



**REGIONAL PLANNING AND
TRANSPORTATION COMMITTEES**

JUNE 2, 2017

ACTION REQUESTED – DISCUSSION

***TransNet* TEN-YEAR COMPREHENSIVE PROGRAM
REVIEW COORDINATION WITH
SAN DIEGO FORWARD: THE REGIONAL PLAN**

File Number 3102000

The *TransNet* Extension Ordinance requires that the Board of Directors, acting as the San Diego County Regional Transportation Commission (Commission), conduct a Ten-Year Comprehensive Program Review of all *TransNet* projects and programs in FYs 2019, 2029, and 2039 to evaluate and improve performance of the overall program. At its May 19, 2017, meeting, the Transportation Committee discussed preliminary options for conducting the first *TransNet* Ten-Year Comprehensive Program Review. Additionally, the Transportation Committee directed staff to present this information at the June 2, 2017, Joint Meeting of the Regional Planning and Transportation Committees for discussion. The May 19, 2017, Transportation Committee report is included as Attachment 1.

Feedback received from the Transportation Committee focused on the Board and Policy Advisory Committee involvement and the use of the existing committee structure. The Transportation Committee also discussed both the “look back” option going back to 2005 as well as including the “look forward” component to utilize the results from the last ten years as a basis to consider potential revisions to improve performance of the *TransNet* program going forward, including the consideration of future “disruptive technologies,” such as automated vehicles and increases in zero-emission vehicles. Public engagement and stakeholder involvement activities and opportunities also were discussed as was the inclusion of available data from past studies and performance reviews into this analysis to leverage existing resources.

Additionally, the Transportation Committee supported coordinating the ten-year review effort with the development of the 2019 Regional Plan. For this reason, the Regional Plan Work Program and Schedule, as presented to the Board of Directors on April 28, 2017, is included as Attachment 2 to this report. Board actions related to the *TransNet* Ten-Year Comprehensive Program Review would be incorporated into the development of the 2019 Regional Plan.

CHARLES “MUGGS” STOLL

Director of Land Use and Transportation Planning

- Attachments:
1. May 19, 2017, Transportation Committee Meeting Report: First *TransNet* Ten-Year Comprehensive Program Review
 2. April 28, 2017, Board of Directors Meeting Report: San Diego Forward: Development of the 2019 Regional Plan

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



AGENDA ITEM NO. 17-05-9

**TRANSPORTATION COMMITTEE
MAY 19, 2017**

ACTION REQUESTED - DISCUSSION

FIRST *TransNet* TEN-YEAR COMPREHENSIVE PROGRAM REVIEW

File Number 1500100

Introduction

The *TransNet* Extension Ordinance requires that the SANDAG Board of Directors, acting as the San Diego County Regional Transportation Commission (Commission), conduct a Ten-Year Comprehensive Program Review of all *TransNet* projects and programs to evaluate and improve performance of the overall program. This report presents the Transportation Committee with options for discussion that would be presented to the Board for its consideration when determining how the first Ten-Year Review should be conducted.

Discussion

In accordance with the *TransNet* Extension Ordinance, one of the responsibilities of the Commission is to conduct a comprehensive program review every ten years. The Extension Ordinance includes the following provision regarding Commission responsibility for the Ten-Year Review:

“Section 17. Ten-Year Comprehensive Review: The Commission shall conduct a comprehensive review of all projects and programs implemented under the Expenditure Plan to evaluate the performance of the overall program over the previous ten years and to make revisions to the Expenditure Plan to improve its performance over the subsequent ten years. Such comprehensive program reviews shall be conducted in Fiscal Years 2019, 2029 and 2039. Revisions to the Ordinance and Expenditure Plan required as a result of the ten-year review shall be subject to the amendment process in Section 16.”

Background

The *TransNet* Extension Ordinance generates funding for public transit, highway, local road, and active transportation projects, and for programs focused on environmental protection and smart growth. The specific projects and programs funded under the Ordinance are further described in the document incorporated by reference to the Ordinance and titled *TransNet Extension Expenditure Plan Analysis* (Expenditure Plan).

