



401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 sandag.org

Meeting Notice and Agenda

San Diego Region Conformity Working Group

The San Diego Region Conformity Working Group may take action on any item appearing on this agenda.

Wednesday, March 6, 2019

10:30 a.m. to 12 p.m.

SANDAG, Conference Room 7
 401 B Street, Suite 800
 San Diego, CA 92101

Please take the elevator to the 8th floor to access the meeting room.

Staff Contact: Rachel Kennedy
 (619) 699-1929
 rachel.kennedy@sandag.org

Agenda Highlights

- **San Diego Forward: The Regional Plan – Action Plan**
- **2015 Ozone Standard Conformity Demonstration**

If you would like to participate via conference call, please call (888) 204-5987. The conference call passcode is 6838699#.

Please silence all electronic devices during the meeting

Mission Statement

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

MEMBER AGENCIES

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

ADVISORY MEMBERS

Imperial County
 California Department
 of Transportation
 Metropolitan
 Transit System
 North County
 Transit District
 United States
 Department of Defense
 Port of San Diego
 San Diego County
 Water Authority
 Southern California
 Tribal Chairmen's Association
 Mexico



Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Request to Comment form and then present the form to the Working Group coordinator. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Working Group may take action on any item appearing on the agenda.

Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the Working Group name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Working Group coordinator no later than 5 p.m. two working days prior to the meeting. All public comments and materials received by the deadline become part of the official public record and will be provided to the members for their review at the meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at sandag.org/meetings. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints, and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to the SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900 or (619) 699-1904 (TTY), or fax (619) 699-1905.

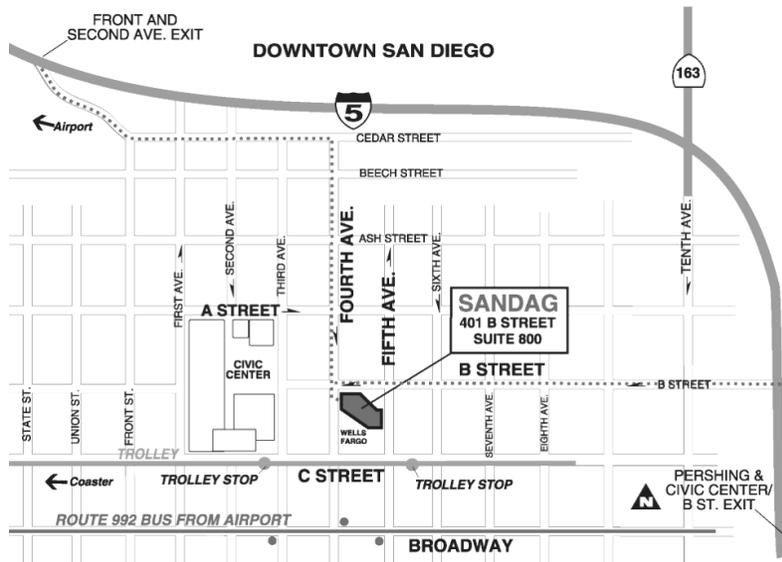
SANDAG agenda materials can be made available in alternative languages. To make a request, call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要, 我们可以把SANDAG议程材料翻译成其他语言。

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求。

SANDAG offices are accessible by public transit. Phone 511 or visit 511sd.com for route information. Bicycle parking is available in the parking garage of the SANDAG offices. To access the meeting room, please arrive on the 8th floor.



