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Jim Janney, Chair
Mayor, Imperial Beach
(Representing South County)
Carl Hilliard, Vice Chair
Mayor, Del Mar
(Representing North County Coastal)
Jerry Jones
Councilmember, Lemon Grove
(Representing East County)
Sam Abed
Mayor, Escondido
(Representing North County Inland)
Pam Slater-Price
Supervisor, County of San Diego
Jerry Sanders
Mayor, City of San Diego

Alternates
Alejandra Sotelo-Solis
Vice Mayor, National City
(Representing South County)
Lesa Heebner
Councilmember, Solana Beach
(Representing North County Coastal)
George Gadil
Mayor Pro Tem, Lemon Grove
(Representing East County)
John Aguilera
Councilmember, Vista
(Representing North County Inland)
Bill Horn
Supervisor, County of San Diego
Sherri Lightner
Councilmember, City of San Diego

Advisory Members
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Al Ovrom / Mary England
Metropolitan Transit System
Mark Filanc / Ed Gallo
North County Transit District
Elsa Saxod / Bud Pocklington
San Diego County Water Authority
Ann Moore / Vacant
San Diego Unified Port District
Laurie Berman / Bill Figge
District 11 Caltrans
Bill Chopyk / Patrick Murphy
Regional Planning
Technical Working Group
LaVonne Peck / Allen Lawson
Southern California Tribal
Chairmen’s Association
Environmental Mitigation Program
Advisory Members
Vacant / Susan Wynn
U.S. Fish & Wildlife Service
Steve Juarez / David Mayer
California Department of Fish & Game
Therese Bradford / Michelle Matson
U.S. Army Corps of Engineers
Dave Means
Wildlife Conservation Board
Gary L. Gallegos
Executive Director, SANDAG

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SAN DIEGO, CA 92101
(619) 699-1900
www.sandag.org

AGENDA HIGHLIGHTS

- TransNet ENVIRONMENTAL MITIGATION PROGRAM
  FIVE-YEAR FUNDING STRATEGY UPDATE AND
  FY 2013 FUNDING ALLOCATION
- REGIONAL COMPLETE STREETS POLICY
- PUBLIC HEALTH AND REGIONAL PLANNING - THE
  COMMUNITY TRANSFORMATION GRANT

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implementation of the Regional Comprehensive Plan that is based on the local general
plans and regional plans and addresses interregional issues with surrounding counties
and Mexico. The components of the plan include: transportation, housing, environment
(shoreline, air quality, water quality, habitat), economy, borders, regional infrastructure
needs and financing, and land use and design.
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REGIONAL PLANNING COMMITTEE
Friday, November 2, 2012

ITEM #

+1. APPROVAL OF MEETING MINUTES

The Regional Planning Committee (RPC) is requested to review and approve the minutes from its joint meeting with the Transportation Committee on September 7, 2012.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

CHAIR’S REPORT

3. CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT DRAFT HOUSING ELEMENT UPDATE GUIDANCE AND SITE IDENTIFICATION/ANALYSIS ISSUES (Coleen Clementson)

Recently, the State of California, Department of Housing and Community Development (HCD) solicited comments on its Draft Housing Element Update Guidance. The Update Guidance is intended to assist local governments and stakeholders with streamlined updates and HCD review for the fifth cycle of the housing element. HCD recognizes that all levels of government and stakeholders are facing resource challenges and is seeking ways to create efficiencies for all parties in the housing element update process. The HCD Housing Element Focus Group is also looking at ways to streamline and create efficiencies in the site identification/analysis part of the housing element. The Regional Planning Technical Working Group and various metropolitan planning organizations from throughout the state have provided input on the guidance during September. Staff will update the RPC regarding this work. A Board Policy meeting to discuss these issues with HCD Director Linn Warren occurred on October 12, 2012.

REPORTS

+4. TransNet ENVIRONMENTAL MITIGATION PROGRAM FIVE-YEAR FUNDING STRATEGY UPDATE AND FY 2013 FUNDING ALLOCATION (Keith Greer)

The RPC is asked to recommend that the SANDAG Board of Directors approve updates to the Five-Year TransNet Environmental Mitigation Program (EMP) funding strategy including the allocation of FY 2013 funding for management and monitoring activities pursuant to the executed TransNet EMP Memorandum of Agreement with the federal and state governments.

RECOMMENDATION

APPROVE

INFORMATION

RECOMMEND
5. REGIONAL COMPLETE STREETS POLICY (Stephan Vance)  DISCUSSION

The 2050 Regional Transportation Plan/Sustainable Communities Strategy calls for SANDAG to prepare a regional complete streets policy. This report discusses the legislative and policy background for complete streets, and what the components of a regional policy could be based on feedback from SANDAG working groups. The RPC is asked to provide comments and input to SANDAG staff to help guide this process.

6. PUBLIC HEALTH AND REGIONAL PLANNING – THE COMMUNITY TRANSFORMATION GRANT (Stephan Vance)  INFORMATION

SANDAG has partnered with the San Diego County Health and Human Services Agency to implement a range of projects and programs through the Healthy Works project to integrate health principles in local and regional planning efforts in the San Diego region. SANDAG staff will summarize the major accomplishments of the Healthy Works program and provide an overview of the Community Transformation Grant (CTG), which will fund the next phase of the Healthy Works project. The CTG work will be supported by a Public Health Stakeholders Working Group, the charter for which is presented for information.