Section 4 of the *TransNet* Extension Ordinance sets forth Expenditure Plan purposes and states as follows:

“Section 4. Expenditure Plan Purposes: The revenues received by the Commission from the existing measure as extended by this measure.....shall be used to improve transportation facilities and services countywide as set forth in the Expenditure Plan and in a manner consistent with the long-range Regional Transportation Plan and the short-range multi-year Regional Transportation Improvement Program....”

The Extension Ordinance also requires the review process to take into consideration the results of *TransNet*-funded improvements as compared to the performance standards established through the Regional Transportation Plan and the Regional Comprehensive Plan¹.

The attachment to the Ordinance entitled *“Statement of Understanding Regarding Implementation of the ITOC for the TransNet Program”* includes Independent Taxpayer Oversight Committee (ITOC) responsibilities and states:

“5. Provide recommendations as part of the 10-year review process. This process provides an opportunity to undertake a comprehensive review of the TransNet program every 10 years and to make recommendations for improving the program over the subsequent 10 years. This review process should take into consideration the results of the TransNet-funded improvements as compared to the performance standards established through the Regional Transportation Plan and the Regional Comprehensive Plan.”

Preliminary considerations for the conduct of the review by the Board including the timing of the review, timeframe to be evaluated, the level of Board involvement in the process, and areas that may be evaluated, have been developed for discussion and are outlined below.

Preliminary Options for Consideration

Timing of the Review

The Board initiated the San Diego Forward: The Regional Plan (2019 Regional Plan) update process at its April 28, 2017, meeting. The 2019 Regional Plan update is anticipated to be completed with Board adoption in summer/fall 2019. With both the 2019 Regional Plan update and the Ten-Year Review anticipated to be conducted within the next two years, the Board may wish to align the timing of both efforts and take advantage of the opportunity to streamline activities while ensuring consistency across both efforts.

¹ At its May 25, 2012, meeting, the SANDAG Board of Directors approved the integration of the Regional Comprehensive Plan update with the development of the Regional Transportation Plan/Sustainable Communities Strategy. The integrated Plan (San Diego Forward: The Regional Plan) was adopted on October 9, 2015.

For example, the Ten-Year Review could be started in early summer 2017 (FY 2018) and conducted as a two-step process. The first step could entail a “look back” to assess the performance of the overall program to date. The second step could entail a “look ahead”, utilizing the results from the first step as a basis to consider potential revisions to the Expenditure Plan to improve performance of the *TransNet* program going forward. Should the Board decide to structure the Ten-Year Review in this manner, a decision would need to be made whether to perform each of the steps of the review by an outside firm or in-house staff.

The 2019 Regional Plan draft work plan was reviewed by the Board on April 28, 2017, and includes public outreach activities as well as development and evaluation of alternative multimodal transportation network scenarios for Board approval. Should the Board elect to conduct the look-ahead portion of the review as part of the 2019 Regional Plan efforts, any changes proposed to the Expenditure Plan could benefit from the extensive outreach already being conducted under the regional plan update. This approach could reduce duplicative efforts and costs, yet still ensure that stakeholders have ample opportunities to contribute to the development of any changes proposed to the Expenditure Plan for SANDAG Board consideration.

Alternatively, the Board could elect to conduct the Ten-Year Review separately from the 2019 Regional Plan update. However, this option would mean that results would likely not be available in time for consideration and consistency with the 2019 Regional Plan update.

Timeframe to be Evaluated

Another option for Board consideration is the timeframe that the Ten-Year Review would evaluate. While the Ordinance took effect on November 3, 2004, the allocation of revenues under the tax measure did not take effect until July 1, 2008 (FY 2009). In January 2005, the SANDAG Board voted unanimously to jump-start several transportation improvements included in the *TransNet* Extension Ordinance. This acceleration of project implementation is referred to as the *TransNet* Early Action Program (*TransNet* EAP) and was approved in recognition of the fact that, although voters approved the extension of *TransNet* in 2004, the revenues from the sales tax would not become available until FY 2009. The Board, however, exercised its authority to issue bonds backed by the future sales tax revenues to fund early project implementation.