San Diego Region Conformity Working Group

Wednesday, March 6, 2019

Item No.		Action
1.	Welcome and Introductions	
+2.	Meeting Minutes The San Diego Region Conformity Working Group (CWG) is asked to review the minutes from its January 2, 2019, meeting.	Information
3.	Public Comments/Communications/Member Comments Members of the public shall have the opportunity to address the CWG on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a Request to Comment form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to CWG members. Public speakers are limited to three minutes or less per person. CWG members also may provide information and announcements under this agenda item.	
Reports		
+4.	2015 Ozone Standard Conformity Demonstration The San Diego region was designated as a non-attainment area with a classification of moderate for the eight-hour ozone National Ambient Air Quality Standard, effective August 3, 2018. The CWG will discuss conformity criteria and procedures for the new 2015 ozone standard. Staff will make brief presentations on the following topics and seek input from the CWG: <ul style="list-style-type: none">• Revenue-Constrained Financial Assumptions• 2050 Regional Growth Forecast• Travel Demand Model• Latest Emissions Model, Emissions Budgets• Transportation Control Measures• Public Involvement and Outreach	Discussion
+5.	San Diego Forward: The Regional Plan – Action Plan At its February 22, 2019, meeting, the Board of Directors approved an action plan to develop the San Diego Forward: The 2019-2050 Regional Plan. Staff will provide an overview of the updated schedule and action plan.	Discussion

- | | |
|---|---------------------------|
| <p>6. Ozone State Implementation Plan Development</p> <p>San Diego County is currently designated as a non-attainment area for the federal 2008 and 2015 ozone standards. The San Diego County Air Pollution Control District (APCD) and California Air Resources Board (ARB) are tasked with preparing a revised State Implementation Plan (SIP) demonstrating attainment of both standards by mandated Clean Air Act deadlines. ARB must submit the revised SIP to the U.S. Environmental Protection Agency in 2020. APCD will provide an update on SIP development process to date and will provide further clarification on motor vehicle emission budgets to be included in the upcoming Attainment Plan.</p> | <p>Discussion</p> |
| <p>7. EMFAC2017 Update</p> <p>The California Air Resources Board (ARB) released emissions inventory model EMFAC2017 v 1.0.1 on December 22, 2017, and v 1.0.2 on March 1, 2018. ARB and U.S. Environmental Protection Agency staff will provide an update on the timeline for approval.</p> | <p>Information</p> |
| <p>8. Upcoming Meetings</p> <p>The next CWG meeting is scheduled for Wednesday, April 3, 2019, at 10:30 a.m.</p> | <p>Information</p> |
| <p>9. Adjournment</p> | |

+ next to an item indicates an attachment



San Diego Region Conformity Working Group

Item: **2**

March 6, 2019

Action Requested: **Information**

January 2, 2019, Meeting Minutes

Rachel Kennedy, Senior Regional Planner, called the meeting of the San Diego Region Conformity Working Group (CWG) to order at 10:33 a.m.

1. Welcome and Introductions

Self-introductions were made. An attendance list is included.

2. Approval of Meeting Minutes (Information)

Ms. Kennedy asked the CWG to review the minutes from its June 6, 2018, meeting. Nick Cormier (San Diego County Air Pollution Control District [APCD]) noted that the San Diego air basin was initially classified as moderate and not as marginal under Item 5, "Designation for the 2015 National Ambient Air Quality Standards Ozone Standard." The minutes were corrected to reflect this change. No additional comments or corrections were made.

3. Public Comments/Communications/Member Comments

No public comments were made.

4. 2018 Regional Transportation Improvement Program (Information)

Sue Alpert, Senior Financial Programming Analyst, provided a summary of the 2018 Regional Transportation Improvement Program (RTIP) approval process. The 2018 RTIP and its conformity determination were approved by the U.S. Department of Transportation on December 17, 2018.

5. San Diego Forward: The 2019–2050 Regional Plan Schedule (Discussion)

Phil Trom, Senior Regional Planner, summarized updates to San Diego Forward: The 2019-2050 Regional Plan development schedule, including extending the plan adoption date by an anticipated four to six months. This change is to allow for more public involvement in the development of the plan. The extension, approved by the Board of Directors on September 14, 2018, will result in SANDAG entering a grace period for federal air quality conformity. The current Regional Plan's conformity finding will lapse on December 2, 2019, and a conformity grace period of up to one year will start. Work is underway to schedule an RTIP amendment with regional emissions analysis prior to entering the grace period.

