MEETING NOTICE
AND AGENDA

REGIONAL PLANNING TECHNICAL WORKING GROUP

The Regional Planning Technical Working Group may take action on any item appearing on this agenda.

Thursday, November 10, 2011

1:15 to 3:15 p.m.

SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: Carolina Gregor
(619) 699-1989
cgr@sandag.org

AGENDA HIGHLIGHTS

- REVIEW OF PROPOSED AMENDMENTS TO BOARD POLICY NO. 033
- DRAFT TECHNICAL UPDATE OF SMART GROWTH CONCEPT MAP
- INITIAL PLANNING FOR THE REGIONAL COMPREHENSIVE PLAN UPDATE
- DRAFT HEALTH AND WELLNESS POLICY FRAMEWORK FOR THE REGIONAL COMPREHENSIVE PLAN UPDATE

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ITEM #  

1. WELCOME AND INTRODUCTIONS  

2. PUBLIC COMMENTS AND COMMUNICATIONS  

   Members of the public shall have the opportunity to address the Regional Planning Technical Working Group (TWG) 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 Speak” form and giving it to the TWG coordinator prior to speaking. Public speakers should notify the TWG coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. TWG members also may provide information and announcements under this agenda item.

+3. MEETING SUMMARY OF THE SEPTEMBER 8, 2011, JOINT REGIONAL PLANNING TECHNICAL WORKING GROUP AND REGIONAL HOUSING WORKING GROUP MEETING  

   The TWG should review and approve the Meeting Summary from its September 8, 2011, joint meeting with the Regional Housing Working Group.

   CHAIR’S REPORT (4 through 5)  

4. FINAL 2050 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY (Elisa Arias)  

   On October 28, 2011, the SANDAG Board of Directors adopted the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS). Staff thanks the TWG members for their participation over the past two and a half years. The plan is available online at: www.sandag.org/2050rtp, and CDs will be provided at the meeting.

5. FINAL REGIONAL HOUSING NEEDS ASSESSMENT (RHNA) PLAN (Susan Baldwin)  

   On October 28, 2011, the SANDAG Board approved the Final Regional Housing Needs Assessment (RHNA) Plan. Staff thanks the TWG members for their participation in the development of the plan over the past two years. The plan is available online at www.sandag.org, and copies of the RHNA Plan will be mailed to TWG members under separate cover.
REPORTS (6 through 10)

+6. REVIEW OF PROPOSED AMENDMENTS TO BOARD POLICY NO. 033
(Susan Baldwin)

Board Policy No. 033 was adopted in conjunction with the RHNA Plan for the fourth housing element cycle (2005 - 2010). This policy affects how discretionary funds such as the Smart Growth Incentive Program (SGIP) and Active Transportation Funding Program are allocated. The TWG has been asked by the Board Ad Hoc Subcommittee on Board Policy No. 33 to provide technical input on the proposed amendments to the policy the subcommittee is discussing.

+7. HOUSING ELEMENT DATA ASSISTANCE - PROPOSED SCOPE OF SERVICES FOR HOUSING ELEMENT DATA NEEDS (Susan Baldwin and Sonya Smith)

SANDAG staff has developed a Proposed Scope of Services for Housing Element Data Needs that could be provided by the SANDAG Service Bureau to local jurisdictions for a fee. Staff will describe the scope and cost, and TWG members can ask questions and discuss this service. Jurisdictions who would like to purchase this data package would contract with the Service Bureau.

8. DRAFT TECHNICAL UPDATE OF SMART GROWTH CONCEPT MAP
(Carolina Gregor)

The adoption of the 2050 RTP/SCS last month provides an opportunity to update the Smart Growth Concept Map with the most recent land use inputs and transportation networks to date for planning purposes and for use in SANDAG’s smart growth incentive programs. Draft Smart Growth Concept Map subregional maps and Draft Site Descriptions will be distributed at the meeting. TWG members will be asked to provide comments or suggested edits. In December, the TWG will be asked to make a recommendation to the Regional Planning and Transportation Committees.

+9. INITIAL PLANNING FOR THE REGIONAL COMPREHENSIVE PLAN UPDATE
(Carolina Gregor)

In 2004, the SANDAG Board of Directors adopted the Regional Comprehensive Plan (RCP) for the San Diego region. The RCP serves as the region’s long-term planning framework. Much has changed since the plan’s adoption, resulting in the need for a comprehensive update. The 2050 RTP/SCS will serve as a foundational component for the RCP update. This item will provide background information and initiate discussion on the update. A report on this topic that was presented to the RPC on November 4, 2011, is attached.
+10. **DRAFT HEALTH AND WELLNESS POLICY FRAMEWORK FOR THE REGIONAL COMPREHENSIVE PLAN UPDATE** (Heather Ream and Todd Carpenter)

SANDAG is currently collaborating with the San Diego County Health and Human Services Agency on the Healthy Works℠ project. One of the key deliverables for the project is a policy framework that integrates public health principles into regional policies and programs. Staff is working with the Public Health Stakeholder Group to develop a draft Health and Wellness Policy Framework for the upcoming RCP update process. A preliminary draft of this emerging framework is available for review and comment by the TWG. SANDAG staff will make a formal presentation on the Policy Framework at the December 1, 2011, joint meeting of the TWG and Cities/County Transportation Advisory Committee (CTAC).

11. **ADJOURNMENT AND NEXT MEETING**

The next TWG meeting will be held on December 1, 2011, from 9:30 to 11:30 a.m. This will be a joint meeting with the Cities/County Transportation Advisory Committee.

+ next to an agenda item indicates an attachment
MEETING SUMMARY OF THE SEPTEMBER 8, 2011, JOINT REGIONAL PLANNING TECHNICAL WORKING GROUP AND REGIONAL HOUSING WORKING GROUP MEETING

Please note: Audio file is available on the SANDAG Web Site (www.sandag.org) on the TWG and RHWG pages.

Agenda Item 1: Welcome and Introductions (Information)

The Joint Regional Planning Technical Working Group (TWG) and Regional Housing Working Group (RHWG) Meeting was called to order by Chair Bill Chopyk (La Mesa) at 1:15 p.m. Self-introductions were conducted.

Agenda Item 2: Public Comments/Communications/Member Comments (Information)

Jim Schmidt (RHWG) distributed an article regarding the deletion of road segments that have occurred over the years and a portion of a report about housing issues from the University of Michigan entitled, “New Homes and Poor People.” Mr. Schmidt also commented about his disappointment in the San Diego County General Plan update and zoning changes, which decrease allowable dwelling units per acre.

Phil Trom (SANDAG) reported that SANDAG is working with the San Diego County Health and Human Services Agency (HHSA) on the development of comprehensive evidence-based guidelines to promote active and healthy communities in San Diego planning projects. Mr. Trom asked for five TWG members to join a stakeholders group, which will be two half-day workshops in October 2011 and January 2012.

Susan Baldwin (SANDAG) stated that Mike Bullock of Oceanside, a member of the Sierra Club, submitted a 46-page letter of comment on the Draft 2050 Regional Transportation Plan Environmental Impact Report (RTP EIR).

Susan Tinsky (San Diego Housing Federation) announced the annual Affordable Housing and Community Development Conference that will be held on October 13, 2010. An Affordable Housing Institute (new event) will be held on October 12 to provide entry-level education on affordable housing issues.

Chair Bill Chopyk (La Mesa) announced the City of Solana Beach has an opening for a principal planner; Rich Whipple has taken a planning position at the City of Poway.
CONSENT ITEMS (3 through 5)

Agenda Item 3: Meeting Summary (Approve)

TWG members reviewed the summary from the August 11, 2011, joint TWG/RHWG meeting. Barbara Redlitz (Escondido) moved to accept the summary. The motion was seconded by Kathy Garcia (Del Mar) and unanimously approved by TWG members.

Agenda Item 4: 2011 Housing and Urban Development Sustainable Communities Regional Planning Grant (Information)

The U.S. Department of Housing and Urban Development announced its 2011 Sustainable Communities Regional Planning Grant program. The program focuses on providing funding for improving regional planning efforts to integrate housing, transportation, economic development, and environmental infrastructure investment decisions, and increase state, regional, and local capacity to incorporate livability, sustainability, and social equity into land use plans and zoning. SANDAG submitted a pre-application, which was due August 25, 2011. Planning entities who meet the necessary requirements will be asked to submit a full application due September 26, 2011.

Coleen Clementson (SANDAG) stated this item is on consent.

REPORTS (5 through 10)

Agenda Item 5: Proposed Changes to the Draft 2050 Regional Transportation Plan (Discussion)

On April 22, 2011, the SANDAG Board of Directors (Board) accepted the Draft 2050 RTP and its Sustainable Communities Strategy (SCS) for public review and comment. The public comment period for the Draft 2050 RTP and its SCS closed on July 8, 2011. This information was discussed by the Transportation Committee at its meeting on September 2, 2011, and will be discussed at the Board meeting on September 9, 2011. The Board will be asked to approve the Final 2050 RTP on October 28.

Heather Adamson (SANDAG) provided an overview of the proposed changes to the Draft 2050 RTP, which will be recommended for Board approval on October 9, 2011. Ms. Adamson stated that over 4,000 public comments from 1,500 individuals or agencies were submitted during the Draft RTP comment period. These submittals included comments regarding:

- Advancing transit projects;
- Support and opposition regarding transit modes/projects;
- SCS, Senate Bill 375 (Steinberg, 2008) (SB 375), and greenhouse gas emissions issues;
- SANDAG’s technical modeling process, performance matrix, and evaluation criteria; and
- Funding issues
Proposed changes include:

- The addition of three new airport express bus routes;
- An extension of Trolley Route 562 from the University Town Center area through the Kearney Mesa area;
- A split in bus rapid transit service to the south county 805 corridor and South Bay/San Ysidro area;
- A new rapid bus route in the Highway 56 corridor from Solana Beach/Del Mar area to the Carmel Mountain/Sabre Springs area;
- The removal of general purpose lanes on Interstate 5;
- Modification to Interstate 15 in the Mid-City area;
- Revised phasing for the Interstate 15 and State Route 78 managed lanes High Occupancy Vehicle connector; and
- Modified phasing for the north Interstate 805 corridor.

