BOARD OF DIRECTORS
AGENDA

Friday, June 8, 2012
10 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- REGIONAL PLANNING AND PUBLIC HEALTH

PLEASE TURN OFF CELL PHONES DURING THE MEETING

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MESSAGE FROM THE CLERK
In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) $100, Board of Directors (BOD) $150, and Regional Transportation Commission (RTC) $100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws and the compensation rate for the RTC is set pursuant to state law.

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

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · www.sandag.org
Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Members of the public may address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Board of Directors may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under Meetings. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form available on the Web site. E-mail comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting. Any handouts, presentations, or other materials from the public intended for distribution at the Board of Directors meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.

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BOARD OF DIRECTORS  
Friday, June 8, 2012

ITEM # | RECOMMENDATION
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1. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.” Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.

REPORTS (2)

+2. | REGIONAL PLANNING AND PUBLIC HEALTH (Second Vice Chair Jim Janney, Regional Planning Committee Chair; Nick Macchione, HHSA Director, and Vikrant Sood, SANDAG)

Nick Macchione, Director, County of San Diego Health and Human Services Agency (HHSA), will provide a presentation on the County’s Live Well, San Diego! initiative. SANDAG staff will present key outcomes and accomplishments of the Healthy Works/Communities Putting Prevention to Work program. The Board of Directors is asked to discuss opportunities for strengthening collaboration and partnership with HHSA on major health concerns in the region, and defining an appropriate role for SANDAG in implementing the County’s Live Well, San Diego! initiative.

3. | CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

4. | UPCOMING MEETINGS

The next Board Business meeting is scheduled for Friday, June 22, 2012, at 9 a.m. The next Board Policy meeting is scheduled for Friday, July 13, 2012, at 10 a.m.

5. | ADJOURNMENT

+ next to an agenda item indicates an attachment
REGIONAL PLANNING AND PUBLIC HEALTH

File Number 3300500

Introduction

The 2050 Regional Transportation Plan and Sustainable Communities Strategy (2050 RTP/SCS), adopted by the Board of Directors in October 2011, acknowledges the link between land use and transportation policies and public health both in terms of air quality and physical activity.

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 (CPPW) program. The objective of this program was to address public health concerns in the San Diego region by increasing opportunities for physical activity and the availability of healthy food and nutrition. The project was funded by a $373 million nationwide program of the U.S. Centers for Disease Control and Prevention (CDC) through the federal American Recovery and Reinvestment Act of 2009 (ARRA). HHSA received $16.1 million through this program, the largest obesity prevention grant in the country, and contracted with SANDAG for about $3 million to implement projects and programs at the local and regional level that improve opportunities for physical activity.

Nick Macchione, Director, County of San Diego Health and Human Services Agency (HHSA), will provide a presentation on the County’s Live Well, San Diego! initiative. SANDAG staff will present key outcomes and accomplishments of the Healthy Works/Communities Putting Prevention to Work (CPPW) program. The Board of Directors is asked to discuss opportunities for strengthening collaboration and partnership with HHSA on major health concerns in the region, and defining an appropriate role for SANDAG in implementing the County’s Live Well, San Diego! initiative.

Discussion

Healthy Works is a component of the County of San Diego’s Live Well, San Diego! initiative, a 10-year strategic vision for improving health and wellness and combating the impacts of chronic diseases, including obesity, which is widely considered a nationwide public health epidemic. Three behaviors – lack of physical activity, poor nutrition, and tobacco use – are known to contribute to four diseases: heart disease/stroke, cancer, type 2 diabetes, and respiratory conditions, such as asthma. These diseases result in more than 50 percent of deaths in the San Diego region. Improving our environment to support healthier habits can lead to improved quality of life while resulting in significant savings to businesses and households.

While personal choice plays a role in the obesity epidemic, research and evidence confirms that the built environment, and the land use and transportation policies that shape it, can directly affect those choices, and therefore a community’s health outcomes. Epidemiological studies have shown that people who live in compact, mixed-use, and walkable communities – where they can walk, bike
or take transit to daily goods and services, such as schools, parks, grocery stores, shops, and restaurants, among others – get more physical activity and are therefore less likely to be obese and hypertensive, compared with people who live in more auto-oriented communities. Land use patterns that make driving a necessity also discourage walking and bicycling, which leads to more sedentary lifestyles.

This negative impact on public health is compounded, because the dependence on driving also may result in increased vehicle emissions. The public health consequence of poor air quality is increased respiratory diseases. Supporting urban design and development patterns that promote active lifestyles could help the region meet its air quality goals.

Changing community preferences and demographics present a significant opportunity to “build” physical activity back into our environment. Already more teenagers are waiting to get their driving licenses (only 30.7 percent of 16-year olds got their licenses in 2008, compared with 44.7 percent in 1988). A third of all Americans do not drive or own cars. And baby boomers are starting to retire. As more Americans rely less on the automobile for their transportation needs, communities must find new and innovative ways to provide access and mobility to a larger section of the population.

Active transportation and public transit can help meet that need. Of the total trips in the San Diego region, 48 percent are three miles or less, and 20 percent are one mile or less. Seventy-eight percent of trips three miles or less and 62 percent of trips one mile or less are currently completed by driving. Many of these trips could instead by completed on foot or bicycle, and the infrastructure improvements and transportation programs included in the 2050 RTP/SCS have been developed to capture more of these trips.

The 2050 RTP/SCS has allocated a significant portion of the regional transportation funds to expand public transit and active transportation. These projects and programs can be informed by an analysis and integration of public health principles to maximize co-benefits to local communities and the San Diego region.

**SANDAG Healthy Works Program**

Through Healthy Works, SANDAG partnered with HHSA in a groundbreaking effort to address public health at the regional level. The CDC has already recognized this partnership as a national model. The project showcases many innovative approaches and strategies that can begin to enhance health benefits of policies, programs, and projects already promoted at SANDAG. The program also attempts to build capacity at SANDAG and among local jurisdictions to conduct health analyses for future proposed policies and projects.

SANDAG completed a number of Healthy Works projects between March 2010 and March 2012. The attached Healthy Works Factsheet (Attachment 1) summarizes the work completed under the contract. All the deliverables and work products are available on the project website at: www.sandag.org/healthyworks. Below is a brief description of key outcomes and accomplishments for each project:

1. **Stakeholder Engagement** – SANDAG engaged a range of key stakeholders and partners through the Healthy Works projects to get feedback, develop recommendations, and ensure broad support for the program. Stakeholders included local jurisdictions, health care providers, community groups, professional organizations, and partner agencies.
SANDAG formed the Public Health Stakeholder Group (PHSG) to develop recommendations and provide feedback on the grant-funded activities (Attachment 2). In addition, SANDAG worked with the Safe Routes to School (SRTS) Coalition assembled by Rady Children's Hospital to seek input on the SRTS activities. SANDAG also conducted a number of workshops and other outreach activities in communities that were affected by specific projects and programs.

2. Pass-Through Grant Programs and Incentives – SANDAG awarded 23 grants for nearly $1 million through the Healthy Communities Campaign and the SRTS Program to integrate health principles in local planning projects, promote pedestrian- and bicycle-friendly neighborhoods, and expand SRTS planning and implementation. Grant recipients included local jurisdictions, tribal governments, school districts, and community groups. Twenty-two of the 23 grant projects were completed successfully by February 2012 (Attachment 3).

3. Regional Policies and Programs – SANDAG collaborated with local jurisdictions and key stakeholders to develop recommendations for regional-level health and wellness policies, plans and programs for adoption and implementation. Regional policies and plans developed for the Healthy Works project included the Regional Safe Routes to School Strategic Plan (available for download at: www.sandag.org/healthyworks) and the Health and Wellness Policy Framework and Performance Measures (Attachment 4). The policy framework builds on the topics addressed in the Regional Comprehensive Plan, and describes how land use and transportation planning affects health outcomes.