6. Designations for 2015 National Ambient Air Quality Standards Ozone Standards (Information)

Ms. Kennedy and Mr. Cormier provided an overview of the air quality designations from U.S. Environmental Protection Agency (U.S. EPA) for the 2015 ozone standard. Designations were published on June 4, 2018. The San Diego air basin is designated as non-attainment and classified as moderate.

7. Ozone State Implementation Plan Development Schedule (Discussion)

Mr. Cormier summarized the State Implementation Plan (SIP) development process for the 2008 and 2015 ozone standards. The San Diego region is non-attainment for both standards. Mr. Cormier noted that APCD may combine the SIPs for both standards into one plan, and provided key dates for the CWG, SANDAG, and the public to provide input.

8. 2017 Emissions Factors Development (Information)

Nesamani Kalandiyur (California Air Resources Board [ARB]) provided a review of the 2017 Emissions Factors (EMFAC2017) model development process and an update to the U.S. EPA approval status. ARB completed its submittal of EMFAC2017 to the U.S. EPA in June 2018. Approval is anticipated during the first quarter of 2019. Mr. Kalandiyur added that ARB is planning on using EMFAC2017 to support the development of the SIPs covered in Item 7.

9. Transportation Conformity Guidance for the South Coast II Court Decision (Information)

Ms. Kennedy provided background information on the guidance provided by U.S. EPA following the South Coast II court decision. The San Diego region was unaffected by this decision for transportation conformity purposes.

10. Upcoming Meetings (Information)

The next CWG meeting is scheduled for Wednesday, February 6, 2019, at 10:30 a.m.

11. Adjournment

Ms. Kennedy adjourned the meeting at 11:08 a.m.

Confirmed Attendance at SANDAG San Diego Region Conformity Working Group Meeting

January 2, 2019

Jurisdiction	Name	Attended	Comments
Air Resources Board	Nesamani Kalandiyur	Yes	
	Stephanie Parent	Yes	
Caltrans	Lucas Sanchez	Yes	
	Ken Johansson	Yes	
Caltrans District 11	Marilee Mortenson	Yes	
	Melina Pereira	Yes	
San Diego County Air Pollution Control District	Nick Cormier	Yes	
Transportation Corridor Agencies	Valarie McFall	Yes	

SANDAG Staff

Elisa Arias
Rachel Kennedy
Sam Sanford
Sue Alpert



San Diego Region Conformity Working Group

Item: **4**

March 6, 2019

Action: **Discussion**

2015 Ozone Standard Conformity Demonstration

The San Diego region was designated as a non-attainment area with a classification of moderate for the eight-hour ozone National Ambient Air Quality Standard, effective August 3, 2018. The San Diego Region Conformity Working Group will discuss conformity criteria and procedures for the new 2015 ozone standard. Staff will make brief presentations on the following topics and seek input from the CWG:

- A. Revenue-Constrained Financial Assumptions (Attachment 1)
- B. 2050 Regional Growth Forecast (Attachment 2)
- C. Travel Demand Model
- D. Latest Emissions Model, Emissions Budgets
- E. Transportation Control Measures
- F. Public Involvement and Outreach (Attachment 3)

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org

- Attachments:
- 1. Financial Capacity for 2018 Regional Transportation Improvement Program
 - 2. 2050 Regional Growth Forecast
 - 3. Board Policy No. 025

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 Regional Transportation Improvement Program (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 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. This represents an increase over the 2016 SHOPP of 83 percent which is attributable to the enactment of SB 1. Increases in funding provided through SB1 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 2018 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:** Both of these formula programs are estimated and apportioned by Caltrans for the San Diego region. By SANDAG 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.
- **FTA (Federal Transit Administration) Urbanized Area Formula (Section 5307):** The 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 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 SB1. 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 SB1.
- **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.
- **SB1:** 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. Guidelines have been developed for 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. As projects are awarded through the CTC for formula and competitive programs, they will be added to 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 AB 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 (ROW) early in order to reduce the cost of projects in the future while preserving the ecology of the region.