Ms. Adamson also gave an update on revenues and expenditures, implementation actions, and changes to the technical appendices. Staff addressed questions regarding overriding considerations in the Draft 2050 RTP EIR, project descriptions, growth forecasts, and Regional Housing Needs Assessment (RHNA) housing allocations in relation to the Draft RTP.

**Agenda Item 6: Complete Streets Policy and Implementation in the San Diego Region (Information)**

The National Complete Streets Coalition is a national alliance of transportation professionals working to enact Complete Streets policies across the country to build road networks that are safer, more livable, and welcoming to everyone. The Coalition is providing technical assistance (TA) to the San Diego County HHSA as part of the Healthy Works/Communities Putting Prevention to Work Project. As part of this TA program, four Healthy Works grant recipients (La Mesa, Chula Vista, Encinitas, and the City of San Diego) participated in a two-day workshop on complete streets policy development. In conjunction with this workshop, SANDAG and HHSA staff invited the Coalition to make a presentation to the TWG on national trends as well as issues and opportunities in the San Diego region related to complete streets.

Stephan Vance (SANDAG) stated that there is a nationwide trend to create policies and programs about public health issues in the built environment to promote physical activity in our daily lives. Mr. Vance introduced the presenter, Michael Moule, who is a member of the Coalition and a national expert on complete streets. Mr. Moule defined a complete street as one, which is safe, comfortable, and convenient for transit, vehicles, bicycle, and pedestrians. He said some of the benefits of complete streets include improved health, good access for all users, more efficient use of funds, environmental protection, and quality of life. Some issues discussed at the workshop included:
How to incorporate complete street principles and policy goals in the general plan update process;
Technical updates to street design standards/manuals;
Development of a private development checklist;
Review level of vehicle service goals for streets;
California Environmental Quality Act guidelines and multimodal, inter-jurisdictional issues;
Street parking; and
Cost/benefits of street landscaping

Agenda Item 7: Status of Technical Update of Smart Growth Concept Map (Information)

Carolina Gregor (SANDAG) stated that the update process is continuing as expected. Ms. Gregor explained that the Smart Growth Concept Map designations of Existing/Planned or Potential are based on employment and residential density targets. SANDAG has received 72 requests for changes online through the Smart Growth Application, which include:

- Requests for boundary modifications;
- Changes from Potential to Existing Planned based on land use inputs contained in the 2050 Regional Growth Forecast;
- Requests to change place types (e.g., from Community Center to Town Center);
- The addition of new Smart Growth areas; and
- The removal of Smart Growth areas on the current map

Finally, Ms. Gregor added that a draft of the revised Smart Growth Concept Map is expected to be presented at the November TWG meeting. It will then be presented to the SANDAG Board in January/February 2012.

Agenda Item 8: Draft Regional Housing needs Assessment Plan (Recommend)

An updated draft of the RHNA was posted online before the meeting and a list of proposed edits to the August 11, 2011, draft was distributed at the meeting. The TWG and RHWG were asked to make a recommendation to the Regional Planning Committee on the RHNA Plan. The RHNA comments and the draft plan are scheduled to be presented to the Board on September 23, 2011. The RHNA Plan with the RHNA Methodology and Allocation is expected to be adopted by the SANDAG Board on October 28, 2011, in conjunction with the 2050 RTP and its SCS.

Susan Baldwin (SANDAG) reviewed the proposed edits and answered questions about the comments and responses. Members decided to delay the recommendation until the next meeting.
**Agenda Item 9: Update on Board Policy No. 033 (Information)**

Board Policy No. 033 was adopted following the RHNA for the fourth housing element cycle (2005 - 2010). This policy affects how discretionary funds such as the Smart Growth Incentive Program and Active Transportation Funding Program are allocated. An update on the work of the Board Ad Hoc Subcommittee on Board Policy No. 033 was provided. Proposed revisions presented to the Board Ad Hoc Subcommittee by Chula Vista Mayor Cheryl Cox also were provided to members.

Susan Baldwin (SANDAG) stated that the subcommittee met once on July 30, 2011, and held a general background discussion. A follow-up meeting is being scheduled possibly following the September 23, 2011, Board meeting. Ms. Baldwin answered questions about how and when Policy No. 033 would be adopted, future subcommittee meeting dates, and other information in the agenda packets.

**Agenda Item 10: Housing Elements (Information)**

A. Housing Element Assistance - SANDAG staff will provide additional information regarding housing needs data assistance that could be provided by the Service Bureau at a future meeting.

B. State Housing Element Review Issues - Based on the discussion at the August 11, 2011, meeting, staff will provide a report on issues related to the California Department of Housing and Community Development's review of housing elements at a future meeting, where further input from the TWG and RHWG will be requested.

Chair Bill Chopyk (La Mesa) announced that Agenda Item 11 will be delayed until the next meeting.

**Agenda Item 11: Adjournment and Next Meeting (Information)**

The Thursday October 13, 2011, TWG meeting may be cancelled because it conflicts with the annual conference of the San Diego Housing Federation. A final decision on the next meeting will be made and communicated to TWG members by SANDAG staff.
At the October 7, 2011, meeting of the Board Ad Hoc Subcommittee on Board Policy No. 033, the subcommittee reviewed this summary of the City of Chula Vista’s Recommendation Regarding Revisions to Policy 33 and asked that the planning directors (TWG) review Criteria 1, 2, 3, and 5 with respect to technical issues such as scoring (using banding) and weighting. The subcommittee also asked the TWG to provide technical input on whether Criterion 3 and Criterion 5 are materially different (as described below). A summary of the October 7 subcommittee discussion is shown below in the red text.

Summary of Chula Vista’s Recommendation to the
SANDAG Subcommittee Regarding Revisions to Policy 33
(25% of the Smart Growth Grant Allocation)
October 7, 2011

Threshold for applying for Policy 33 points: Policy 33 should include as a threshold that a jurisdiction must have an adopted Housing Element certified by HCD to be eligible to apply for any of the Policy 33 points.

The Board Ad Hoc Subcommittee agreed with the housing element compliance threshold.

Criteria for awarding Policy 33 Points:

**Criterion 1:** Jurisdictions taking a greater RHNA allocation than their share would have otherwise been should get more points.

- Should jurisdictions with a capped RHNA allocation be ineligible to apply for these points?

   The Board Ad Hoc Subcommittee agreed with Criterion 1, but not with making capped jurisdictions ineligible for funding.

**Criterion 2:** Jurisdictions that are actually producing the low-income housing* should get the points.

- Points should be awarded on the basis of actual levels of production based on a 3-year rolling average.

   The Board Ad Hoc Subcommittee agreed with Criterion 2.

*The subcommittee proposed counting the following types of affordable lower (very low and low) income housing units:

1. new lower income deed restricted units;
2. existing lower income acquired/rehabilitated and deed restricted units (aka acq/rehab units); and
3. preserved “at risk” lower income deed restricted units.
**Criterion 3:** Jurisdictions with an existing high percentage (concentration) of low-income residential units compared to the total number of existing residential units in a jurisdiction should get maximum points (*existing concentration of low-income housing*).

- Jurisdictions with an existing high concentration of low-income housing already support the need for low-income housing and therefore have a greater need for funding.

  *See below (after Criterion 5) for Board Ad Hoc Subcommittee request for technical input on Criterion 3 and Criterion 5.*

**Criterion 4:** Jurisdictions with a **balanced jobs/housing ratio** should get maximum points.

- Jurisdictions with the lowest jobs/housing ratio should receive all of the points for this criterion because lower j/h ratios mean the jurisdiction has more housing than it has jobs. Therefore, it has a much larger employment base with a better economic ability to support their housing, and therefore have less need for regional grant money.

  *The Board Ad Hoc Subcommittee agreed to remove Criterion 4.*

**Criterion 5:** Jurisdictions with a high number of Lower-Income Households should be awarded points based on the number of lower-income households (*low-income population*) residing in their jurisdiction.

- Jurisdictions that already provide support to the low-income population have a greater need for funding the types of projects addressed by Policy 33.

  *The Board Ad Hoc Subcommittee asked that the planning directors (TWG) provide technical input regarding whether Criterion 3 and Criterion 5 are materially different and whether one or both should be included in the proposed revision of Board Policy No. 033.*
SCORING CRITERIA – CHULA VISTA PROPOSAL

How to Calculate Board Policy No. 033 Incentive Points

The following five criteria, weighted equally, will be used to calculate the incentive points (25 percent of the total points) for each program subject to Board Policy No. 033.

1. Greater RHNA Share Taken: Jurisdictions with an assigned Low Income RHNA higher than their population-based share of the region’s low income RHNA would receive these points.
   - 49 percent or less – 0 points
   - 50-74 percent (1/3 the total number of points);
   - 75-100 percent (2/3 the total number of points);
   - Above 100 percent (the total number of points for this factor).

2. Regional Share of Cumulative Total of Lower-Income* Units Produced: One-fifth of the total Policy No. 033 points would be awarded based on each jurisdiction’s share of the total number of lower-income units produced in the region over the most recent three years using the four following intervals:
   - 0 percent share or no units produced (0 points);
   - >0 – 5 percent (1/3 of the points);
   - >5 -10 percent (2/3 of the points)
   - greater than 10 percent (the total number of points for this factor).

Units that are acquired/rehabilitated and rent restricted at affordable levels for lower income households for a period of 30 years or longer, and are included in the jurisdiction’s annual report to HCD shall be included for the purposes of the above calculation.

*Units will be counted that are deed restricted to low income households at affordable prices as defined in the instructions for the HCD Annual Housing Element Progress Report. This number will be taken from the “Deed Restricted” rows in HCD Annual Housing Element Progress Report Table B.
3. Cumulative Affordable Housing: Actual number of Lower Income Residential Units** in a jurisdiction as a percentage of the total number of residential units in a jurisdiction. One-fifth of the total Policy No. 033 points would be awarded based on:

- >0 – 3 percent (1 point)
- >3 – 6 percent (2 points);
- >6 - 10 percent (4 points); and
- Greater than 10 percent (5 points).