The Policy Framework and Potential Measures were developed with input from the PHSG, the Regional Planning Technical Working Group (TWG), and the Cities/County Transportation Advisory Committee (CTAC). On January 6, 2012, the Regional Planning Committee accepted the Policy Framework and Potential Measures as input into the upcoming Regional Comprehensive Plan update process.

SANDAG’s iCommute program implemented the region’s first month-long bike promotion campaign in May 2011. More than 57 organizations and 150,000 employees participated in the program and logged about 12,000 bicycle trips. iCommute also implemented the Walk, Ride, and Roll to School programs in October 2011, building on the existing SchoolPool program, to increase the number of kids walking or bicycling to school safely. About 68 schools enrolled for the SchoolPool program and more than 15,000 kids participated in the Walk, Ride, and Roll Campaign, a big leap from the previous year (Attachment 5). A promotional video and brochures that promote bicycling as a healthy transportation choice will be widely distributed as well.

4. Tools and Technical Assistance – SANDAG developed a number of tools to support health and wellness analysis of regional and local planning and implementation projects. These included a health module for regional transportation models that can estimate health co-benefits of proposed projects; a Healthy Communities Atlas (available for download at: www.sandag.org/healthyworks) that maps existing conditions in the San Diego region that affect health outcomes; and a bicycle signage and wayfinding system for corridors of regional significance (Attachment 6).

SANDAG also provided technical assistance and resources to local jurisdictions and tribal governments on complete streets policy and implementation, health co-benefits and impacts analysis, and active design guidelines.
**Community Transformation Grant**

In July 2011, HHSA and SANDAG successfully collaborated on the Community Transformation Grant (CTG) application to the CDC for additional funds to continue and build on the successes of the Healthy Works/CPPW project.

Like Healthy Works, the CTG program will support community-level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. By promoting healthy lifestyles, especially among population groups experiencing the greatest burden of chronic disease, this program will help improve health, reduce health disparities, and control health care spending. Approximately $103 million in prevention funds were awarded to 61 states and communities serving approximately 120 million Americans. These awards were distributed among state and local government agencies, tribes and territories, and state and local nonprofit organizations.

HHSA received $15 million through the CTG for five years to implement projects and programs that will address chronic diseases in the San Diego region (Attachment 7). This grant will allow SANDAG and HHSA to continue to collaborate and partner on projects that were initiated through the Healthy Works/CPPW project.

SANDAG will receive a total of $2.5 million through the CTG to implement four projects at the local and regional level. As with the CPPW contract, this contract will help SANDAG implement recommendations and commitments from the 2050 RTP/SCS. The projects include:

- **Safe Routes to School Strategic Plan Implementation** – prioritize the strategies included in the SRTS Strategic Plan and develop a funding and phasing plan to implement projects in high-need areas of the region.

- **Health and Wellness Policies for Regional Planning** – refine the policy framework developed as part of the Healthy Works project for consideration in the next RTP update process; and develop recommendations for an associated monitoring and evaluation program.

- **Regional Complete Streets Policy and Implementation** – provide technical assistance and training to local jurisdictions and tribal governments on complete streets policy and implementation; and support the development of a regional complete streets policy.

- **Health Benefits and Impacts Analysis (HIA) Program** – provide technical assistance and training to local jurisdictions and tribal governments on conducting health co-benefits analysis for land use and transportation plans; and conduct additional pilot HIA projects at SANDAG.

- **Stakeholder Engagement** – continue to engage key stakeholders in the region in multiple sectors through a new public health stakeholder group and the SRTS Coalition.
Next Steps

Over the next month, SANDAG and HHSA staff will finalize the CTG contract agreement and initiate work on the projects mentioned above. SANDAG staff will provide regular updates to the Regional Planning and Transportation Committees and Board of Directors and engage various working groups in implementing the CTG projects. All projects are anticipated to be completed by September 2016.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Healthy Works Fact Sheet
2. Public Health Stakeholder Group (PHSG) Charter
3. Completed Healthy Works/CPPW Pass-through Grant Projects
4. Draft Health and Wellness Policy Framework for Regional Planning
5. iCommute Healthy Works Projects and Outcome
6. Regional Bikeway Signage
7. Community Transformation Grant Overview

Key Staff Contacts: Vikrant Sood, (619) 699-6940, Vikrant.Sood@sandag.org
Stephan Vance, (619) 699-1924, Stephan.Vance@sandag.org
Healthy Works/Communities Putting Prevention to Work (CPPW) was a $373 million nationwide grant program of the U.S. Center for Disease Control and Prevention to reduce obesity and tobacco use. Under this program, the County of San Diego’s Health and Human Services Agency (HHSA) received $16.1 million to address obesity through projects that support physical activity and access to healthy food and nutrition. Collectively, these projects fall under the county’s Healthy Works: Paths to Healthy Living initiative. HHSA partnered with SANDAG to implement regional planning, active transportation, and Safe Routes to School projects and programs that address the design of the built environment. This work was supported by $3 million in grant funds.

Program Schedule
The grant program was funded for a two year period through the federal American Recovery and Reinvestment Act and was completed in March 2012. There were several opportunities for local agencies and organizations to get involved in the program. A Public Health Stakeholder Group and Safe Routes to School coordination team were formed to help SANDAG with the following projects.

Grant Funded Projects and Opportunities
Health Impact Assessment and Forecasting
» Developed a Healthy Communities Atlas that mapped existing data on social and physical determinants of health;
» Developed a health module for SANDAG’s CommunityViz sketch planning tool that can quantify health co-benefits and impacts of proposed plans and projects at the local and regional level;
» Developed recommendations for enhancing the SANDAG activity-based regional transportation demand forecasting model to better account for active transportation trips, and quantify health co-benefits and impacts of proposed transportation and land use plans and projects at the regional level.

Regional Comprehensive Planning Policies
» Developed recommendations for a health and wellness policy framework and performance metrics that may be included in regional transportation and land use plans;

Healthy Communities Campaign
» Provided technical assistance and trainings to local agencies on healthy and active community design and complete streets.
» Developed and implemented two pass-through grant programs:
  (1) Healthy Communities Planning grants to local agencies and tribal governments to add public health components to local planning efforts;
  (2) Active Community Transportation grants to local agencies to develop comprehensive approaches for creating bicycle- and pedestrian-friendly neighborhoods.
Assessed the feasibility of developing comprehensive, evidence-based design guidelines to promote physical activity and healthy communities in the San Diego region;

» Developed a Pilot Health Impact and Benefit Assessment (HIA) process to evaluate how SANDAG could integrate health considerations in planning and project development;

» Provided training to agency staff, community-based organizations, health advocates, consultants, and education institutions on conducting HIAs.

Safe Routes to School

» Developed a Regional Safe Routes to School Strategic Plan to guide future SANDAG involvement in promoting walking and bicycling to school as safe and attractive travel choices.

» Developed and implemented two pass-through grant programs for local jurisdictions, school districts and community based organizations:
  (1) Safe Routes School Planning and Capacity Building grants supported comprehensive Safe Routes to School planning;
  (2) Safe Routes to School Education, Encouragement, and Enforcement grants funded programs that encouraged and educated students, parents, school officials, and other community stakeholders to walk and bicycle to school safely.

» Partnered with local jurisdictions, public health agencies, school districts, and community-based organizations to establish a Regional Safe Routes to School Coalition that meets bi-monthly to collaboratively address Safe Routes to School related issues.

Active Commuter Transportation Campaign

Expanded Bike to Work Day promotions to include the entire month of May (2011) and implemented the Walk, Ride, and Roll to School Campaign in 22 schools across the region.

