ranch Community Planning Group
Bonita Business and Professional Association
Bonsall Chamber of Commerce
Bonsall Community Sponsor Group
Borrego Springs Chamber of Commerce
Borrego Springs Community Sponsor Group
BRIDGE Housing Corporation - Southern California
Bronze Triangle CDC
Brookfield San Diego Holdings

Building Industry Association San Diego
Building Owners and Managers Association
California Air Resources Board
California Center for Sustainable Energy
California Coastal Coalition
California Coastal Commission
California Department of Housing and Community Development
California Department of Transportation
California Native Plant Society San Diego
California Nevada Cement Association
California Sustainability Alliance
California Trucking Association
California Public Utilities Commission
CALPIRG
Cal-Prop Investments & Management
Campaign for Affordable Housing
Capital Growth Properties Inc.
Cardiff 101 Main Street
Cardiff-By-The-Sea Chamber of Commerce
Cardiff School District
Carlsbad Chamber of Commerce
Carlsbad Economic Development Division
Carmel Mountain Ranch Community Committee
Carmel Valley Community Planning Board
Carmel Valley NOW!
Casa Familiar
Cassidy Turley BRE Commercial
Catalyst Network
CB Richard Ellis Inc.
CDC Commercial Real Estate
Center for Supportive Housing
Center on Policy Initiatives
Central San Diego Black Chamber of Commerce
Centre City Advisory Committee
Century 21 Horizon
Cherokee Point Neighborhood Association
Chicano Federation
Chula Vista Chamber of Commerce
Chula Vista Community Collaborative
Chula Vista Growth Management Oversight Committee
Circulate San Diego
Citizens Coordinate for Century 3
City Heights Business Association
City Heights Community Development Corporation City Heights PAC
City of Carlsbad
City of Chula Vista
City of Coronado
City of Del Mar
City of El Cajon

City of Encinitas
City of Escondido
City of Imperial Beach
City of La Mesa
City of Lemon Grove
City of National City
City of Oceanside
City of Poway
City of San Diego
City of San Marcos
City of Santee
City of Solana Beach
City of Vista
City of San Diego's Committee on Smart Growth and Land Use
City of San Diego Disabled Services Advisory Council
City/County Reinvestment Task Force
CityMark Development
Civic San Diego
Clairemont Town Council
Coalition of Neighborhood Councils College Area Community Planning Board
Colliers International
Commercial Facilities Inc.
Community Associations Institute, San Diego Chapter
Community Catalysts of California
Community HousingWorks
COMPACT
ConAm
Consulate General of Mexico
Corky McMillin Companies
Cornerstone Property Management
Coronado Chamber of Commerce
Corporation for Supportive Housing
County and City Libraries
County of San Diego
County of San Diego Department of Public Works
County of San Diego Health and Human Services Agency Covey Commercial
CrossBorder Business
Cushman & Wakefield, Inc.
CW Clark
Deaf Community Services
Del Mar Chamber of Commerce
Del Mar Community Planning Board
Del Mar Mesa Community Planning Board
Department of Defense
Department of Homeland Security
Dimex Freight
Dole Food Company
Downtown San Diego Partnership
DR Horton

Eagle Aggregates
East County Action Network
East County Economic Development Corporation
Eastern Area Communities Planning Committee
ECP Commercial
El Cajon Business Improvement Association
El Cajon Community Collaborative
El Cajon Community Development Corporation
Elder Housing Complexes
Encanto Neighborhoods Community Planning Group
Encinitas Chamber of Commerce
Encinitas Union School District
Endangered Habitats League
Environmental Health Coalition
Environmental Protection Agency
Equinox Center
Escondido Chamber of Commerce Environmental Science and Policy - UCSD
Evanco Realty Advisors Inc.
Fairmont Park Neighborhood Association
Fallbrook Chamber of Commerce
Fallbrook Community Planning Group
Family Health Centers of San Diego
Family Resource Center
FedEx Corporation
Federal Highway Administration
Filipino-American Chamber of Commerce of San Diego
Friends of Adult Day Health Care Centers
Friends of Rose Canyon
Friends of Tecolote Canyon
Friends of the San Diego River Mouth
Federal Highway Administration
Federal Transit Administration
Gaslamp Quarter Association
Gateway Property Management
Gay and Lesbian Chamber of Commerce
Golden Hill Community Development Corporation
Golden Triangle Chamber of Commerce
Greater Clairemont Chamber of Commerce
Greater Clairemont Mesa Chamber of Commerce
Greater Golden Hill CDC
Greater Golden Hill Planning Committee
Greater San Diego Business Association
Green Campus Program - UCSD
Grossmont Cuyamaca Community College District
Grossmont Union High School districts
Hallmark Communities
Hidden Meadows Community Sponsor Group
Grossmont Union High School District
HNTB Corporation

Housing Development Partners of San Diego
Housing You Matters
Hughes Marino
I Love A Clean San Diego
IBI Group
ICLEI – Local Governments for Sustainability USA
Inland Pacific Commercial Properties
International Energy Agency
International Rescue Committee, San Diego
International Union of Operating Engineers Local 12
Imperial Beach Chamber of Commerce
Imperial County
Imperial Valley Economic Development Corporation
Industrial Environmental Association of San Diego
Inland Pacific Commercial Properties
International Rescue Committee, San Diego
International Union of Operating Engineers Local 12
Investment Property Management Group Inc.
Irving Hughes
It's How We Live
J. Whalen and Associates
Jacobs Family Foundation
JHD Planning
Jones Lang LaSalle
Julian Chamber of Commerce
Justice Overcoming Boundaries
Juvenile Diabetes Association of San Diego
Kearny Mesa Planning Group
Kensington-Talmadge Business Association
Ken-Tal Planning Committee
Kimball Elementary School
Kiwanis of San Diego
KM Realty Inc.
Laborers International Union
La Jolla Community Planning Association
La Jolla Golden Triangle Rotary Club
La Jolla Shores Association
La Jolla Town Council
La Jolla Traffic and Transportation Board
La Jolla Village Community Council
Lakeside Chamber of Commerce
La Maestra Community Health Centers
La Mesa Chamber of Commerce
La Mesa Adult Enrichment Center
La Mesa Spring Valley School District
League of Conservation Voters, San Diego
League of Women Voters
Ledford Enterprises, Inc.
Lee and Associates, Inc.

Lemon Grove Chamber of Commerce
Linda Vista Collaborative
Linda Vista Community Planning Committee
Little Italy Association
Little Italy Residents Association
Local Agency Formation Commission
MAAC Project
Meissner Jacquet Investment Management Services
Melroy Property Management
Metropolitan Transit System
Mid-City Community Action Network
Mid-City Rotary Club
Midway Community Planning Advisory Committee (North)
Mira Costa College
Mira Mesa Chamber of Commerce
Miramar Ranch North Planning Committee
Mission Beach Town Council
Mission Hills Town Council
Mission Valley Unified Planning Organization
NAACP San Diego Youth Council
NAIOP Commercial Real Estate Development Association - San Diego
National Association of Hispanic Real Estate Professionals
National City Chamber of Commerce
National City School District
National Latino Research Center, California State University of San Marcos
National University System Institute for Policy Research
Navajo Community Planners, Inc.
Neighborhood House Association
Nile Sisters Development Initiative
North Bay Redevelopment PAC
North County Eco Alliance
North County Transit District
North Park Community Association
North Park Main Street
North Park Planning Committee
North San Diego Chamber of Commerce
North San Diego County Association of Realtors
North San Diego County NAACP
Ocean Beach Community Development Corporation
Ocean Beach Town Council
Oceanside Chamber of Commerce
Oceanside Planning Commission
Oceanside Unified School District
Old Town Community Planning Committee
Old Town San Diego Chamber of Commerce
Olivewood Gardens
Operation Samahan
Otay Mesa Chamber of Commerce
Otay Mesa Nestor Community Planning Group

Otay Mesa Planning Group
Pacific Beach Community Planning Committee
Pacific Beach Town Council
Pacific Coast Commercial
Pala-Pauma Community Sponsor Group
Paradise Valley Hospital
Parent Institute for Quality Education (PiQUE)
Peninsula Chamber of Commerce
Peninsula Community Planning Board
Penn State University
Point Loma Association
Poway Chamber of Commerce
Prescott Companies
Professional HOA Consultants, Inc.
Psomas Engineering
Quality of Life Coalition
Radelow Gittins
Rail America
Rainbow Community Planning Group
Ramona Chamber of Commerce
Rancho Bernardo Planning Community
Rancho San Diego - Jamul Chamber of Commerce
Rancho Santa Fe Association
Rapid Transfer Xpress
RBF Consulting, Inc.
Real Property Management, Inc.
Regional Task Force on the Homeless
RISE San Diego
Rotary Club of San Diego – Youth Service
Rotary District 5340 – Youth Exchange
Sabre Springs Planning Group
Samahan Community Health Center
San Diego 350
San Diego American Planning Association
San Diego and Imperial Counties Labor Council, AFLCIO
San Diego Apartment Association
San Diego Archaeological Society
San Diego Association of Realtors
San Diego Audubon Society
San Diego Bicycle Coalition
San Diego Building and Construction Trades Council
San Diego Business Improvement District Council
San Diego Canyonlands
San Diego Capital Collaborative
San Diego County Air Pollution Control District
San Diego City College Associated Students
San Diego Coastal Chamber of Commerce
San Diego Coastkeeper
San Diego Community College District

San Diego Community Housing Corporation
San Diego Convention & Visitors Bureau
San Diego Convention Center Corporation
San Diego Council of Design Professionals
San Diego County Aging and Independence Advisory Council
San Diego County Air Pollution Control District
San Diego County Archaeological Society
San Diego County Bicycle Coalition
San Diego County Farm Bureau
San Diego County Hispanic Chamber of Commerce
San Diego County Regional Airport Authority
San Diego County Taxpayers Association
San Diego County Water Authority
San Diego Countywide Alliance of Tenants
San Diego Downtown Partnership
San Diego East County Chamber of Commerce
San Diego Fair Housing Council
San Diego Foundation
San Diego Habitat for Humanity
San Diego Housing Commission
San Diego Housing Federation
San Diego Interfaith Housing Foundation
San Diego Jewish Chamber of Commerce
San Diego Local Initiatives Support Corporation
San Diego North Chamber of Commerce
San Diego North Convention and Visitors Bureau
San Diego North Economic Development Council
San Diego Organizing Project
San Diego Redevelopment Agency
San Diego Regional Center
San Diego Regional Chamber of Commerce
San Diego Regional Economic Development Corporation
San Diego Regional Sustainability Partnership
San Diego River Coalition
San Diego River Conservancy
San Diego River Park Foundation
San Diego Senior Games Association
San Diego Sierra Club
San Diego State University Center for Regional Sustainability
San Diego Tourism Authority
San Diego Unified Port District
San Diego Urban Economic Corporation
San Diego Urban League
San Diego Workforce Partnership
San Diego World Trade Center
San Diego Youth and Community Services
San Diego Youth Commission
San Dieguito Planning Group
San Dieguito River Park

San Dieguito River Valley Conservancy
San Dieguito Union High School District
San Marcos Chamber of Commerce
San Ysidro Business Association
San Ysidro Chamber of Commerce
San Ysidro Community Planning Group
Santee Chamber of Commerce
Save Our Forest and Ranchlands
Scripps Health
Scripps Miramar Ranch Planning Group
SDSU Associated Students
SDSU City Planning Department
Sempra Utilities
Senior Community Centers
Serra Mesa Planning Group
Shea Homes
Sherman Heights Community Center
Sierra Club San Diego
Sierra Club – North County Group
Skyline-Paradise Hills Planning Committee
Social Services Transportation Advisory Council
Save Our Forest and Ranchlands
Solana Beach Chamber of Commerce
Solar Turbines
Solana Beach Chamber of Commerce
Solana Beach Cycling Club
South Bay Community Services
South County Economic Development Council
Southeastern San Diego Planning Group
Southern California Housing Development Corporation
Southern California Tribal Chairmen’s Association
Southwestern College
Spectrum Management
Spring Valley Chamber of Commerce
Spring Valley Youth and Family Coalition
St. Vincent de Paul
State Farm Insurance
Student Sustainability Collective - UCSD
Sunrise Property Management
Surfrider Foundation
Sustainable SDSU
Sweetwater ASB Teamsters Union
Swami’s Cycling Club
Teralta West Neighborhood Alliance
The Accretive Group of Companies
The CSA Edge
The Nature Conservancy, San Diego Office
The Olson Co.
Tierrasanta Community Council

Torrey Hills Community Planning Board Property Management Inc.
Transcore
Transit Alliance for a Better North County (TABNC)
Transportation Corridor Agency
Trilar Management Group
Twin Oaks Valley Community Sponsor Group
U.S. Green Building Council
USD Sustainability Program
UCSD Associated Students
UCSD Sustainability Solutions Institute
UCSD Systemwide Sustainability
UCSD Urban Studies and Planning Department
UCSD Transportation Services
ULI San Diego/Tijuana Chapter Union of Pan Asian Communities
University City Community Association
University City Community Planning Group
University City Planning Group
University Heights Community Association Uptown Planners
Urban Collaborative Project
Urban League U.S. Department of Defense
U.S. Department of Transportation
U.S. Environmental Protection Agency
USD Sustainability Program
Valley Center Chamber of Commerce
Valley Center Community Planning Group
Veteran Affairs San Diego Healthcare System
Vista Chamber of Commerce
Vista Community Clinic
Voit Companies
Wakeland Housing & Development Corp.
Watco Companies
WildCoast
Winzler and Kelly
Women in Transportation Seminar
Worldtrans
YIMBY Democrats of San Diego County

APPENDIX C: 2021 REGIONAL PLAN – TRIBAL CONSULTATION PLAN

1. Kick-off and Assessment

- Convene an informational workshop on the content of San Diego Forward: The Regional Plan (Regional Plan) to establish familiarity with the existing Regional Plan and the role of tribal nations in the regional context.
- Format: Specially convened meeting or incorporated into a Southern California Tribal Chairmen’s Association (SCTCA) Board meeting.