** This number will be taken from the most current version of the Affordable Housing Inventory as updated by the San Diego Housing Federation.

4. Jobs/Housing Balance: One-fifth of the total Policy No. 033 points would be awarded to projects based on the jurisdictions’ projected (2020) jobs housing ratio per the adopted 2050 Regional Growth Forecast. (Note: the region’s 2020 jobs/housing ratio is 1.20).

- Jobs housing ratio over 1.5 (no points).
- Jobs housing ratio greater than 1.4 (1/3rd total points for this factor).
- Jobs housing ratio 1.0 – 1.3 (2/3 total points for this factor);
- Jobs housing ratio less than 1.0 (the total number of points for this factor);

Criteria 3 (previously 4) accounts for existing levels of lower-income housing as a percent of all housing units.

Removes comparison of lower income housing production to the RHNA planning goal.

Criteria 4 adds a jobs/housing balance criteria since the proposed RHNA allocation does not fully consider this.

Criteria 5 remains largely as-is. Intended to address lower-income concentration, which is a RHNA factor in State law.

Change simply replaces Census data with American Community Survey data as the correct source.

5. Percent of Lower-Income Households: One-fifth of the total Policy No. 033 points would be awarded based on the percent of lower-income households residing in each jurisdiction (2009 American Community Survey) using the following three intervals:

- 0 – 40 percent lower-income households (1/3 of the points),
- >40 – 50 percent lower-income households (2/3 of the points), and
- >50 percent lower income households (the total number of points for this factor).
A number of SANDAG member agencies have requested assistance from the SANDAG Service Bureau to compile housing element data for the fifth housing element cycle, which covers the time period of January 1, 2013 to December 31, 2020. As a result, the Service Bureau has put together a fee-based standard package to assist jurisdictions with data collection for their housing elements. The package will generally include data from SANDAG current estimates, U.S. Census Bureau Census 2010, compiled by SANDAG (hereafter referred to as “SANDAG Census”), the U.S. Census Bureau American Community Survey, and other data sources typically used for transportation and planning projects that will help inform local housing programs and policies in the San Diego region. Data described in this scope meets the general data requirements of California’s housing element law and generally follows the California technical assistance guidelines prepared by the Department of Housing and Community Development (HCD). A summary of municipal records, housing element policies and programs, and data analysis is beyond the scope of services that the Service Bureau can provide. The fee for undertaking this scope of work will be discussed at the November 10, 2011 meeting of the Regional Planning Technical Working Group.

**Main Data Sources:** The following is a list of the main data sources that the Service Bureau would use in preparing the housing element data needs. A table indicating the data required, data to be provided, data sources, and comments indicates the type of data that would be provided to jurisdictions who contract with the Service Bureau.

1. 2006-2010 American Community Survey (ACS) 5-year estimates - data on employment by place of residence, year housing structure was built and median housing value.
2. 2010 American Community Survey (ACS) 3-year estimates - data on household overpayment and overcrowding.
3. 2010 American Community Survey (ACS) 1-year estimates - data on the number of persons with disabilities and by disability type.
4. 2000 and 2010 U.S. Census Data (Census)-demographic data by jurisdiction, number of senior households, number of large households by tenure, families with a female headed householder.
5. Comprehensive Housing Affordability Strategy (CHAS) Data 2006-2008 ACS 3-year estimates (special cross tabulations), Department of Housing and Urban Development (HUD) - data on occupied household overpayment, overcrowding, and housing problems by 5-income categories.
6. SANDAG Census 2000, 2010, SANDAG modified data from the U.S. Census Bureau-data on demographic and housing unit characteristics.
7. SANDAG, Current Estimates; 2008, SANDAG estimates based on data from the U.S. Census Bureau-employment data.
8. SANDAG 2010 Regional Growth Forecasts for the 2050 Regional Transportation Plan (RTP) and Regional Housing Needs Assessment (RHNA).
10. DataQuick (2011) -median housing sales values by jurisdiction.
11. SANDAG PAR (Parcel) Files (Current, 2011), Data collected by SANDAG from assessor’s parcel records-housing sales values.
12. RSMeans CostWorks (2007)-costs per square foot for single family residential structures.
13. OES Employment and Wages by Occupation (2010), California Employment Development Department (EDD)-low, median, and high wage data by major occupational classification.
## EXISTING HOUSING NEEDS
### Population, Employment, and Housing Characteristics

<table>
<thead>
<tr>
<th>Population</th>
<th>Data Required</th>
<th>Data to be Provided</th>
<th>Source</th>
<th>Comments</th>
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<tbody>
<tr>
<td>Population and rates of jurisdiction growth compared to the countywide or regional total and to surrounding jurisdictions</td>
<td>Total population; absolute and percent change for the jurisdiction, region, and several surrounding jurisdictions (2000, 2010)</td>
<td>SANDAG, Current Estimates (2008)</td>
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<tr>
<td>Population by age</td>
<td>Population by standard age cohorts (under 5, 5 to 9, 10 to 14, etc., under 18, 65 and older, and median age) (2000, 2010)</td>
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<tr>
<td>Optional Data: Race and group quarters demographic data</td>
<td>Data by standard racial categories (Hispanic, non-Hispanic White, Black, Other, 2 or more, etc.); Group Quarters (Military, College Civilian, and Other Civilian) (2000, 2010)</td>
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| Employment                                                                 | Employment by industry trends (using at least the 2000 Census). Recent and anticipated changes in employment. | Employment by major industry*, absolute and percent change (2000 and 2010) | SANDAG Census 2000, 2010                   | HCD requests employment by industry from Census (employment by place of residence). SANDAG will also provide jobs by place of work and will calculate jobs/housing ratio. Privacy restrictions exist based on employer confidentiality. |
|                                                                          | Total civilian jobs* estimate, 2008                                             | SANDAG, Current Estimates (2008)                                                  |                                             | Jurisdictions to complete based on their own records (business licenses and local records, etc.) |
|                                                                          | Not provided; see data below under “Wage ranges for employment sectors and relative housing needs” |                                                                                   |                                             | Privacy restrictions exist based on employer confidentiality.              |
|                                                                          | Not provided; see data below under “Wage ranges for employment sectors and relative housing needs” |                                                                                   |                                             |                                                                          |
|                                                                          | Low, median, and high wage data by major occupational classification, Q4 2010, county only. | California Employment Development Department, OES Employment and Wages by Occupation | Substitute typical types of jobs and earnings and wage ranges of major employers with occupational classification data. Data available for the county only. |

*Employment by major industry includes employment by place of residence data (the industry in which a jurisdiction’s residents are employed). Jobs by place of work include the total number of civilian jobs in each jurisdiction.
<table>
<thead>
<tr>
<th>Household Growth</th>
<th>Data Required</th>
<th>Data to be Provided</th>
<th>Source</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Changes in the proportion of renter and owner households</td>
<td>Number of households by renters and owners, proportions and changes in proportions (2000, 2010)</td>
<td>SANDAG Census 2000, 2010</td>
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<tr>
<td>Number and change of renters in single-family units versus multifamily units</td>
<td>Renters by units in structure, proportions and changes in proportions (2000, 2010)</td>
<td>SANDAG Census 2000, ACS 2006-2010</td>
<td>Housing units by tenure and structure type isn’t available by number because of sample size but is available by proportion and changes in proportion.</td>
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<thead>
<tr>
<th>Overpayment and Overcrowding</th>
<th>Data Required</th>
<th>Data to be Provided</th>
<th>Source</th>
<th>Comments</th>
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<tbody>
<tr>
<td>Total households and number of lower-income households, by tenure, paying more than 30 percent of their income for housing and the number of households who pay 50 percent or more of their gross income for housing</td>
<td>Number of households and lower-income households overpaying for housing by renter and owner status and income levels (2008)</td>
<td>HUD Data, CHAS (2006-2008); ACS (2008-2010)</td>
<td>CHAS Data for some smaller geographies may not be available (Del Mar, Solana Beach) and other geographies may not match exact jurisdictional boundaries (Ex. Carlsbad, Escondido, Oceanside, San Marcos, Encinitas, Chula Vista, and Poway).</td>
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<tr>
<td>Where possible, identify households most significantly impacted by cost burdens (large families, seniors, etc.).</td>
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<td>See sources below, large households, elderly, etc.</td>
<td>Jurisdictions to complete qualitative section.</td>
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<tr>
<th>Overcrowding</th>
<th>Data Required</th>
<th>Data to be Provided</th>
<th>Source</th>
<th>Comments</th>
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<tr>
<td>Number of households by tenure type that live in overcrowded and severely overcrowded units</td>
<td>Number of households living in overcrowded and severely overcrowded units by renter and owner status and income levels (2008)</td>
<td>HUD Data, CHAS (2006-2008); ACS (2008-2010)</td>
<td>CHAS Data for some smaller geographies may not be available (Del Mar, Solana Beach) and other geographies may not match exact jurisdictional boundaries (Ex. Carlsbad, Escondido, Oceanside, San Marcos, Encinitas, Chula Vista, and Poway).</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Extremely Low Income Housing Needs</th>
<th>Data Required</th>
<th>Data to be Provided</th>
<th>Source</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimate the number of existing households (renters and owners) with extremely low income (ELI, ELI is a subset of very low income and is defined as 30 percent of an area median and below)</td>
<td>Existing households with ELI, number and proportion (2008)</td>
<td>SANDAG 2050 Regional Growth Forecast</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estimate of the number of projected households with ELI (2020)</td>
<td>Projected households with ELI (2020)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Data Required</td>
<td>Data to be Provided</td>
<td>Source</td>
<td>Comments</td>
<td></td>
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<td>--------------------------------------</td>
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<td>----------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Estimate of substandard units</td>
<td>Number of households living with any defined housing problems by renter and owner status and income levels (2008)</td>
<td>HUD Data, CHAS (2006-2008)</td>
<td>Data for some smaller geographies may not be available (Del Mar, Solana Beach) and other geographies may not match exact jurisdictional boundaries (Carlsbad, Escondido, Oceanside, San Marcos, Encinitas, Chula Vista, and Poway).</td>
<td></td>
</tr>
<tr>
<td>Year structure built</td>
<td>Number of housing units built per time frame (1939 or earlier, 1940 to 1949, 1950 to 1959, 2005 or later, etc.) (2010)</td>
<td>ACS (2006-2010)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median housing value, median rent</td>
<td>Median housing value and median rent, margin of error and percent change (2000, 2010)</td>
<td>SANDAG Census (2000); ACS (2006-2010)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median market-rate rents by bedroom type</td>
<td>Median market rate rents by bedroom type (studio, one-bedroom, two-bedroom, etc.); number, proportion, and percent change (2005, 2011)</td>
<td>San Diego County Apartment Association Vacancy and Rental Rate Survey (2005, 2011)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Home prices (ranges and median sale values)</td>
<td>Median and published percent change (median price from the same month last year) in home sales values, by jurisdiction and surrounding jurisdictions (Current, 2011)</td>
<td>DataQuick (Most current published data available, 2011)</td>
<td>SANDAG PAR File (Most current records available, 2011)</td>
<td></td>
</tr>
<tr>
<td>Housing permits and pending developments</td>
<td>Not provided</td>
<td></td>
<td>Data not available through SANDAG sources.</td>
<td></td>
</tr>
<tr>
<td>Housing units by type/units in structure</td>
<td>Number of housing units by number and type of unit in structure (1-detached, 1-attached, 2, 3 or 4, 5 to 9, 10+), number, proportion, and percent change (2000, 2010)</td>
<td>U.S. Census Bureau (2000, 2010)</td>
<td>Jurisdictions to complete (based on their own records).</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vacancy Status by vacant housing unit type (for rent; rented not occupied; for sale; sold not occupied; for seasonal, recreational, or occasional use; for migrant workers; other) (2010)</td>
<td>U.S. Census Bureau (2010)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Assisted Housing Developments**