7. HIGHLIGHTING SMART GROWTH: CITY OF ESCONDIDO GENERAL PLAN UPDATE AND CLIMATE ACTION PLAN (Jay Petrek, City of Escondido)  INFORMATION

The RPC periodically receives reports about smart growth planning efforts happening around the region. On May 23, 2012, the City of Escondido adopted its General Plan update. More recently, in conjunction with its adopted General Plan, the City has been finalizing its Climate Action Plan (CAP), which implements the City’s greenhouse gas (GHG) emission reduction program. The CAP includes a user-friendly screening table, allowing developers to choose features to incorporate in their projects to attain the necessary GHG reduction targets. City staff will provide a brief summary of the adopted General Plan and a more detailed overview of the CAP and proposed screening tables.

8. UPCOMING MEETINGS  INFORMATION

The next meeting of the RPC is scheduled for Friday, December 7, 2012.

+ next to an agenda item indicates an attachment
The joint meeting of the Transportation and Regional Planning Committees was called to order by Transportation Committee Chair Jack Dale (East County) at 10:02 a.m. See the attached attendance sheet for Regional Planning Committee member attendance.

A. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Jim Janney (South County) announced the transition to the Paperless Agenda system starting in October and encouraged committee members to attend appropriate training, as necessary.

REPORTS (B through D)

B. TransNet SMART GROWTH INCENTIVE PROGRAM: PROPOSED ELIGIBILITY AND SCORING CRITERIA

Christine Eary, Associate Regional Planner, presented options for the eligibility and scoring criteria, and scoring guidance, for review by the Transportation and Regional Planning Committees and possible action by the Regional Planning Committee.

Action: The Transportation and Regional Planning Committees discussed this item and provided input. Upon a motion by Supervisor Pam Slater-Price (County of San Diego) and a second by Mayor Sam Abed (North County Inland), the Regional Planning Committee recommended that the Board of Directors approve proposed Option No. 2 of the Smart Growth Incentive Program.

C. SANDAG AGENCYWIDE PUBLIC PARTICIPATION PLAN UPDATE

Colleen Windsor, Communications Director, stated that SANDAG is required to prepare and maintain an agencywide public participation plan (PPP) that serves as an umbrella document for all planning efforts conducted by the agency. The current PPP was adopted in 2009. One of the first steps in updating the plan is soliciting input and ideas from stakeholders for how they would like to be involved in SANDAG planning efforts.

Action: This item was presented for discussion only.
D. 2050 REGIONAL PLAN

1. DRAFT WORK PROGRAM AND SCHEDULE

Muggs Stoll, Director of Land Use and Transportation Planning, introduced the item.

Elisa Arias, Principal Regional Planner, presented the item.

In May 2012, the Board of Directors approved merging the Regional Comprehensive Plan (RCP) update with the next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Based on the Board’s action, staff has prepared a draft work program and schedule for the combined 2050 Regional Plan, scheduled for adoption in July 2015.

Action: This item was presented for discussion only.

2. DRAFT PUBLIC INVOLVEMENT PLAN

In conjunction with the development of the Work Program and Schedule discussed in Agenda Item D1, Coleen Clementson, Principal Regional Planner, stated that SANDAG will be developing a Public Involvement Plan (PIP) specifically tailored to the 2050 Regional Plan. Building upon the agency-wide PPP currently under development (Item C), SANDAG is soliciting input from SANDAG working groups, Policy Advisory Committees, and community-based organizations for the 2050 Regional Plan PIP. In addition, a workshop to solicit input from the general public and interested stakeholders is planned for mid-October.

Action: This item was presented for discussion only.

Chair Dale adjourned the joint Transportation and Regional Planning Committees meeting at 11:02 a.m.

Attachment: Regional Planning Committee Attendance Sheet
## CONFIRMED ATTENDANCE
### REGIONAL PLANNING COMMITTEE MEETING
**SEPTEMBER 7, 2012 - 9:30 a.m. to 11:00 a.m.**

<table>
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<th>GEOGRAPHICAL AREA/ORGANIZATION</th>
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<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
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<td>City of Escondido</td>
<td>Sam Abed</td>
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<td>Member</td>
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<td>City of National City</td>
<td>Alejandra Sotelo-Solis</td>
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<td>City of Del Mar</td>
<td>Carl Hilliard, Vice Chair</td>
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<td>Caltrans, District 11</td>
<td>Laurie Berman</td>
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<td>Steve Chung</td>
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<td>Dave Means</td>
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TransNet ENVIRONMENTAL MITIGATION PROGRAM FIVE-YEAR FUNDING STRATEGY UPDATE AND FY 2013 FUNDING ALLOCATION

File Number 1200201

Introduction

The TransNet Extension Ordinance and Expenditure Plan includes the Environmental Mitigation Program (EMP), which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. The EMP is a unique component of the TransNet Extension Ordinance in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities to help implement the regional habitat conservation plans. This funding allocation is tied to mitigation requirements and the environmental approval process for projects outlined in the Regional Transportation Plan.

The purpose of this report is to discuss an update to the approved five-year EMP funding strategy and the proposed allocation of Fiscal Year (FY) 2013 funding for regional management and monitoring activities.

Discussion

On February 22, 2008, the SANDAG Board of Directors entered into a Memorandum of Agreement (MOA) with state and federal agencies on the implementation of the EMP. A provision of the MOA allocates $4 million annually for 10 years to implement regional habitat management and monitoring efforts to help maintain the region’s biological integrity, thus avoiding the future listing of endangered species. Allocation of the $4 million is done on an annual basis by the SANDAG Board of Directors pursuant to the executed TransNet EMP Memorandum of Agreement with the federal and state governments.