Regional Bicycle Plan Implementation

» Developed bicycle wayfinding signage plans for several regional bicycle corridors to encourage biking for practical purposes, such as commuting to work, for shopping, and connecting to transit;

» Produced promotional materials about the regional bicycle network to encourage utilitarian bicycling and to communicate the public health, environmental, and quality of life benefits of bicycling.

For more information
Contact Stephan Vance at (619) 699-1924, or Stephan.Vance@sandag.org.
PURPOSE
In August of 2010, the County of San Diego awarded SANDAG $3,078,935 to implement the Communities Putting Prevention to Work (CPPW) grant. The CPPW grant funds will expand the use of evidence-based strategies and programs to address community-wide obesity prevention, physical inactivity, and poor nutrition resulting from transportation infrastructure investments and land use patterns. The grant agreement between the County and SANDAG states that a “workgroup” must be created to support SANDAG staff in implementing the CPPW grant requirements.

The purpose of the Public Health Stakeholder Group (PHSG) is to provide feedback and advice to SANDAG staff from public health professionals, including the County’s Public Health Services division, land use and transportation planners, engineers, and community stakeholders on the development and implementation of the CPPW grant.

LINE OF REPORTING
The PHSG will report to the Regional Planning Technical Working Group and the Regional Planning Committee. The Regional Planning Committee (RPC) will, in turn, report to the SANDAG Board of Directors.

RESPONSIBILITIES
The PHSG will support SANDAG staff’s implementation of the six interventions that are part of the CPPW grant. The PHSG will provide feedback and input on staff-developed regional planning and policy recommendations to be considered by the RPC. The PHSG will also provide input on staff’s development of the four pass-through grant programs funded under the CPPW grant: Healthy Communities Planning, Active Community Transportation Program, Capacity Building and Planning, and Education, Encouragement, and Enforcement Grants under the Safe Routes to School Program. Members of the PHSG will provide feedback on the development of objectives, health performance measures and monitoring recommendations proposed by SANDAG staff.

MEMBERSHIP
Participating members may include, but are not limited to, regional stakeholder organizations from the fields of public health, urban design, land use, health care, community health advocates and advocates for healthy transportation alternatives. The membership for the PHSG was developed in collaboration with the County of San Diego Health and Human Service Agency, which is overseeing the grant for this project and will consist of representatives from the following organizations: The Regional Planning Technical Working Group (TWG), the Cities/County Transportation Advisory Committee (CTAC), San Diego County’s Health and Human Services Agency, Rady Children’s Hospital, Bay Area Regional Health Inequities Institute, San Diego County Bicycle Coalition, American Association of Retired People (San Diego Chapter), San Diego Council of Design Professionals, International Rescue Committee, Walk San Diego, Kaiser Permanente, American Institute of Architects (Urban Design Subcommittee), Sustainable San Diego, Urban Land Institute, California Department of Transportation, American Society of Landscape Architects, SANDAG’s...
Social Service Transportation Advisory Council, and the Parent Teachers Association American Heart Association, American Cancer Society, League of Women Voters, City of Chula Vista Redevelopment Agency, Sharp Healthcare, and the University of California San Diego (UCSD). The membership of the PHSG will be limited to a maximum of 20 members. PHSG members are not characterized as voting or non-voting because members will be providing input to staff only, and will not be making formal recommendations. PHSG members will represent their respective organizations, and will not be participating as individuals.

MEETING TIME AND LOCATION
The PHSG will meet on a monthly basis in the SANDAG offices at a time to be determined by the PHSG members. SANDAG staff may determine, as needed, that PHSG meeting frequency be reduced to a quarterly basis.

SELECTION OF THE CHAIR
SANDAG staff will facilitate the PHSG. Neither a chair or vice chair will be selected for the PHSG.

DURATION OF EXISTENCE
The PHSG will exist until, and will dissolve automatically on, March 18, 2012, without further action.

BROWN ACT AND CONFLICT OF INTEREST
SANDAG staff will present regular reports, seeking additional input related to the CPPW grant, to the TWG, the RPC, and the Board of Directors. The Chair of SANDAG’s Board of Directors and SANDAG’s Executive Director approved the creation of the PHSG and approved this Charter. For these reasons, PHSG is not subject to the Ralph M. Brown Act.

Input from the PHSG will undergo intervening analysis by SANDAG staff, the RPC, and the Board of Directors. Therefore, members of the PHSG will not be required to submit Statements of Economic Interest (Form 700).
Completed Healthy Works/CPPW Pass-through Grant Projects (2011-2012)

Healthy Community Planning Grants

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Description</th>
<th>Grant Award</th>
<th>Award Amount Spent</th>
<th>Total Project Cost</th>
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</thead>
<tbody>
<tr>
<td>City of Chula Vista - General Plan Amendment and Cilantro to Stores Program</td>
<td>Incorporated Healthy Neighborhoods language within the City's General Plan Amendment, and implemented the Cilantro to Stores Program that provided resources to stores to sell locally grown fresh produce.</td>
<td>$75,000.00</td>
<td>$74,999.55</td>
<td>$190,332.41</td>
</tr>
<tr>
<td>City of Encinitas - CA General Plan Update, Public Health Element</td>
<td>Developed a stand-alone Public Health Element as part of Encinitas’ General Plan Update to provide a long-term, citywide framework for improved health and well-being in Encinitas.</td>
<td>$62,250.00</td>
<td>$61,151.73</td>
<td>$113,119.56</td>
</tr>
<tr>
<td>City of Escondido - Escondido Creek Master Plan</td>
<td>Developed the Escondido Creek Master Plan to assist the City in reaching its goal of transforming the Creek Trail into a safe/attractive walking and biking trail to support physical activity and increased access to commercial areas.</td>
<td>$75,000.00</td>
<td>$75,000.00</td>
<td>$114,850.00</td>
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<td></td>
<td>Assessed bike/ped. paths and outdoor learning environments throughout four housing communities to increase opportunities for physical activity, access to community features, and to educate the tribe of existing public health concerns.</td>
<td>$70,000.00</td>
<td>$70,000.00</td>
<td>$110,000.00</td>
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<tr>
<td>City of La Mesa - La Mesa Live Well Park Master Plan</td>
<td>Developed a citywide Park Master Plan to address park distribution, quality and access issues to maximize opportunities for increased physical activity and support healthy lifestyles.</td>
<td>$75,000.00</td>
<td>$75,000.00</td>
<td>$79,687.50</td>
</tr>
<tr>
<td>City of San Diego - Urban Agriculture Land Development Code Amendments</td>
<td>Amended the City's Land Development Code to simplify the permitting process for community gardens and types of urban agriculture, broadened potential locations for small scale urban ag., and identified where policy language could be enhanced.</td>
<td>$50,000.00</td>
<td>$25,142.20</td>
<td>$31,833.20</td>
</tr>
<tr>
<td>City of Santee - Santee Mast Park Master Plan</td>
<td>Developed a Park Master Plan for the 100-acre Mast Park in Santee. Health was integrated in the proposed language to encourage improvements that increase physical activity and support healthy lifestyles.</td>
<td>$75,000.00</td>
<td>$62,275.23</td>
<td>$130,366.93</td>
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Active Community Transportation Grants