Multifamily rental housing developments that receive governmental assistance | Not provided | Data not available through SANDAG sources.
### Special Housing Needs

#### Persons with Disabilities

<table>
<thead>
<tr>
<th>Data Required</th>
<th>Data to be Provided</th>
<th>Source</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total number of persons and households with disabilities (including tenure, if available); persons with disabilities by disability type</td>
<td>Persons by age with a disability (under 5, 5 to 17, 18 to 64, 65+, hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, independent living difficulty), total, proportion, and margin of error (2010 for which data are available) or 2000</td>
<td>ACS (2010) or U.S. Census Bureau (2000)</td>
<td>Tenure and household information not available in current records. For larger jurisdictions (pop &gt;65,000), updated data are available through the 2010 ACS. For smaller jurisdictions (pop&lt;65,000), updated data are not available because of the small sample size so Census 2000 data will be used.</td>
</tr>
<tr>
<td>Persons with disability by employment status</td>
<td>Employment status by disability status and type (employed with a hearing difficulty, employed with a vision difficulty, etc., unemployed by disability type etc., not in the labor force by disability type etc.), total, proportion, and margin of error (2010 or 2000)</td>
<td>ACS (2010) or U.S. Census Bureau (2000)</td>
<td>For larger jurisdictions (pop &gt;65,000), updated data are available through the 2010 ACS. For smaller jurisdictions (pop&lt;65,000), updated data are not available because of the small sample size so Census 2000 data will be used.</td>
</tr>
</tbody>
</table>

#### Elderly

| Total number of elderly persons and households                                | Population 65 to 74 and 65+; total and proportion of population (2010)                     | U.S. Census Bureau (2010) |                                                                                                                                          |
| Number of elderly households by tenure by age                                | Households by tenure by age (occupied housing units whose owner is aged 75 years or greater), Households by presence of people 65+ and 75+ (2010) |                             |                                                                                                                                          |
| Number of seniors living at or under the poverty level                       | Population aged 65 to 74 and 75+ with income below the poverty level, total and proportion of population (2010) | ACS (2006-2010)            |                                                                                                                                          |

#### Large Households

| Number of large households with lower incomes                                | Median family income in the last 12-months by household size; number, proportion, margin of error (2010) | ACS (2006-2010)            | For larger jurisdictions (pop >65,000), updated data are available through the 2010 ACS. For smaller jurisdictions (pop<65,000), updated data are not available so Census 2000 data will be used. |
| Number of large households by tenure                                        | Tenure by household size (1-4 persons, 5+ persons per household), number and proportion (2010)           | U.S. Census Bureau (2010) |                                                                                                                                          |
| Housing stock by number of bedrooms                                         | Number of Bedrooms (1 bedroom, 2 bedrooms, 5+bedrooms, etc.) by tenure, number and proportion (2010) | ACS (2006-2010)            |                                                                                                                                          |
## Female-headed households (“families”)

<table>
<thead>
<tr>
<th>Data Required</th>
<th>Data to be Provided</th>
<th>Source</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number and percent change of female-headed households (if not available, all single-parent households).</td>
<td>Number of families with a female-headed householder (with no husband present); number, proportion, and percent (2000, 2010)</td>
<td>U.S. Census Bureau (2000, 2010)</td>
<td></td>
</tr>
<tr>
<td>Number of female-headed households with and without children 18 years and younger.</td>
<td>Number of families with a female-headed householder (with no husband present) with related children aged 18 years and younger, female-headed householder without children, number and proportion (2010)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of such households with incomes below the poverty level.</td>
<td>Number of families with a female-headed householder (with no husband present) with incomes below the poverty level; number and proportion (2010)</td>
<td>ACS (2006-2010)</td>
<td>Can provide the number of families with female-headed households with incomes under the poverty level.</td>
</tr>
</tbody>
</table>

## Farmworkers

<table>
<thead>
<tr>
<th>Data Required</th>
<th>Data to be Provided</th>
<th>Source</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimate the number of permanent and seasonal farmworkers (by persons and households, including tenure, if available) within the community.</td>
<td>Not provided except in employment records above.</td>
<td>Data not available through SANDAG sources, except in employment records above.</td>
<td>Jurisdictions to complete.</td>
</tr>
<tr>
<td>Describe different housing types appropriate to accommodate these farmworker's housing needs</td>
<td>Not provided</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Families and Persons in Need of Emergency Shelter

<table>
<thead>
<tr>
<th>Data Required</th>
<th>Data to be Provided</th>
<th>Source</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total number of persons and households in need of emergency shelter (including tenure, single males, single females, and families, where possible)</td>
<td>Not provided</td>
<td></td>
<td>Data not available through SANDAG sources.</td>
</tr>
<tr>
<td>As local data allows, the number of mentally ill, developmentally disabled, substance abusers, survivors of domestic violence, and other categories of homelessness</td>
<td>Not provided</td>
<td></td>
<td>Data not available through SANDAG sources.</td>
</tr>
</tbody>
</table>

## Projected Housing Needs

| Data Required                                                                 | Data to be Provided                                                                 | Source                                                                 | Comments                                                                 |
|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|                                                                      |                                                                          |
| Regional Housing Needs Allocation (RHNA) (for Very Low, Low, Moderate, and Above Moderate Income Levels). | SANDAG, Forecasts, SANDAG RHNA                                                     | SANDAG Regional Transportation Plan, Regional Housing Need Allocation (RHNA) |                                                                          |

1 = indicates data was compiled from the 2006-2010 American Community Survey 5-year averages  
2 = indicates data was compiled from the 2008-2010 American Community Survey 3-year averages  
3 = indicates data was compiled from the HUD Datasets web site for the Comprehensive Housing Affordability Strategy (CHAS data), based on cross tabulated 2006-2008 ACS 3-year averages  
Data is for jurisdictions unless otherwise specified.  

* SANDAG is able to provide GIS layers and shape files upon request for an additional fee.*
INITIAL PLANNING FOR THE REGIONAL COMPREHENSIVE PLAN UPDATE

Introduction

In 2004, the SANDAG Board of Directors adopted the Regional Comprehensive Plan (RCP) for the San Diego region. The RCP serves as the region’s long-term planning blueprint, providing an overall vision and policy framework for better connecting transportation and land use in the region based on principles of smart growth and sustainability.

Much has changed since the plan’s adoption, resulting in the need for a comprehensive update. The purpose of today’s item is twofold: (1) to provide the Regional Planning Committee with background information on the RCP, and (2) to initiate discussion on the update, which will be further discussed at the Board Retreat/Summit in February.

The RCP update will be conducted over two years. Generally, the first six months will consist of scoping (January to June 2012), and the next year and a half will consist of drafting and finalizing the RCP and its Environmental Impact Report (July 2012 – December 2013), accompanied by a significant public involvement program. The RCP update is planned for completion by December 2013 in order to inform the preparation of the region’s next Regional Transportation Plan and Sustainable Communities Strategy.

RCP Timeline:

<table>
<thead>
<tr>
<th>January 2012</th>
<th>July 2012</th>
<th>December 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scoping RCP</td>
<td>Public Outreach and Drafting RCP and EIR</td>
<td>Finalizing RCP and EIR</td>
</tr>
</tbody>
</table>

Background

The currently-adopted RCP contains nine chapters, as follows:

1. Introduction: What is the Regional Comprehensive Plan?
2. Our Regional Vision and Core Values – Defining Where We Want to Go
3. Overview of the San Diego Region – Current Conditions and Future Trends
4. Regional Planning and Policy Framework – A Preferred Approach for our Regional Growth
   a) Urban Form – Where and How Should the Region Grow?
   b) Transportation – Moving People and Goods
   c) Housing – Providing Homes for All Residents
   d) Healthy Environment – Enhancing our Natural Habitats, Air, Water, and Beaches
   e) Economic Prosperity – Creating Opportunities for a Rising Standard of Living
   f) Public Facilities – Strengthening the Social and Physical Infrastructure of our Communities
5. Borders – Forging a Better Future with our Neighbors
6. Social Equity and Environmental Justice Assessment – Fair Planning and Development for All Communities
7. Integrated Regional Infrastructure Strategy (IRIS) – Ensuring the Foundation of our Vision for the Future
8. Performance Monitoring – Measuring our Progress
9. Implementation – Translating the Vision into Action

The RCP builds upon the 2030 Regional Growth Forecast and the 2030 Regional Transportation Plan, which have now been replaced by planning documents with a horizon year out to 2050. Over the past several years, the Regional Planning Committee has received reports on many items related to the RCP that were used in the preparation of the 2050 Regional Transportation Plan and Sustainable Communities Strategy (2050 RTP/SCS), including the Smart Growth Concept Map, the Smart Growth Visual Simulations, the Smart Growth Incentive Program, the regional growth forecasting process, the Regional Housing Needs Assessment, and other related items.