2. Convene Leadership Meetings between SANDAG and SCTCA

- Engaging the tribal leaders in a smaller setting will enable the leadership to get to know each other prior to the San Diego Regional Tribal Summit (Summit) in April 2018 and facilitate a meaningful dialogue, which can inform the Tribal Consultation Plan for the 2021 Regional Plan, as well as other regional issues such as transportation funding strategies.

3. Policy Area Listening Sessions

- Convene workshop(s) to discuss the tribal perspective on collaborative regional policy areas (non-transportation) identified in the Regional Plan including:
 - ▶ Cultural Resources
 - ▶ Economic Development
 - ▶ Energy
 - ▶ Environmental Conservation
- The sessions will gather subject matter experts from as many of the tribes as possible to meet with SANDAG subject matter experts and generate a dialogue on issues of common concern and potential collaborative strategies for consideration.
- The results will be brought to the SCTCA Board and SANDAG Borders Committee for discussion, and incorporated into the Summit policy paper.

4. Transportation Issues Collaboration

- The Interagency Technical Working Group on Tribal Transportation Issues (Working Group) will serve as the Advisory Group for the transportation elements of the Regional Plan and implementation of the *Intraregional Tribal Transportation Strategy* developed as a near-term action of the Regional Plan.
- At key decision-making points for the 2021 Regional Plan, the Working Group will provide recommendations to the SCTCA for tribal consideration and relay this input to the SANDAG Transportation Committee through their representation on that Policy Advisory Committee.
- The Working Group will provide a forum for action related to the transportation issues in the Regional Plan, including the inclusion of Long-Range Tribal Transportation Plans in the Regional Plan.

5. Develop Tribal Policy Paper for Regional Plan
 - Based on the outcomes of the policy workshop(s) and the Working Group, SANDAG/SCTCA staff will prepare a policy paper on the tribal perspective for the Regional Plan.
 - The paper will be taken to the SCTCA Board and Borders Committee for review and comment.
 - The policy paper will serve as the basis for discussion at the Summit.
6. Convene San Diego Regional Tribal Summit/Symposium
 - At a timely and meaningful moment in the process of developing the 2021 Regional Plan, the Summit/Symposium will be convened between the Boards of SANDAG and the SCTCA to discuss key policy issues for inclusion in the Regional Plan and a potential collaborative agenda.
 - At a timely and meaningful moment in the process joint meetings of the Borders Committee and the SCTCA will be convened to ensure tribal policy issues are taken into consideration in the development of the 2021 Regional Plan.
 - The discussion will include collaborative strategies and strategic actions that can be taken on identified policy issues.
 - The strategic actions agreed upon in the Summit/Symposium will be included in the Regional Plan, as well as issues of concern to tribal nations.
7. Incorporate Tribal Issues into the Draft Regional Plan
 - Collaborate on drafting Tribal Consultation Chapter and other tribal elements in the draft Regional Plan.
 - Incorporate strategic actions identified at the Summit/Symposium and joint Boards/SCTCA meetings.
8. Collaborate on outreach for Draft Regional Plan
 - The SCTCA will support outreach to all tribal nations to collect input/comments on the draft 2021 Regional Plan from their tribal communities.

SANDAG 2018 RTP REGIONAL EMISSIONS ANALYSIS AMENDMENT No. 98						
PROJECT LISTING						
TIP ID	LEAD AGENCY	DOC	PROJECT TITLE	CHANGE REASON	Current OTT	Revised OTT
CAL09	Caltrans	18-98	Interstate 5 - HOV/Managed Lanes	Revise project description and schedule	Phase 1: Sep-20 Phase 2: Sep-24 Phase 3: Sep-24	Phase 1: 12/2021 Phase 2: 12/2021 Phase 3: 9/2022
CAL68	Caltrans	18-98	SR 94/125 Southbound to Eastbound Connector	Revise Project Schedule	Jun-24	Feb-25
CAL114	Caltrans	18-98	I-5/SR 56 Interchange	Revise Project Schedule	Phase 1: Jan-26 Phase 2: Jan-35 Phase 3: Jan-35	Phase 1: Dec-24 Phase 2: Jan-31 Phase 3: Jan-31
CAL277	Caltrans	18-98	I-15/SR-78 HOV Connectors	Changed to Capacity Increasing	N/A	Oct-27
CB04B	Carlsbad, City of	18-98	El Camino Real and Cannon Road	Revise project description and schedule	Jun-20	Dec-20
CB12	Carlsbad, City of	18-98	College Boulevard Reach A	Revise Project Schedule	Dec-20	Dec-22
CB22	Carlsbad, City of	18-98	Avenida Encinas - Widen from Palomar Airport Road to Embarcadero Lane	Revise Project Schedule	Jun-21	Jun-22
CB31	Carlsbad, City of	18-98	El Camino Real Widening - La Costa Avenue to Arenal Road	Revise project description and schedule	Jun-21	Jun-24
CB32	Carlsbad, City of	18-98	El Camino Real Widening - Cassia to Camino Vida Roble	Revise project description and schedule	Jun-20	Jun-21
CB34	Carlsbad, City of	18-98	Palomar Airport Road and Paseo Del Norte Right Turn Lane	Revise Project Schedule	Jun-20	Dec-19
CB35	Carlsbad, City of	18-98	Palomar Airport Road and Paseo Del Norte Left Turn Lane	Revise Project Schedule	Jun-19	Dec-19
CHV69	Chula Vista, City of	18-98	Heritage Road Bridge	Revise Project Schedule	Dec-20	Aug-22
ESC04	Escondido, City of	18-98	Citracado Parkway	Accelerate award date	Dec-21	Dec-21
ESC06	Escondido, City of	18-98	El Norte Parkway Bridge at Escondido Creek	Revise Project Schedule	Dec-20	Mar-20
CNTY21	San Diego County	18-98	Bradley Avenue Overpass at SR 67	Revise Project Schedule	Jul-22	Nov-23
CNTY24	San Diego County	18-98	Cole Grade Road	Revise Project Schedule	Jan-22	Jul-23
CNTY34	San Diego County	18-98	Dye Road Extension	Revise Project Schedule	Jun-24	Aug-25
CNTY88	San Diego County	18-98	Ashwood Street Corridor Improvements (Mapleview to Willow)	Revise Project Schedule	Jul-22	Jan-23
SD83	San Diego, City of	18-98	SR 163/Friars Road Interchange Modification	Revise Project Schedule	Sep-19	Mar-20
SD102A	San Diego, City of	18-98	Old Otay Truck Route Widening - Phase 4	Revise Project Schedule	Phase 1: Jul-20 Phase 2: Dec-20	Phase 1: Sep-20 Phase 2: Dec-25
SD190	San Diego, City of	18-98	Palm Avenue/Interstate 805 Interchange	Revise Project Schedule	Phase 1: Jun-08 Phase 2: Jun-20 Phase 3: Jun-28	Phase 1: Jun-08 Phase 2: Nov-24 Phase 3: Jun-30
SD247	San Diego, City of	18-98	Camino del Sur and Carmel Mountain Rd (Merge 56)	Revise Project Schedule	Jul-19	Jan-21
V18	Various Agencies	18-98	I-5/Voigt Drive Improvements	Revise Project Schedule	Jan-21	Jul-21

Table 1 - Draft
2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL09							RTIP #:18-98			
Project Title: Interstate 5 - HOV/Managed Lanes							EA NO: 235800			
Project Description: Interstate 5 - construct High Occupancy Vehicle (HOV)/Managed Lanes on I-5; construct Phase 1: Construct HOV from Lomas Santa Fe to Birmingham and replace San Elijo Bridge; Construct Phase 2: construct HOV lanes and soundwall on private property from Birmingham to Palomar Airport Rd; Construct Phase 3: Construct HOV lanes and soundwalls on private property from Palomar Airport Rd to SR-78. Toll Credits will be used to match federal funds for the ROW phase, Toll Credits will be used to match federal funds for the CON phase							PPNO: 0615CDE, 0615 RTP PG NO: A-16, B-30 SANDAG ID: 1200511, 1200501, 1200504, 1200510, 1200509			
Change Reason: Other, Revise project schedule										
RT:5 Capacity Status:CI Exempt Category:Non-Exempt										
Est Total Cost: \$946,521			Open to Traffic: Phase 1: Dec 2021		Phase 2: Dec 2021		Phase 3: Sep 2022			
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$169,972	\$154,195			\$4,568	\$5,023	\$6,186	\$122,608	\$36,718	\$10,646
TransNet - MC AC	\$0	\$5,642	\$73,138	\$(22,633)	\$(24,870)	\$(24,589)	\$(6,688)			
CBI	\$416	\$416						\$416		
CMAQ	\$117,973	\$113,584	\$4,390					\$23,515	\$8,800	\$85,658
CMAQ - Conversion	\$62,789			\$6,642	\$24,870	\$24,589	\$6,688	\$2,050	\$4,012	\$56,727
Earmark Repurposing	\$1,520	\$1,220					\$300	\$1,220		\$300
IM	\$3,886	\$3,886						\$3,886		
Other Fed - HIP	\$8,118		\$8,118							\$8,118
RSTP	\$100,120	\$66,694	\$33,426					\$50,674	\$6,106	\$43,340
RSTP - AC Conversion	\$15,992			\$15,992						\$15,992
STP	\$751	\$751						\$751		
SB1 - CCP	\$195,000		\$195,000							\$195,000
STIP-RIP AC	\$229,084	\$68,943		\$71,078			\$89,063	\$9,561		\$219,523
STIP-RIP State Cash	\$628	\$628						\$628		
TOTAL	\$906,249	\$415,959	\$314,072	\$71,079	\$4,568	\$5,023	\$95,549	\$215,309	\$55,636	\$635,304

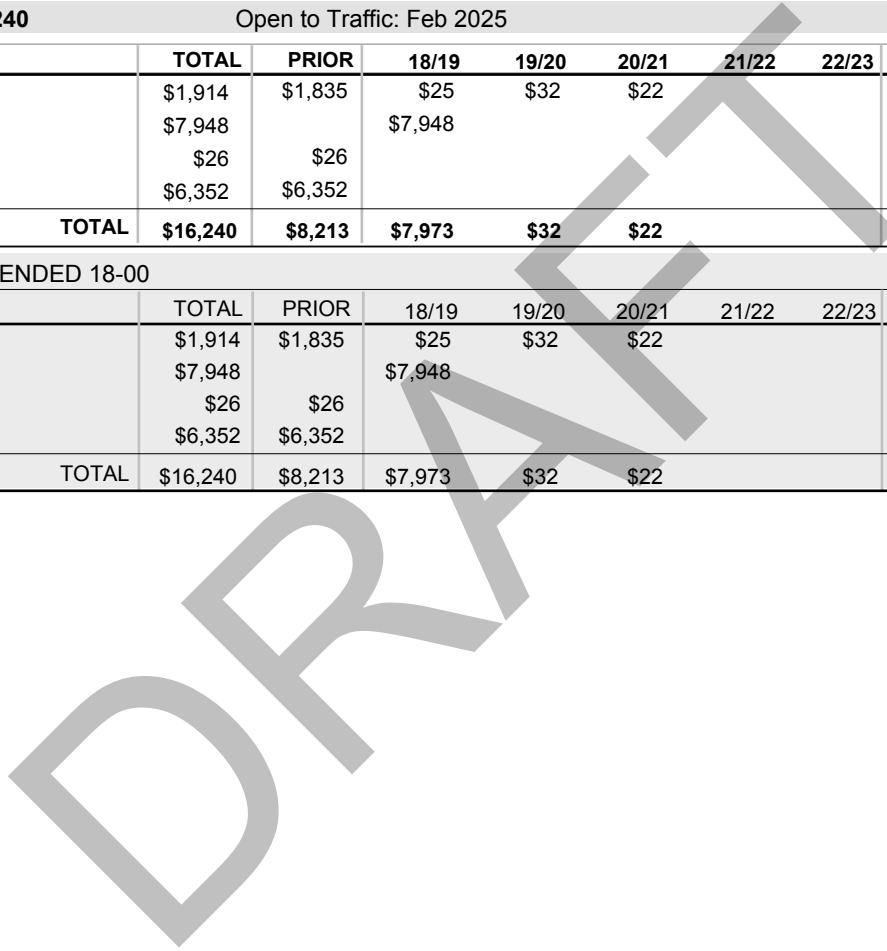
* \$5.324M programmed in CAL46A; \$299K provided outside of the RTIP; \$12.035M programmed in CAL443; \$22.616M programmed in CAL468; Demo IDs CA653, CA676 repurposed to FHWA transfer number CAT 16-070