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<tr>
<th>Project Name</th>
<th>Project Description</th>
<th>Grant Award</th>
<th>Award Amount Spent</th>
<th>Total Project Cost</th>
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</thead>
<tbody>
<tr>
<td>City of Chula Vista - Seniors, Sidewalks and the Centennial</td>
<td>Implemented the &quot;Seniors, Sidewalks and the Centennial&quot; project that identified policy and infrastructure needs to increase mobility for seniors and the disabled.</td>
<td>$50,000.00</td>
<td>$50,000.00</td>
<td>$60,000.00</td>
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<tr>
<td>City of La Mesa - Safe Routes to Transit Plan: Closing the Last Half Mile</td>
<td>Completed the Safe Routes to Transit analysis for the Bicycle Facilities Plan and Alternative Transportation Element. The project analysis identified physical infrastructure barriers to accessing public transit by walking and biking.</td>
<td>$50,000.00</td>
<td>$50,000.00</td>
<td>$65,950.09</td>
</tr>
<tr>
<td>City of Oceanside - Neighborhood Revitalization Strategy Area Plan Update</td>
<td>Integrated Community Health Objectives in the Crown Heights/Eastside Neighborhood Revitalization Strategy Area Plan (NRSA) update. The project identified needs and priorities, as well as assets and resources related to pedestrian and bicycle safety.</td>
<td>$50,000.00</td>
<td>$40,842.64</td>
<td>$49,913.11</td>
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Completed Healthy Works/CPPW Pass-through Grant Projects (2011-2012)

Safe Routes to School Capacity Building and Planning Grants

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<tr>
<th>Project Name</th>
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<th>Grant Award</th>
<th>Award Amount Spent</th>
<th>Total Project Cost</th>
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<tr>
<td>City of Chula Vista - Students Taking Active Routes to School (STARTS) Program</td>
<td>The STARTS program studied bicycle and pedestrian routes, and developed plans with suggested walking/biking route maps for six middle schools within the City of Chula Vista.</td>
<td>$50,000.00</td>
<td>$49,998.99</td>
<td>$68,019.03</td>
</tr>
<tr>
<td>City of La Mesa - 'La Mesa Kids Walk &amp; Roll to School' Safe Routes Program Planning Project</td>
<td>Created a framework to guide and sustain the SRTS program. Developed a prioritized Citywide Infrastructure Improvement Plan, a Specific Implementation Plan for eight schools, a Volunteer Guide, and an Evaluation and Monitoring Plan.</td>
<td>$50,000.00</td>
<td>$47,545.34</td>
<td>$52,766.24</td>
</tr>
<tr>
<td>City of National City - National City Safe Routes to School Education and Encouragement Initiative</td>
<td>Conducted education, encouragement, and evaluation activities at all 10 elementary schools within the City.</td>
<td>$8,050.00</td>
<td>$8,038.30</td>
<td>$18,023.77</td>
</tr>
<tr>
<td>WalkSanDiego - San Ysidro Walks and Wheels to School</td>
<td>Developed comprehensive safe routes to school plans for two San Ysidro School District (SYSD) elementary schools that can serve as models for future SYSD planning.</td>
<td>$50,850.00</td>
<td>$50,850.00</td>
<td>$69,386.96</td>
</tr>
<tr>
<td>WalkSanDiego - South San Diego: Let's Move Together</td>
<td>Developed comprehensive safe routes to school plans for two South Bay Union School District (SBUSD) elementary schools that can serve as models for future SBUSD planning.</td>
<td>$50,850.00</td>
<td>$50,850.00</td>
<td>$68,812.00</td>
</tr>
<tr>
<td>City of Vista - Vista Safe Routes to School Strategic Plan</td>
<td>Created comprehensive SRTS plans for 6 schools in the Vista Unified School District that include an assessment of bike/ped collisions, summary of issues per school, and suggested physical safety improvements, educational programs, and funding.</td>
<td>$50,000.00</td>
<td>$50,000.00</td>
<td>$63,000.00</td>
</tr>
</tbody>
</table>

Safe Routes to School Education, Encouragement and Enforcement Grants

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Description</th>
<th>Grant Award</th>
<th>Award Amount Spent</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chula Vista Elementary School District - The Neighborhood Pace Car Program - Safe Routes to School</td>
<td>Promoted traffic speed reduction and safe driving behaviors in school areas through bilingual, culturally appropriate outreach strategies.</td>
<td>$10,000.00</td>
<td>$9,492.79</td>
<td>$14,915.93</td>
</tr>
<tr>
<td>City of La Mesa - La Mesa and Parkway Middle School Student Engagement Initiative</td>
<td>Expanded the existing La Mesa Safe Routes to School efforts to engage middle school students. The project educated and empowered students at two middle schools through technology-based workshops, &quot;Walkshops.&quot;</td>
<td>$9,560.00</td>
<td>$9,492.79</td>
<td>$12,771.91</td>
</tr>
<tr>
<td>WalkSanDiego - Lakeside Gets Moving</td>
<td>Formed a safe routes to school coalition, conducted outreach, and implemented incentive programs and a Walk to School event that targeted Lakeview Elementary School.</td>
<td>$10,890.00</td>
<td>$10,890.00</td>
<td>$13,139.99</td>
</tr>
<tr>
<td>WalkSanDiego - Walk This Way: Pedestrian Training for Elementary School Students</td>
<td>Created a pedestrian safety training course, conducted 2 pilot trainings and provided 7 additional trainings to elementary schools located in the County of San Diego Central Region.</td>
<td>$10,980.00</td>
<td>$10,980.00</td>
<td>$13,860.00</td>
</tr>
<tr>
<td>City of Oceanside - Oceanside Bicycle Rodeo Program</td>
<td>Expanded the City of Oceanside's bicycle safety rodeo program to six additional elementary schools.</td>
<td>$10,000.00</td>
<td>$9,876.09</td>
<td>$17,637.71</td>
</tr>
</tbody>
</table>
Note: This Draft Health and Wellness Policy Framework has been prepared for discussion purposes with the Public Health Stakeholder Group. The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.

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 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS), which was adopted by the Board of Directors on October 28, 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 2050 RTP/SCS promote livable, walkable, safe, and healthy communities. As identified in both the RCP and RTP/SCS, the SANDAG 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/SCS 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 and Potential Performance Measures

According to the World Health Organization, health is a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity. 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 also will address public safety and access to healthy food and nutrition.

Performance measurement is the process whereby an organization evaluates the effectiveness of its policies, programs, and investments. This process of measuring performance often requires the use of statistical evidence to determine progress toward specific desired outcomes or objectives. The fundamental purpose behind measures is to improve performance. The draft performance measures in this document are presented as potential success indicators and are organized by the same nine topic areas as the Draft Framework.

Potential goals, policy objectives, recommended actions and success indicators 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 also has 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 encourages 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 (also see Public Safety).

- Encouraging an appropriate mix of land uses and intensity of development that minimizes conflicts and protects 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. Encourage grantees to integrate health consideration in smart growth projects. Consider expanding the SGIP. Continue to prioritize investments for public facilities and infrastructure in Smart Growth Opportunity Areas.
- Develop and disseminate guidelines to promote healthy and 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 and intensity of development in urban areas.

Potential performance measures\(^1\) or success indicators for this topic area may include:

Goal: Smart Growth Communities and Complete Neighborhoods

- More local jurisdictions and regional agencies have adopted land use and transportation policies, and implemented projects that support smart growth principles.
- Higher proportion of new housing and employment growth is planned in mixed-use, compact, transit-oriented, and walkable communities. New residential development includes a proportion of affordable, multifamily, and senior housing.
- Higher proportion of regional investment in infrastructure improvements, such as housing, transportation, public facilities, water supply, and energy is in smart growth areas. This investment benefits everyone equally.
- More people can walk or bicycle to most daily goods and services, such as schools, parks, grocery stores, and health clinics. These amenities benefit all population groups.

Goal: Safe and Active Use in Streets and Public Spaces

- More public gathering areas, such as parks, plazas, schools, transit stations, and commercial zones are safe from crime and vandalism.

\(^1\) The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.
More local jurisdictions and regional agencies have adopted policies or guidelines that promote active uses in the design of public spaces and private development.

Fewer incidents of blight, vandalism, and illegal dumping (that are a barrier to active use of public spaces) are reported in all communities.