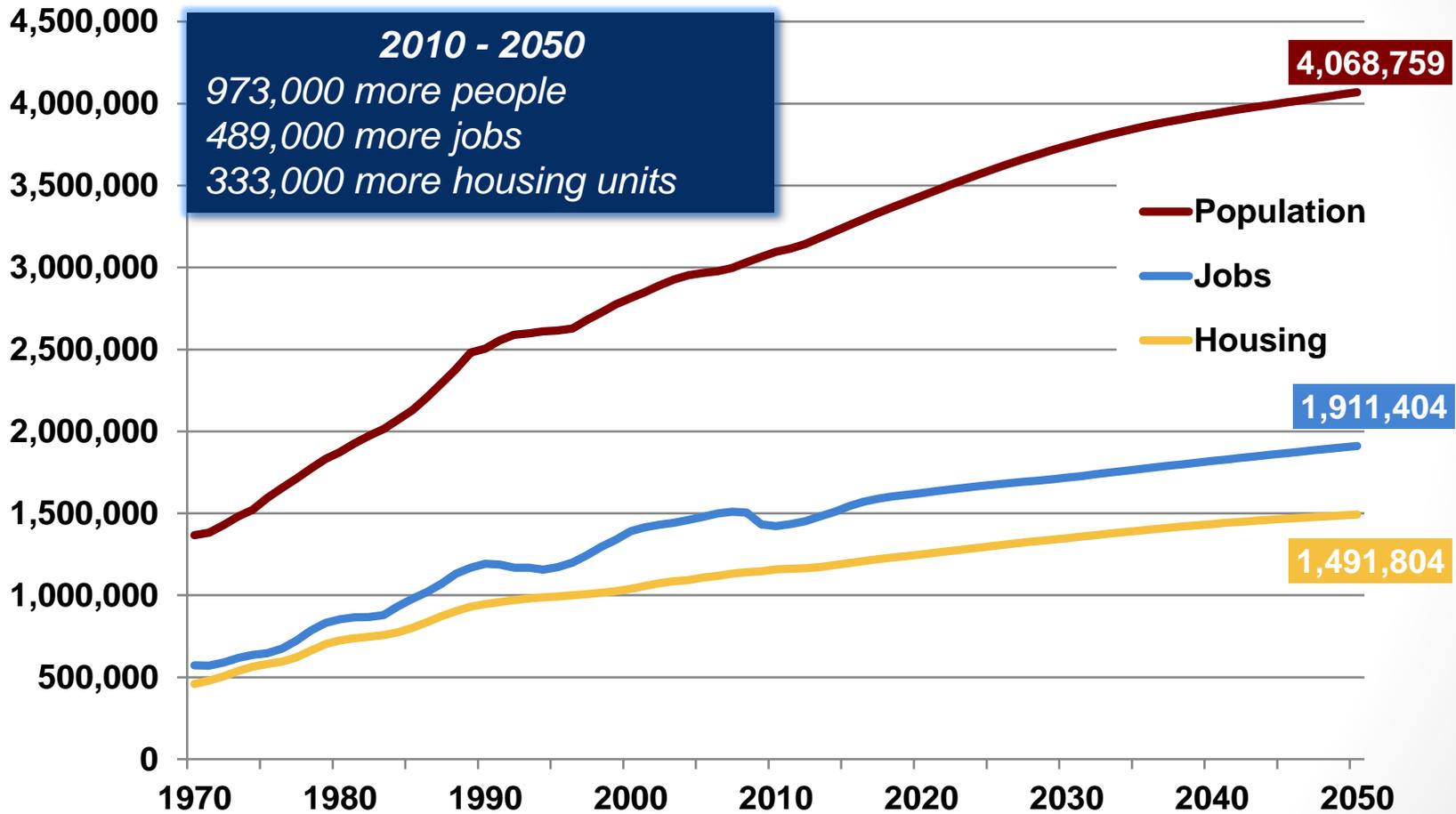
- ***TransNet* Local Transportation Sales Tax Program:** *TransNet* revenues are estimated based upon taxable retail sales forecasts derived from three factors influencing the growth in taxable retail sales: the population forecast from the California Department of Finance, a consensus of three independent 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, SB1 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:** SANDAG Board issues long-term debt backed by *TransNet* in order to complete major transportation projects early.