For the review to consider evaluation of the work that was begun as part of the *TransNet* EAP and still maintain alignment with the timeframes listed in Section 17 from the Ordinance that state the Review shall be conducted in FY 2019, one option for Board consideration would be for the review to assess performance since January 2005, when the EAP was first initiated. To capture the most comprehensive information on project implementation to date, the review could evaluate the period through the end of FY 2017 (what would be the most recently completed fiscal year at the start of the review). As a point of comparison, when the ITOC conducted its first Triennial Performance Audit in FY 2009, it also considered the EAP years prior to collection of sales tax funds under the *TransNet* Extension. Capturing the most recent and complete progress made to date would be an important consideration when proposing any changes that may be made going forward.

Recommendations to make improvements could then apply to the subsequent ten-year period (starting in FY 2018) leading up to the Ordinance-prescribed FY 2029 review. Alternatively, recommendations to make improvements could be applied through the end of the *TransNet* Extension Ordinance (2048), or some other period.

Board Member Involvement

Another consideration is the level of Board member involvement and whether a new working group should be established. For example, appointment of an ad hoc working group may be warranted to accomplish specific tasks, such as developing a scope of work, or accomplishing some other specific assignment. If the Board were to decide to establish a new working group, then a proposed charter and membership also would need to be considered.

Another option would be to enlist existing working groups such as the Environmental Mitigation Program (EMP), Active Transportation Working Group, or Social Services Transportation Advisory Council. These and other existing working groups have been created by the Board and provide an additional layer of review offering the Board additional choices and alternatives when making decisions as it conducts its review. The Board also could rely on these existing work groups and staff as part of the Regional Plan work effort thereby further engaging stakeholders and members of the public.

Other Areas for Consideration

In addition to the requirement to review all projects and programs implemented under the Expenditure Plan, since adoption of the last regional plan update and *TransNet* triennial performance audit conducted by the ITOC in FY 2015, staff has kept track of recommendations raised by member agencies and other stakeholders that could be addressed as part of the Ten-Year Review. For example, it was proposed that the Board consider revisiting the Ordinance provision that requires “at least 70 percent of the revenues provided for local street and road purposes be used to fund congestion relief projects and no more than 30 percent of these funds for maintenance purposes” and that as SANDAG approaches the end of the EMP Memorandum of Agreement, that the EMP economic benefit achieved to date be reviewed. In addition, as discussed at recent ITOC and Board meetings, the fiscal constraints associated with delivering the remaining Major Corridor projects in the Ordinance as SANDAG transitions to a pay-as-you-go approach from the EAP format of advancing future sales tax funds through the issuance of funds could be considered as another area for review. These and other areas could be further explored for incorporation into the Ten-Year Review (Attachment 1). The *TransNet* Flow of Funds chart also is attached for reference (Attachment 2).

Next Steps

Pending initial input from the Transportation Committee, staff would return to the June 16, 2017, Transportation Committee meeting with a proposed preliminary schedule for the review. Options developed by the Transportation Committee for Board consideration could be developed into a proposed work plan to be presented at the June 23, 2017, Board meeting for direction on next steps.

JOSÉ A. NUNCIO

TransNet Department Director

Attachments: 1. First *TransNet* Ten-Year Comprehensive Review - Areas for Consideration
2. *TransNet* Extension - Flow of Funds Chart

Key Staff Contact: Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org

First *TransNet* Ten-Year Comprehensive Review

Areas for Consideration

The first ten-year review needs to include an evaluation of the following areas based on the *TransNet* Extension Ordinance requirements and flow of funds:

- *TransNet* Expenditure Plan
- *TransNet* Early Action Program (EAP) and related bond issuances
- Regional Bike EAP
- Transit Services
- New Major Corridor Transit Service Operations
- *TransNet* Administration
- Local Streets and Roads Program
- Major Corridor Project Environmental Mitigation Program (EMP)
- Local Project EMP
- Smart Growth Incentive Program
- Senior Mini-Grant Program
- Bicycle, Pedestrian, the Neighborhood Safety Program¹
- Independent Taxpayer Oversight Committee (ITOC)
- Consideration of the results of *TransNet*-funded improvements as compared to the performance standards established through the San Diego Forward: The Regional Plan
- Determination of whether the percentage of funds allocated for each purpose as provided in the Extension Ordinance will be maintained over the duration of the measure
- Determination that all exchange agreements or loans of funds between agencies include detailed fund repayment provisions; including appropriate interest earnings such that the Commission suffers no loss of funds as a result of the exchange or loan
- Determination of whether the transfer, loan, or exchange of Regional Transportation Congestion Improvement Program (RTCIP) revenues is consistent with the expenditure priorities in SANDAG's most recent and adopted long-range Regional Transportation Plan (RTP)