Goal: Integration of Health Principles in Planning and Decision-Making

More local jurisdictions address appropriate mixed-use in smart growth areas (that protects human and environmental health) in their land use plans and development codes.

More local jurisdictions and regional agencies have incorporated health principles in land use and transportation policies, programs, projects, and decision-making.

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 also is 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. Lower speeds, 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. Consider the needs of rural and urban areas.
- 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 RTP) 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.
- Ensuring that proposed transportation and infrastructure projects and programs assess and address any potential health benefits or impacts in the project development phase.

Potential **recommended actions** may include:

- Implement the active transportation, public transit, paratransit, and transportation demand management projects, and strategic initiatives identified in the 2050 RTP; the 2010 Regional Bicycle Plan; and the 2012 Safe Routes to School Strategic Plan (still to be finalized and adopted by the Board of Directors).
- Develop an Active Transportation Early Action Plan (EAP). Create a vision for healthy, active, and walkable neighborhoods. Conduct a needs assessment of unmet active transportation needs in the San Diego region (consider the methodology used by the Los Angeles County Department of Public Health to identify need for the Southern California region). Identify projects and programs to meet these needs. Prioritize projects in high need areas for implementation as part of the EAP.
- Continue to implement the SGIP and the Active Transportation Program to promote walking, bicycling, and public transit in the region. Consider expanding these programs.
- Develop a regional 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. Set standards, develop a methodology, and provide guidance and technical assistance for active transportation data collection in the region.

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

- Develop parking guidelines and policies that complement efforts to promote public transit and active transportation.

- 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 complete streets. Consider traffic calming and multimodal level of service standards.

- Develop and adopt a health benefits and impacts assessment “tool” for transportation and infrastructure improvement projects and programs.

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

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

Potential performance measures or success indicators for this topic area may include:

Goal: Improved Access and Mobility for all Users

- More people can walk or bicycle a short distance to a park, playground, trail or beach, elementary or middle school, transit stop, health clinic, library, community center, or grocery store (daily goods and services). These environments exist in all communities and benefit all population groups.

- Higher proportion of short-distance daily trips (less than 1 or 3 miles) are made by walking and bicycling.

- Higher proportions of qualified people are adequately served by paratransit.

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2 The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.
Goal: Active Transportation and Public Transit as Safe, Interconnected, and Viable Modes of Transportation

- All programmed active transportation, public transit, paratransit, and transportation demand management projects from the 2050 RTP, 2010 Regional Bicycle Plan, and 2012 Safe Routes to School Strategic Plan are being implemented as planned.
- More local jurisdictions have land use and transportation policies that support active transportation, complete streets, safe routes to school, safe routes to transit, traffic calming, and walkable neighborhoods. Regional policies and programs support local efforts.
- More resources are dedicated for local and regional education, promotion, and incentive programs to promote active transportation and public transit use. All population groups benefit from these programs.
- Higher proportions of people crossing the international border with Mexico do so by foot, riding a bicycle, and arrive at the border crossing using active modes and public transit. Impacts on border wait times, health outcomes, and safety are positive.
- Higher ridership on the regional transit system at all times of day and on weekends. All population groups benefit from improved access to transit service.
- Higher proportions of transit-dependent people have access to evacuation and rescue services.

Goal: Improved Health and Safety

- Lower greenhouse gas emissions generated from cars and light trucks per capita (tracked to targets set in the region’s Sustainable Communities Strategy). The emission rate is lower compared to state or national averages.
- Lower number of vehicle miles traveled per capita (tracked to projections in the 2050 Regional Transportation Plan [2050 RTP]). The rate is lower compared to state or national averages.
- Higher mode share (for work and non-work trips) for carpool, walking, bicycling, and public transit compared to drive alone (tracked to projections in the 2050 RTP). The mode share is higher compared to state or national averages.
- More people achieve their daily recommended 30-minutes of moderate physical activity by walking, bicycling, and public transit use. All population groups benefit equally.
- Lower incidence of bicycle and pedestrian crashes, especially in areas with high concentrations of crashes. The crash rate is lower compared to state or national averages.
- Lower number of vehicle collisions per capita. The collision rate is lower compared to state or national averages.
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 between housing type and employment opportunities;
- Mixed-income, balanced, and stable neighborhoods that retain long-term residents and businesses; and
- Reduced exposure to and disproportional impacts from air and noise 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 multifamily 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. Encourage the location of affordable housing units close to major job centers and employment opportunities.
- Continue to implement the 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 multifamily housing close to community and retail amenities. Establish programs to avoid displacement of existing residents and businesses. Consider expanding the SGIP.
- Compile and disseminate best practices and models to local jurisdictions on how to mitigate impact to multifamily 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 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.

Potential performance measures\(^3\) or **success indicators** for this topic area may include:

**Goal: Adequate Number of High Quality and Affordable Housing Units in the Region**

- Higher proportion of the demand for affordable (in very low, low, and medium income categories), senior and multifamily housing units is met in each jurisdiction (tracked to Regional Housing Needs Allocation).
- Fewer people experience homelessness.

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\(^3\) The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.
Goal: Improved jobs-housing balance and match between housing type and employment opportunities

- Higher proportion of housing units is located close to jobs in the region. There is a match between purchasing power and housing cost.
- Lower average work trip travel distance in the region and in each community.
- Lower average combined cost of housing and transportation in the region. All population groups and communities spend less for housing and transportation.

Goal: Mixed-Income, Balanced, and Stable Neighborhoods that Retain Long-Term Residents and Businesses

- More local jurisdictions have adopted land use and housing policies that promote balanced neighborhoods. Regional policies and programs support local efforts.
- More local jurisdictions have adopted land use and housing policies that encourage the location of multifamily housing near public transit and neighborhood amenities. Regional policies and programs support local efforts.
- More local jurisdictions have adopted land use and housing policies that address displacement of long-term residents, local businesses, and lower income households. Regional policies and programs support local efforts.

Goal: Reduced Exposure to and Disproportional Impacts from Air and Noise Pollution

- Fewer households are exposed to hazardous materials, such as lead, mold, and asbestos. Local programs address rehabilitation of homes with hazardous materials.
- Fewer multifamily homes are impacted by air pollution from busy roadways. Local policies and guidelines address this issue through site design, building code, etc.

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 byproducts of modern industrial living can contaminate streams, creeks, and waterways that eventually reach the ocean. Second-hand smoke is a serious toxic air contaminant that causes or contributes to an increase in deaths or serious illness and 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 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 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 (PM 2.5) 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 multifamily housing.
- Protecting natural habitat, open space, and shoreline areas to support human and environmental health.
- Promoting clean energy and zero waste strategies, 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 (also see 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. Identify mitigation measures and design solutions that balance potential health benefits of mixed use development with air and noise impacts.
- Continue to implement the TransNet Environmental Mitigation Program to protect natural habitat and open space.
- Implement the Sustainable Communities Strategy, Regional Energy Strategy, and 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 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 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.
- Support social services agencies and local jurisdictions as appropriate to address second-hand smoke impacts.

Potential performance measures4 or **success indicators** for this topic area may include:

**Goal: Improved Quality of the Natural and Physical Environment**

- Improved air, water (stormwater drainage), and soil (contamination) quality and management of resources.

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4 The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.
• Lower greenhouse gas emissions are generated per capita for different sectors. The emission rate is lower compared to state or national averages.

• Higher proportion of the energy consumed in the region is produced from renewable sources.

• Higher proportion of public and private facilities in the region use energy efficient systems or features. Higher proportion of vehicles use low emission fuel or technology.

Goal: Reduced Exposure to and Disproportional Impacts from Pollution and Environmental Hazards

• Fewer people are exposed to toxic contaminants, such as fine particulate matter (PM2.5) and diesel particulate matter beyond state and federal standards. All population groups affected equally.