Recommendation

The RPC is asked to recommend that the SANDAG Board of Directors approve updates to the Five-Year TransNet Environmental Mitigation Program (EMP) funding strategy including the allocation of FY 2013 funding for management and monitoring activities pursuant to the executed TransNet EMP Memorandum of Agreement with the federal and state governments.
The Environmental Mitigation Program Working Group (EMPWG), an advisory group to the Regional Planning Committee, has reviewed the currently approved five-year funding strategy and proposed FY 13 funding allocations as part of its annual recommendation for the funding of regional management and monitoring. On July 10, 2012, the EMPWG unanimously recommended the allotments of $4 million as shown in Attachment 1, page 14. These allotments address the most pressing needs of the region. The proposed FY 13 funding reflects funding changes primarily due to utilization of unencumbered funds already allocated by the SANDAG Board of Directors for these proposed tasks. Only one new task has been proposed by the EMPWG to address proactive wildfire planning and management.

The EMPWG is recommending the allocation of $150,000 for proactive wildfire planning and management. This effort will include: (1) the identification of high-priority biological areas that are at risk from future wildfires, and (2) coordination among land managers and fire control personnel to provide greater conservation prior, during, and after future wildfires to reduce impacts on specific species and habitats. The proposed new task is highlighted in Attachment 1, page 9.

The recommended allotment of $4 million per year for the next five years is consistent with the provisions of the TransNet MOA.

Next Steps

The Regional Planning Committee recommendation will go to the SANDAG Board of Director's meeting in December. If approved by the SANDAG Board of Directors, the next steps would be to encumber the funds pursuant to the updated five-year funding strategy and implementation of the proposed activities in FY 13 through contracts with SANDAG’s on-call consultants, Memorandum of Agreement with other government agencies, and grant agreements.

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

Attachment: 1. Five-Year Funding Update and EMP FY 2013 Annual Funding Recommendations

Key Staff Contact: Keith Greer, (619) 699-7390, Keith.Greer@sandag.org
Background

This attachment provides specific details on the activities and funding allocations related to management and monitoring under the TransNet Environmental Mitigation Program. This includes a conceptual five-year funding strategy (page 14) to serve as a future blueprint for management and monitoring activities and funding allocations.

Regional Coordination

Coordination is required to comprehensively identify gaps in resources, knowledge, leveraging funds, and developing cost-effective programming. In 1997, a committee of federal, state, and local agencies and non-profits met together to coordinate the general information needs of the Natural Communities Conservation Program (NCCP). They concluded that, “there currently is no broadly recognized formal mechanism for research coordination and communication of existing and new information to managers” (Stine, 1997). SANDAG, through its Regional Conservation Fund, is assisting with the coordination of the habitat preserve activities at a regional level to address this issue. Coordination is required to comprehensively identify gaps in resources, knowledge, leveraging funds, and developing cost-effective programming.

Starting in Fiscal Year 2009, SANDAG began to fund the development of the San Diego Management and Monitoring Program (SDMMP) to facilitate regional coordination of management and monitoring. The SDMMP is a science-based program seeking to provide a coordinated approach to management and biological monitoring of lands in the San Diego region that have been conserved through various programs, including the Multiple Species Conservation Program (MSCP), the Multiple Habitats Conservation Program (MHCP), the TransNet Environmental Mitigation Program (EMP), and various other conservation and mitigation efforts.

SDMMP is comprised of five contracted functions as follows:

Program Administrator

The SDMMP was established to provide a coordinated scientific approach to management and biological monitoring of lands in San Diego that have been conserved through various programs including the MSCP, the MHCP, the TransNet EMP, and various other conservation and mitigation efforts.

The Program Administrator is the primary lead for the SDMMP. An independent contractor is in place until September 2014 to provide overarching administrator functions to coordinate among federal, state, and local agencies and non-profits, to assist in leveraging funding, and to guide regional monitoring efforts. Until a regional funding source is identified, the Program Administrator will be an independent contractor of SANDAG.

Role and functions of the Program Administrator:

- Develop and facilitate the implementation of regional management and monitoring strategic plan(s) that provide for uniformity in data gathering, analysis and archiving, and prioritization of specific monitoring activities based on available budget and specific needs of individual species and habitats.

- Implementation of the Connectivity Strategic Plan to address the goals, objectives, and prioritized list of actions for three functional taxa groups. Work with federal and state agencies, local universities, and taxa experts to implement the plan, including recommending contractors that could accomplish the prioritized list of actions, helping to define scopes of work and budgets, and pursuing grant funding.

- Development of a Management Strategic Plan to identify the necessary elements of regional land management plans, which includes an adaptive, scientifically sound framework, a process for standardization across the region to address regional management issues.

- Development and/or coordination of peer review of species-specific and vegetation monitoring protocols for key species as identified under the monitoring plans for the regional habitat conservation plans and subsequently prioritized by San Diego State University (Regan et al., 2008).

- Provide guidance to SANDAG and the wildlife agencies on the need/desirability for the development of a comprehensive summary of the “state-of-the-preserve” report. This report would be used by SANDAG decision-makers, Wildlife Agency staff, and the general public for discussion on how the regional preserve system is working.

- Serve as the point of contact and technical expert for SANDAG on the coordination and facilitation of land management and monitoring efforts in the region to aid land managers with cost-effective, best management practices, focusing multi-agency collaborative efforts, prioritizing and guiding management and monitoring efforts through incentive-based approaches.

- Coordinate with the wildlife agencies, SANDAG, local jurisdictions and stakeholders regarding administration of the SDMMP, including priorities, funding opportunities, grant proposals, scopes of work, and strategic implementation of regional management and monitoring.

Management and Monitoring Coordinator

The Management and Monitoring Coordinator is the lead for bringing the regional management and monitoring efforts into close coordination, ensuring that monitoring data is used to inform management of preserves, that monitoring efforts are focused at providing the data needed by preserve managers, and that management actions implemented by preserve managers will, in aggregate, help achieve species and habitat goals.