PROJECT LAST AMENDED 18-03										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$169,972	\$154,195			\$4,568	\$5,023	\$6,186	\$122,608	\$36,718	\$10,646
TransNet - MC AC	\$0	\$5,642	\$73,138	\$(22,633)	\$(24,870)	\$(24,589)	\$(6,688)			
CBI	\$416	\$416						\$416		
CMAQ	\$117,973	\$113,584	\$4,390					\$23,515	\$8,800	\$85,658
CMAQ - Conversion	\$62,789			\$6,642	\$24,870	\$24,589	\$6,688	\$2,050	\$4,012	\$56,727
Earmark Repurposing	\$1,520	\$1,220					\$300	\$1,220		\$300
IM	\$3,886	\$3,886						\$3,886		
Other Fed - HIP	\$8,118		\$8,118							\$8,118
RSTP	\$100,120	\$66,694	\$33,426					\$50,674	\$6,106	\$43,340
RSTP - AC Conversion	\$15,992			\$15,992						\$15,992
STP	\$751	\$751						\$751		
SB1 - CCP	\$195,000		\$195,000							\$195,000
STIP-RIP AC	\$229,084	\$68,943		\$71,078			\$89,063	\$9,561		\$219,523
STIP-RIP State Cash	\$628	\$628						\$628		
TOTAL	\$906,249	\$415,959	\$314,072	\$71,079	\$4,568	\$5,023	\$95,549	\$215,309	\$55,636	\$635,304

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL68		RTIP #:18-98									
Project Title:		SR 94/125 Southbound to Eastbound Connector							EA NO: 14665		
Project Description:		In San Diego County in and near La Mesa on SR 94 from Spring Street UC to 0.3 mile west of Kenwood Drive UC and SR 125 N of Spring Street UC to 0.1 mile S of Lemon Ave UC Milepost begins at 10.4 ends at 11.5 - Construct freeway connector, add auxiliary lane and replace and widen bridges							PPNO: 0356		
Change Reason:		Other, Revise project scope, Revise project schedule							RTP PG NO: A-6		
Capacity Status:CI		Exempt Category:Non-Exempt									
Est Total Cost: \$16,240		Open to Traffic: Feb 2025									
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$1,914	\$1,835	\$25	\$32	\$22			\$1,914			
STIP-RIP AC	\$7,948		\$7,948					\$7,948			
State Cash	\$26	\$26							\$26		
TCRP	\$6,352	\$6,352						\$5,000	\$1,352		
TOTAL	\$16,240	\$8,213	\$7,973	\$32	\$22			\$14,862	\$1,378		
PROJECT LAST AMENDED 18-00											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$1,914	\$1,835	\$25	\$32	\$22			\$1,914			
STIP-RIP AC	\$7,948		\$7,948					\$7,948			
State Cash	\$26	\$26							\$26		
TCRP	\$6,352	\$6,352						\$5,000	\$1,352		
TOTAL	\$16,240	\$8,213	\$7,973	\$32	\$22			\$14,862	\$1,378		



**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL114		RTIP #:18-98
Project Title:	I-5/SR 56 Interchange	EA NO: 17790
Project Description:	At I-5/SR 56 interchange - in San Diego, construct freeway to freeway interchange, associated operational improvements, and the relocation of the fiber optic cable line; future phases are outside of TIP cycle but included in the long range plan. Phase I: To construct one additional auxiliary lane in the east and westbound directions on SR-56 from El Camino Real to Carmel Country Rd. Phase II: Construct the west to north connector, extend the NB I-5 local bypass, and reconstruct the Del Mar Heights O.C. Phase III - Construct the south to east connector, extend the SB I-5 local bypass, and construct the Carmel Creek Dr. slip ramp	RTP PG NO: A-10, 16, 18, 19, 22, 23 SANDAG ID: 1200503
Change Reason:	Other, Revise project schedule	

RT:5 Capacity Status:CI Exempt Category:Non-Exempt

Est Total Cost: \$17,958	Open to Traffic: Phase 1: Dec 2024	Phase 2: Jan 2031	Phase 3: Jan 2031							
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$1,854	\$613	\$482	\$472	\$287			\$1,854		
CBI	\$1,942	\$1,942						\$1,942		
DEMO - Sec 115	\$1,000	\$1,000						\$1,000		
DEMO - TEA 21	\$375	\$375						\$375		
HPP	\$4,529	\$4,529						\$4,529		
IM	\$1,927	\$1,927						\$1,927		
STP	\$2,952	\$2,952						\$2,952		
STP - Sec 112	\$396	\$396						\$396		
Local Funds	\$909	\$909						\$909		
TOTAL	\$15,884	\$14,643	\$482	\$472	\$287			\$15,884		

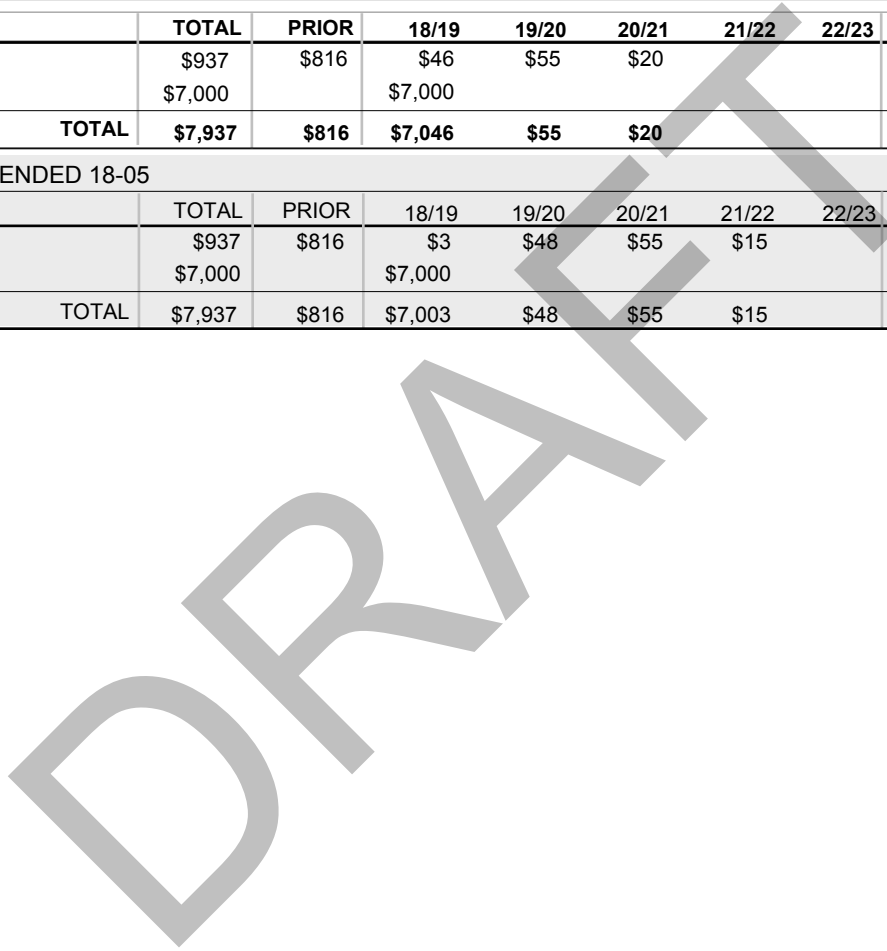
* State contributed \$2.073M in additional funds outside of the RTIP

PROJECT LAST AMENDED 18-00										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$1,854	\$613	\$482	\$472	\$287			\$1,854		
CBI	\$1,942	\$1,942						\$1,942		
DEMO - Sec 115	\$1,000	\$1,000						\$1,000		
DEMO - TEA 21	\$375	\$375						\$375		
HPP	\$4,529	\$4,529						\$4,529		
IM	\$1,927	\$1,927						\$1,927		
STP	\$2,952	\$2,952						\$2,952		
STP - Sec 112	\$396	\$396						\$396		
Local Funds	\$909	\$909						\$909		
TOTAL	\$15,884	\$14,643	\$482	\$472	\$287			\$15,884		

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL277		RTIP #:18-98								
Project Title:	I-15/SR-78 HOV Connectors						EA NO: 2T240			
Project Description:	SR-78 from Post Mile 15.49 to R16.6 and on I-15 from Post Mile R30.63 to R31.56 - preliminary engineering for northbound I-15 to westbound SR-78 and eastbound SR-78 to southbound I-15 HOV connectors and operational improvements						RTP PG NO: A-19; B-32 SANDAG ID: 1207802			
Change Reason:	Revise project scope									
RT:15	Capacity Status:CI	Exempt Category:Non-Exempt								
Est Total Cost: \$340,000		Open to Traffic: Oct 2027								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$937	\$816	\$46	\$55	\$20			\$937		
STIP-RIP AC	\$7,000		\$7,000					\$7,000		
TOTAL	\$7,937	\$816	\$7,046	\$55	\$20			\$7,937		
PROJECT LAST AMENDED 18-05										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$937	\$816	\$3	\$48	\$55	\$15		\$937		
STIP-RIP AC	\$7,000		\$7,000					\$7,000		
TOTAL	\$7,937	\$816	\$7,003	\$48	\$55	\$15		\$7,937		



**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB04B										RTIP #:18-98	
Project Title: El Camino Real and Cannon Road							RTP PG NO: A-25 RAS (M-38)				
Project Description: Intersection at El Camino Real and Cannon Road - In Carlsbad, along the northbound side of El Camino Real just south of Cannon Road; re-stripe to provide three through lanes, add a separate ped/bike bridge structure on the northbound side of El Camino Real over Agua Hedionda Creek.											
Change Reason: Other, Revise project description, Revise project schedule											
Capacity Status:CI Exempt Category:Non-Exempt											
Est Total Cost: \$2,285			Open to Traffic: Dec 2020								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
Local Funds	\$2,285	\$849	\$1,436					\$325		\$1,960	
TOTAL	\$2,285	\$849	\$1,436					\$325		\$1,960	
PROJECT LAST AMENDED 18-00											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
Local Funds	\$2,285	\$849	\$1,436					\$325		\$1,960	
TOTAL	\$2,285	\$849	\$1,436					\$325		\$1,960	

MPO ID: CB12										RTIP #:18-98	
Project Title: College Boulevard Reach A							RTP PG NO: A-25; B-34 RAS (M-38)				
Project Description: College Boulevard from Badger Lane to Cannon Road (.8 miles) - in Carlsbad, from Badger Lane to Cannon Road, construct a new segment of College Blvd. to provide 4-lane roadway with raised median, bike lanes and sidewalks/trails in accordance with Major Arterial standards											
Change Reason: Other, Revise project schedule											
Capacity Status:CI Exempt Category:Non-Exempt											
Est Total Cost: \$11,952			Open to Traffic: Dec 2022								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
Local Funds	\$11,952	\$2,774	\$9,178					\$2,774		\$9,178	
TOTAL	\$11,952	\$2,774	\$9,178					\$2,774		\$9,178	
PROJECT LAST AMENDED 18-00											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
Local Funds	\$11,952	\$2,774	\$9,178					\$2,774		\$9,178	
TOTAL	\$11,952	\$2,774	\$9,178					\$2,774		\$9,178	

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB22		RTIP #:18-98									
Project Title:	Avenida Encinas - Widen from Palomar Airport Road to Embarcadero Lane						RTP PG NO: A-29; B-34				
Project Description:	Avenida Encinas from Palomar Airport Rd. to Embarcadero Lane (1 miles) - in Carlsbad, Avenida Encinas from Palomar Airport Road southerly to existing improvements adjacent to the Embarcadero Lane; roadway widening and parkway construction/improvements.										
Change Reason:	Other, Revise project schedule										
	Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$5,347		Open to Traffic: Jun 2022									
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
Local Funds	\$5,347	\$2,605	\$30	\$2,712				\$400	\$60	\$4,887	
	TOTAL	\$5,347	\$30	\$2,712				\$400	\$60	\$4,887	
PROJECT LAST AMENDED 18-00											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
Local Funds	\$5,347	\$2,605	\$30	\$2,712				\$400	\$60	\$4,887	
	TOTAL	\$5,347	\$30	\$2,712				\$400	\$60	\$4,887	

