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July 30, 2014

SANDAG

Board of Directors, Chair Jack Dale
Transportation Committee, Chair Todd Gloria
Regional Planning Committee, Chair Lesa Heebner
401 B St. Ste. 800
San Diego, CA 92101

RE: San Diego Forward: RTP Transportation Scenarios August 1, 2014

Honorable SANDAG Board and Committee members:

On behalf of the below signatories, Circulate San Diego is pleased to submit these comments regarding the initial Revenue Constrained Transportation Scenarios for San Diego Forward: The Regional Plan (RP). We believe the new Activity Based Model, developed by SANDAG staff over a number of years, provides a historic opportunity to develop transportation scenarios that provide for a new assessment of policy options and investment strategies to help SANDAG achieve its stated RP goals to *“provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.”*

In addition to the two revenue constrained scenarios being developed by SANDAG, (and a No-Build Scenario required by CEQA), we are calling for an additional scenario to be modeled to directly address health, equity and economic issues, the “Healthy People and Economy” Scenario.

We acknowledge that the RP must be revenue constrained in order to qualify for federal transportation funding. However, *very theoretical “Possible Alternative Futures”* land use

scenarios were modeled by SANDAG in December 2013 as part of the RP to test the ability to further reduce greenhouse gas (GHG) emissions beyond what is projected in the Series 13 Growth forecast. These scenarios did not vary transportation inputs. We respectfully request a separate transportation scenario be modeled to test the potential outcomes associated with lifting the constraints of TransNet restrictions. Based on similar scenarios tested/requested for the Bay Area and the SCAG region, we believe this scenario could show superior performance per the SANDAG adopted performance metrics.

Specifically, the health, environment, housing and active transportation organizations listed below request you consider directing staff to model a “Healthy People and Economy” scenario that removes the restrictions of the TransNet project list. It should respond as an iteration to the adopted compact regional land uses of the Series 13 growth forecast which call for adding 350,000 homes to the existing urban fabric, and aim to continue reducing per capita GHG emissions beyond 2035, out to the 2050 horizon of the plan. We believe that a “Healthy People and Economy” scenario will best demonstrate the public health, equity, environment and economic outcomes of the transportation investments, and ensure stronger consistency with the goals of SB 375. We request the scenario incorporate the following:

EXPANDED TRANSIT OPPORTUNITIES

- Include transit revenue from a sales tax ballot measure programmed for 2016 rather than postponing to 2020.
- Don't expand transit at the expense of existing transit operations and avoid transit projects that don't support smart growth principles.
- Model the full build-out of the unconstrained Transit network, *before* building out the future highway network in order to reveal the magnitude of benefits from a transit-first approach. Since SANDAG has already modeled theoretical Land Use Scenarios, we believe it is only prudent to do the same for transportation networks, in order to uncover ways we can maximize the health and prosperity of our region's residents.
- “Un-Grandfather” the list of TransNet highway projects included in the RTP (currently grandfathered due to passage four years prior to SB 375) in order for the highway network to truly reflect the significant changes of recently-adopted land use regulations, as well as local policy changes. This should prioritize investments in transit ahead of projects that expand capacity for single occupancy vehicles.
- Maximize existing and new funding for local transit operations to achieve the highest transit level of service envisioned.
- Prioritize capital funds that cannot be shifted or swapped to transit operations for *maintenance* of the existing transit system rather than capital expansion.

- Prioritize transit operating assistance for those communities in which lower-income populations are concentrated, or for job centers which commit providing more lower-cost and/or affordable housing, with a goal of increasing transit operating funding substantially.
- Consider converting select general purpose lanes to HOT lanes, and using the revenue for transit and vanpooling, before costly expansions are included.

ACTIVE TRANSPORTATION

- Include the entire unconstrained Active Transportation network in the first decade of the plan.

PUBLIC HEALTH

- Prioritize active transportation capital projects over freeway and roadway expansion, with a focus on improving public health and safety, especially in Communities of Concern
- Impacts of the scenario should be modeled using the Integrated Transportation and Health Impact Model (ITHIM) in conjunction with improved information on mode split from the active transportation inputs to the Activity Based Model.

EQUITY

- Set aside a portion of TransNet Local Streets & Roads and other funds to reward local jurisdictions that accommodate – through zoning and financial support -- a significant portion of the region’s lower-income/ affordable housing need in Transit Priority Areas and Smart Growth Opportunity Areas.
- Calculate the jobs created in the region and the transportation cost savings that will be accrued because of the investment strategies described above, compared with expanded investments in highway and single occupancy vehicle infrastructure.

As an alternative to modeling a third scenario, these components could be included in one of the existing scenarios.

In addition to the Activity Based Model, SANDAG has expended considerable resources developing two additional modeling tools tailored to the San Diego region: the Integrated Transport and Health Impact Model or ITHIM (contracted between the County and SANDAG), and the Urban Footprint Model developed by Calthorpe and Associates. We respectfully request both of these models be used to evaluate health outcomes and transportation performance, respectively, for all of the scenarios.

In closing, we would like to express our appreciation for your efforts to involve the public through workshops to inform the scenario development process. Public understanding

of the full range of choices is critical to the success of the process. We look forward to your leadership in implementing the vision that the Board has adopted for the region. We look forward to working with staff to help develop the specific details of the scenario laid out above, which could be called the “Healthy People and Economy” Scenario.

Thank you for the opportunity to provide input into the scenario modeling phase of RP development.

Sincerely,

Elyse Lowe Deputy Executive Director Circulate San Diego	Jessie Bustamante Executive Director American Lung Association in California- San Diego office
Lynda Barbour, MPH American Cancer Society Cancer Action Network	Cheryl Moder Director Community Health Improvement Partners
Bruce Reznick Executive Director San Diego Housing Federation	Andy Hanshaw Executive Director San Diego County Bicycle Coalition
Judi Bonilla Director We Get Around	Howard LaGrange Chair Regional San Diego Bike/Walk Alliance (includes Committees in Solana, Escondido, Coronado, Encinitas, Chula Vista, Oceanside, Vista and San Diego)
Stay Cool for Grandkids	Diego Velasco Board Chair Citizens Coordinate for Century 3 (C3)