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Specific Roles and Responsibilities include:

- Provide leadership, coordination, and technical support for land management groups to help identify regional management issues (management/focal species, invasive species, habitats and threats/stressors, etc.), identify priorities for management actions based on priorities, risk levels, and other considerations.

- Develop cost-effective methods to address specific threats/stressors and identify appropriate technical assistance to help land managers.

- Work with land managers to develop a multi-year budget to address high-priority actions identified in the strategic plan (including invasive species) and establish a timeframe for periodic review of management actions and evaluate their success at meeting specific objectives.

- Develop a regional Geographic Information System (GIS) database of management action locations including habitat restoration efforts, location of invasive species at individual preserves, and edge effects (increased urban runoff which modifies habitats, illegal trails, trash dumping, etc.) common to multiple preserves. Track efforts including costs and evaluate their success.

- Work with land managers, public agencies, and stakeholders within the watershed to allocate available funding for implementation of priority actions identified in the strategic plan.

- Review budgets annually.

- Coordinate the collection and analysis of regional monitoring data throughout San Diego County.

- Coordinate with the wildlife agencies on monitoring priorities.

- Coordinate and make recommendations for future grant proposals.

- Work with the wildlife agencies and science advisors to develop training workshops for field data collection efforts.

This position is an independent contractor and reports to the Program Developer/Administrator with oversight from SANDAG.

**Biologist/Scientist**

The Biologist/Scientist will provide the science support for the Management and Monitoring Coordinator and the Program Administrator. This position will be the lead for on-the-ground activities and evaluation of activities.

Specific roles and responsibilities include:

- Providing biological input for updating the five-year horizon monitoring and adaptive management program documents.
• Literature review and synthesis.

• Synthesizing and analyzing monitoring data.

• Reviewing biologically-based management practices.

• Designing monitoring strategies/protocols (including cost analyses) for monitoring Risk Group 2 species (and any other species identified as a priority monitoring species).

• Developing a prioritized research needs list.

• Preparing grant proposal to help implement elements of the adaptive management and monitoring programs and identified research needs.

• Assisting with the design and coordination of the connectivity monitoring efforts.

• Assisting with the design and coordination of the rare plant monitoring efforts.

SANDAG and the U.S. Geological Survey (USGS), Biological Resources Division has entered into an Agreement to fund this position, which will support the SDMMP.

**Geographic Information System and Database Support**

The GIS Specialist would take data collected by the region and incorporate them into a GIS for analysis. This GIS Specialist will prepare maps, collect spatial data, and assist with regional sharing of GIS data. The Database Specialist would be in charge of the collection of digital and hard copy management and monitoring data, input of data into a centralized database, data analysis, and support to the public. The South Coast Mutli-Taxa Database, a regional database being developed for management and monitoring data, will serve as a regional hub for information collection, analysis, and sharing. SANDAG and the USGS Survey, Biological Resources Division has entered into an Agreement to fund both GIS and Database Specialists to assist the SDMMP. The USGS also will provide additional contract services for the development of the next phase of enhancement to the South Coast Mutli-Taxa Database. This includes transfer of datasets, creation of a public portal for the direct enter of data via the Internet, development of online report and analysis, creation of a metadata library on the source material, and connect to other database Web entry of data.

**Administrative and Science Support**

Implementing a countywide effort to coordinate the logistical functions of land managers and biological monitoring will require administrative support (office space, computers, administration, etc.). SDMMP is currently leasing/occupying space at USGS.

In addition, management and monitoring are complex tasks that require a wide range of skills and technical expertise. The SDMMP, the jurisdictions, and the wildlife agencies may require and specific scientific support to address key issues that arise. It is envisioned that the science support would be a short-term, specific issue assist that could come from local universities, federal and state research agencies, or species-specific experts.
Regional Management

Lands preserved as part of the regional habitat conservation plans need to be actively managed to retain and, in many cases, enhance their quality as habitat for the covered species. The Environmental Mitigation Program Working Group identified a preliminary list of regional management issues as part of a regional needs assessment in 2005. These included invasive plants, invasive animals, off-road vehicle impacts, use of grazing as a management tool, fire management, and restoration of native habitats, erosion, and control of runoff.

Conserved Lands Database

This completed project developed a GIS data layer of all the existing lands conserved in San Diego County. The data layer was reviewed by regional stakeholders and land managers. Future activities include adding more information on the management and monitoring activities associated with each parcel and keeping the database current. SANDAG and SDMMP staff will collaborate on the final development of the Conserved Lands Database in Fiscal Year 2013, after which the SDMMP staff will be responsible for its maintenance.

Regional Land Management Grants

Since 2006, SANDAG has solicited land management grants from land managers around the region to provide funding to address regional habitat management issues such as, invasive species, post-fire wildlife recovery, habitat restoration, access control, and litter removal. This program is designed to provide critical funding to address management efforts that, if left unaddressed, could lead to regional impediments to protecting habitats and endangered species. The focus of these grants has been on weed removal and habitat restoration to help specific imperiled species, and general land stewardship. Future focus of grants will be on the implementation of the Management Strategic Plan currently under development (draft to be completed in November 2012).

Emergency Land Management Actions

Emergencies can arise in the course of the management of land that need to be addressed promptly or severe ramifications could occur. This funding allotment would allow a small contingency of funds to be reserved to address emergencies where no other funding source exists. The funding would only be used if findings could be made to the satisfaction of the SANDAG Executive Director with the support of an oversight committee comprised of committees made up of the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), TransNet EMP Program Manager, and an at-large member of the EMPWG representing land managers. This process was approved by the SANDAG Board of Directors on January 28, 2011.