One of the most prominent changes since the adoption of the current RCP has been a legislative focus on reducing greenhouse gas (GHG) emissions in the state of California, as reflected in Senate Bill (SB) 375 (Steinberg, 2008). A major component of SB 375 is the requirement for metropolitan planning organizations such as SANDAG to prepare and incorporate a Sustainable Communities Strategy into their Regional Transportation Plans to meet GHG emission reduction targets related to cars and light trucks (passenger vehicles) by better integrating land use, housing, and transportation planning. SB 375 was a key factor in the preparation of the 2050 RTP/SCS, which includes the first SCS for a major metropolitan region in California. The SCS is built upon the RCP’s smart growth and sustainable development approach.

Last month, the SANDAG Board adopted the 2050 RTP/SCS. In an iterative manner, the 2050 RTP/SCS will serve as a foundational component for the RCP update. The RCP update will incorporate enhanced social equity, environmental justice, public health planning strategies, and GHG emission information from the 2050 RTP/SCS, as well as integration of other RTP/SCS actions and policies. In particular, the 2050 RTP/SCS included a commitment to explore additional regional land use scenarios in the RCP Update.

It is also proposed to conduct a scoping process to identify additional topics that should be addressed in the RCP update. In addition, SANDAG will develop a public participation and outreach strategy, and will initiate the formation of a new Regional Planning Stakeholder Working Group. The Regional Planning Committee will serve as the SANDAG Policy Advisory Committee that provides oversight for the preparation of the RCP update.

Attached is the current RCP Fact Sheet. Copies of the RCP Executive Summary will be provided at the meeting, and are available on-line at www.sandag.org/rcp. The full RCP is also available on-line and upon request. A presentation will be made at the meeting and discussion on initial ideas will be solicited from Regional Planning Committee members.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachment: 1: RCP Fact Sheet

Key Staff Contact: Carolina Gregor, (619) 699-1989, cgr@sandag.org
Introduction

SANDAG has been working with the County of San Diego Health and Human Services Agency (HHSA) since March 2010 on the Healthy Works℠/Communities Putting Prevention to Work project. A key goal of the project is to address rising obesity rates in the San Diego region. The project is supported by a $16.1 million grant from the U.S. Centers for Disease Control and Prevention through the federal American Recovery and Reinvestment Act of 2009.

SANDAG is under contract with the HHSA for about $3 million to implement six projects (see Attachment 1), one of which is to develop health-related goals and policies for the next Regional Comprehensive Plan (RCP) update, which is anticipated to begin in fall 2012. A preliminary draft of this policy framework was sent to the Regional Planning Technical Working Group (TWG) members in October for review and comment. A copy of that framework as transmitted is attached to this report.

Health and Wellness Policy Framework

The Draft Health and Wellness Policy Framework was developed with input from the Public Health Stakeholder Group (PHSG), which is composed of representatives from local and regional agencies, community-based organizations, health and transportation advocates, professional groups, and service providers.

The Draft Health and Wellness Policy Framework addresses both physical and behavioral health through a broad range of built environment and socio-economic factors. Many of these factors are already addressed in the 2004 RCP. These include urban form, transportation, housing, environment, economic prosperity, social equity and environmental justice, and public facilities. In addition to these factors, the Draft Health and Wellness Policy Framework also addresses new topics such as public safety and access to healthy food and nutrition. Potential goals, policy objectives, and recommended actions for each of the factors are presented in Attachment 2.
The Draft Health and Wellness Policy Framework is organized by the following nine topic areas:

A. Urban Form  
B. Mobility  
C. Housing  
D. Environment  
E. Economic Development  
F. Social Equity and Environmental Justice  
G. Public Facilities and Amenities  
H. Public Safety  
I. Healthy Food and Nutrition

**Next Steps**

TWG members have been encouraged to submit written comments on the Draft Framework. SANDAG staff will take comments on the Draft Health and Wellness Policy Framework along with preliminary recommendations for potential performance measures at the December 2011 TWG meeting. The Draft Framework and Potential Performance Measures will then be presented to the Regional Planning Committee (RPC) for review in January 2012 along with any comments received.

Attachments:
1. Communities Putting Prevention to Work Factsheet  

Key Staff Contact: Stephan Vance, (619) 699-1924, sva@sandag.org
Communities Putting Prevention to Work (CPPW) is a $372 million nationwide grant program to combat obesity and tobacco use. The County of San Diego’s Health and Human Services Agency (HHSA) applied for this grant and was awarded $16.1 million under the obesity control component of the program by the Centers for Disease Control and Prevention.

The County of San Diego HHSA partnered with SANDAG to implement the components of the program related to regional planning, active transportation, and safe routes to school. This work is supported by $3 million in grant funds.

Program Schedule
The grant programs are a component of the federal American Recovery and Reinvestment Act effort to provide economic stimulus funds. As such, the program must be completed within two years under the following proposed schedule.

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPPW award notification</td>
<td>March 2010</td>
</tr>
<tr>
<td>Executed contract between County and SANDAG</td>
<td>August 2010</td>
</tr>
<tr>
<td>SANDAG work commences</td>
<td>August 2010</td>
</tr>
<tr>
<td>Pass-through grants awarded</td>
<td>March 2011</td>
</tr>
<tr>
<td>Grant funded projects completed</td>
<td>February 2012</td>
</tr>
<tr>
<td>Grant program completed</td>
<td>March 2012</td>
</tr>
</tbody>
</table>

There are several opportunities for local agencies to get involved in the program. CPPW will fund four pass-through grant programs to local agencies and non-profits. A public health stakeholder group with local agency staff participation also has been formed to support SANDAG with implementation of the grant programs.

Grant Funded Projects and Opportunities

Health Impact Assessment and Forecasting
Utilizing consultant assistance and SANDAG staff, this work will:

» Develop a GIS-based regional health impact assessment tool to identify key areas where public health disparities can best be addressed with planning and infrastructure investments;

» Add health outcomes as a component to the SANDAG CommunityViz sketch planning tool; and,

» Provide support for the update of the SANDAG activity-based regional transportation model to better account for and forecast nonmotorized trips.

Regional Comprehensive Planning Policies
With the help of planning and public health specialists, this work will:

» Identify the public health impacts of transportation and land use decisions and provide options for integrating public health considerations into regional planning;

(Continued on reverse)
Develop recommendations for public health goals and objectives to be included in the Regional Comprehensive Plan and Regional Transportation Plan; and,

Develop metrics necessary to monitor progress.

Healthy Communities Campaign
This component of the grant will develop, implement, and support two pass-through grant programs:

» $700,000 for grants to local agencies to add public health components to local planning efforts, and

» $150,000 for grants to local agencies, school districts, or community-based organizations to develop comprehensive approaches for creating bicycle and pedestrian friendly neighborhoods.

Safe Routes to School
This component of the grant will develop a regionwide Safe Routes to School strategic plan. Two pass-through grant programs will be implemented as part of this effort:

» Safe Routes to School capacity building and planning grants will provide five grants of $50,000 for a total of $250,000 to support comprehensive Safe Routes to School planning.

» Safe Routes to School education, encouragement, and enforcement grants will provide five $10,000 grants to fund programs that encourage and educate students, parents, school officials, and other community stakeholders on walking and bicycling to school safely.

Active Commuter Transportation Campaign
Through iCommute, the online service assisting commuters with arranging alternate transportation, this project will support efforts to expand Bike to Work Day promotions throughout May 2011. This will include employer outreach and bike commute training. It also will support development of a walking school bus program and bike buddies program that will complement the Safe Routes to School initiative.

Regional Bicycle Plan Implementation
This effort will begin implementation of the Regional Bicycle Plan, which was adopted in 2010. It will develop and produce regional bikeway corridor and wayfinding signs, and, in cooperation with local agencies, begin installation of the signs. It also will produce promotional materials about the regional bikeway network.

For more information, contact Stephan Vance at (619) 699-1924, or sva@sandag.org
HEALTHY WORKS℠ PROGRAM

DRAFT HEALTH AND WELLNESS POLICY FRAMEWORK
FOR THE REGIONAL COMPREHENSIVE PLAN UPDATE

Please note: This draft document was prepared for discussion purposes with the Public Health Stakeholder Group (PHSG).

I. Proposed Framework for the Regional Comprehensive Plan Update

The 2004 Regional Comprehensive Plan (2004 RCP) provides a planning framework for the San Diego region that is guided by smart growth and sustainable development principles. Since its adoption, SANDAG has supported a number of projects and programs at the local and regional level that have integrated land use and transportation planning.

The Draft 2050 Regional Transportation Plan (Draft 2050 RTP), which will be reviewed for adoption by the SANDAG Board of Directors in fall 2011, provides a framework for moving the San Diego region towards a more sustainable future and achieving its greenhouse gas emission reduction targets, as required by Senate Bill 375 (Steinberg, 2008).

Both the 2004 RCP and the Draft 2050 RTP promote livable, walkable, safe and healthy communities. As identified in both the RCP and RTP, SANDAG’s overarching policy objectives and priorities include:

- Integrating land use and transportation planning and coordinating infrastructure development;
- Increasing travel choices by improving access to public transit and active transportation;
- Expanding the availability of a range of housing types to meet diverse needs;
- Protecting the natural environment and improving air quality;
- Promoting social equity and reducing disproportionate impacts on communities of concern; and
- Ensuring the region’s economic competitiveness and prosperity.

