

## **Summary of Proposed Changes from Draft Regional Plan to Final Regional Plan**

### ***Proposed Network Modifications***

#### *Transit*

1. Add two new stations at H and 24th Streets on the *Rapid* service between San Ysidro, Downtown San Diego, and Kearny Mesa via Interstate 5 (I-5) and State Route 163 (Route 640).
2. Add an extension to Imperial Beach on the Iris Trolley Station to Otay Mesa East Port of Entry *Rapid* service (Route 905).
3. Add a new station in the vicinity of 28th Street on the State Route 94 (SR 94) corridor for *Rapid* services from South, East, and North County (*Rapid* Routes 225, 90, and 235).

#### *Local Streets and Roads*

4. Update the local streets network in the travel demand model to include access routes to McClellan-Palomar and Gillespie Field airports identified in the Airport Multimodal Accessibility Plan.

### ***Proposed Text Modifications (Chapters 1 through 5)***

Based on a review of the comments in Attachment 2, the following areas are proposed for inclusion or modification in Chapters 1 through 5.

#### *Overall Changes*

1. Revise all maps with jurisdictional and military base labels to identify tribal lands and recognize the presence and involvement of the sovereign tribal nations in the region.

#### *Chapter 1*

2. Add a new section on the importance of water and water resource planning to explain the San Diego County Water Authority's approach to manage drought and ensure long-term supply reliability for the region. This includes an explanation of the Urban Water Management Plan and the ongoing coordination between the Water Authority and SANDAG.
3. Add a new section on demographics and the regional growth forecast through 2050 to provide a better foundation for the analysis of land use and transportation connectivity.

#### *Chapter 2*

4. Add a new section on the development of the revenue constrained transportation network. This discussion would include more information about the inclusion of the transportation projects in the revenue constrained network as well as the evaluation of the network as a whole through the application of various performance measures.
5. Expand the regional transit descriptions to include a summary of the ferry service between Coronado and Downtown San Diego. Also include in this section, a description of aerial skyway as a potential future option to enhance connectivity or provide alternative access for future projects.

6. Update the per capita greenhouse gas emissions reductions results from passenger vehicles for 2020 and 2035 to reflect the revised calculations that account for the proposed network modifications and the required California Air Resources Board (CARB) adjustment factor (Table 2.1). The CARB adjustment for SANDAG lessens the per capita results for both 2020 and 2035 by two percentage points. For example, before the ARB adjustment, per capita reductions for 2020 were 17 percent, and after applying the adjustment, the reductions became 15 percent.
7. Reference the new Executive Order B-30-15, issued on April 29, 2015, after the release of the Draft Regional Plan, which establishes an interim statewide greenhouse gas emission reduction goal of 40 percent below 1990 levels by 2030 (Chapter 2 and Appendix D).

### *Chapter 3*

8. Add a section describing the State Route 125 (SR 125) toll road (South Bay Expressway) including revenues and costs associated with operations and maintenance resulting from the SANDAG acquisition of the SR 125 toll road in late 2011. Adjust revenues and costs as shown in Table 1 on page 7 of this attachment.

### *Chapter 4*

9. Update the economic analysis with revised benefit-cost and economic impact data and social equity analysis to reflect proposed modifications to the transportation network and project cost estimates.

### *Chapter 5*

10. Expand the description of incentives to include the Bike Month Mini-Grant Program and the Walk, Ride, and Roll to School Program.
11. Add several additional actions in the Final Regional Plan. See *Proposed Final Regional Plan Actions* section on page 8.

### ***Proposed Appendices Modifications***

1. Include a new map showing the existing 2012 regional bike network (Appendix A).
2. Include a description of the San Diego County Community Trails Master Plan and show these trails in the revised California Coastal Trail and Community Trails Master Plan map (Appendix A, new Figure A.16).
3. Include a new map showing the Planned High-Speed Train Overview (including the two High-Speed Rail alignment alternatives) (Appendix A).
4. Add a new section discussing the "off-model" methodology to estimate greenhouse gas emissions reductions of several Regional Plan strategies (Appendix C).
5. Clarify the description of Mobility Hubs to include Safe Routes to Transit improvements. (Appendix E).
6. Update the 2012 Greenhouse Gas Inventory for San Diego County and Projections (Appendix D).