Invasive Plant Species Management

This project has been initiated and would create a strategic plan(s) for invasive weed removal. Timing and allocations of the funds would be established in the strategic plan(s). This multi-year effort would identify the key species and priority areas, and methods to address invasive species in the region. The goal is to identify where funding would most efficiently be spent to address invasive species.
Invasive Animal Species Management

Similar to invasive weeds, several non-native, exotic animal species have been impacting the regional preserve system. Species like bullfrogs and red-eared slider turtles are displacing native amphibian species. Cowbirds, a non-native bird that parasites the nest of other birds, have been shown to decrease the populations of endangered bird species in San Diego. This task would allow funds to be made available to address the removal of these species and enhance the population of native fauna.

Current efforts have included work with the U.S. Department of Agriculture for predator control in Mission Bay and Batiquitos Lagoon to promote endangered species. Future work would extend these efforts at Mission Bay (work at Batiquitos Lagoon will be resumed by the CDFG).

Updated Vegetation Mapping

The existing regional vegetation database is, in some areas, over ten years old. In addition, the vegetation classifications have error rates of 35 to 45 percent (SDSU 1995), and 34 percent (USFWS 2002). This update is approximately half-way completed. A new classification system for mapping vegetation in the San Diego region is being finalized. The new system is more capable of tracking changes in vegetation over time and, thus, will aid land managers in tracking their management efforts. The regional habitat preserve segments within the Western area of San Diego County have started to be mapped with this new classification system. A draft of the updated vegetation map will be available in the fall of 2012.

Open Space Enforcement

Illegal off-highway vehicle use, dumping of litter, hunting, and other illegal uses impact the open space areas set aside for habitat conservation and legal public recreation. A one-year pilot project with the Sheriff’s Department Off-Road Enforcement Team and the CDFG has been completed and the Game Enforcement Branch will determine the success of the increased presence of enforcement as an effective means to deter illegal uses in open space. The results of this one-year effort indicated the success of additional enforcement, but there is a need to determine a better methodology to quantify the success. SANDAG staff is working with land managers and enforcement personnel to determine this methodology.

Preserve-Level Management Plan Standardization

Standardization of Natural Resource Management Plans is critical to assure coordination among the region’s land managers. A standardized plan or template would identify and prioritize the specific species populations and vegetation communities to be managed in a given area and identify activities, specific to individual regions, core areas, or linkages of the jurisdiction, that address specific covered species requirements and the individual preserve objectives. The standardized plan will include recommendations and protocols for how to collect this type of data and how the preserve manager could adapt their management as new information is provided from monitoring or changes in methodologies. The goal would be to develop a unified resource management plan that is grounded in an adaptive management framework. Staff is working with SDSU to pilot a standardized management plan for five preserves throughout the region.

A draft template will be completed this fall with a final in December 2012. Future tasks could include testing the templates key reserves, developing and testing baseline survey protocols, and
evaluation of anthropogenic factors affecting preserve performance to inform preserve management, and other recommendations forthcoming from the pending work.

**Pro-Active Wildfire Planning and Management (TASK ADDED IN FY 2013)**

In 2003 and again in 2007, the San Diego region experienced catastrophic wildfires. Over 300,000 acres of habitat were burned within regional open space preserves in San Diego County. Preliminary analysis of post-fire wildlife and habitat data indicate that some species and habitats are not recovering or are very slow to recover and may require significant amounts of management to return the ecosystem to pre-fire conditions.

Proactive efforts to identify high-priority areas that are at risk from future wildfires and to coordinate this information with the land managers and fire control personnel will provide greater conservation before, during, and after a future fire, reducing impacts on specific species and habitats.

Efforts will include: 1) analysis of fire behavior models, micro habitat conditions, species occurrence, and other data sets to develop explicit spatial maps to identify areas that are of highest importance to reduce impacts of wildfires; 2) in collaboration with local fire agencies, development of strategic actions to reduce the impacts of fire (prior, during, and after a wildfire event); and 3) testing brush-thinning methods to protect key resource areas while minimizing impacts.

**Regional Monitoring**

Lands preserved as part of the regional conservation plans need to be actively monitored to evaluate their success at effectively conserving the covered species and maintaining the processes that allow for their persistence. Contractors are in various stages of updating the biological monitoring plans for the MSCP, which can serve as a model for all other San Diego conservation plans. Significant investment has occurred with several monitoring efforts listed below. There is a need for the development of a “science forum” to discuss and vet the next steps for the monitoring of vegetation communities, California gnatcatcher, post-fire monitoring, and coastal cactus wren prior to new fieldwork. The following lists of actions are needed to address biological monitoring in the region.

**Post-Fire Monitoring and Recovery**

Approximately 300,000 acres were burned in the Cedar and Otay Fires in San Diego County in the fall of 2003. This included approximately half of the natural lands of the County of San Diego MSCP planning area. The USGS, in coordination with the USFWS, CDFG, and County of San Diego, have completed a five-year study on the impacts of these massive fires, and resultant changes in vegetation communities, vegetation structure, and prey availability over the period beginning in 2005. The USGS also has pre-fire data (some dating back to 1995) from within the footprint of both the Cedar and Otay Fires providing for an excellent pre- and post-burn analysis.

What has been learned from these studies has helped refine future post-fire monitoring efforts. Specifically, the five-year funding strategy envisions completing monitoring small vertebrate communities that have not recovered since the fires, completing a 4th year of monitoring for riparian birds located in the 2007 burn areas and control sites, and a synthesize of data collected across all species taxa on the fire responses to develop adaptive management actions that will be
implemented to manage for diversity following similar future fire events. This work is already funded and no additional funds are required.