The review also could evaluate the following:

- The transition to a pay-as-you-go approach from the EAP format of advancing future sales tax funds through the issuance of bonds and identification of fiscal challenges and opportunities in implementing the remaining projects and programs under the Ordinance
- Ten-Year Review Performance measures and reporting requirements established through the implementation of the transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21) and continued under Fixing America's Surface Transportation (FAST Act), established by the U.S. Department of Transportation
- The potential for mode shift and greenhouse gas reduction opportunities
- Quantification of the *TransNet* Environmental Mitigation Program (EMP) economic benefit achieved to date to assess actual versus estimated cost savings for the program
- Review of proposed updates to the EMP Memorandum of Agreement (MOA) scheduled for review by the SANDAG Board of Directors in FY 2018

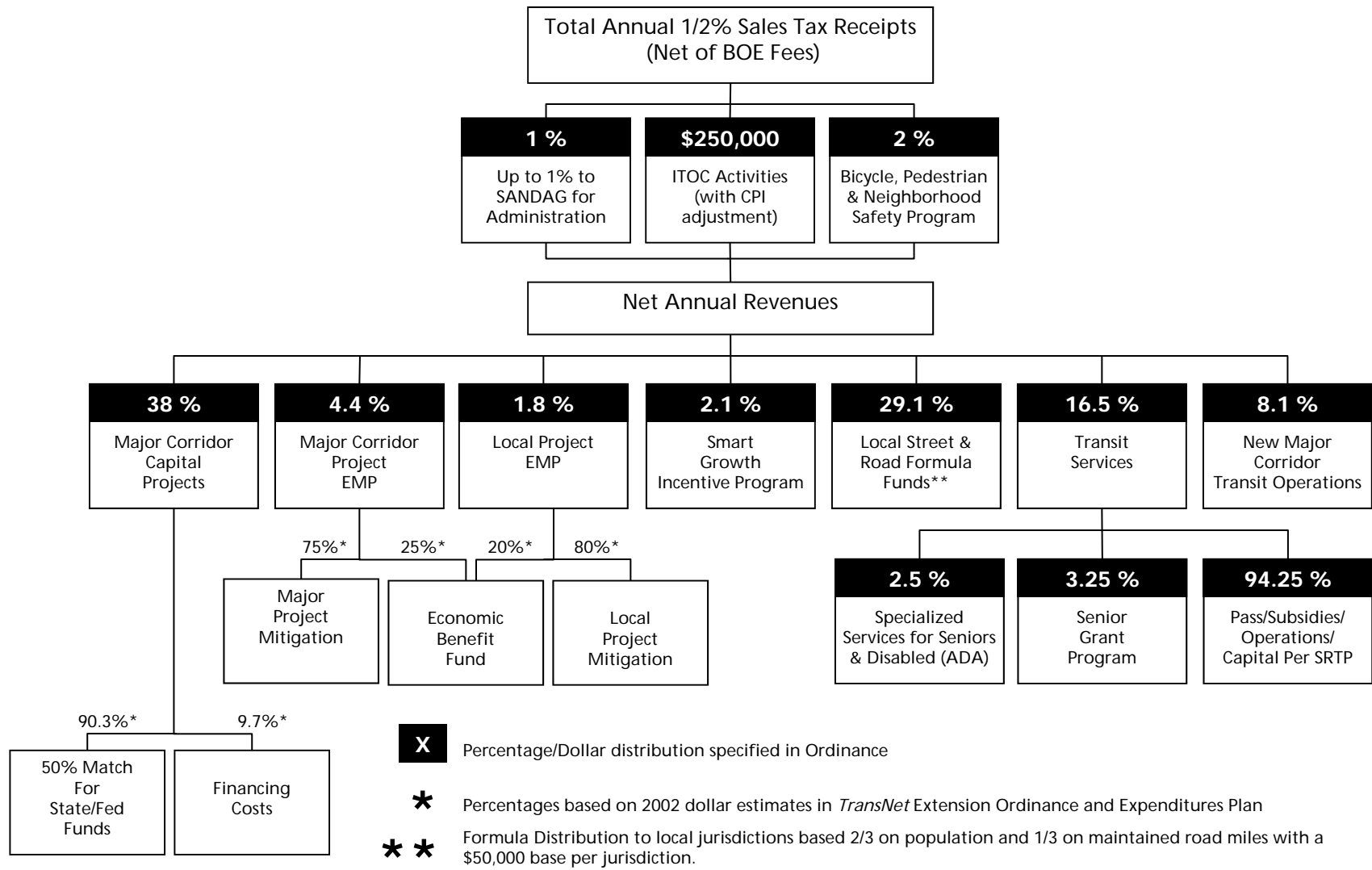
¹ The Bicycle, Pedestrian, and Neighborhood Safety Program also is known as the *TransNet* Active Transportation Grant Program.