Population, Jobs, and Housing





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



San Diego Forward: The Regional Plan – Proposed Action Plan

Overview

Throughout 2018, SANDAG heard from thousands of people—through a Board workshop, a series of open houses and subregional community conversations, community-based organization outreach events, surveys, and social media—about projects, programs, and policies to include in San Diego Forward: The 2019-2050 Regional Plan. In particular, SANDAG prepared three distinct network concepts for discussion that generated significant and specific input from the Board of Directors and public.

Key Considerations

Using the input received, staff developed a multimodal transportation network that would provide key connections to jobs and other destinations, support housing growth and environmental preservation, address safety and congestion relief, and meet climate targets. Modeling results for this draft network show that, while it comes close, the network does not meet the new and ambitious 19 percent greenhouse gas emissions reduction target for 2035 that was set by the California Air Resources Board (CARB) in 2018. This challenge presents an opportunity to pause work on the 2019 Regional Plan and develop a bigger and bolder transportation vision for the San Diego region that is efficient, equitable, and environmentally sustainable. This report outlines the proposed action plan to develop a Regional Plan that builds on the public input received so far and reflects this new vision for the future.

Proposed Action Plan

The proposed action plan calls for the creation of a fast, safe transportation system with true alternatives in the San Diego region that are as good or if not better than the car (Attachment 1). **The new vision would strive to go beyond state climate targets and support local jurisdictions' achievement of local Climate Action Plan goals.** Cutting edge technologies, social equity, sustainability, supporting land use, and economic opportunities would be considered to create a transformative Regional Plan through an inclusive process that engages stakeholders and the public.

It is anticipated that a conceptual framework of projects and policies will be released by the end of 2019. It will be based on preferred outcomes defined by the Board and informed by public input. This would provide the region, within the next year, a clear picture of what the next Regional Plan could include.

After the concept is defined, SANDAG would focus on modeling the proposed network to ensure it meets state requirements and achieves the desired outcomes. The models SANDAG currently is using to develop the Regional Plan would be reconfigured and recalibrated to accommodate different methods of travel and travel behavior. This effort would require additional staff, new data, and consultant resources and is expected to

Action: **Approve**

The Board of Directors is asked to approve the proposed action plan to develop the Regional Plan.

Fiscal Impact:

The proposed action plan will require additional resources to complete the outreach, planning, modeling, legislative, and legal work needed to successfully carry it out. In FY 2019, it is anticipated that funds would be repurposed from the 2019 Regional Plan to support the proposed action plan. The FY 2020 Program Budget would include additional funding for consulting services and staffing for Board consideration to support continued implementation of the action plan.

Schedule/Scope Impact:

Under the proposed action plan, it is anticipated that a conceptual framework of projects and policies will be released by the end of 2019.

take until fall 2020. Once those results are available, the Board would be asked to consider approval of a preferred scenario (the final mix of projects, programs, and policies to be included in the Regional Plan) so that work on the Environmental Impact Report (EIR) could begin. Development of the Regional Plan EIR typically takes about a year to complete. As such, it is estimated that it would take until November 2021 to fully complete the next Regional Plan.

Statutory Requirements

Federal and state laws require that SANDAG complete a Regional Plan every four years. Under this timeline, the next Regional Plan is required to be adopted in October 2019. In [September 2018](#), the Board approved extending completion of the 2019 Regional Plan by up to six months to allow for meaningful discussion regarding transportation projects, programs and policies. Under federal law, SANDAG has a 12-month grace period to adopt the 2019 Regional Plan and maintain air quality conformity. The federal grace period expires on December 2, 2020.