**Vegetation and Landscape Monitoring**

Monitoring the conditions of the vegetation provides a surrogate for the conditions of the habitat of endangered species. Monitoring has been started through SDSU (Duetschman and Stow 2011\(^3\)) to look at the most efficient and cost-effective approaches towards monitoring the vegetative conditions of the open space lands. This is especially critical since the 2003 and 2007 wildfires. The following activities are envisioned for the five-year strategic plan:

- A comparative analysis of the vegetation conditions to other vegetation monitoring data to determine the repeatability, compatibility, and increase the same size of the current efforts.

- A direct comparison of various vegetation monitoring efforts and techniques (multiple field, vs. remote sensing) to determine the cost-effectiveness of these approaches to establish a best management practice.

- Development of a working group to discuss the results of the various techniques, their scientific and statistical strengths and weaknesses, the results in relation to the goals and objectives of the vegetation community monitoring, and cost, needed expertise, and practical application of each method.

- Development of standardized protocols for future vegetation monitoring efforts.

**Rare and Endemic Plant Monitoring and Recovery**

This activity would provide standardization for the required monitoring of rare and endangered plants in the NCCP preserves. The analysis of 11 years of rare plant monitoring data has been completed by the USGS under contract to SANDAG. In 2010, SANDAG convened an expert oversight committee to assist in the development of the rare plant protocol monitoring development. A draft was prepared for testing of the perennial species. The next steps for this activity include:

- Develop a scope of work to implement the draft perennial plant monitoring protocols starting in spring 2013. The methods and data will be evaluated and the protocols refined as necessary.

- Re-convene the expert oversight committee to assist with the development of annual plant species protocols.

- Develop a scope of work to implement the draft annual plant protocols in spring 2014.

- Train land managers to utilize the protocols.

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\(^3\) Doug Deutschman and Doug Stow 2011. Five-Year Workshop on Vegetation Monitoring. December 8, 2011.
Vertebrate Monitoring

The following species and activities have been identified for vertebrate monitoring:

- **California Gnatcatcher Monitoring.** As the flagship species of the Natural Communities Conservation Planning (NCCP) program, monitoring of the California Gnatcatcher is required for the regional preserves. The USFWS has developed a new protocol for conducting California Gnatcatcher monitoring. The protocol was peer reviewed and monitoring was completed in 2002 (Orange County and parts of San Diego County), 2004 (MSCP areas only) using this new protocol, and 2007 and 2009 throughout the San Diego region. Information provided by these efforts has led to the conclusion that monitoring for this species could be reduced to once every three years redirecting efforts to other taxa. Additional analysis of the data is ongoing and a scientific peer review would be completed in 2013 to evaluate what questions can be used. This work would be used in conjunction with genetic work on connectivity being done by the USGS with existing federal funding.

- **California Coastal Cactus Wren Monitoring and Recovery.** As a result of the extensive wildfires in 2003 and 2007, patches of cactus used by the California cactus wren have dwindled by an estimated 50 to 80 percent. Reestablishing cactus habitat for the wren has been identified as a priority for this species’ recovery. Through the EMP, SANDAG will work with land managers, including the San Diego Zoo’s Institute for Conservation Research and the National Wildlife Refuge, to promote mapping of the remaining cactus patches, propagation of new cactus, and strategic planting to aid recovery.

  Starting in FY 2012, a multi-county coalition was developed to assess the genetic structure and connectivity of the cactus wren throughout Southern California. Lead by USGS and in part funding by SANDAG, the genetic variability of this species is being mapped. Preliminary data shows an unusual difference in the southern San Diego County population of this species. Future work will include using museum records to determine the extent and the timing of any differentiation of the genetic difference. This result could result in a separate strategy for management connectivity for the wren in different parts of the Southern California and especially southern San Diego.

- **Burrowing Owl Monitoring.** Burrowing owls have been reported to be on the decline across the majority of their range for over a decade. The decline is recognized by ornithologists working in California, where it is a Species of Special Concern, and in San Diego, the decline could be described as precipitous. The San Diego Bird Atlas reports that only 8 of the 28 localities prior to 1997 still have owls. Burrowing owls also are a covered species under the San Diego MSCP, as well as other Habitat Conservation Programs. Systematic surveys in southern San Diego County were completed in 2010, and the results indicated a general lack of understanding of why owls occur where they do. A coordination committee led by the SDMMP, lead to joint efforts by USFWS, CDFG, SDSU, and the San Diego Zoological Society to determine methods to increase burrowing owl habitat.

- **Golden Eagle Monitoring.** Golden Eagles are a covered species under the San Diego MSCP and there is an ongoing concern about maintaining the plan-identified number of nesting pairs. Important information needed on an ongoing basis includes annual occupancy of territories, nest pair reproduction, and source of recruitment of new birds to the nesting populations. In addition, to improve focused management of eagle foraging areas (during the rearing of young), specific information on where each eagle nesting pair is needed.
Golden eagle monitoring will be done in partnership with other golden eagle monitoring efforts to the extent feasible. Multiple techniques (telemetry, nest site inspections, and genetics) will be utilized to obtain needed data.

**Invertebrate Monitoring**

The following species and activities have been identified for vertebrate monitoring:

- **Rare Butterfly Monitoring.** San Diego County contains several rare butterflies that are declining for unknown reasons. These butterflies are part of the regional open space system and additional monitoring is needed to determine the distribution, abundance, and threats to their populations and habitat. Currently, survey work is being completed for the Thorne’s hairstreak and Hermes copper butterflies. Both of these species were dramatically impacted by the 2003 and 2007 wildfires. The data will allow directed management activities as appropriate for the species. Additional work is envisioned for the rare Harbison’s dun skipper another species protected by the regional habitat conservation plans.