- Consideration of an ITOC Memorandum that may be prepared by the ITOC performance auditor conducting the FY 2018 *TransNet* Triennial Performance Audit
- Examination of the Expenditure Plan and revisions to *TransNet* Program revenue estimates
- Examination of the Expenditure Plan and related SANDAG Board Policy No. 031: *TransNet* Ordinance and Expenditure Plan Rules to determine whether any changes to definitions of Congestion Relief and Maintenance are warranted
- Analysis of the performance of the Master Agreement Regarding Collaborative Projects Between SANDAG and Caltrans and the Master Agreement between SANDAG, NCTD, and MTS, among others

Extension

www.KeepSanDiegoMoving.com

Flow of Funds—FY09 to FY48





BOARD OF DIRECTORS
APRIL 28, 2017

AGENDA ITEM NO. 17-04-12

ACTION REQUESTED – INFORMATION

**SAN DIEGO FORWARD: DEVELOPMENT OF THE
 2019 REGIONAL PLAN**

File Numbers 3102000

Introduction

The adoption of San Diego Forward: The Regional Plan in October 2015 represented a major milestone for the region by merging the updates of the Regional Comprehensive Plan and the Regional Transportation Plan. This planning effort was preceded by the adoption of the 2011 Regional Transportation Plan, which included the agency's first Sustainable Communities Strategy (SCS) under California Senate Bill 375 (Steinberg, 2008) (SB 375) requirements. SANDAG is now embarking on the 2019 update to the Regional Plan (2019 Regional Plan), which includes the agency's third SCS.

Staff has prepared a proposed work program and schedule describing key tasks and timeframes for developing the 2019 Regional Plan, which is anticipated for adoption in fall of 2019.

Discussion

Federal law requires that SANDAG prepare a long-range transportation plan and make an air quality conformity determination every four years. SANDAG staff has developed a work program and schedule for the 2019 Regional Plan that incorporates a variety of planning efforts. These include an update to the 2050 Regional Growth Forecast, a Regional Housing Needs Assessment that is required by the state to be updated every eight years, and an update to the transit strategy. A process to engage low-income and minority populations in disadvantaged areas through community-based organizations (CBOs) will be underway shortly and is anticipated to function similarly to the CBO outreach program that was implemented for the 2015 Regional Plan.

The proposed work program and schedule are included as Attachments 1 and 2, respectively. Attachment 3 outlines the roles and responsibilities of the working groups, Policy Advisory Committees, and the Board of Directors related to the development of the 2019 Regional Plan.