MPO ID: CB31		RTIP #:18-98									
Project Title:	El Camino Real Widening - La Costa Avenue to Arenal Road						RTP PG NO: A-30; B-35				
Project Description:	El Camino Real from La Costa Ave to Arenal Rd. (.5 miles) - in Carlsbad, along El Camino Real from 700 feet north of La Costa Avenue to Arenal Road, widening along the southbound side of the roadway to provide three travel lanes, sidewalk, and a bike lane in accordance with Prime Arterial Standards										
Change Reason:	Other, Revise project description, Revise project schedule										
	Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$2,550		Open to Traffic: Jun 2024									
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
Local Funds	\$1,925		\$1,925							\$1,925	
Local RTCIP	\$625	\$625						\$625			
	TOTAL	\$625	\$1,925					\$625		\$1,925	
PROJECT LAST AMENDED 18-00											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
Local Funds	\$1,925		\$1,925							\$1,925	
Local RTCIP	\$625	\$625						\$625			
	TOTAL	\$625	\$1,925					\$625		\$1,925	

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB32		RTIP #:18-98								
Project Title:	El Camino Real Widening - Cassia to Camino Vida Roble							RTP PG NO: A-25; B-35		
Project Description:	El Camino Real from Cassia Road to Camino Vida Roble (.5 miles) - in Carlsbad, widen El Camino Real from 900 feet north of Cassia Road to Camino Vida Roble, along the northbound/east side of the roadway to provide three travel lanes, sidewalk, and a bike lane in accordance with Prime Arterial standards							RAS (M-38) <i>TransNet</i> - LSI: CR		
Change Reason:	Other, Revise project description, Revise project schedule									
Capacity Status:	CI	Exempt Category:	Non-Exempt							
Est Total Cost: \$2,800		Open to Traffic: Jun 2021								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$1,360		\$425	\$935				\$425		\$935
Earmark Repurposing	\$1,440		\$1,440					\$1,440		
TOTAL	\$2,800		\$1,865	\$935				\$1,865		\$935

* Demo ID CA366 repurposed to FHWA transfer number CAT 16-063

PROJECT LAST AMENDED 18-01										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$1,360		\$425	\$935				\$425		\$935
Earmark Repurposing	\$1,440		\$1,440					\$1,440		
TOTAL	\$2,800		\$1,865	\$935				\$1,865		\$935

MPO ID: CB34		RTIP #:18-98								
Project Title:	Palomar Airport Road and Paseo Del Norte Right Turn Lane							RTP PG NO: A-29; B-34		
Project Description:	Palomar Airport Road from I-5 to Paseo Del Norte (.1 miles) - in Carlsbad, widening along eastbound Palomar Airport Road to provide a dedicated right turn lane to southbound Paseo Del Norte							RAS (M-38) <i>TransNet</i> - LSI: CR		
Change Reason:	Other, Revise project schedule									
Capacity Status:	CI	Exempt Category:	Non-Exempt							
Est Total Cost: \$938		Open to Traffic: Dec 2019								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$825	\$75	\$750					\$75		\$750
Local Funds	\$113	\$113						\$64		\$49
TOTAL	\$938	\$188	\$750					\$139		\$799
PROJECT LAST AMENDED 18-00										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$825	\$75	\$750					\$75		\$750
Local Funds	\$113	\$113						\$64		\$49
TOTAL	\$938	\$188	\$750					\$139		\$799

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB35		RTIP #:18-98								
Project Title:	Palomar Airport Road and Paseo Del Norte Left Turn Lane							RTP PG NO: A-30; B-35		
Project Description:	Palomar Airport Road from I-5 to Paseo Del Norte (.1 miles) - In Carlsbad, lengthen the left turn pocket along eastbound Palomar Airport Road to northbound Paseo Del Norte							RAS (M-38) <i>TransNet</i> - LSI: CR		
Change Reason:	Other, Revise project schedule									
Capacity Status:	CI	Exempt Category:	Non-Exempt							
Est Total Cost:	\$255		Open to Traffic: Dec 2019							
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$255	\$45	\$210					\$50		\$205
TOTAL	\$255	\$45	\$210					\$50		\$205
PROJECT LAST AMENDED 18-00										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$255	\$45	\$210					\$50		\$205
TOTAL	\$255	\$45	\$210					\$50		\$205

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**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

Chula Vista, City of

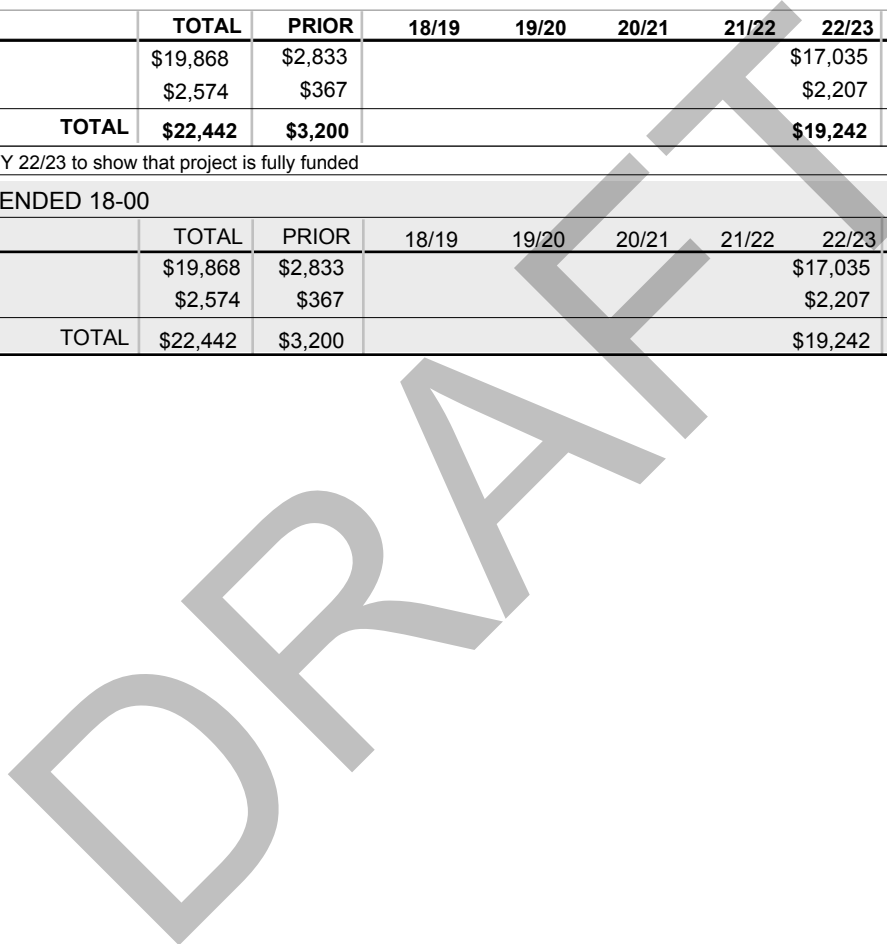
MPO ID: CHV69		RTIP #:18-98
Project Title:	Heritage Road Bridge	RTP PG NO: B-35 RAS (M-39)
Project Description:	Bridge 57C0670 - widen and lengthen bridge over Otay River from four lane to six lane bridge that accommodates shoulders, sidewalk and median; project is on Heritage Road from the intersection of Main Street and Nirvana Ave. to Entertainment Circle	
Change Reason:	Other, Revise project schedule	
Capacity Status:	CI Exempt Category:Non-Exempt	

Est Total Cost: **\$22,442** Open to Traffic: Aug 2022

	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
HBP	\$19,868	\$2,833					\$17,035	\$2,479	\$354	\$17,035
Local Funds	\$2,574	\$367					\$2,207	\$321	\$46	\$2,207
TOTAL	\$22,442	\$3,200					\$19,242	\$2,800	\$400	\$19,242

* CON funds shown in FY 22/23 to show that project is fully funded

PROJECT LAST AMENDED 18-00										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
HBP	\$19,868	\$2,833					\$17,035	\$2,479	\$354	\$17,035
Local Funds	\$2,574	\$367					\$2,207	\$321	\$46	\$2,207
TOTAL	\$22,442	\$3,200					\$19,242	\$2,800	\$400	\$19,242



**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC04		RTIP #:18-98
Project Title:	Citracado Parkway II	RTP PG NO: B-37
Project Description:	Citracado Parkway from West Valley to Andreason (.5 miles) - widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek	RAS (M-40) TransNet - LSI: CR
Change Reason:	Other, Revise project schedule	
Capacity Status:	CI	Exempt Category:Non-Exempt

Est Total Cost: **\$38,023** Open to Traffic: Dec 2021

	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$581	\$581							\$581	
TransNet - LSI	\$0									
TransNet - LSI (Cash)	\$988	\$988								\$988
TransNet - LSI Carry Over	\$1,700		\$1,700							\$1,700
HUD	\$908	\$908						\$908		
SB1 - LPP Comp	\$12,500			\$12,500						\$12,500
Local Funds	\$17,272	\$17,272						\$5,608	\$1,000	\$10,664
Local RTCIP	\$4,074	\$953	\$1,264	\$1,857						\$4,074
TOTAL	\$38,023	\$20,702	\$2,964	\$14,357				\$6,516	\$1,581	\$29,926

PROJECT LAST AMENDED 18-00

	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$581	\$581							\$581	
TransNet - LSI	\$0									
TransNet - LSI (Cash)	\$988	\$988								\$988
TransNet - LSI Carry Over	\$1,700		\$1,700							\$1,700
HUD	\$908	\$908						\$908		
SB1 - LPP Comp	\$12,500			\$12,500						\$12,500
Local Funds	\$17,272	\$17,272						\$5,608	\$1,000	\$10,664
Local RTCIP	\$4,074	\$953	\$1,264	\$1,857						\$4,074
TOTAL	\$38,023	\$20,702	\$2,964	\$14,357				\$6,516	\$1,581	\$29,926

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC06		RTIP #:18-98								
Project Title:	El Norte Parkway Bridge at Escondido Creek							RTP PG NO: B-37		
Project Description:	Bridge 57C0356 (1 miles) - construct a two lane bridge and street improvements on both sides of bridge to match adjacent street segments. The project includes construction of new medians with landscaping, rehabilitation of existing pavement, and striping upgrades to match the completed alignment. A pedestrian signal will be installed in the vicinity of the bridge to accommodate pedestrians and cyclists using the Escondido Creek Trail.							RAS (M-40) TransNet - LSI: CR		
Change Reason:	Other, Revise project schedule									
Capacity Status:	CI	Exempt Category:Non-Exempt								
Est Total Cost:	\$5,402	Open to Traffic: Mar 2020								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$2,000	\$2,000						\$50		\$1,950
TransNet - L (Cash)	\$167	\$167								\$167
TransNet - LSI (Cash)	\$808	\$808								\$808
TransNet - LSI Carry Over	\$2,021		\$1,872	\$149						\$2,021
Local Funds	\$406	\$406								\$406
TOTAL	\$5,402	\$3,381	\$1,872	\$149				\$50		\$5,352
PROJECT LAST AMENDED 18-00										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$2,000	\$2,000						\$50		\$1,950
TransNet - L (Cash)	\$167	\$167								\$167
TransNet - LSI (Cash)	\$808	\$808								\$808
TransNet - LSI Carry Over	\$2,021		\$1,872	\$149						\$2,021
Local Funds	\$406	\$406								\$406
TOTAL	\$5,402	\$3,381	\$1,872	\$149				\$50		\$5,352

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY21		RTIP #:18-98
Project Title:	Bradley Avenue Overpass at SR 67	RTP PG NO: A-26; B-36
Project Description:	Bridge 57-0552 - widen of Bradley Ave from Magnolia Ave to Mollision Ave; widen from 2 lanes to 4 lanes plus sidewalks; replace 2-lane bridge over SR 67 with a 6-lane bridge, which accommodates turn pockets	EARMARK NO: CA294, CA852 RAS (M-46) TransNet - LSI: CR
Change Reason:	Other, Revise project schedule	
Capacity Status:	CI	Exempt Category: Non-Exempt