As part of the Healthy Works Program, SANDAG has partnered with the San Diego County Health and Human Services Agency (HHSA) to address rising rates of obesity in the San Diego region. The program will promote evidence-based strategies that increase physical activity and availability of fresh and healthy food. As part of this project, SANDAG is working with a wide range of stakeholders to develop a policy framework that could guide the integration of public health principles into local and regional policies, projects, programs and funding decisions.

Public health considerations can tie the overlapping and mutually supportive concepts identified in the RTP and RCP and provide a comprehensive policy framework for the next RCP update as illustrated in Figure 1.
II. Draft Health and Wellness Policy Framework

The Draft Health and Wellness Policy Framework (Draft Framework) defines health broadly to include both physical and behavior health and addresses a range of factors that affect health outcomes. Many of these factors are already addressed in the 2004 RCP. These include: urban form, transportation, housing, environment, economic prosperity, social equity and environmental justice and public facilities. In addition to these factors, the Draft Framework will also address public safety and access to healthy food and nutrition. Potential goals, policy objectives and recommended actions for each of the factors are described in the next section.

The Draft Health and Wellness Policy Framework includes the following nine topic areas:

A. Urban Form
B. Mobility
C. Housing
D. Environment
E. Economic Development
F. Social Equity and Environmental Justice
G. Public Facilities and Amenities
H. Public Safety
I. Healthy Food and Nutrition
A. Urban Form

Evidence suggests that land use and transportation planning and policy have a direct impact on public health. Epidemiological studies have consistently shown that people who live in compact, mixed-use, and walkable communities are less likely to be obese and hypertensive compared to people who live in auto-centric communities. Research has also established a clear connection between these built environment characteristics and chronic diseases, such as heart disease, diabetes, cancer, and asthma.

Neighborhood completeness refers to the ability of residents to walk easily to all of the goods and services needed in daily life. A complete neighborhood encourages walking and bicycling because goods are nearby and helps contribute to neighborhood safety by ensuring that many pedestrians are on the street throughout the day, helping to keep eyes on the street. Complete neighborhoods also reduce residents’ reliance on cars, with fewer automobile trips required. This in turn leads to increased physical activity and reduced air and noise pollution as well as risk of collisions and injuries.

Potential goals may include:
- Smart growth communities and complete neighborhoods;
- Safe and active uses in streets and public spaces; and
- Integration of health principles in planning and decision-making.

Potential policy objectives may include:
- Promoting mixed-use, compact, transit-oriented and walkable communities (Smart Growth) that create a sense of place and encourage active modes of transportation.
- Encouraging complete neighborhoods that provide daily goods and services to households within walking and bicycling distance.
- Supporting active uses in and around public areas such as streets, parks, canyons, schools, commercial areas and transit stations to provide “eyes on the street” at all times of the day and a safe environment for physical activity and social interaction (see also Public Safety).
- Encouraging an appropriate mix of land uses that minimize conflicts and protect human and environmental health.
- Promoting the integration of health principles and considerations in local and regional policy, planning and decision-making.

Potential recommended actions may include:
- Continue to implement the Smart Growth Incentive Program (SGIP). Incorporate health as a criterion in the project selection process.
- Continue to prioritize investments for public facilities and infrastructure in Smart Growth Opportunity Areas.
- Develop and disseminate guidelines to promote active design in public and private areas. Incorporate principles of crime prevention through environmental design. Promote active...
uses in neighborhood and commercial areas that provide “eyes on the street” at all times of
the day.

- Compile and disseminate best practices and models for local jurisdictions on performance-
  based standards for appropriate mix of uses in urban areas.

B. Mobility

Healthy communities promote mobility and access for all users. They are designed to encourage
walking, biking and use of public transit as safe and viable modes of transportation. Using
public transit and active transportation options such as walking and biking reduces air
pollution, risk of injuries and exposure to high decibels of noise. Proximity to transit is also
associated with improved access to social, medical, employment and recreational activities.

High automobile use contributes to obesity and obesity-related illnesses and to air pollution,
which has been linked to asthma, leukemia and heart disease. Asthma, in particular, is more
prevalent among minority children. Speeding vehicles can endanger pedestrians and bicyclists,
posing additional safety concerns in neighborhoods. Speed limits, safe routes to school, traffic
calming and shared use paths have been shown to increase pedestrian activity, improve safety
and reduce noise.

Streets that are designed for the safety of multiple users—including pedestrians of all ages,
bicyclists, people with disabilities, buses and cars—reduce the risk of pedestrian and bicycle
injuries. Walking or biking to school, work, daily errands and public transit helps people meet
the Surgeon General’s recommendation of at least 30 minutes of physical activity per day.
Increased exercise reduces the risk of a range of health ailments such as respiratory disease,
cardiovascular mortality, hypertension and obesity.

Communities of color, the elderly, children, low-income families and individuals with disabilities
are more likely to be unable to drive and are thus underserved by policies that ignore
transportation options beyond the automobile. Traffic fatalities, of which pedestrians make up
a notable proportion, are another direct consequence of automobile dependence that
disproportionately affects children, seniors and communities of color.

Potential goals may include:

- Improved access and mobility for all users;
- Active transportation and public transit as safe, interconnected and viable modes of
  transportation; and
- Improved health and safety.

Potential policy objectives may include:

- Promoting active transportation (walking and bicycling) as a safe, convenient and viable
  mode of transportation for all trips for all users.
- Providing safe pedestrian and bicycle routes to schools, transit stations, parks, grocery stores
  and other community facilities and amenities to improve access, reduce injuries and
  promote active lifestyles.
Implementing complete streets policies at the regional and local level to accommodate pedestrian, bicycle and public transit modes in existing street rights-of-way.

Improving access to high quality and affordable public transit service (as defined in the 2050 Regional Transportation Plan) for all residents and employees.

Developing an interconnected transportation system that provides a viable alternative to driving and serves the diverse mobility needs in the region.

Enhancing access and mobility for all users including seniors, youth, people with disabilities and low-income households.

Ensuring that transit-dependent households have access to evacuation and rescue services in the event of a natural or human-induced disaster or emergency.

Potential recommended actions may include:

- Implement the active transportation, public transit, paratransit and transportation demand management projects identified in the 2050 RTP; the 2010 Regional Bicycle Plan; and the 2011 Safe Routes to School Strategic Plan (still to be finalized and adopted by the SANDAG Board of Directors).

- Continue to implement the Smart Growth Incentive Program (SGIP) and the Active Transportation Program to promote walking, bicycling and public transit in the region.

- Develop a complete streets strategy. Provide technical assistance to local jurisdictions to implement complete streets policies and address barriers to implementation.

- Develop and implement an active transportation promotion program for the San Diego region. Expand the active commuter incentive program to promote walking and bicycling to work and school (as defined in the 2050 RTP).

- Develop and implement an Active Transportation Monitoring and Evaluation Program for the San Diego region.

- Update the regional transportation model to more accurately account for walking and bicycling trips.

- Coordinate with other regions, Tribal Governments and Mexico to promote active transportation and public transit across regional and national borders.

- Compile and disseminate tools and best practices to local jurisdictions for creating safe and walkable communities and streets. Consider traffic calming and multi-model level of service standards.

- Support the offices of emergency response to develop disaster and emergency preparedness strategies for transit-dependent households.

C. Housing

In a healthy community, residents have access to a variety of affordable housing units and neighborhoods. The lack of adequate and quality affordable housing may force families to seek substandard forms of shelter, compromising their health and well-being. This can result in overcrowding, overpayment and longer work commutes, affecting both physical and emotional health.
Residents of substandard housing are at increased risk for fire, electrical injuries, lead poisoning, rodent infestation, mold, childhood asthma and other illnesses and injuries. Overcrowded housing conditions can contribute to higher mortality rates, infectious disease, inhibited childhood development and stress. Excessive rent or housing cost burdens contribute to emotional stress, hunger and overcrowding. Conversely, lower housing costs result in more disposable income for essential non-housing needs, allowing a more balanced lifestyle.

Epidemiologic studies have consistently found associations between living near busy roadways or heavy industrial processing facilities and the incidence of respiratory disease symptoms, such as asthma and poor lung function. Health risks increase with closer proximity to roadways with high-volume traffic.

Potential goals may include:

- Adequate number of high-quality and affordable housing units in the region;
- Improved jobs-housing balance and match;
- Mixed-income, balanced and stable neighborhoods that retain long-term residents and businesses; and
- Reduced exposure to and disproportional impacts from air pollution.

Potential policy objectives may include:

- Providing high-quality and affordable housing units in the region to ensure housing security, especially for lower (very low and low) and moderate income households.
- Promoting the availability of a diverse range of housing types close to major job centers and the availability of employment opportunities close to residential neighborhoods (jobs-housing balance and match) to reduce the length of commute trips and combined cost of housing and transportation, especially for lower and moderate income households.
- Encouraging mixed-income and balanced neighborhoods that provide a wide range of housing types to meet diverse community needs such as for seniors (aging in place), large and small families, people with disabilities and lower and moderate income households.
- Minimizing and mitigating the displacement of long-term residents, local businesses and lower income households from areas that benefit from public investments.
- Encouraging the location of multi-family housing close to community and retail amenities such as parks, grocery stores, schools and public transit and buffered from impacts of major sources of environmental pollution such as busy roadways and industries.

Potential recommended actions may include:

- Strengthen the Board of Director’s policy to provide greater incentives to local jurisdictions to develop affordable housing units.
- Continue to implement the Smart Growth Incentive Program (SGIP). Incorporate health as a criterion in the project selection process. Encourage the development of a range of housing types close to major job centers and employment opportunities close to residential neighborhoods; mixed-income and balanced neighborhoods; and location of multi-family
housing close to community and retail amenities. Establish programs to avoid displacement of existing residents and businesses.