Environmental Impact Report

SANDAG, as the Lead Agency under the California Environmental Quality Act, will prepare a Program Environmental Impact Report (EIR) for the 2019 Regional Plan. The Notice of Preparation (NOP) for the EIR was released on November 14, 2016, for a 60-day comment period that closed on January 13, 2017. A public scoping meeting was held on December 8, 2016, at SANDAG. Because the NOP was released in 2016, physical conditions as they existed in 2016 will generally be used as the baseline for environmental impact analysis in the EIR. In total, SANDAG received 19 written comment letters during the public comment period as well as verbal comments during the public

scoping meeting. Comments on the scope and content of the EIR will be addressed in the Draft EIR, which staff anticipates releasing for a public review period in early 2019.

Next Steps

At future meetings, the Board of Directors will be asked to discuss the continuation and applicability of the 2015 Regional Plan's vision, goals and policy objectives for the 2019 Regional Plan. Input from the Board of Directors will be sought for the draft Public Involvement Plan, and discussions of future technology applications that would inform the transportation network also are anticipated over the next several months.

GARY L. GALLEGOS
Executive Director

Attachments: 1. 2019 San Diego Forward: The Regional Plan – Draft Work Program
2. 2019 San Diego Forward: The Regional Plan – Proposed Schedule
3. 2019 San Diego Forward: The Regional Plan – Proposed Roles and Responsibilities for Working Groups and Policy Advisory Committees

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

2019 SAN DIEGO FORWARD: THE REGIONAL PLAN DRAFT WORK PROGRAM

1. *Update Regional Plan Work Program and Public Involvement Plan*
 - Assess progress made toward the implementation of near-term and continuing actions from the 2015 Regional Plan.
 - Incorporate 2017 California Transportation Commission Regional Transportation Plan Guidelines (as needed)
 - Incorporate federal transportation bill (Moving Ahead for Progress in the 21st Century, or MAP-21, and Fixing America's Surface Transportation Act or FAST Act, requirements) (as needed)
 - Monitor and incorporate relevant state legislation, including Senate Bill 375 (Steinberg, 2008) (SB 375), Senate Bill 32 (Statutes of 2016) (SB 32) requiring further reduction of greenhouse gas (GHG) emissions to achieve at least a 40 percent reduction below 1990 GHG levels by 2030, and 2017 Climate Change Scoping Plan Update (as needed)
 - Develop Updated Public Involvement Plan
2. *Conduct Public Outreach and Involvement*
 - Implement Public Involvement Plan
 - Conduct two public hearings on Draft San Diego Forward: The Regional Plan (required by legislation)
 - Conduct a public workshop on Sustainable Communities Strategy (SCS) development (required by legislation)
 - Conduct an informational meeting with elected officials to obtain input on SCS (required by legislation)
 - Continue to maintain San Diego Forward: The Regional Plan website
 - Issue request for partners and contracts with community-based organizations to engage low income and minority populations in the planning process
 - Update Tribal Consultation Plan
 - Conduct subregional workshops on Draft San Diego Forward: The Regional Plan
 - Analyze ongoing feedback and respond to comments received by phone, e-mail, social media, online, etc.
3. *Reaffirm San Diego Forward: The Regional Plan Vision, Goals and Policy Objectives*
4. *Prepare 2050 Regional Growth Forecast (Series 14) for Planning Purposes*
 - Collect land use inputs including general plan, zoning, and permitted projects (i.e., "scheduled development")