• More local jurisdictions have adopted policies and guidelines that address the location of sensitive receptors in relation to major sources of air pollution.

• More local jurisdictions have adopted codes and ordinances that restrict smoking in community gathering areas and multifamily housing.

Goal: High Quality Natural Habitat, Open Space, and Shoreline Areas

• More habitat and open space is conserved through the TransNet Environmental Mitigation Program. More miles of shoreline are protected and accessible to the public.

• More local jurisdictions have adopted urban forestry plans, policies, or programs to increase the amount of greenery in urban areas.

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.
- Compile and disseminate best practices and tools to local jurisdictions on effective economic development strategies.

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.

Potential performance measures\(^5\) or **success indicators** for this topic area may include:

**Goal: Expanded Economic Opportunities and Quality Jobs for all Residents**

- More diverse economic base in the region that provides a range of job opportunities to local residents.

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\(^5\) The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.
• More well-paying jobs provided by high-growth sectors (including small businesses). Local workforce has the education and/or skills for these jobs.

• Lower rate of unemployment. All population groups affected equally.

Goal: High Quality Workforce and Training Programs to meet the Needs of Area Businesses

• Higher education attainment among local workforce. Jobs skills needed for available jobs matches skills of existing residents/workers.

• More workforce training programs provided to meet growing demand in relevant fields.

Goal: High Quality Infrastructure and Amenities that Attract Jobs and Businesses to the Region

• Higher regional investment in infrastructure improvements, such as housing, transportation, public facilities, water supply, and energy.

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 U.S. Centers for Disease Control and Prevention 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 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.

Potential performance measures\(^6\) or **success indicators** for this topic area may include:

**Goal: Equitable Distribution of Investments, Benefits, and Opportunities across the Region**

• Fewer population groups experience disproportionate health impacts related to the transportation system. Level of impacts decreases and all population groups benefit equally from regional transportation infrastructure investments.

• More tribal governments have adopted land use and transportation plans, policies, programs, and projects that promote health principles. Regional policies and programs support local efforts.

**Goal: Improved Access and Mobility for Communities of Concern**

• More people can access major job centers, regional airports, parks and beaches, health clinics, schools, and grocery stores within 30 minutes by walking, bicycling, or using public transit. All population groups have a high level of access.

**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 also can 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

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\(^6\) The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.
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, 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 greenery in urban areas to improve air quality, promote behavior health, and create a comfortable environment for all ages (also see Environment).

Potential **recommended actions** may include:

- Continue to implement the 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. Consider expanding the SGIP.
- 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. Consider expanding the Active Transportation Program.
- 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.

Potential performance measures or **success indicators** for this topic area may include:

**Goal: Improved Access to Parks, Playgrounds, and Other Active Recreation Opportunities**

- More people can walk or bicycle a short distance to a park, playground, trail or beach, elementary or middle school, transit stop, health clinic, library, community center, or grocery store (daily goods and services). These environments exist in all communities and benefit all population groups.

**Goal: Safe and Convenient Walking, Bicycling, and Public Transit Access to Public Facilities**

- More public facilities and amenities are connected to a local or regional bicycle route, have secure bicycle parking on-site, have adequate sidewalks and safe crosswalks, and are within walking distance of a public transit stop.

**Goal: Improved Air Quality**

- More local jurisdictions have adopted policies and guidelines that address the location of uses for sensitive receptors in relation to major sources of environmental pollution.
- More local jurisdictions have adopted urban forestry plans, policies, or programs to increase the amount of greenery in urban areas.

**H. Public Safety**

A healthy community is safe, well-maintained, and clean. It includes active neighborhoods and public spaces and facilitates 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 outlets, degree of community isolation and access to services. Other factors include use of drugs, presence of 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,

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7 The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.
friends, and neighbors. Also, it 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, therefore, better health outcomes.

If residents believe that the streets in their neighborhood are not safe, then 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, more “eyes on the streets” can deter crime.

Physical disorders such as vandalism (which may include illegal graffiti), illegal dumping and blight (as defined in each jurisdiction by the respective redevelopment agency) discourage pedestrian and bicyclists from using streets and sidewalks due to real and perceived safety concerns.

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 (also see Urban Form).
- Addressing blight, vandalism, 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 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; 2010 Regional Bicycle Plan; and 2012 Safe Routes to School Strategic Plan (still to be finalized and adopted by the Board of Directors).
• Develop a regional 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 SGIP and the Active Transportation program. Incorporate health as a criterion in the project selection process. Consider expanding these programs.

• Develop and disseminate guidelines to promote healthy and 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.

Potential actions where SANDAG may support local jurisdictions with data and evaluation may include:

• Support local law enforcement agencies to address blight, vandalism, and illegal dumping. Encourage local crime watch groups.

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

Potential performance measures or success indicators for this topic area may include:

Goal: Improved Pedestrian and Bicycle Safety and Access

• Lower incidence of bicycle and pedestrian crashes, especially in areas with high concentrations of crashes. The crash rate is lower compared to state or national averages.

• All programmed active transportation from the 2050 RTP, 2010 Regional Bicycle Plan, and 2011 Safe Routes to School Strategic Plan are being implemented as planned.

• More local jurisdictions have adopted land use and transportation policies that support complete streets principles and safe routes to school programs.

Goal: Safe and Active Use in Streets and Public Spaces

• Higher proportion of public gathering areas, such as parks, plazas, schools, transit stations, and commercial zones are safe from crime and vandalism.

• More local jurisdictions and regional agencies have adopted policies or guidelines that promote active uses in the design of public spaces and private development.

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8 The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.
• Fewer incidents of blight, vandalism, and illegal dumping (that are a barrier to active use of public spaces) are reported in all communities.

Goal: Reduced Crime, Violence, and Physical Disorders

• Lower incidents of gang activity are reported in all affected communities.
• Lower incidents of alcohol and drug abuse are reported in all communities. The rates are lower compared to state or national averages.
• Higher proportions of local youth who are exposed to gang activity receive support through engagement programs.
• Higher proportion of former inmates benefit from local programs that address re-entry and transition.

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 also can 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 also are 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 farmers 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 outlets 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:

- Continue to implement the SGIP. Incorporate health as a criterion in the project selection process. Encourage grantees to incorporate urban agriculture, community gardens, school gardens, corner store conversions in healthy food outlets, and farmers markets in their projects. Consider expanding the SGIP.
- Compile and disseminate best practices and tools to local jurisdictions on effective strategies to support urban agriculture at the neighborhood level. Address land use, zoning, and infrastructure barriers related to local food production; streamlining of regulations to allow community gardens on vacant and underutilized parcels; vendor policies to allow street food in appropriate areas; protection of farmlands in addition to open space; feasibility of using recycled water for agriculture; feasibility of diverting organic waste from landfills to composting sites and use in local food production, and procurement practices and policies that favor healthy and local food, especially for public agencies.

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

- Support 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, promoting residential and
commercial composting practices, 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 outlets 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 farmers markets and fresh food stores.

Potential performance measures or success indicators for this topic area may include:

**Goal: Improved Access to Healthy, Affordable, and Culturally-Appropriate Food and Nutrition**

- More local jurisdictions have adopted land use and zoning policies that support local food production.

- More community gardens, school gardens, edible landscapes, community-supported agriculture, and farmers markets in each community. All population groups benefit equally.

- More full-service grocery stores and food markets in high need areas. Note: high need areas may be defined as areas with limited or low access to grocery stores and food markets and high access to liquor outlets and fast food restaurants.

- Lower concentration of liquor outlets or fast food restaurants close to schools, parks, and homes, especially in high-need areas.

**Goal: Expanded Economic Opportunities and Environmental Benefits from Locally Grown Food**

- Higher proportion of the food consumed in the County is produced and processed within the region.