- **Fairy Shrimp Monitoring.** San Diego contains two species of endangered fairy shrimp (San Diego and Riverside fairy shrimp) and a third species that is considered a “weedy” species that is co-located within these endangered species. Recent scientific research has indicated that the weedy species of fairy shrimp may be hybridizing with the endangered fairy shrimp increasing the risk to these endangered species. Additional monitoring and management is required to determine the extent of this emerging threat.

**Wildlife Corridor Monitoring**

It is well understood in the scientific literature that fragmentation and isolation of open space areas will lead to the extinctions of native species. Maintaining the connectivity between open space and enhancing existing connections is critical. The SDMMP worked with specific experts to design a strategy for wildlife corridor monitoring that includes specific objectives and a scope of work, and key steps are identified in the Connectivity Monitoring Strategic Plan (SDMMP, 2011). Several steps in implementing this strategic plan are already underway and include tracking of larger faunal species (e.g., mountain lions), genetic analysis of populations to assess current connectivity (California gnatcatcher, southern mule deer, and cactus wren), and evaluation of current linkages including analysis of impediments in existing linkages (e.g., structural barriers).

Next steps in implementing the Connectivity Strategic Plan include:

- Analysis of the connectivity between and within management units for small animals (e.g., reptiles, amphibians, and small mammals, etc.) utilizing remote cameras in conjunction with genetic analysis to inform the need for and opportunities for improving small animal connectivity between reserves and management units.

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• Analysis of badger connectivity: The badger is an important terrestrial species in the grassland and shrub natural communities in San Diego County and is an MSCP-covered species. It is a species that is highly sensitive to habitat fragmentation, but also a species that has positively responded to improvements in connectivity. The connectivity strategic plan identified a multi-step process for evaluating and improving (as needed) connectivity for this species. The first phase was to determine the areas currently occupied by badgers to evaluate the feasibility of locating and placing transmitters on badgers to gather information on areas important for badger habitat connectivity. This phase has been completed and areas with badger populations have been identified. The next step in implementing this portion of the strategic plan is to develop a capture and radio tracking plan that maximizes the opportunity to obtain critical information on badger movement areas, but minimizes adverse impacts to badgers from conducting the study.

• Expansion of wildlife corridor linkage assessment into other areas of the regional open space preserve system. The work done in FY 2012 by the USGS will be expanded into other key linkages identified in the regional preserve system to evaluate the movement and use by a various species.

• Development and implementation of recommendations to improve linkages along State Route 94 (SR 94). Large blocks of conserved habitat run from the Otay River Valley northward to Interstate 8. SR 94 bisects this area and there are several areas where installation of wildlife crossing would improve connectivity and reduce road kills of wildlife. The feasibility (potential design options and cost) of installation of a wildlife crossing(s) structure will be evaluated. The linkage evaluation and monitoring studies will provide additional direction on where and how to improve linkages for wildlife.

Other Wildlife Monitoring

San Diego State University (Regan et al., 2008) has conducted a peer review of the monitoring plan for the region and has indicated a prioritization for various faunal monitoring. The key wildlife species (priority 1) have been addressed above. There are several priority 2 wildlife species that also should be addressed. The specific species and scope of the study would still need to be established prior to initiating the monitoring over the coming years.

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## 5-YEAR FUNDING STRATEGY

### Recommended FY 13 Allocations

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</tr>
<tr>
<td>22 Other Species Monitoring (e.g. priority 2 species)</td>
<td>$490,000</td>
<td>$150,000</td>
<td>$150,000</td>
<td>$150,000</td>
<td>$150,000</td>
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<tr>
<td><strong>Subtotal Regional Monitoring</strong></td>
<td>$6,580,000</td>
<td>$760,000</td>
<td>$805,000</td>
<td>$1,065,000</td>
<td>$1,115,000</td>
<td>$1,115,000</td>
<td>$1,115,000</td>
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<tr>
<td><strong>TOTAL FUNDING STRATEGY</strong></td>
<td><strong>$22,815,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
<td><strong>$4,000,000</strong></td>
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</tbody>
</table>

**Note:** Some activities will require implementation over multiple years.
San Diego Association of Governments

REGIONAL PLANNING COMMITTEE

November 2, 2012

AGENDA ITEM NO.: 5

Action Requested: DISCUSSION

REGIONAL COMPLETE STREETS POLICY File Number 3100000

Introduction

The complete streets concept is based on the premise that our streets are complete when they serve all of the public: motorists, public transit and transit users, pedestrians, bicyclists, the young and old, the able-bodied, and the disabled. The concept has been gaining recognition and acceptance, in part, because it supports the need to provide the array of transportation choices called for by smart growth principles like the policy framework that underlies the SANDAG Regional Comprehensive Plan. Complete streets policies and guidance have been adopted across the country at all levels of government. SANDAG has addressed complete streets for projects funded under the TransNet transportation sales tax ordinance through its routine accommodation of bicyclists and pedestrians.

The 2050 Regional Transportation Plan, adopted by SANDAG in October 2011, calls for the development of a comprehensive regional complete streets policy. This report is a first step in outlining what elements need to be included to assure that complete streets concepts are fully considered in the development of projects in the San Diego region. It begins the dialog among regional stakeholders about what SANDAG can do to address complete streets in its planning and project development activities, and how it can support the efforts of other agencies to address complete streets.

Discussion

Complete Streets Background

In 2004, voters in the San Diego region approved a complete streets requirement as part of the TransNet Ordinance Extension. The requirement is included in Section 4(E)(3) of the Ordinance, which reads:

All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the cost of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.