- Compile and disseminate best practices and models to local jurisdictions on how to mitigate impact to multi-family housing from major sources of environmental pollution, especially busy roadways (to meet the California Air Resources Board guidelines).

Potential actions where SANDAG does not have a direct role in implementation may include:

- Facilitate discussions among local jurisdictions as needed to address the quality of housing units and mitigate the impacts of hazardous materials such as lead, mold and asbestos in older homes in the region.
- Facilitate discussions among local jurisdictions as needed to address stabilize neighborhoods that are experiencing high rates of foreclosure.
- Support social services agencies as appropriate to provide an integrated system of care for people experiencing homelessness, and to prevent homelessness.

D. Environment

Local environmental conditions have a significant impact on community health. Epidemiologic studies have consistently found associations between living near busy roadways or heavy industrial processing facilities and the incidence of respiratory disease symptoms, such as asthma and poor lung function. Health risks increase with closer proximity to roadways with high-volume traffic.

Diesel particulate matter has acute short-term impacts and a disproportionate effect on the elderly, children, people with illnesses or others who are sensitive to air pollutants. Chronic exposure to sudden noises associated with emergencies (sirens, screeching brakes, explosions, crashes) can result in sleep disturbance, cognitive impairment, hypertension and stress hormone activation.

Particulates that settle on roads from engines and industrial processes, brake shoe dust from motor vehicles, oil residue and other by-products of modern industrial living can contaminate streams, creeks and waterways that eventually reach the ocean. Second-hand smoking is a serious toxic air contaminant that causes or contributes to an increase in deaths or serious illness or poses a hazard to human health, especially children.

With the exception of low emissions and natural gas-powered vehicles, traffic contributes directly to air pollution and greenhouse gas emissions. These emissions and other air pollutants, including ozone and particulate matter, are risk factors for cardiovascular mortality and respiratory disease and illness.

Global climate change and changing weather patterns also have a range of direct and indirect impacts on public health. Extreme temperature fluctuations can lead to deaths from heat strokes and higher temperatures can lead to higher counts of pollen and other aeroallergens.

Urban greenery in the neighborhood can provide multiple benefits. Trees capture air pollution, reduce carbon dioxide and increase oxygen levels. In addition, street trees have shown to have
calming effect on traffic, causing motorists to slow down. Urban trees can facilitate stress reduction and better emotional health.

Potential goals may include:
- Improved quality of the natural and physical environment;
- Reduced exposure to and disproportional impacts from pollution and environmental hazards; and
- High-quality natural habitat, open space and shoreline areas.

Potential policy objectives may include:
- Protecting the physical and natural environment including air, water and soil quality to support healthy and disease-free living.
- Mitigating noise and vibration impacts from transportation facilities, especially in residential neighborhoods.
- Reducing exposure to toxic contaminants such as fine particulates (PM2.5) and diesel particulate matter (DPM), especially in high-risk neighborhoods that are located next to marine terminals, busy roadways, railroads and heavy industries.
- Protecting high-risk population groups from negative impacts of second-hand smoke, especially in community gathering areas and multi-family housing.
- Protecting natural habitat, open space and shoreline areas to support human and environmental health.
- Promoting clean energy and reducing greenhouse gas emissions to ensure long-term environmental sustainability.
- Increasing greenery in urban areas to improve air quality, promote behavior health and create a comfortable environment for all ages (see also Public Facilities and Amenities).

Potential recommended actions may include:
- Continue to comply with federal and state environmental laws and regulations to protect air, water and soil quality in the San Diego region.
- Continue to implement mitigation programs to address noise impacts from transportation facilities.
- Compile and disseminate best practices and tools to local jurisdictions on the location of sensitive uses within the “impact area” (as defined by the California Air Resources Board) of a busy roadway or industry.
- Continue to implement the TransNet Environmental Mitigation Program to protect natural habitat and open space.
- Implement the Sustainable Communities Strategy (SCS), the Regional Energy Strategy and the Climate Action Strategy to reduce greenhouse gas emissions in the San Diego region.

Potential actions where SANDAG does not have a direct role in implementation may include:
• Support the San Diego County Air Pollution Control District (APCD) as appropriate to monitor impacts of toxic air contaminants on local communities and develop mitigation strategies.

• Support local water districts as appropriate to implement best management practices for water quality, supply, reuse and reclamation. Promote use of drought-tolerant landscaping, use of recycled water for urban agriculture and water conservation.

• Support local jurisdictions as needed to expand greenery within neighborhoods and commercial areas. Encourage “green” streets that incorporate natural features such as bioswales in street design for stormwater run-off. Encourage the use of climate-appropriate landscaping and urban agriculture within the street right-of-way.

• Support social services agencies and local jurisdictions as appropriate to address second-hand smoke impacts.

E. Economic Development

Attainment of self-sufficiency income predicts better health, improved nutrition, lower mortality and indirect health benefits such as reduced communicable diseases and reduced community violence. Residents of a healthy community have access to a variety of job opportunities that pay living wages. Unemployment and lack of sufficient income are strong determinants of health outcomes. Studies indicate that individuals in households making less than a living wage live fewer years. Children of families earning less than a living wage are less likely to graduate from high school.

Potential goals may include:

• Expanded economic opportunities and quality jobs for all residents;
• High-quality workforce and training programs to meet the needs of area businesses; and
• High-quality infrastructure and amenities that attract jobs and businesses to the region.

Potential policy objectives may include:

• Supporting a diverse economic base that can provide a wide range of job opportunities to area residents and contribute to the region’s economic prosperity.
• Attracting and retaining industry sectors that provide well-paying jobs for low- and medium-skilled workers to ensure that economic development benefits all residents.
• Encourage small business development to expand employment opportunities and increase the availability of goods and services in the region.
• Providing high-quality and targeted workforce development and training programs to increase the pool of qualified workers and reduce unemployment in the San Diego region.
• Investing in infrastructure and amenities to support economic development and maintain a high quality of life in the region.
Potential **recommended actions** may include:

- Collaborate with local jurisdictions and public agencies to provide quality infrastructure such as housing, transportation, water, energy and social services to support economic growth and prosperity in the San Diego region.

Potential actions where SANDAG does not have a direct role in implementation may include:

- Support business groups, education institutions and local jurisdictions as appropriate to expand economic development opportunities, workforce training programs, small business development strategies and incentive programs.
- Facilitate discussions among schools, community colleges and adult schools to address the quality of primary education and job-skills training.
- Support local economic development agencies and organizations as appropriate to support health-promoting businesses and industry sectors in the region.

F. **Social Equity and Environmental Justice**

Vulnerable populations such as seniors, children, low-income households, minority populations and people with disabilities share a disproportionately higher health burden. Recent reports at the US Centers for Disease Control and Prevention (CDC) show that there are significant health disparities related to obesity among these vulnerable populations.

Potential **goals** may include:

- Equitable distribution of investments, benefits and opportunities across the region; and
- Improved access and mobility for Communities of Concern (as defined in the Draft 2050 RTP).

Potential **policy objectives** may include:

- Reducing health and environmental disparities and disproportionate impacts on Communities of Concern in the San Diego region.
- Improving the quality life for residents of all ages, income levels, ethnicities and abilities through investments in community facilities, amenities and infrastructure.
- Improving access for Communities of Concern to essential amenities and services such as health clinics, grocery stores, schools, parks and employment centers.
- Increasing collaboration with Tribal Governments to improve access and mobility to and within tribal lands.

Potential **recommended actions** may include:

- Continue to engage community-based organizations, advocates and leaders from various Communities of Concern in the San Diego region in regional policies, programs and decision-making.
- Explore the feasibility of measuring “cumulative disadvantage” in the distribution of infrastructure investments for Communities of Concern.
G. Public Facilities and Amenities

Convenient access to parks, open space, quality recreational facilities and programs result in an increase in physical activity. The many health benefits of physical activity include: reduced risks of coronary heart disease, hypertension, stroke, some cancers, diabetes and premature mortality. Regular participation in physical activity can also provide social and emotional benefits by reducing depression, stress and anxiety, improving mood and enhancing the ability to perform daily task.

A healthy community contains neighborhood medical facilities that provide affordable health care services. The availability of primary care has a role in preserving good health and preventing morbidity and hospitalizations from chronic and communicable diseases. Where health facilities are located near public transit, ease of access is enhanced for those who do not drive or own cars.

Local environmental conditions have an impact on community health. Epidemiologic studies have consistently found associations between living near busy roadways on heavy industrial processing facilities and the incidence of respiratory disease symptoms, such as asthma. Diesel particulate matter has acute short-term impacts and a disproportionate effect on the elderly, children, people with illnesses or others who are sensitive to air pollutants.

Urban greenery in the neighborhood can provide multiple benefits. Trees capture air pollution, reduce carbon dioxide and increase oxygen levels. In addition, street trees have shown to have a calming effect on traffic, causing motorists to slow down. Urban trees can facilitate stress reduction and better emotional health.

Potential goals may include:
- Improved access to parks, playgrounds and other active recreation opportunities;
- Safe and convenient walking, bicycling and public transit access to public facilities and amenities; and
- Improved air quality.

Potential policy objectives may include:
- Providing an integrated system of parks, playgrounds, trails, beaches and open space for all ages, especially in underserved areas.
- Improving walking, bicycling and public transit access to neighborhoods facilities and amenities such as schools, parks, transit stops, grocery stores and community gardens, health clinics and community or recreation centers.
- Locating uses for sensitive receptors such as childcare centers, senior homes and outdoor active recreation facilities away from major sources of environmental pollution such as busy roadways and industries.
- Increasing greener in urban areas to improve air quality, promote behavior health and create a comfortable environment for all ages (see also Environment).
Potential **recommended actions** may include:

- Continue to implement the Smart Growth Incentive Program (SGIP). Incorporate health as a criterion in the project selection process. Encourage local jurisdictions to plan for parks, playgrounds, health clinics, trails and open space to serve the needs of current and future residents and employees. Encourage joint use and sharing of public and private facilities.