Risks and Mitigation

There are risks to extending completion of the Regional Plan to November 2021, as outlined in Attachment 2. To mitigate those risks and protect the vital funding that SANDAG has worked so hard to secure, the following mitigation measures are proposed. Work on these efforts would begin immediately and be carried out concurrently with Regional Plan tasks.

- a) Immediately begin preparing a Regional Transportation Plan (RTP) update that complies with federal requirements and submit it to the federal agencies in spring 2020 (within the federal grace period) to obtain an air quality conformity finding from the U.S. Department of Transportation. This would be developed as a separate, but parallel planning exercise with the new transportation vision, and would largely rely upon the existing 2015 Regional Plan. Initial dialogue with staff from the Federal Highway Administration, the Federal Transit Administration, and the U.S. Environmental Protection Agency indicates that there is a viable path to pursue a stand-alone federal update of the RTP.
- b) Pursue state legislation that would allow the current 2015 Regional Plan and its EIR to remain valid after October 9, 2019, and keep the sixth cycle Regional Housing Needs Assessment (RHNA) process on its current schedule. This would allow jurisdictions to still have an 18-month period to update their housing elements with the new RHNA allocations. The legislation also would seek a one-time exemption from California Environmental Quality Act (CEQA) for the federal RTP update that would be adopted in spring 2020.

Resources

The proposed action plan will require additional resources to complete the outreach, planning, modeling, legislative, and legal work needed to successfully carry it out. In FY 2019, it is anticipated that funds would be repurposed from the 2019 Regional Plan to support the proposed action plan. The FY 2020 Program Budget would include additional funding for consulting services and staffing for Board consideration to support continued implementation of the action plan.

Next Steps

Pending approval by the Board of Directors, the proposed action plan would be implemented immediately, and any needed budgetary actions would be brought forward for approval.

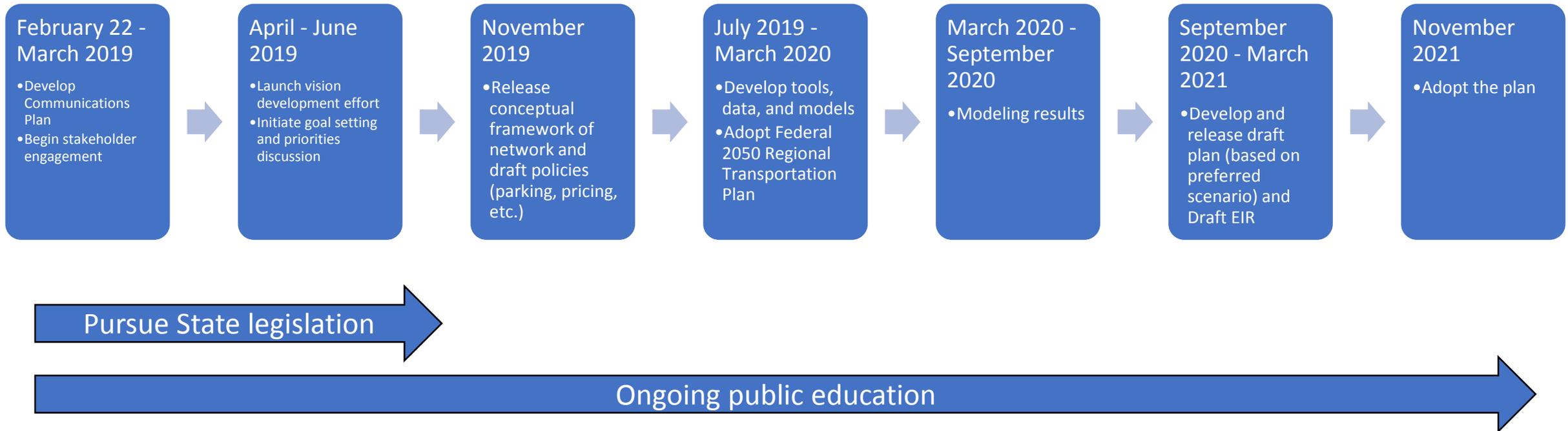
Hasan Ikhata, Executive Director

Key Staff Contact: Charles "Muggs" Stoll, (619) 699-6945, muggs.stoll@sandag.org

- Attachments:
1. Regional Plan: Proposed Action Plan and Overview of Key Milestones
 2. Categories of Legal Risks and Proposed Mitigation