Est Total Cost: **\$40,003** Open to Traffic: Nov 2023

	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$195	\$195						\$195		
TransNet - LSI	\$13,806	\$2,554			\$4,545	\$4,585	\$2,122	\$955	\$1,599	\$11,252
TransNet - LSI (Cash)	\$114	\$114						\$114		
TransNet - LSI Carry Over	\$12,137	\$3,174	\$2,294	\$6,669				\$249	\$2,925	\$8,963
Earmark Repurposing	\$206		\$206						\$206	
HPP	\$400	\$400							\$400	
RSTP	\$750	\$750						\$750		
STP - Sec 117	\$492	\$492							\$492	
Local Funds	\$11,903	\$3,156			\$8,746			\$983	\$2,174	\$8,746
TOTAL	\$40,003	\$10,835	\$2,500	\$6,669	\$13,291	\$4,585	\$2,122	\$3,246	\$7,796	\$28,961

* Demo ID CA475 repurposed to FHWA transfer number CAT 16-066

PROJECT LAST AMENDED 18-01										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$195	\$195						\$195		
TransNet - LSI	\$13,806	\$2,554			\$4,545	\$4,585	\$2,122	\$955	\$1,599	\$11,252
TransNet - LSI (Cash)	\$114	\$114						\$114		
TransNet - LSI Carry Over	\$12,137	\$3,174	\$2,294	\$6,669				\$249	\$2,925	\$8,963
Earmark Repurposing	\$206		\$206						\$206	
HPP	\$400	\$400							\$400	
RSTP	\$750	\$750						\$750		
STP - Sec 117	\$492	\$492							\$492	
Local Funds	\$11,903	\$3,156			\$8,746			\$983	\$2,174	\$8,746
TOTAL	\$40,003	\$10,835	\$2,500	\$6,669	\$13,291	\$4,585	\$2,122	\$3,246	\$7,796	\$28,961

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY24			RTIP #:18-98							
Project Title:		Cole Grade Road						RTP PG NO: B-36		
Project Description:		Cole Grade Road from N. of Horse Creek to South of Pauma Heights Road (2.9 miles) - widen to accommodate 14-ft traffic lane in both direction, 12-ft center 2-way left turn, 6-ft bike lane & 10-ft pathway						RAS (M-46) TransNet - LSI: CR		
Change Reason:		Other, Revise project schedule								
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$29,777			Open to Traffic: Jul 2023							
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$350	\$350						\$350		
TransNet - L (Cash)	\$335	\$335						\$335		
TransNet - LSI	\$19,716	\$1,194		\$6,504	\$6,638	\$3,370	\$2,010	\$1,698		\$18,018
TransNet - LSI Carry Over	\$9,376	\$5,376	\$4,000					\$1,750	\$4,750	\$2,876
TOTAL	\$29,777	\$7,255	\$4,000	\$6,504	\$6,638	\$3,370	\$2,010	\$4,133	\$4,750	\$20,894
PROJECT LAST AMENDED 18-00										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$350	\$350						\$350		
TransNet - L (Cash)	\$335	\$335						\$335		
TransNet - LSI	\$19,716	\$1,194		\$6,504	\$6,638	\$3,370	\$2,010	\$1,698		\$18,018
TransNet - LSI Carry Over	\$9,376	\$5,376	\$4,000					\$1,750	\$4,750	\$2,876
TOTAL	\$29,777	\$7,255	\$4,000	\$6,504	\$6,638	\$3,370	\$2,010	\$4,133	\$4,750	\$20,894

MPO ID: CNTY34			RTIP #:18-98							
Project Title:		Dye Road Extension						RTP PG NO: A-29; B-36		
Project Description:		Dye Road to San Vicente Road from 500 ft west of Ramona Street to Intersection of Warnock Dr and San Vicente Rd (1.15 miles) - in Ramona - study, design and construct a 2-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway						RAS (M-46) TransNet - LSI: CR		
Change Reason:		Other, Revise project schedule								
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$12,452			Open to Traffic: Aug 2025							
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$300	\$300						\$300		
TransNet - L (Cash)	\$250	\$250						\$250		
TransNet - LSI	\$2,132	\$889	\$10	\$11	\$11	\$11	\$1,200	\$1,858	\$274	
TransNet - LSI Carry Over	\$110	\$100	\$10					\$110		
TOTAL	\$2,792	\$1,539	\$20	\$11	\$11	\$11	\$1,200	\$2,518	\$274	

* construction funds are outside of the the 5-year RTIP cycle

PROJECT LAST AMENDED 18-00										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$300	\$300						\$300		
TransNet - L (Cash)	\$250	\$250						\$250		
TransNet - LSI	\$2,132	\$889	\$10	\$11	\$11	\$11	\$1,200	\$1,858	\$274	
TransNet - LSI Carry Over	\$110	\$100	\$10					\$110		
TOTAL	\$2,792	\$1,539	\$20	\$11	\$11	\$11	\$1,200	\$2,518	\$274	

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

San Diego County

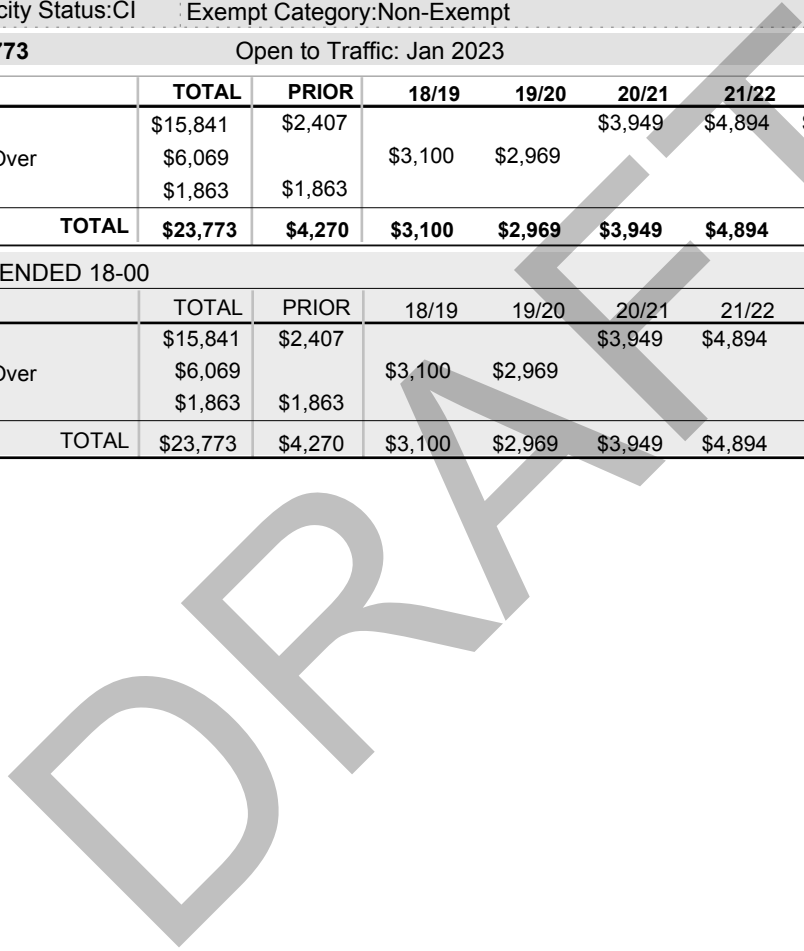
MPO ID: CNTY88		RTIP #:18-98
Project Title:	Ashwood Street Corridor Improvements (Mapleview to Willow)	RTP PG NO: A-29 AND B-37 <i>TransNet</i> - LSI: CR
Project Description:	Ashwood Street/Wildcat Canyon Road from Mapleview Street to 1100 feet north of Willow Road (1.1 miles) - in the unincorporated community of Lakeside - traffic signal improvements at Mapleview and Ashwood; traffic signal installation at Willow and Ashwood/Wildcat Canyon; and the addition of turn lanes, addition of a passing lane in a non-urbanized area, bike lanes, and pedestrian facilities	
Change Reason:	Other, Revise project schedule	
Capacity Status:	CI	Exempt Category: Non-Exempt

Est Total Cost: **\$23,773** Open to Traffic: Jan 2023

	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI	\$15,841	\$2,407			\$3,949	\$4,894	\$4,591	\$2,407		\$13,434
<i>TransNet</i> - LSI Carry Over	\$6,069		\$3,100	\$2,969				\$1,494	\$2,575	\$2,000
Local Funds	\$1,863	\$1,863						\$1,863		
TOTAL	\$23,773	\$4,270	\$3,100	\$2,969	\$3,949	\$4,894	\$4,591	\$5,764	\$2,575	\$15,434

PROJECT LAST AMENDED 18-00

	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI	\$15,841	\$2,407			\$3,949	\$4,894	\$4,591	\$2,407		\$13,434
<i>TransNet</i> - LSI Carry Over	\$6,069		\$3,100	\$2,969				\$1,494	\$2,575	\$2,000
Local Funds	\$1,863	\$1,863						\$1,863		
TOTAL	\$23,773	\$4,270	\$3,100	\$2,969	\$3,949	\$4,894	\$4,591	\$5,764	\$2,575	\$15,434



**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD83	RTIP #:18-98
Project Title: SR 163/Friars Road Interchange Modification	RTP PG NO: B-39
Project Description: Intersection at Friars Road and SR 163 - Widen and improve Friars Road and overcrossing; reconstruct interchange including improvements to ramp intersections (Phase 1); construct new connector roadways and structures (Phase 2); construct auxilliary lanes along northbound and southbound SR163 (Phase 3) (CIP Legacy#52-455.0,WBS# S-00851)	EARMARK NO: CAT 16-071 RAS (M-43) TransNet - LSI: CR
Change Reason: Other, Revise project schedule	
Capacity Status: CI	Exempt Category: Non-Exempt

Est Total Cost: \$62,021		Open to Traffic: Mar 2020								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$2,207	\$2,207						\$2,207		
TransNet - LSI	\$21,840	\$18,391	\$3,449					\$2,227		\$19,613
TransNet - LSI Carry Over	\$7,605	\$3,905	\$3,700					\$2,975		\$4,630
Earmark Repurposing	\$1,173	\$1,086	\$87							\$1,173
RSTP	\$2,240	\$2,240						\$2,240		
Local Funds	\$19,026	\$19,026						\$1,153	\$3,120	\$14,753
Local RTCIP	\$7,930	\$7,930							\$2,980	\$4,950
TOTAL	\$62,021	\$54,785	\$7,236					\$10,802	\$6,100	\$45,119

PROJECT LAST AMENDED 18-01										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$2,207	\$2,207						\$2,207		
TransNet - LSI	\$21,840	\$18,391	\$3,449					\$2,227		\$19,613
TransNet - LSI Carry Over	\$7,605	\$3,905	\$3,700					\$2,975		\$4,630
Earmark Repurposing	\$1,173	\$1,086	\$87							\$1,173
RSTP	\$2,240	\$2,240						\$2,240		
Local Funds	\$19,026	\$19,026						\$1,153	\$3,120	\$14,753
Local RTCIP	\$7,930	\$7,930							\$2,980	\$4,950
TOTAL	\$62,021	\$54,785	\$7,236					\$10,802	\$6,100	\$45,119

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD102A	RTIP #:18-98
<p>Project Title: Otay Truck Route Widening (Ph. 4)</p> <p>Project Description: Otay Truck Route - In San Diego, from Drucker Lane to La Media Rd, add one lane, for a total of three lanes: two for trucks and one lane for emergency vehicles (Border Patrol/fire department access). From Britannia Blvd to La Media Rd, add one lane for trucks and one lane for emergency vehicles. Also, along Britannia Blvd from Britannia Court to the Otay Truck Route, add one lane for trucks and one lane for emergency vehicles. (CIP S-11060) This project will be constructed in two phases; an Eastern Phase between La Media Rd and Drucker Lane, and a Western Phase from Britannia Blvd to La Media Rd. Current construction programming is for the Eastern Phase only.</p> <p>Change Reason: Other, Revise project schedule</p> <p>Capacity Status:CI Exempt Category:Non-Exempt</p>	<p>RTP PG NO: B-39 EARMARK NO: CA596/2655, CA700/3776 TransNet - LSI: CR</p>

Est Total Cost: **\$21,098** Open to Traffic: Phase 1: Sep 2020 Phase 2: Dec 2025

	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$100	\$100						\$100		
TransNet - LSI	\$1,483	\$483	\$1,000					\$217	\$266	\$1,000
TransNet - LSI Carry Over	\$8,567	\$823	\$7,744					\$250	\$573	\$7,744
HPP	\$3,780	\$3,200	\$580					\$1,800	\$1,400	\$580
SB1 - TCEP	\$6,000		\$6,000							\$6,000
Local Funds	\$1,168	\$1,168						\$518		\$650
TOTAL	\$21,098	\$5,774	\$15,324					\$2,885	\$2,239	\$15,974