- Adequate agricultural land is available to meet the demand for local food production in the region. There is secure and affordable water supply for agriculture.

- More local jurisdictions have adopted land use policies and zoning regulations that support local food production and distribution.

- More jobs and revenue is provided by the local agriculture sector.

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9 The final list of potential performance measures will be determined as part of the Regional Comprehensive Plan update process and will depend on the availability of data and resources.
• More public agencies have adopted procurement policies that support local food production and healthy choices.
• Fewer bottlenecks in the regional transportation system that create barriers to local food production and distribution.
• More of the organic waste is diverted from landfills to organic recycling sites for composting and use in local food production.

Goal: Regional Food Security

• Higher proportion of people who are eligible for government food assistance programs, such as food stamps (CalFresh) and school lunches are enrolled in the programs. This has a positive impact on the local economy.

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 the SANDAG mission of supporting member jurisdictions with implementation of regional priorities.

Examples of specific actions are listed below for illustrative purposes. This list will be updated based on the adopted recommended actions in the Draft Framework.

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 healthy and 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 Board of Directors.
- Health Outcomes Indicators – collaborating with HHSA to monitor and report health outcomes measures that can inform local and regional planning and decision-making.

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.
With support from Healthy Works, the SANDAG iCommute program was able to substantially grow active transportation programs and promotional activities for commuters and students region wide. Bike to Work 2011 marked the first time SANDAG expanded Bike to Work Day into a month-long celebration of biking that featured a corporate challenge, bicycle education and safety courses, and a Tune-Up Time event the helped prepare cyclist for Bike to Work Day by providing free bike maintenance inspections. Bike to Work highlights include:

- A total of 57 organizations competed in the month long corporate challenge representing approximately 150,000 employees.
- Throughout the month-long campaign bicycle education and safety courses were offered at no cost to local employers, community groups, and jurisdictions. Nearly 1,500 participants attended these courses. All seminars were taught by League of American Bicyclists certified trainers from the San Diego County Bicycle Coalition.
- For Bike to Work Day on May 20, iCommute organized 75 pit stops throughout the region, including our first binational pit stop in San Ysidro and Tijuana, offering respite and refreshments to more than 6,000 bicycle commuters. This is the largest number of pit stops to date and a 20 percent increase in bicycle participation from 2010. Additionally, 30 percent of all participants were women, which is the largest percentage yet.
- For the first time, Bike to Work day was not just for adult commuters but students celebrated biking to school. With support from iCommute the Encinitas School District encouraged youth to bike to school on May 20. Flora Vista Elementary alone had over 90 students that biked to school.
- As a result of the Bike to Work campaign there were 11,405 bicycle commute trips tracked in the iCommute on-line system in May totaling 83,968 miles - the equivalent of riding around the world 3.37 times. This reduction in vehicle miles traveled contributed to:
  - 4,031 gallons of gasoline not used, which is equivalent to 84 barrels of oil
  - 3 million calories burned
  - $14,722 saved due to reduced fuel consumption
  - 35,836 lbs. of CO2 emissions reduced

iCommute expanded its SchoolPool program to include walking and biking to school and coordinated the first Walk, Ride, and Roll to School Campaign in October 2011 to increase the number of children safely walking and biking to school, raise awareness of the benefits of walking and biking, and help combat childhood obesity. SchoolPool highlights include:

- Sixty-eight schools and over 1,000 parents enrolled in SchoolPool for the 2011/12 school year. This is up from 40 schools and 420 parents during the 2010/11 school year.
- Twenty-two schools representing nearly 15,000 students participated in the Walk, Ride and Roll to School campaign
- Over 5,500 students participated in the first regional Walk and Bike to School Day with support from iCommute.
- Overall, participants in the month-long challenge logged a total of 15,674 miles in the iCommute on-line system during October, the equivalent of walking across the United States approximately five times. Grand prize winner, Chollas-Mead, logged 4,642 walk or bike trips; second place winner, Knox Middle, logged 2,990 trips; and third place winner, Horton, logged 2,901 trips.
- Nearly 32 bike and pedestrian safety and skill building courses were taught to 1,743 students.
REGIONAL BIKEWAY
County of San Diego, Health and Human Service Agency

2011 COMMUNITY TRANSFORMATION GRANT - SUMMARY SHEET

Background: In October, 2011, the County of San Diego, Health and Human Services Agency (HHSA), through the leadership of Public Health Services, was one of 35 communities nationwide—and one of 10 communities in California—to receive a Community Transformation Grant (CTG) implementation award from the Centers for Disease Control and Prevention. CTG funds are authorized under the Patient Protection and Affordable Care Act of 2010 to help communities implement projects proven to reduce chronic diseases – such as heart disease, stroke, and diabetes —by promoting healthy lifestyles and communities, especially among population groups experiencing the greatest burden of chronic disease.

Award Amount and Term: $3,053,793/year for five years (FY 2011-2015)

Goal: To help improve population health, reduce health disparities, and lower health care costs.

Purpose: To create healthier communities by A) building capacity to implement broad evidence and practice-based policy, environmental, programmatic and infrastructure changes in counties, states, tribes and territories; and B) supporting implementation of interventions in five strategic areas aligning with Healthy People 2020 focus areas, and achieving demonstrated progress in the following five performance measures: 1) changes in weight, 2) changes in proper nutrition, 3) changes in physical activity, 4) changes in tobacco use prevalence, and 5) changes in emotional well being and overall mental health, as well as other program-specific measures.

San Diego CTG Overview: HHSA will implement the County of San Diego CTG award aligned with the 3-4-50 principle to produce improvements in risk behaviors (i.e., tobacco use, poor diet, physical inactivity) and risk factors (i.e., high blood pressure, high cholesterol, high glucose, increased weight) that contribute to chronic diseases.

CTG Strategic Direction & Goal

**Tobacco-Free Living**
- Prevent & Reduce Tobacco Use

**Active Living & Healthy Eating**
- Prevent / Reduce Obesity
- Increase Physical Activity and Improve Nutrition

**Increase Use of Clinical Preventive Services**
- Increase Control of High BP & High Cholesterol
- Increase Access & Demand for High Impact Preventive Services

**Social & Emotional Wellness**
- Increase Child and Adolescent Health and Wellness

**Healthy & Safe Physical Environment**
- Increase Bicycling & Walking for Transportation & Pleasure
- Improve Community Environment to Support Health

<table>
<thead>
<tr>
<th>Strategies</th>
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<tbody>
<tr>
<td>1.1 Protect people from secondhand smoke*</td>
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<td>1.2 Increase smoke-free multi-unit housing</td>
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<td>2.1 Increase availability/affordability of healthy foods</td>
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<td>2.2 Improve school nutrition</td>
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<td>2.3 Improve quality &amp; amount of school physical education &amp; physical activity (PA)</td>
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<td>2.4 Increase PA opportunities in community &amp; workplace</td>
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<td>2.5 Implement workplace breastfeeding/lactation policy</td>
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<td>3.1 Provide training &amp; technical assistance to implement systems that improve delivery of services consistent with USPSTF recommendations</td>
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<td>3.2 Improve chronic disease outcomes</td>
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<td>4.1 Promote effective parenting practices</td>
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<td>5.1 Establish community design standards to make streets safe for all users</td>
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<tr>
<td>5.2 Establish community protocols to assess the impact of community health &amp; wellbeing</td>
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(*Indicates a required activity) 

CTG is a program of Live Well, San Diego!