- Continue to implement the Active Transportation Program. Incorporate health as a criterion in the project selection process. Encourage local jurisdictions to prioritize walking and bicycling access to public facilities and amenities.

- Implement the active transportation and public transit projects identified in the 2050 RTP. Prioritize projects that promote pedestrian and bicycle access and safety.

- Compile and disseminate best practices and tools to local jurisdictions on the location of sensitive uses within the “impact area” (as defined by the California Air Resources Board) of a busy roadway or industry.

Potential actions where SANDAG does not have a direct role in implementation may include:

- Support local jurisdictions as needed to expand urban greenery within neighborhoods and commercial areas. Encourage “green” streets that incorporate natural features such as bio-swales in street design for stormwater run-off. Encourage the use of climate-appropriate landscaping and urban agriculture within the street right-of-way. Encourage “access to nature” especially for children and seniors.

### H. Public Safety

A healthy community is safe, attractive and clean. It includes active neighborhoods and public spaces that facilitate natural surveillance. Environmental design factors associated with levels of perceived and actual neighborhood safety include sidewalk cleanliness and width, street design for pedestrian safety and speed control, street lighting, number of liquor stores, degree of community isolation and access to services and housing for low-income persons. Other factors include presence of drugs or gangs, police presence, availability of weapons, employment and access to community activities for families and youth.

Environmental design affects social interactions, which in turn may affect violence. Violence has a negative effect on the physical and behavior health of victims and their families, friends and neighbors. It also negatively impacts the social and economic well-being of the neighborhood, influencing business investment, job and housing security, educational attainment, resident participation in community development and community integration. When neighborhoods are well designed, the resulting social cohesion contributes to lower crime and violence and therefore better health outcomes.

In neighborhoods where residents believe their streets are not safe, they spend more time inside their homes. This can lead to higher levels of isolation and sickness related to poor physical fitness such as obesity, diabetes and high blood pressure. Furthermore, criminal activity tends to be higher where there is a low public presence.
Potential **goals** may include:

- Improved pedestrian and bicycle safety and access;
- Safe and active uses in streets and public spaces; and
- Reduced crime, violence and physical disorders.

Potential **policy objectives** may include:

- Providing a safe, comfortable and accessible pedestrian environment to support walking and active use in public areas.
- Reducing pedestrian and bicycle injuries and improving safety for all users.
- Supporting active uses in and around public areas such as streets, parks, canyons, schools, commercial areas and transit stations to provide “eyes on the street” at all times of the day and a safe environment for physical activity and social interaction (see also Urban Form).
- Addressing blight, graffiti, illegal dumping and other physical disorders that contributes to real and perceived safety concerns and hinder pedestrian and bicycle use in neighborhoods.
- Reducing the incidence of alcohol and other drug abuse and related safety issues such as driving under the influence, domestic violence and public nuisance.
- Reducing crime, eliminating gang violence and supporting re-entry, transition and integration of former inmates and parolees into the community.

Potential **recommended actions** may include:

- Implement the active transportation and transportation demand management projects identified in the 2050 RTP; the 2010 Regional Bicycle Plan; and the 2011 Safe Routes to School Strategic Plan (still to be finalized and adopted by the SANDAG Board of Directors).
- Develop a complete streets strategy. Provide technical assistance to local jurisdictions to implement complete streets policies and address barriers to implementation.
- Develop and implement an active transportation promotion program for the San Diego region. Expand the active commuter incentive program to promote walking and bicycling to work and school. Address education, training and enforcement to improve safety.
- Continue to implement the Smart Growth Incentive Program (SGIP) and the Active Transportation program. Incorporate health as a criterion in the project selection process.
- Develop and disseminate guidelines to promote active design in public and private areas. Incorporate principles of crime prevention through environmental design. Promote active uses in neighborhood and commercial areas that provide “eyes on the street” at all times of the day.
- Continue to address safety at transit stations.
- Support local law enforcement agencies with data and information to address blight, graffiti and illegal dumping. Encourage local crime watch groups.
Potential actions where SANDAG does not have a direct role in implementation may include:

- Support social services agencies as appropriate to address alcohol and other drug abuse, inmate re-entry and youth engagement programs.

I. Healthy Food and Nutrition

A healthy community offers access to an affordable and abundant selection of fresh produce, grocery stores, farmers’ markets and community gardens. Consuming locally produced foods can reduce the need for long distance shipping, which can reduce the environmental impact of food production and distribution.

The presence of a grocery store or food market in a neighborhood correlates with higher fruit and vegetable consumption, reduces the prevalence of overweight and obesity and reduces the incidence of hunger and malnutrition.

Farmers’ markets can provide another source of fresh, locally produced fruits, vegetables and other food products. This in turn may help residents meet the recommended daily servings of healthy foods such as fruits and vegetables. Healthy food is generally low in fat and saturated fat, contains limited amounts of cholesterol and sodium and provides natural vitamins. Farmers’ markets may be particularly important in areas poorly served by full-service grocery stores.

Community gardens can also provide a source of fresh fruits and vegetables for users, increase physical activity and provide opportunities for social interaction and cohesion. Locally produced food helps attain other benefits, such as sustaining the local economy and reducing long-distance shipping, thereby decreasing vehicle emissions, which are associated with chronic diseases and global climate change.

Neighborhood studies demonstrate that where there are high numbers of fast food restaurants compared to grocery stores, there are also higher rates of diabetes, cardiovascular disease and cancer. Increasing the number of full-service grocery stores relative to fast food restaurants in neighborhoods can help to combat these health conditions.

Potential goals may include:

- Improved access to healthy, affordable and culturally-appropriate food and nutrition;
- Expanded economic opportunities and environmental benefits from locally grown food; and
- Regional food security.

Potential policy objectives may include:

- Supporting agriculture and local food production in the San Diego region to improve regional food security, ensure the availability of fresh produce and expand economic opportunities for local farmers.
- Promoting urban agriculture, community gardens, school gardens, edible landscapes, community-supported agriculture and farmer’s markets, especially in high need areas to increase access to healthy foods.
Supporting a Regional Food Hub within the San Diego region to process and distribute agricultural products grown locally.

Increasing the availability of full-service grocery stores and food markets in high need areas.

Addressing the concentration of liquor stores and fast food restaurants near schools, parks and other community facilities, especially in areas that have poor access to fresh foods.

Reducing the incidence of malnutrition and food insecurity regionally.

Potential **recommended actions** may include:

- Coordinate with local jurisdictions to address land use, zoning and infrastructure barriers related to local food production. Streamline regulations to allow community gardens on vacant and underutilized parcels. Update vendor policies to allow street food in appropriate areas. Protect farmlands in addition to open space. Explore the feasibility of using recycled water for agriculture. Encourage procurement practices and policies that favor healthy and local food, especially for public agencies.

- Continue to implement the Smart Growth Incentive Program (SGIP). Incorporate health as a criterion in the project selection process. Encourage grantees to incorporate urban agriculture, community gardens, school gardens and farmer’s markets in their projects.

- Coordinate with redevelopment agencies and local jurisdictions to provide grocery stores and food markets in high need area and incentivize liquor stores and convenience stores to carry fresh, affordable and culturally-appropriate food.

Potential actions where SANDAG does not have a direct role in implementation may include:

- Support San Diego County Health and Human Services Agency (HHSA) in conducting a regional food systems assessment and developing recommendations for increasing access to fresh food, improving food safety, reducing incidents of malnutrition, reducing energy consumption and expanding economic development opportunities for local farmers.

- Support HHSA and local jurisdictions as needed on the regional food hub project which will allow for the aggregation, processing and distribution of locally produced food within the San Diego region.

- Support HHSA as needed to address lactation accommodation at the workplace.

- Support local jurisdictions as appropriate to address the lack of grocery stores and food markets in high-need areas, and the concentration of liquor stores and fast food restaurants in areas with poor access to fresh foods.

- Support social service agencies and community-based organizations as appropriate to increase the enrollment of eligible persons in the CalFresh (food stamp) program. Promote the use of food stamps in farmer’s markets and fresh food stores.

**III. Draft Implementation Framework**

The draft implementation framework includes the following four components: tools, technical assistance and incentives; partnerships and collaboration; monitoring and tracking progress; and organizational and institutional support. These components are consistent with SANDAG’s mission of supporting member jurisdictions with implementation of regional priorities. Specific actions are
listed for each component for illustrative purposes only and do not constitute the final list of recommended actions or commitments. In addition, implementation will be subject to availability of funding and resources.

1. **Tools, Technical Assistance and Incentives**
   - Health Impacts and Benefits Assessment Tool – developing and disseminating a health impacts and benefits assessment tool and providing training workshops to build capacity at the local level to conduct the assessments.
   - Complete Streets Strategy – providing training workshops and technical assistance to implement complete streets policy at the local level.
   - Healthy and Active Community Design Guidelines – developing and disseminating guidelines to promote active design at the community, street and building level.
   - Health Focus in Existing Grant Programs – integrating health and active design principles in existing grant programs at SANDAG.

2. **Partnerships and Collaboration**
   - Network of Partner Agencies and Organizations – building collaborative working relationships among regional and local agencies, as well as community-based organizations to address ongoing health-related issues and opportunities.
   - Public Information and Outreach – developing and implementing outreach, promotion and incentive programs to promote physical activity and healthy eating in everyday life.
   - Funding and Resources – exploring funding opportunities to sustain the integration of health in planning at the regional and local level.

3. **Monitoring and Tracking Progress**
   - Health and Active Transportation Performance Measures for Regional Plans – monitoring and evaluating the performance of regional plans in meeting health, equity and active transportation objectives adopted by the SANDAG Board of Directors.

4. **Organizational and Institutional Support**
   - Health Policies in Regional Plans – developing health policies for integration into the regional comprehensive plan and the regional transportation plan.
   - Stakeholder Engagement Process – continuing to engage a wide range of stakeholders on health-related issues and opportunities.
   - Ongoing Support for Local and Regional Efforts – providing ongoing support as needed to support regional priorities related to health outcomes and disparities through technical assistance, training and/or incentives.