PROJECT LAST AMENDED 18-03										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$100	\$100						\$100		
TransNet - LSI	\$1,483	\$483	\$1,000					\$217	\$266	\$1,000
TransNet - LSI Carry Over	\$8,567	\$823	\$7,744					\$250	\$573	\$7,744
HPP	\$3,780	\$3,200	\$580					\$1,800	\$1,400	\$580
SB1 - TCEP	\$6,000		\$6,000							\$6,000
Local Funds	\$1,168	\$1,168						\$518		\$650
TOTAL	\$21,098	\$5,774	\$15,324					\$2,885	\$2,239	\$15,974

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD190		RTIP #:18-98								
Project Title:	Palm Avenue/Interstate 805 Interchange							RTP PG NO: B-41 RAS (M - 48)		
Project Description:	On Palm Avenue at Interstate 805; - threshold traffic volumes within the Otay Mesa Community of the City of San Diego have been met, necessitating improvements to the Palm Avenue Bridge over I-805; project will also include repairs to the bridge approaches that are showing signs of failure; a new Project Study Report (PSR) and Preliminary Environmental Assessment Report (PEAR) are needed to consider all conditions within the project vicinity - Phase II of the project will include widening of the bridge, realignment of existing ramps, possible addition of northbound looping entrance ramp, restriping of traffic lanes, and signal modifications; Phase III will provide the ultimate build-out of the project which will incorporate improvements of Phase II plus the northbound and southbound entrance ramps (CIP 52-640.0)									
Change Reason:	Other, Revise project schedule									
	Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$34,869	Open to Traffic: Phase 1: Jun 2008			Phase 2: Nov 2024			Phase 3: Jun 2030			
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$34,869	\$7,369		\$27,500				\$7,119	\$250	\$27,500
	TOTAL	\$34,869	\$7,369	\$27,500				\$7,119	\$250	\$27,500
PROJECT LAST AMENDED 18-00										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$34,869	\$7,369		\$27,500				\$7,119	\$250	\$27,500
	TOTAL	\$34,869	\$7,369	\$27,500				\$7,119	\$250	\$27,500

MPO ID: SD247		RTIP #:18-98								
Project Title:	Camino del Sur and Carmel Mountain Rd (Merge 56)									
Project Description:	Camino del Sur from Torrey Santa Fe to Dormouse (1 miles) - In San Diego, on Camino del Sur from Carmel Mountain Road to Dormouse Road, and on Camino del Sur from Torrey Santa Fe to Carmel Mountain Rd, construction of Camino del Sur as a two lane interim roadway (S00872 and RD15000). Project also includes construction of Carmel Mountain Road, from Sundance Avenue to Camino del Sur, as a four lane major street with Class II bicycle lanes.									
Change Reason:	Other, Revise project schedule									
	Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$6,375	Open to Traffic: Jan 2021									
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$6,375	\$1,205	\$5,170					\$1,205		\$5,170
	TOTAL	\$6,375	\$1,205	\$5,170				\$1,205		\$5,170
PROJECT LAST AMENDED 18-00										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$6,375	\$1,205	\$5,170					\$1,205		\$5,170
	TOTAL	\$6,375	\$1,205	\$5,170				\$1,205		\$5,170

**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V18		RTIP #:18-98								
Project Title: I-5/Voigt Drive Improvements							EA NO: 2T215			
Project Description: between La Jolla Village Drive and Genesee Avenue - in San Diego, on Interstate 5, construction of the realignment of both Campus Point and Voigt Drive between I-5 and Genesee Avenue							SANDAG ID: 1200507			
Change Reason: Other										
RT:5		Capacity Status:CI			Exempt Category:Non-Exempt					
Est Total Cost: \$29,380			Open to Traffic: Jul 2021							
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$21,370	\$5,674	\$5,486	\$5,465	\$4,698	\$47		\$6,211	\$4,000	\$11,159
SB1 - LPP Formula	\$4,130		\$4,130							\$4,130
Local Funds	\$3,880	\$3,880								\$3,880
TOTAL	\$29,380	\$9,554	\$9,616	\$5,465	\$4,698	\$47		\$6,211	\$4,000	\$19,169
PROJECT LAST AMENDED 18-05										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$21,370	\$4,844	\$1,480	\$4,443	\$5,297	\$5,305	\$1	\$5,751	\$3,980	\$11,639
SB1 - LPP Formula	\$4,130		\$4,130							\$4,130
Local Funds	\$3,880	\$3,880						\$880		\$3,000
TOTAL	\$29,380	\$8,724	\$5,610	\$4,443	\$5,297	\$5,305	\$1	\$6,631	\$3,980	\$18,769

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**2018 Regional Transportation Improvement Program
Amendment No. 98
San Diego Region (in \$000s)**

RTIP Fund Types

<u>Federal Funding</u>	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
DEMO-Sec 115	High Priority Demonstration Program under FY 2004 Appropriations
DEMO-Sec 117/STP	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
EARREPU	Earmark Repurposing
HBP	Highway Bridge Program under SAFETEA-LU
HPP	High Priority Program under SAFETEA-LU
RSTP	Regional Surface Transportation Program
STP-RL	Surface Transportation Program - Highway Railway Crossings Program (Section 130)
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
<u>State Funding</u>	
SB1 - CCP	Senate Bill 1 - Congested Corridors Program
SB1 - TCEP	Senate Bill 1 - Trade Corridor Enhancement Program
SB1 - LPP Formula	Senate Bill 1 - Local Partnership Formula Program
SB1 - LPP Comp	Senate Bill 1 - Local Partnership Competitive Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
TCRP	Traffic Congestion Relief Program
<u>Local Funding</u>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
RTCIP	Regional Transportation Congestion Improvement Program
TransNet-L	Prop. A Local Transportation Sales Tax - Local Streets & Roads
TransNet-L (Cash)	TransNet - L funds which agencies have received payment, but have not spent
TransNet-LSI	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
TransNet-LSI Carry Over	TransNet - LSI funds previously programmed but not requested/paid in year of allocation
TransNet-LSI (Cash)	TransNet - LSI funds which agencies have received payment, but have not spent
TransNet-MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors
TransNet-MC AC	TransNet - Major Corridors - Advanced Construction; mechanism to advance TransNet funds to be reimbursed at a later fiscal year with federal/state funds

Revenue-Constrained Financial Assumptions

Financial Capacity

For nonattainment and maintenance areas, the 2018 Regional Transportation Improvement Program (RTIP) must be a revenue constrained document with programmed projects based upon committed funding for the first two fiscal years of the RTIP and/or reasonably available for the remaining years. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the *TransNet* program; and (4) the planning and programming documents of the local transportation providers.

Inflation Assumptions

The projects programmed in the 2018 RTIP, covering FY 2018/19 to FY 2022/23 are expressed in future dollars. That is, they have been escalated based upon anticipated inflation and other factors to the expected year of obligation or expenditure. For the State Transportation Improvement Program (STIP) and State Highway Operations and Protection Program (SHOPP), the revenues and program are based on the 2018 Fund Estimate (FE) adopted by the California Transportation Commission in August 2017. The 2018 STIP FE includes applicable resources provided by Senate Bill (SB 1). The FE includes total STIP program capacity over the five-year FE period of \$3.3 billion and new SHOPP capacity of \$22 billion. Increases in funding provided through SB 1 are legislatively tied to the California Consumer Price Index beginning in November 2019.

For the major transportation projects funded with the County Transportation sales tax, *TransNet*, the San Diego Association of Governments (SANDAG) rate takes into account recent trends showing faster economic growth, improved employment rates in the San Diego region and upward trending wages. This is offset by a trend away from brick-and-mortar retail to online, and a spending shift to non-taxable items which will continue to provide a drag on retail sales and consequently locally collected sales tax.

The rate used for FY 2018/19 starts at 3 percent annual escalation, with an annual increase of less than 4 percent over the next 4 years until FY 2022/23. The short-term growth rate was approved by the SANDAG Board of Directors (Board) at its February 2019 meeting.

Program Revenues

Federal Revenues

Federal funds programmed are based on the federal authorizing legislation; Fixing America's Surface Transportation (FAST) Act was signed into law by the President on December 4, 2015, covering FY 2016/17 to FY 2019/20. The assumption for this plan is that Congress will pass a new transportation act to continue funding at comparable rates in the years beyond FY 2019/20.

These federal funding programs include the following:

- **Congestion Mitigation Air Quality/Regional Surface Block Grant Program/Highway Infrastructure Program:** These formula programs are estimated and apportioned by Caltrans for the San Diego region. By Board policy, 90 percent of these programs are allocated to supplement and match the *TransNet* Major Corridors program funds to complete regionally significant projects in the region.
- **Demonstration/High-Priority Projects:** The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) included several San Diego region projects under the High-Priority Project Authorizations program. Projects are currently funded with funds from the previous authorization; however, no new funds are included in the FAST Act. In March 2016, and again in June of 2017, the FHWA released guidance regarding repurposing projects funded with these discretionary funds; new projects may be proposed for these funds contingent upon approval by the FHWA.
- **Federal Railroad Administration:** The FAST Act includes authorization for rail programs for the first time in the surface transportation bill which includes competitive discretionary grants and financing. A new notice of funding opportunity was released in February of 2018 to make funds available through the Consolidated Rail Infrastructure and Safety Improvement grant program and the Restoration and Enhancement Grants program to strengthen intercity passenger rail, support capital projects and boost safety initiatives.
- **Federal Transit Administration Urbanized Area Formula (Section 5307):** The Federal Transit Administration (FTA) Section 5307 is a formula-based program. Section 5307 funds ongoing preventive maintenance, bus acquisition programs, the Regional Vanpool Program, office and shop equipment, and other transit capital projects.
- **FTA Capital Investment Grants (Section 5309b):** The FTA Section 5309b is a competitive New Starts program. SANDAG was awarded a Full Funding Grant Agreement for the MidCoast Project.
- **FTA Formula Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310):** This program provides formula funding to increase the mobility of seniors and persons with disabilities. Eligible projects include both “traditional” capital investment and “non-traditional” investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. Eligible uses of these funds include capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors.
- **FTA Rural Area Formula Grants (Section 5311) Program:** Section 5311 is administered by Caltrans and provides capital, planning, and operating assistance to support transit services in the non-urbanized areas of the region. Caltrans provides the estimates of revenues for the formula program and announces the award under the discretionary program on an annual basis.
- **FTA State of Good Repair (Section 5337) Program:** Section 5337 is a formula program. Eligible uses of the funds include replacement and rehabilitation of fixed Guideway assets including railcars, ferry vessels, buses operating in high occupancy vehicle lanes and related infrastructure.

- **FTA Bus and Bus Facilities (Section 5339) Program:** Section 5339 is a formula program. Eligible uses of these funds include bus and bus facility replacement, rehabilitation, expansion and enhancement projects. These funds are distributed through formula based on urbanized areas by FTA based population, vehicle revenue miles and passenger miles as well as competitive grants for bus and bus facility projects that support low and zero-emission vehicles.
- **INFRA/FASTLANE:** This program is aimed at improving freight movement and is funded from a set-aside of the Surface Transportation Block Grant Program. The Infrastructure for Rebuilding America (INFRA) Grant program provides additional discretionary funding for competitive programs.
- **Highway Bridge Program/High Risk Rural Roads/Highway Safety Improvement Program:** These programs are administered by Caltrans at the statewide level. All funding is provided by Caltrans and programmed as a lump sum.

State Revenues

The state revenues are based on programming actions by the California Transportation Commission and/or California State Transportation Agency.

- **Active Transportation Program:** This program is to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The Active Transportation Program (ATP) consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and Safe Routes to School Program, into a single program. This program is nearly doubled with funding available from SB 1. ATP funds are administered by the CTC, and the designated Metropolitan Planning Organization, and projects are selected through a competitive process.
- **California Air Resources Board's Cap-and-Trade Program:** Funding from this program will go toward direct investments in transit programs that reduce Greenhouse Gas emissions and benefit disadvantaged communities throughout California. Under this program, the region has received \$11 million for the South Bay Bus *Rapid* Transit project and \$66 million for the LOSSAN Corridor. This program will be supplemented with funds from SB 1.
- **Freeway Service Patrol:** Funds are provided through the state legislature. The Freeway Service Patrol (FSP) program costs and revenue estimates have been developed jointly by SANDAG, Caltrans, and the California Highway Patrol based upon the most current statewide FSP Act funding levels.