Strategies highlighted in red indicates SANDAG projects.
Planning for Healthy Communities in San Diego
SANDAG Board of Directors Policy Meeting June 8, 2012

Nick Macchione, FACHE
Director
County of San Diego
Health and Human Services Agency

The Epidemic in San Diego

3 BEHAVIORS
TOBACCO USE
POOR DIET
NO EXERCISE

FOUR DISEASES
HEART DISEASE
TYPE 2 DIABETES
LUNG DISEASE
CANCER

50 PERCENT
PERCENT OF DEATHS
Weight of the Nation

- Obesity one of the biggest contributors in driving up health care costs
- Likely to get worse without major public health intervention
- Obesity rate may hit 42% by 2030
- Increase means 32 million more obese
- Medical related costs may be as high as $147 billion a year
Health Status

Source: Journal of Health Affairs 2002

Transportation

- Of the trips taken in the region, 48% are three miles or less; nearly 20% are one mile or less.
- 55% of Americans want to bike more, walk more, and drive less than they do now.
- Walking to school has declined from about 41% to less than 13%.
Regional and Local Collaboration is Critical
San Diego: Moving Toward a Healthy Region

Childhood Obesity Action Plan
Health Equity by Design California Grant
Growing Green, Growing Healthy Symposium
Healthy General Plans Workshop
County of San Diego Chronic Disease Agenda: 3-4-09
County of San Diego Adopted Live Well, San Diego!
Communities Putting Prevention to Work (CPPW) Grant
Prevention Fund: CDC Community Transformation Grant (CTG)
Workshops
Active Design
Complete Streets
Health Benefits/Impact Assessment

Live Well, San Diego!
Live Well, San Diego!

- Live Well, San Diego! seeks to improve the health and well-being of city residents.
- First city on board to adopt “Live Well” Proclamation.
- “Live Well, San Diego!” seeks partnerships with cities striving for healthy, safe and thriving communities across the region.
**Action steps**

- *Live Well, San Diego!* proclamation
- Employee wellness
- Continued collaboration between agencies
- Support for regional efforts to address health in land use and transportation planning
Healthy Works℠ / Communities
Putting Prevention to Work (CPPW)

Board of Directors Policy Meeting
June 8, 2012

Healthy Works℠ / CPPW

$373 million nationwide program of the US Centers for Disease Control and Prevention (CDC)

Funded through the American Recovery and Reinvestment Act of 2009 (ARRA) to:

- Preserve and create jobs
- Strengthen the nation’s healthcare infrastructure
- Reduce healthcare costs through chronic disease prevention activities
Healthy Works / CPPW

$16.1 million for obesity prevention

Focused on policy, systems and environmental change

Funded 15 Interventions addressing:

- Physical activity through built environment strategies
- Healthy nutrition through the availability of fresh produce
- Nutrition and physical activity in schools

Built Environment Strategies

- Physical activity
- Access to daily goods and services
- Air quality
- Injury prevention and safety

. . . Healthy Communities!
Groundbreaking Partnership

Communities Putting Prevention to Work

SANDAG’s Healthy Works Projects

- Stakeholder Engagement
- Pass-Through Grant Programs and Incentives
- Regional Policies and Programs
- Tools and Technical Assistance
### Stakeholder Engagement

**Public Health Stakeholder Group (PHSG)**
- City / County Planning, Redevelopment & Public Works
- County Health
- Health Care Providers
- Professional Organizations (APA, ASLA & AIA)
- Community-Based Organizations
- Advocacy Groups (Active Transportation, Seniors, Food Security, Sustainability, Equity & Health)

**Safe Routes to School (SRTS) Coalition**
- City / County Planning & Traffic Engineering
- State and County Health
- School Administration
- Parent Groups
- Community-Based Organizations
- Advocacy Groups

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**Stakeholder Engagement**

- Community Workshops and Events
- Promotional Material
Grant Programs and Incentives

Over $1 million in pass-through grants to:
- Integrate health considerations in planning
- Promote active transportation and walkable neighborhoods
- Support SRTS planning and programs

Grant Programs and Incentives

City of San Diego’s Urban Agriculture Regulatory and General Plan Amendments
- Increase access to healthy, local and sustainable food
Grant Programs and Incentives

City of La Mesa’s Kids Walk and Roll to School Program

- Education, encouragement and engagement activities
- Infrastructure Improvement Plan and Comprehensive Training Guide
- Partnerships with other agencies
- Walking programs that increased physical activity for everyone!

Grant Programs and Incentives

City of Oceanside’s Neighborhood Revitalization Plan Update

- Adopted community health objectives
- Prioritized infrastructure improvements for active transportation
Regional Health and Wellness Policy Framework and Performance Measures
- Builds on the 2004 Regional Comprehensive Plan
- Input into the next combined regional plan update process

Regional Safe Routes to School Strategic Plan
- SRTS Technical Assistance Workshops
Active Transportation Promotion

Bike to Work Month – May 2011
- Bike Safety and Education Programs – 1,500+ participants
- Bike to Work Day – 75 pit stops and 6,000+ participants

SchoolPool Program
- Walking SchoolBus and Bike Buddy Programs

Walk Ride and Roll Campaign
- 4,500 kids from 22 schools walked or biked to school

Regional Bike Signage and Promotion

Regional Bicycle Network Wayfinding Signage
- Improve navigation for bicyclists
- Encourage utilitarian bicycling
- Improve access to regional trails and destinations
- Increase visibility of regional bicycle network
## Regional Bike Signage and Promotion

## Health Atlas

### Demographics
- Population Density
- Low-Income Areas
- Minority Areas
- Low Mobility Areas
- Low Community Engagement

### Physical Activity and Active Transportation
- Walkability
- Transit Accessibility
- Park Access
- Non-Motorized Trail Access
- Daycare, Library, Elementary School and Health Care Access
- Crime and Physical Disorder
- Violent Crimes

### Health Atlas
- Vacant and Underutilized Parcels
- Arterial Density
- Traffic Volume Density
- Complete Neighborhoods

### Injury Prevention
- Pedestrian and Cyclist Traffic Crashes
- Youth Traffic Safety

### Food and Nutrition
- Access to Healthy Food
- Fast Food Residential Density

### Air Quality
Transportation Modeling Enhancements

Activity Based Model (ABM) Health Module

- More accurately account for active transportation trips
- Analysis of health for proposed policies / projects
- Monitoring and evaluation of health-related targets

Health Benefits and Impacts Analysis

I-805 Bus Rapid Transit / 47th Street Trolley Station Area Planning

- Provide transit service in an underserved community
- Provide safe routes to transit

US-Mexico San Ysidro Border Access Improvement Project

- Improve active transportation and public transit access
- Reduce health impacts on neighboring residents, commuters and employees
- Promote active modes of travel
Health Benefits and Impacts Analysis

Training Workshops
- Build capacity in the region to conduct health analysis
- Promote consideration of health co-benefits in proposed policies, projects and programs

Active Design Guidelines

National Best Practices

SANDAG's Existing Guidelines
Complete Streets Training Workshops

- Compliance with the 2008 California Complete Streets Act (AB 1358)
- In partnership with the National Complete Streets Coalition and WalkSanDiego
- Phase 1 participants:
  - City of Chula Vista
  - City of San Diego
  - City of Encinitas
  - City of La Mesa

Community Transformation Grant (CTG)

Program Objectives:
- Community-level efforts to reduce chronic diseases
- Improve public health, reduce health disparities, and control health care spending

Funding:
- $103 million to 61 communities serving 120 million Americans
- $15 million to HHSA for five years
- $2.5 million to SANDAG for five years
SANDAG’s CTG Projects

- SRTS Strategic Plan Implementation
- Health and Wellness Policies for Regional Plans
- Regional Complete Streets Policy and Implementation
- Health Benefits and Impacts Analysis Program
- Stakeholder Engagement

Discussion

- Are there projects or initiatives in your jurisdiction that support healthy communities, and can they serve as models for other jurisdictions?

- What are the opportunities for strengthening collaboration and partnership with HHSA?

- What is the appropriate role for SANDAG in implementing the Live Well, San Diego! initiative?