Regional Plan

Proposed Action Plan and Overview of Key Milestones



Categories of Legal Risks and Proposed Mitigation

Risk Category	Risks	Proposed Mitigation	Risks That Will Not Be Fully Mitigated
<p>Federal Regional Plan Requirements and Air Conformity Determination Due December 1, 2019</p>	<p>The following projects/actions could not be approved or proceed for Caltrans, SANDAG, or member agencies during the period between December 1, 2019 and adoption of new federal RTP documents:</p> <ul style="list-style-type: none"> • Federal funding or NEPA approval of non-exempt projects (non-transit capital projects that add capacity to the existing system) <i>that are not in</i> the Regional Transportation Improvement Program (RTIP) and Regional Plan at time conformity period expires on December 2, 2019 • Regional Plan or RTIP amendments 	<p>Approve an update to the RTIP just prior to entering grace period, beginning December 2, 2019</p> <p>Adopt new Regional Plan that meets all federal requirements prior to end of grace period on December 2, 2020</p> <p>Submit new air quality conformity documentation for federal agency approval in spring 2020, which is prior to end of federal grace period</p>	<p>Significant changes to capacity-increasing projects or other non-exempt projects, currently under review may not be eligible for amendment into the RTIP during the grace period or beyond. Other agencies, including Caltrans and transit agencies, cities and the County may have their projects delayed. Additionally, SB 1 requirements as they relate to other state statutes may cause local/regional projects to not be eligible to compete for SB 1 funding in the next call for projects (likely late 2019 or early 2020)</p> <p>Some projects currently included in the 2015 Regional Plan may be modified or removed in the federal Regional Plan update due to increased project costs</p>
<p>State Regional Plan Requirements Due by October 2019</p>	<p>Lawsuit against SANDAG seeking to enforce state’s Regional Plan four-year adoption requirement</p> <p>Caltrans, SANDAG, and member agencies unable to make findings that projects are consistent with adopted Regional Plan</p>	<p>Legislation authorizing 2015 Regional Plan to continue to be considered the “adopted” RTP for purposes of planning and consistency findings until new Regional Plan is adopted</p>	<p>Legislation may not pass</p> <p>Approvals/funding for projects requiring a Regional Plan consistency may be delayed for SANDAG, Caltrans, and member agencies if those projects were not included in the 2015 Regional Plan. SB 1 requirements as they relate to other state statutes may cause local/regional projects to not be eligible to compete for SB 1 funding in the next call for projects (likely late 2019 or early 2020)</p>
<p>CEQA</p>	<p>Lawsuit against SANDAG seeking to enforce requirement for an Environmental Impact Report when adopting the federal RTP update</p>	<p>Legislation authorizing a one-time CEQA exemption for federal RTP update</p>	<p>Legislation may not pass</p> <p>New projects cannot be added to the Regional Plan until fall 2021</p>

Categories of Legal Risks and Proposed Mitigation

Risk Category	Risks	Proposed Mitigation	Risks That Will Not Be Fully Mitigated
Regional Housing Needs Assessment	<p>Lawsuit against SANDAG seeking to enforce requirement that RHNA be consistent with an approved SCS (update to SCS due in October 2019)</p> <p>Local governments would be unable to use an updated RHNA to update Housing Elements and meet eight-year deadline, putting local governments at risk for loss of funding and litigation</p>	<p>Legislation to address potential need to realign RHNA allocation process in future cycles with a modified RTP/SCS adoption cycle</p>	<p>Legislation may not pass</p>
Notice of Preparation for 2019 Regional Plan Issued in November 2016	<p>Notice of Preparation may need to be supplemented or amended</p>	<p>Use as an opportunity to obtain public input for next Regional Plan</p>	<p>New scoping meeting and comment period may be required</p>