- **Proposition 1B:** The CTC is the responsible agency for administering the transportation component of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006. CTC has approved or allocated funding for various programs including STIP/SHOPP Augmentation, Public Transportation Modernization, Improvement and Service Enhancement, Corridor Mobility Improvement Account, State-Local Partnership Program, and the Trade Corridor Improvement Fund. The funding received under these programs is included in the RTIP. Since the passage of Proposition 1B, approximately \$1.8 billion has been identified for the SANDAG region from the various bond programs, although no new funding is expected.
- **STIP and SHOPP:** The CTC programs the STIP and SHOPP on a statewide basis. The San Diego projects will be programmed in the RTIP based upon approved 2018 STIP and 2018 SHOPP.
- **SB 1:** Signed by the governor in April of 2017, the Road Repair and Accountability Act provides the first significant, stable and on-going increase in the state's transportation funding in more than two decades. There are a variety of different funding programs with targeted objectives to relieve congestion, improve freight movement, provide local funds for roadway maintenance and provide funds for regional projects to self-help areas. These include competitive programs as well as formula funds. To date, the CTC has awarded the first cycle of all programs and awarded funds have been programmed in the 2018 RTIP.
- **State Transit Assistance:** The State Transit Assistance (STA) budget provides funding for allocation to local transit agencies to fund a portion of the operations and capital costs associated with local mass transportation programs. STA allocations are based on sales tax generated from consumption of diesel fuel and pursuant to Assembly Bill 1113 (Bloom, 2017) funds are allocated based upon the respective population of the two transit agencies' service areas. The State Controller's office is responsible for providing the estimates in January of each year. SB 1 augmented STA funding by creating the State of Good Repair program within the STA Account. Eligible projects for SGR include transit maintenance, rehabilitation, and capital projects.

Local Revenues

The *TransNet* Ordinance specifies several sub-programs that augment the major transportation projects in the region including Major Corridors, Bicycle/Pedestrian, and local Transit programs, Local System Improvements and an innovative program for early mitigation for projects – Environmental Mitigation Program – the first in the state to purchase Right-of-Way early in order to reduce the cost of projects in the future while preserving the ecology of the region.

- **TransNet Local Transportation Sales Tax Program:** *TransNet* revenues are estimated based upon taxable retail sales forecasts derived from three factors influencing the growth in taxable retail sales: the population forecast from the California Department of Finance, a consensus of three independent national forecasts of real rates of growth in per-capita retail sales and a consensus of projected inflation rates.

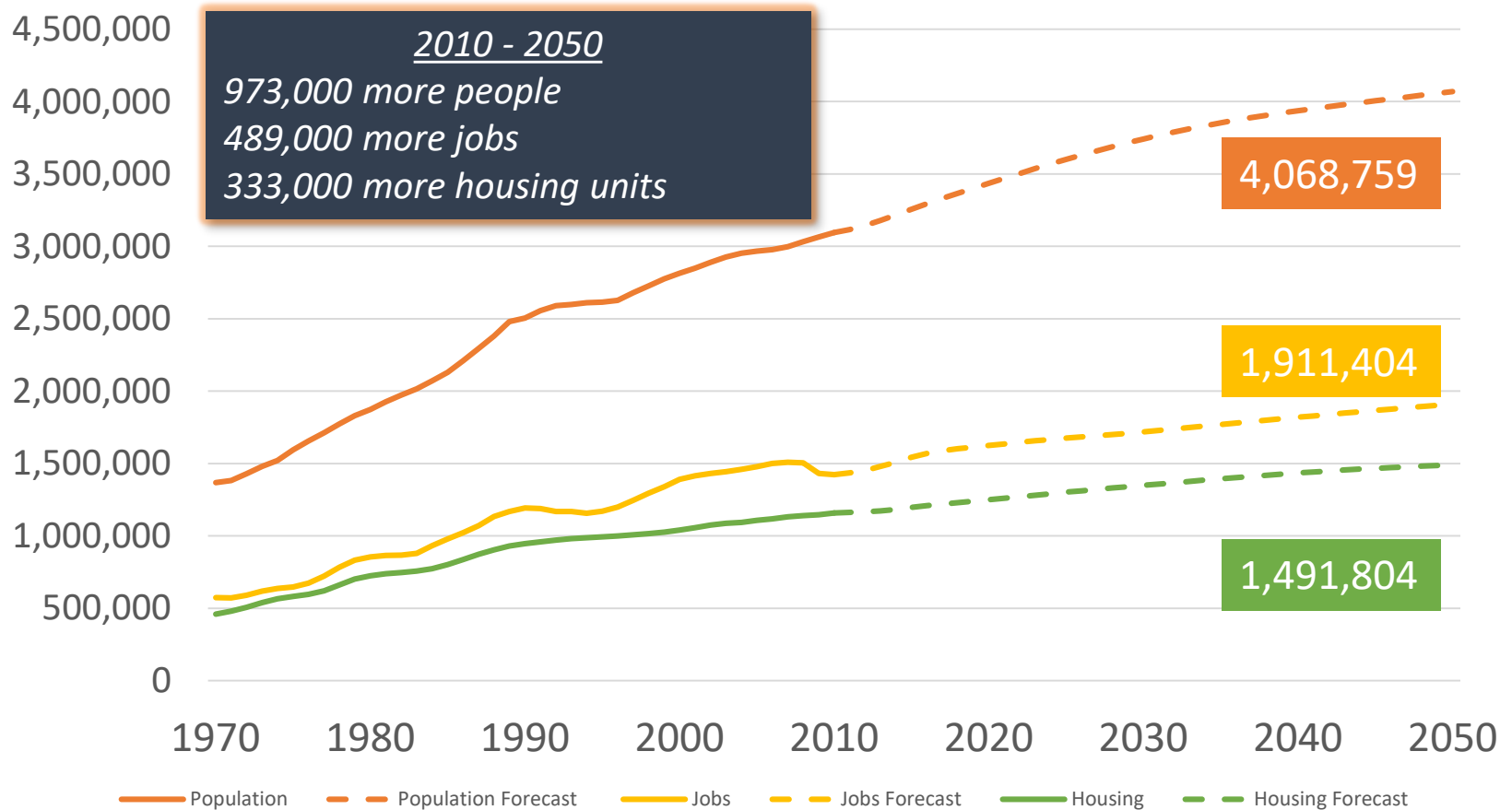
- **Local Agency Funding:** The local agency revenues programmed are based on reasonably expected revenues as submitted by local agencies. Some local funding may include city and county local gas tax subventions, SB 1 local streets and roads funds, developer fees, local public funds, and Proposition 42 funds administered by local agencies.
- **Local Privatization/Toll Revenues:** There are two local privatization/toll revenue funded projects in the 2018 RTIP: State Route 241 Foothill Corridor and State Route 11 toll roads.
- **Transportation Development Act:** Although this is a state program, the Transportation Development Act (TDA) is administered locally. Funds are based on a one-fourth percent state sales tax, with revenues made available primarily for transit operating and capital purposes. The San Diego County Auditor's office estimates the apportionment for the upcoming fiscal year. SANDAG prepares forecasts of TDA based on a forecast of sales tax revenues estimated for the San Diego County using the consensus method described above.

Other Transportation Program Revenues

- **Other Funds:** These funds include contributions from various state funding sources, local agency contributions, federal discretionary grants, private sector funding, advertising income, investment earnings, passenger fare revenue, and other miscellaneous income. Revenues from these sources are generally consistent with established historical trends or are based upon funding commitments from local agencies.
- **Financing:** Board issues long-term debt backed by *TransNet*, toll revenue and other grant funds in order to complete major transportation projects early.

Population, Jobs and Housing

Series 13, 2050 Regional Growth Forecast





BOARD POLICY NO. 025

PUBLIC PARTICIPATION PLAN POLICY

Purpose

This policy establishes a process for obtaining input from and providing information to the public concerning agency programs, projects, and program funding in order to ensure the public is informed and has the opportunity to provide SANDAG with input so plans can reflect the public's desire. SANDAG will review and update its Public Participation Plan and this policy periodically as required by law, but no less often than every five years. Various federal and state laws and regulations require that an agency such as SANDAG conduct and establish a Public Participation Plan to ensure that the public is involved and that community concerns are addressed. For example, planning of mass transit capital projects, development of short-range service policies and plans, and fare policy and structure changes to public transportation require public participation. The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) also have public information components that require an agency such as SANDAG to conduct public participation programs to ensure that the public is involved and that community concerns are addressed.

A significant component of the SANDAG mission is a strong commitment to public participation and involvement to include all residents and stakeholders in the regional planning process. SANDAG recognizes that the public has a right to expect the business of SANDAG to be conducted with efficiency, fairness, impartiality, and integrity. SANDAG's work carries with it an obligation to the public interest. SANDAG officials and employees are expected to have high standards of honesty and professionalism, as well as a straightforward and transparent communication approach, in order to promote and maintain public confidence and trust.

This policy is consistent with the requirements of Section 450.316(a)(1)(x) of Title 23 in the Code of Federal Regulations and Public Utility Code Section 132360.1, which reads as follows:

(c) The agency shall engage in a public collaborative planning process; recommendations from that process shall be made available and considered for integration into the plan. A procedure to carry out this process including a method of addressing and responding to recommendations from the public shall be adopted.

Social Equity and Environmental Justice

Ensuring the meaningful involvement of low income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of SANDAG public participation activities. SANDAG policies, procedures, and programs are consistent with federal and state environmental justice laws, regulations, and requirements, Title VI, related nondiscrimination requirements, and reflect the principles of social equity and environmental justice. Social equity means ensuring that all people are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind. Environmental justice means ensuring that plans, policies, and actions do not disproportionately affect low income and minority communities.

Data Collection

SANDAG collects and uses racial and ethnic data showing the extent to which members of minority groups are beneficiaries of programs receiving Federal financial assistance through SANDAG programs and projects. The agency uses the data to confirm that populations protected by Title VI are not subject to discrimination or disparate impacts by SANDAG.

Title VI Training

SANDAG provides training on Title VI, social equity, and environmental justice matters to its employees near the time of hire. Updates to Title VI training are provided periodically thereafter on an as-needed basis.

Complaint Process and Title VI Compliance Officer Contact Information

SANDAG does not discriminate on the basis of race, color, sex, creed, religion, national origin, age, marital status, ancestry, medical condition, disability, veteran status, or sexual orientation in conducting government business. Persons who believe they have been subjected to discrimination or have been denied access to services or accommodations required by law, have the right to use the discrimination complaint procedures in Board Policy No. 009. The SANDAG Office of General Counsel is the Title VI Compliance Officer for this policy and is responsible for administering this complaint procedure, as well as ensuring compliance with applicable laws. The Compliance Officer can be reached at: SANDAG, 401 B Street, Suite 800, San Diego, California 92101; (619) 699-1900.

Scope of Public Participation Efforts

The policy addresses public participation policies and public information efforts in the following areas:

- A. Overall Public Participation Plan
- B. Short Range Program – Regional Transportation Improvement Program
- C. Development Planning
- D. Design and Construction
- E. Fare Changes
- F. Short Range Transit Planning
- G. Native American Consultation

A. Overall Public Participation Plan -- *Unless otherwise noted or required, the Public Participation Plan provides SANDAG general policies for public participation for major planning initiatives such as the Regional Plan, Regional Short Range Transit Plan, and other planning and programming projects, including any tailored public involvement plans associated with them.*

1. The SANDAG Public Participation Plan is designed to inform and involve the region's residents in the decision-making process on issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety.

2. The Public Participation Plan seeks to involve all citizens, including but not limited to low income households, limited English proficient individuals, Hispanic, African American, Asian, Native American, senior, and other communities, persons with disabilities, as well as community and civic organizations, public agencies, business groups and associations, environmental organizations, and other stakeholders.
3. SANDAG Board meetings provide the public forum and decision point for significant regional issues. SANDAG Directors usually hold one or two Board meetings each month: a Board Policy Meeting the second Friday of each month and a Board Business Meeting the fourth Friday of each month. Meetings held at the SANDAG office are accessible by public transit. During these meetings, Directors adopt plans, allocate transportation funds, approve transit construction plans, approve transit fare changes, and establish policies and develop programs that are used by local governments as well as other public and private organizations.
4. The SANDAG Public Participation/Involvement Program shall comply with the Americans with Disabilities Act (ADA). SANDAG shall hold public meetings in buildings, rooms, or locations that are accessible to persons with disabilities. SANDAG shall provide public meeting information in alternate formats and shall provide special accommodations at public meetings with three business days notice.
5. The SANDAG Public Participation Plan is carried out as an integrated work element of the agency's Overall Work Program and Budget and as part of other programming, development, and implementation processes such as the Regional Plan, Regional Short Range Transit Plan, Regional Transportation Improvement Program, Environmental Impact Reports, transit capital project development, project construction, transit fare changes, corridor studies, and other projects.
6. SANDAG shall proactively seek and promote public participation in SANDAG workshops and public hearings, as well as participation and attendance at committees, working groups, and task forces. SANDAG shall follow local, state, and federal guidelines for posting public meeting and hearing notices. Depending upon the specific project, SANDAG shall endeavor to hold meetings at times that can attract as many participants as possible, including evenings and weekends and at locations in communities throughout the region. SANDAG shall endeavor to hold these meetings in locations that are accessible by public transit.
7. SANDAG shall inform the public in a timely manner about regional issues, actions, and pending decisions through a number of efforts. As needed or required, SANDAG shall post public notices in newspapers of general circulation for publication of legal notices. Other publication and distribution efforts can include mail distribution to residents, agencies, and city/county governments, the SANDAG website, email lists, text messaging, the SANDAG social media channels, and Region – the SANDAG monthly electronic newsletter. As needed, SANDAG also shall distribute press releases and media alerts to local, regional, and Mexico border area print and broadcast media.
8. SANDAG shall regularly inform local print, online, and broadcast media about SANDAG decisions, events, research, and other issues. SANDAG shall regularly

distribute press releases to news services, Daily Transcript, East County Californian, El Latino, La Prensa, Los Angeles Times, San Diego Business Journal, San Diego Metropolitan, San Diego Union-Tribune, San Diego Voice & Viewpoint, The Star News, and numerous community newspapers. SANDAG shall also distribute information to local and Mexico radio and television stations.