- Develop regionwide growth projections (population, housing, jobs, and other economic and demographic variables)
 - Generate new subregional Growth Forecast (population, housing, jobs)
 - Review results with local jurisdictions and other land use authorities
 - Finalize 2050 Regional Growth Forecast (Series 14) for planning purposes following SANDAG quality assurance processes
5. *Prepare Draft Regional Housing Needs Assessment (RHNA) for the Sixth Housing Element Cycle*
- Consult with California Department of Housing and Community Development on the RHNA determination (housing need by income category)
 - Work with local jurisdictions and stakeholders to develop the RHNA methodology to allocate the determination
 - Prepare draft allocation by jurisdiction using the RHNA methodology
 - Prepare Draft RHNA for incorporation into the Draft Regional Plan
6. *Develop and Evaluate Alternative Multimodal Transportation Network Scenarios*
- Develop approach for the evaluation and inclusion of future technologies into the Regional Plan
 - Assess opportunities to evaluate the increasing use of shared mobility, including traditional forms of ridesharing and emerging mobility solutions such as carsharing, bikesharing, and ridesourcing (also known as Transportation Network Companies)
 - Evaluate implications of future technologies on freight and goods movement
 - Enhance modeling tools to refine Connected Vehicle/Automated Vehicle assumptions
 - Consider enhancements to technology assumptions surrounding current Transportation Demand Management (TDM) programs and services and propose reasonable assumptions for the deployment, uptake, and expansion of emerging mobility services and technologies
 - Update Intelligent Transportation Systems architecture and applications within the region
 - Assess Recommendations from State/Regional/Corridor/Subregional Studies into Development of Transportation Networks
 - Studies include the California Transportation Plan, Intraregional Tribal Transportation Strategy, Impacts of Border Delays at California-Baja California Ports of Entry, Improving Bus Operations and Traffic Study, Regional Transit Oriented Development Strategy, Active Transportation Implementation Strategy (including Bike Early Action Program, Safe Routes to Transit, and Safe Routes to School), State Route 52 Corridor Study, TDM studies/strategies, Transportation Systems Management (TSM) studies/strategies, State Route 11 and Otay Mesa East Port of Entry Innovation Analysis, Truck Visualization Study, Interstate 8 Corridor Study, 2016 Freight Gateway Study Update, Coordinated

Plan (including Long-Term Specialized Transportation Strategy), San Diego Regional Connected Vehicle Program, etc.

- Develop Unconstrained Multimodal Transportation Network
 - Refine multimodal network in conjunction with SCS (transit, Managed Lanes, highway, rail grade separations, active transportation, TDM, TSM, and goods movement)
- Update Revenue and Cost Projections for Projects and Services
 - Develop or revise cost estimates for the Unconstrained Multimodal Transportation Network, including operations and maintenance, based on requirements from federal transportation bill
 - Incorporate revised cost estimates for local streets and roads projects provided by the local jurisdictions
 - Develop initial revenue projections for the various local, state, and federal revenue sources for the financial scenarios
- Update Transit Strategy
- Incorporate Board actions related to the *TransNet* ten-year review (as needed)
- Update Regional Arterial System (as needed)
- Update Airport Multimodal and Rail Planning
 - Incorporate recommendations from the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency Corridorwide Strategic Implementation Plan Update (2012) and the LOSSAN Infrastructure Development Plan for San Diego County (expected 2017)
 - Incorporate recommendations from the biennial California High-Speed Rail Program Revised Business Plan (2016)
 - Incorporate recommendations from the San Diego County Regional Airport Authority's Airport Development Plan (timeframe TBD)
- Update Transportation Project Evaluation Criteria and Performance Measures
 - Re-evaluate and update project evaluation criteria (as needed)
 - Re-evaluate and streamline performance measures to be consistent with the San Diego Forward: The Regional Plan goals and policy objectives, including Environmental Justice/Social Equity, Economic, and Environmental indicators
- Apply Project Evaluation Criteria to the Unconstrained Transportation Network

7. *Select Preferred Transportation Network*

- Perform travel forecasts and evaluate overall performance, including economic analyses
- Develop and analyze financial scenarios
- Develop Draft Preferred Scenario for review, including phasing

8. *Perform Air Quality Analyses for Transportation Conformity*
9. *Produce Draft Regional Plan, RHNA, and Draft Environmental Impact Report (EIR)*
 - Release Draft San Diego Forward: The Regional Plan for public comment
 - Address public comments and prepare Proposed Final San Diego Forward: The Regional Plan
 - Include a System Performance Report in the Regional Plan to assess progress made toward the achievement of federal performance measures targets per MAP-21/FAST Act
 - Prepare Draft EIR
 - Prepare and circulate Notice of Preparation for EIR
 - Create EIR Alternatives
 - Produce Draft EIR
 - Release Draft EIR for public comment
 - Address public comments and prepare Final EIR
10. *Adopt Final Regional Plan, RHNA, Air Quality Conformity Determination, approve Regional Growth Forecast, and Certify Final EIR*
 - Air Quality Conformity Determination by U.S. Department of Transportation
 - Determination on the adopted SCS by Air Resources Board