7. Revise maps for Social Equity: Engagement and Analysis (Appendix H) concerning healthcare access.
8. Add a section on coordination between SANDAG and the San Diego County Water Authority on the water forecasting process (Appendix J).
9. Include modifications to the Regional Arterial System in the City of Chula Vista (Appendix M).
10. Add the Final SANDAG Transit Oriented Development Strategy, once accepted by the Board of Directors (Appendix U.4).
11. Add the Draft 2015 Freight Gateway Study Update (Appendix U.15).
12. Include a description of opportunities to align active transportation improvement projects at freeway interchanges with relevant projects funded with State Highway Operations Protection Program funds. Include a description of the Active Transportation Implementation Strategy in Appendix U.16.

**Proposed Adjustments to Costs and Revenues**

Table 1 summarizes the project cost estimates that are proposed to be revised for the Final Regional Plan. Project revenues are proposed to be adjusted accordingly.

**Table 1 – Proposed Cost Adjustments to the Final Regional Plan**

Project	Initial Cost in Draft Regional Plan (\$ in millions - Year of Expenditure dollars)	Proposed Adjusted Cost in Final Regional Plan (\$ in millions - Year of Expenditure dollars)
<i>Rapid</i> Route 640 Stations <sup>1</sup>	\$125	\$206
<i>Rapid</i> Route 905 Extension to Imperial Beach <sup>2</sup>	\$0	\$2
SR 94 (I-5 to Interstate 805) 28th Street Transit Station	\$637	\$703

<sup>1</sup> New stations at H and 24th Street serving Chula Vista and National City

<sup>2</sup> Three additional stations from Iris Trolley Station to Imperial Beach

Additionally, updates are proposed to the Draft *FasTrak*® Revenues to reflect the *total* revenues versus the previous net revenues that were included in the Draft Regional Plan. Since the cost of operations, maintenance, and subsidies for transit will continue to be included in the total costs, the *FasTrak* revenues will be updated to match those expenditures.

### ***Correction to Unconstrained Transportation Network Description***

The COASTER tunnel at University Towne Centre (UTC) was inadvertently omitted from the unconstrained list of projects in Appendix A (Table A.5). It is proposed that the UTC tunnel be added back to the list of unconstrained projects.

### ***Proposed Final Regional Plan Actions***

Based on a review of the comments in Attachment 2, the following implementation actions are proposed to be added to the near-term and continuing actions listed in the Chapter 5:

#### *Near-Term Actions*

1. Develop an Intraregional Tribal Transportation Strategy with tribal nations in the region (funded through the Caltrans Sustainable Transportation Planning Grant Program and the Southern California Tribal Chairmen's Association).
2. Explore development of a regional military base access plan and implementation program.
3. Develop a long-term specialized transportation strategy through 2050, as part of the next SANDAG Coordinated Plan biennial update, to address the increasing specialized service needs of seniors and persons with disabilities.

#### *Continuing Actions*

1. Continue to support the SANDAG *TransNet* Smart Growth Incentive and Active Transportation Grant Programs, seek additional funding to leverage both programs, and enhance resources in the Smart Growth Tool Box.
2. Work with partner agencies to develop a regional Transportation Systems Management and Operational Strategy. This Strategy will craft the vision for developing multi-agency and multimodal goals and objectives aimed at improving procedures across jurisdictions for regional/corridor level performance management and operations.
3. Continue to work with member agencies on parking management solutions.
4. Continue to coordinate with the San Diego County Water Authority on longer-term demand forecasting to ensure adequate and reliable water supplies for the future.