9. SANDAG shall use its website and social media channels to provide the public with useful and timely information, including: project updates and construction information; meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications.
10. As appropriate and as required by local, state, and federal guidelines, SANDAG shall translate into Spanish, and other languages, publications, announcements, and web content. In addition, numerous staff members are bilingual Spanish-English speakers and participate in public outreach and conduct presentations in Spanish. Translators shall be hired as outlined in the SANDAG Language Assistance Plan and as required by local, state, and federal guidelines to provide services in Spanish and other languages as appropriate.
11. SANDAG conducts periodic public opinion surveys as part of the outreach and citizen participation component of the SANDAG work program. These surveys shall be designed to include the San Diego region's residents in the regional planning process and to keep SANDAG officials aware of issues that are of concern to the people who live here.
12. SANDAG will endeavor to respond to general comments received by phone, fax, letter, or email within five (5) business days of receipt. Comments shall be routed to the SANDAG staff person who is responsible for that issue. Comments may be responded to in writing (email or letter) or may be resolved with the initial phone call. Some comments may need to be resolved by another agency or jurisdiction so the customer is referred to the appropriate entity. When a comment is submitted as part of a public review process (e.g., a plan or environmental report) the comment and response is logged into a database. Comments, concerns, and responses received as part of a public review process shall be included in the final plan or report. Comments received via SANDAG social media channels will be addressed as stated in the SANDAG Social Media Policy.

B. Short Range Program – Regional Transportation Improvement Program (RTIP) – *document updated every two years outlining major transportation projects to be implemented during a five-year period.*

1. SANDAG shall follow the latest federal and state regulations regarding participation by interested parties.
2. As the document that implements the long range plan, the RTIP shall be incorporated as part of the Board-adopted public involvement process established for the Regional Plan, including participating in public outreach efforts, providing adequate public notice (legal notice publications), employing visualization techniques, and holding

public meetings at convenient and accessible locations.

3. SANDAG shall respond to any significant public input or comment received during the development of the biennial update and/or during the amendment cycle as part of its report to the Board or Transportation Committee (as appropriate).
4. The biennial RTIP update will be noticed in newspapers of general circulation, including in alternate languages, and a public hearing shall be held prior to final adoption by the Board of Directors.
5. During the amendment cycle, SANDAG will provide a draft of the amendment to all interested parties for a 15-day comment period.

C. Development Planning – *Planning, environmental, preliminary engineering activities on major capital projects.*

1. SANDAG shall follow current federal and state regulations regarding public involvement processes and procedures. SANDAG shall develop public involvement programs tailored to meet specific project needs which address the unique challenges presented by each project. Programs shall be developed using the joint Federal Highway Administration and Federal Transit Administration (FHWA/FTA) guidelines titled “Public Involvement Techniques for Transportation Decision-Making.”
2. The public involvement program shall set objectives, identify people to be reached, develop public involvement strategy, and define specific outreach techniques.
3. The public involvement program shall be developed so that critical community concerns and technical issues are identified in the study. The issues need to address the engineering, environmental, economic, and financial analyses that respond effectively to community needs and preferences and satisfy local, state, and federal environmental clearance requirements.
4. To facilitate community participation, lists of individuals, agencies, and organizations shall be developed for distribution of agency materials. These lists will include persons who have indicated an interest in transportation planning projects during previous public information efforts and/or focused on the specific project. Project information will be distributed to the persons on this list in conjunction with public meetings and workshops, to solicit comments and recommendations.
5. Environmental documents shall be prepared in accordance with California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as appropriate, and in coordination and consultation with various federal, state, and local agencies, and with elected officials, community leaders, organizations, and other individuals from the neighborhoods and communities potentially affected by the proposed action. Coordination and public involvement shall be achieved through a variety of means, such as formal public hearings and meetings, circulation of draft documents, mailings, focus group meetings, workshops, and individual/group contacts.

6. Formal scoping meetings, public hearings, and/or other meetings during the comment period and environmental document certification shall be held in accordance with the requisite environmental document. As required, meetings shall be announced in the Federal Register, local publications, and on the SANDAG website. Persons and organizations on the project mailing list and social media channels also will be notified. SANDAG shall endeavor to hold public meetings in locations accessible by public transit.
7. SANDAG shall prepare and distribute appropriate notices and communications to comply with CEQA and NEPA requirements.
8. A public information program shall be developed to inform the community of factors related to the project. The information program may include briefings for the news media, informational meetings, presentations to include community and professional associations and educational institutions, business groups and associations, environmental organizations, outreach via social media, and other public forums.
9. A project working group may be organized to review and comment on the project to build understanding and identify support for feasible alternatives. This group may consist of various elected officials/staff, community and neighborhood organizations, business organizations, property owners, and other stakeholders and interested parties. This group would be formed to provide comment and guidance regarding technical issues, review study alternatives and evaluation results, and provide community input regarding the alternatives. This iterative process would allow for identified issues and concerns to receive follow-up responses. Meeting summaries of project working group activities shall be produced. Meeting notices, agendas, and/or other information shall be posted to the SANDAG website.
10. Other public input opportunities include SANDAG Board of Directors meetings and meetings of SANDAG policy committees: Executive, Transportation, Regional Planning, Borders, and Public Safety. Other opportunities for public participation are at working group meetings, general public meetings, and presentations to planning and community groups.

D. Design and Construction – *Design and construction of capital projects.*

1. For all capital improvement projects with significant community impacts, SANDAG shall provide opportunities for members of the public to provide input and express concerns. SANDAG also shall implement a program designed to inform the public of progress, as well as safety and community impacts in the event of construction.
2. SANDAG shall hold publicly noticed meetings at key stages of project development and implementation in the area(s) being impacted. The location of the meetings shall depend upon the geographic location of the project. Meetings concerning projects exclusively within the North County Transit District (NCTD) service area shall be held in North County locations, and if appropriate, at SANDAG offices. Meetings concerning projects exclusively within the Metropolitan Transit System (MTS) service area shall be held in MTS service areas affected, and if appropriate, at SANDAG offices. Meetings concerning all other projects shall be held at SANDAG offices or other

locations specified in SANDAG agendas. SANDAG, MTS, and NCTD offices are accessible by public transit. SANDAG shall endeavor to hold off-site public meetings at locations accessible by public transit.

3. SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, business improvement districts, environmental organizations, neighborhood associations, limited English proficient populations, and senior and disabled riders. These stakeholders will be consulted during the design and construction of capital projects.
4. SANDAG shall work to advise the public regarding actual and perceived disruption during construction of capital projects by distributing informational, educational, and public information materials, and by using other traditional community relations tools.
5. SANDAG shall endeavor to meet citizen concerns as they arise and attempt to resolve those concerns.
6. For all projects requiring environmental review under CEQA and NEPA, such as major capital improvement projects, SANDAG shall provide opportunities for members of the public to provide input and comply with all related legal requirements.
 - 6.1 SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, and neighborhood associations.
 - 6.2 SANDAG shall incorporate public input into project planning and development where practical and feasible.
 - 6.3 SANDAG shall hold a public hearing to seek public comment whenever required under CEQA and/or NEPA.
 - 6.3.1 Published notifications for such hearings shall be published in newspapers of general circulation for publication of legal notices. Notices also may be published in regional, community, or Spanish-language newspapers to reach the affected area.
 - 6.3.2 Any item subject to a public hearing will be listed and described in the Board's published agenda, which shall be posted at least 72 hours in advance of the meeting at the Board's meeting place and on the SANDAG website.
 - 6.3.3 Public hearings shall be conducted by SANDAG at the published date, time, and place. The public hearing will allow for interested parties to be heard. The Board also will consider any written comments that were forwarded to the Board prior to the hearing.

E. Fare Changes

1. SANDAG has adopted Board Policy No. 029 to provide policy guidance for fare changes. This section of this policy is designed to inform and involve public transit riders, stakeholders, and the general public about proposed changes in transit fares. It is not intended to apply to transit route changes within the purview of the transit operators.
 - 1.1 Consistent with Board Policy No. 004, SANDAG staff shall hold one or more public meetings to provide the public an opportunity to comment on proposed fare changes. A minimum of two public meetings shall be held prior to the first reading of any proposed fare change that affects services operating in both the MTS and NCTD service areas. At least one public meeting shall be held in the MTS service area, and at least one public meeting shall be held in the NCTD service area. If one or more public meetings are conducted by a public meeting officer pursuant to Board Policy No. 004, at least one of the public meetings shall be held with a starting time no earlier than 6 p.m. A public meeting for proposed fare changes that do not affect the entire region may be held exclusively within the general geographic area that is being affected by the fare change. Such public meeting shall be held at a time convenient for users and potential users of the affected service. Public meetings at which formal public testimony will be taken shall be held at locations that are accessible by users of public transit. An official transcriber or other means of recording all public input received shall be utilized at all public hearings, meetings, workshops or open-houses at which formal public testimony is taken. A record of the input received shall be provided to the Transportation Committee or Board of Directors at the time of the first and second readings of amendments to the fare ordinance for the purpose of adjusting fare prices.
 - 1.2 Public comments on proposed fare changes also shall be accepted at the SANDAG Board or Transportation Committee meeting before any final action is taken.
 - 1.3 *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected public transit vehicles within the affected area at least 15 calendar days prior to the public hearing and will include a description of the proposed fare change, the date, time, intent and location of the public meeting, and the deadline for written, email, and phone comments from the public. The notices will be posted to the SANDAG and Transit Agency website(s).
 - 1.4 Print notice of public meetings at which formal public testimony will be taken will be provided at least 15 calendar days prior to the public meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications. Public notices will be printed in Spanish in Spanish-language newspapers. Such public meeting notices will include a description of proposed fare changes, the date, time,

intent, and location of the public meeting(s), and the deadline for written, email, and phone comments from the public.

- 1.5 An open phone line will be made available to take public comments at least 15 calendar days prior to adoption of fare changes.
 - 1.6 A Transportation Committee and/or Board report (as appropriate) will be completed and available for public review at least 72 hours prior to the public meeting at which the fare changes are proposed for adoption and posted to the SANDAG website(s).
2. After a fare change is approved by SANDAG:
 - 2.1. The public will be notified via news release(s)
 - 2.2. *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected transit vehicles at least 15 calendar days prior to changes going into effect and posted to the SANDAG and Transit Agency website(s).
 3. SANDAG shall follow federal Title VI and environmental justice requirements when implementing transit fare changes.
 - 3.1. Residential, employment, and transportation patterns of low-income, limited English speaking, and minority populations shall be identified so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. SANDAG shall endeavor to involve the affected communities in evaluating the benefits and burdens of transportation investments.
 - 3.2. SANDAG shall evaluate and - where necessary - improve the public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

F. Short Range Transit Planning

1. Public information and involvement programs for the Regional Short Range Transit Plan and the Coordinated Human Resources and Public Transit Transportation Plan shall be the responsibility of SANDAG.
2. Public information and involvement programs for transit service changes will fall under adopted policies of MTS and NCTD.

G. Native American Consultation

1. SANDAG shall establish and adhere to government-to-government relationships when interacting with Tribal Governments, acknowledging these tribes as unique and separate governments within the United States.

2. SANDAG shall recognize and respect important California Native American rights, sites, traditions, and practices.
3. SANDAG engages in “consultation” with Tribal Governments prior to making decisions, taking actions, or implementing programs that may impact their communities.
4. To facilitate effective consultation with Tribal Governments, SANDAG has established a Tribal Government Liaison. The Liaison shall serve as an initial contact for Tribal Governments and communicates with tribal governments regarding SANDAG activities.
 - 4.1. “Consultation” is the active, affirmative process of: (1) identifying and seeking input from appropriate American Indian government bodies, community groups, and individuals; and (2) considering their interests as a necessary and integral part of the decision-making process.

Adopted November 2004
Amended March 2005
Amended January 2006
Amended December 2007
Amended December 2008
Amended January 2010
Amended November 2012
Amended September 2017
Amended February 2018