2019 San Diego Forward: The Regional Plan – Proposed Schedule

April 28, 2017

Major Tasks	FY 2017	FY 2018				FY 2019				FY 2020	
	Q4 April - June 2017	Q1 July - Sept 2017	Q2 Oct - Dec 2017	Q3 Jan - March 2018	Q4 April - June 2018	Q1 July - Sept 2018	Q2 Oct - Dec 2018	Q3 Jan - March 2019	Q4 April - June 2019	Q1 July - Sept 2019	Q2 Oct - Dec 2019
Update Regional Plan Work Program and Public Involvement Plan											
Conduct Public Outreach and Involvement											
Reaffirm San Diego Forward: The Regional Plan Vision, Goals and Policy Objectives											
Prepare 2050 Regional Growth Forecast (Series 14) for Planning Purposes											
Prepare Draft Regional Housing Needs Assessment (RHNA) for the Sixth Housing Element Cycle											
Develop and Evaluate Alternative Multimodal Transportation Network Scenarios											
Select Preferred Transportation Network											
Perform Air Quality Analyses for Transportation Conformity											
Produce Draft Regional Plan, RHNA, and Draft Environmental Impact Report (EIR)											
Adopt Final Regional Plan, RHNA, Air Quality Conformity Determination, approve Regional Growth Forecast, and Certify Final EIR											

Legend:



Major Task



Milestone

2019 San Diego Forward: The Regional Plan – Proposed Roles and Responsibilities for Working Groups and Policy Advisory Committees

Major Tasks	SANDAG Working Groups*							Policy Advisory Committees			BOD
	CTAC	TWG	CWG	ATWG	Tribal TWG	MWG	ITOC	BC	RPC	TC	
Update Regional Plan Work Program and Public Involvement Plan											•
Conduct Public Outreach and Involvement	•	•	•	•	•	•	•	•	•	•	•
Reaffirm San Diego Forward: The Regional Plan Vision, Goals and Policy Objectives											•
Prepare 2050 Regional Growth Forecast (Series 14) for Planning Purposes	•	•	•		•	•	•		•	•	•
Prepare Draft Regional Housing Needs Assessment (RHNA) for the Sixth Housing Element Cycle		•							•		•
Develop and Evaluate Alternative Multimodal Transportation Network Scenarios	•	•	•	•	•	•	•		•	•	•
Select Preferred Transportation Network											•
Perform Air Quality Analyses for Transportation Conformity			•								•
Produce Draft Regional Plan, RHNA, and Draft Environmental Impact Report (EIR)	•	•	•	•	•	•	•	•	•	•	•
Adopt Final Regional Plan, RHNA, Air Quality Conformity Determination, approve Regional Growth Forecast, and Certify Final EIR											•

Committees and Working Groups

<p>Board of Directors (BOD)</p> <p>Policy Advisory Committees</p> <p>Borders Committee (BC)</p> <p>Regional Planning Committee (RPC)</p> <p>Transportation Committee (TC)</p> <p>TransNet Independent Taxpayer Oversight Committee (ITOC)</p>	<p>Working Groups</p> <p>Cities/County Transportation Advisory Committee (CTAC)</p> <p>Regional Planning Technical Working Group (TWG)</p> <p>San Diego Region Conformity Working Group (CWG)</p> <p>Active Transportation Working Group (ATWG)</p> <p>Interagency Working Group on Tribal Transportation Issues (Tribal TWG)</p> <p>Military Working Group (MWG)</p>
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Specific Tasks Will Be Presented to These Groups as Needed:

<p>Committee on Binational Regional Opportunities (COBRO)</p> <p>Environmental Mitigation Program Working Group (EMP)</p> <p>Freight Stakeholders Working Group</p> <p>Regional Energy Working Group</p> <p>San Diego Regional Traffic Engineers Council (SANTEC)</p> <p>Social Services Transportation Advisory Council (SSTAC)</p> <p>Community Based Organizations</p>

* Working Groups will provide input that will be used in the staff recommendations to the Policy Advisory Committees and the Board of Directors