Implementation rules for this section of the TransNet Ordinance Extension were adopted in February 2008 as Rule 21 of SANDAG Board Policy No. 031 (see Attachment 1).
State policy regarding complete streets was established when Caltrans adopted Deputy Directive 64 in 2001, requiring Caltrans to provide for “the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system.” This document was revised in 2008 (see Attachment 2). Also in 2008, the California Complete Streets Act was enacted into law, requiring all cities and counties to plan for complete streets in the circulation elements of their general plans. As a result, local jurisdictions have begun developing complete streets policies as part of their general plan update processes.

An effective regional policy will need to be grounded in these existing policies and support the state statutory requirement, but development of the regional policy also provides an opportunity to learn from, and incorporate where appropriate, the best of other complete policies from around the state and the country.

What Should a Regional Complete Streets Policy Look Like?

“Complete streets” is not a design prescription. It is a process for decision-making about street design and operating practice. That is why the National Complete Streets Coalition recommends adopting a broad complete streets policy that:

- Includes a vision for how and why the community wants to complete its streets
- Specifies that the policy applies to all users including pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles
- Applies to both new and retrofit projects including design, planning, maintenance, and operations for the entire right-of-way
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes
- Is adoptable by all agencies to cover all roads
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs
- Directs that complete streets solutions will complement the context of the community
- Establishes performance standards with measurable outcomes
- Includes specific next steps for implementation of the policy

A scan of existing regional complete streets policies will reveal an array of approaches to complete streets, from a simple policy statement to detailed implementation guidelines like those governing the TransNet Ordinance requirement. For the SANDAG regional policy to be effective it should be grounded in the context of the existing policies and requirements established at the local, regional, state, and federal levels. It also should recognize that, with the exception of the requirements of
the TransNet Ordinance and the operation of the State Route 125 toll road, SANDAG does not own or operate the elements of the region’s transportation system and cannot make policy for the local or state agencies that do. In recognition of this limitation, SANDAG typically encourages implementation of its policies with financial incentives through its grant programs and by providing technical support. Examples of this approach include the TransNet Smart Growth Incentive Program and the Smart Growth Toolbox.

**The Costs and Benefits of Complete Streets**

It likely will always be the case that the cost of developing and operating our transportation systems will exceed the revenue dedicated for that purpose. That is why most local jurisdictions choose to budget discretionary funds for these purposes. Given this inevitable fiscal constraint, a good complete streets policy should include a mechanism for evaluating both the costs and the benefits of implementing that policy. However, the metrics traditionally used to evaluate the performance of our transportation system may not be adequate to fully make this evaluation. That is because the complete streets concept broadens the mission of the public right-of-way from moving vehicles to providing mobility and access for all people using all modes of travel.

Studies of complete streets policy implementation also suggest that there are benefits to the community that extend beyond enhanced travel opportunities. The National Complete Streets Coalition has documented how supporting more transportation choices can help some families reduce their transportation costs, how local businesses have seen increases in business where streets have been modified to attract more pedestrians and bicyclists, and how complete streets projects that make the street more attractive can attract private investment. And as investment and commercial activity increase, property values can increase as well. With these potential advantages in mind, complete streets policies can be seen as opportunities for community enhancement. One of the challenges of complete streets implementation is to capture these values and consider them along with the other metrics used to evaluate how to invest in the transportation system.

**Complete Streets Policy Development**

The process for developing the regional complete streets policy is proposed to include the following elements:

- A review of existing policies, including policies from local jurisdictions and regional agencies
- An analysis of the costs and benefits of complete streets implementation
- Consultation with stakeholders from local, regional, and state agencies
- Development of a white paper on complete streets
- Development of a draft regional complete streets policy
The draft policy will be vetted through the Bicycle-Pedestrian Working Group, the Regional Planning Technical Working Group, the San Diego Traffic Engineers Council, the Cities/County Transportation Advisory Committee, and presented to the SANDAG Transportation Committee for recommendation to the Board of Directors. Input from the Regional Planning Committee is requested at this time to help refine this process.

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

               2. Caltrans Deputy Directive - DD-64-R1
               3. United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
               4. Selected Regional and National Complete Streets Resources

Key Staff Contact:  Stephan Vance, (619) 699-1924, Stephan.Vance@sandag.org
TransNet ORDINANCE AND EXPENDITURE PLAN RULES

The following rules have been adopted and amended by the SANDAG Board of Directors in its role as the San Diego County Regional Transportation Commission (RTC). The purpose of these rules is to implement the provisions of the original TransNet Ordinance (87-1) and the TransNet Extension Ordinance (04-01) and amendments thereto.

Rule #21: Accommodation of Bicyclists and Pedestrians

Adoption Date: February 22, 2008

Text: Adequate provisions for bicycle and pedestrian travel is determined within the context of the roadway type, its existing and planned surrounding land uses, existing bicycle and pedestrian plans, and current or planned public transit service. When addressing the access needs dictated by land use, the responsible agency must consider demand created by current and expected land uses (as determined by the local general plan) within the useful life of the TransNet project. The table Appropriate Bicycle and Pedestrian Accommodation Measures provides a guide to appropriate accommodation measures for each transportation facility type and land use context. In the table, “urban” means within the urbanized area as defined by U.S. Census Bureau.

<table>
<thead>
<tr>
<th>Appropriate Bicycle and Pedestrian Accommodation Measures¹</th>
<th>Bicycle Measures</th>
<th>Pedestrian Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Context/Facility Type</td>
<td>Required facility type will be based on the recommendations for any regional bikeway corridors in urban highway alignments developed through the 2007 Regional Bicycle Plan. Pending completion of this plan, appropriate bicycle accommodation will be developed on a project by project basis by local and regional authorities in consultation with appropriate stakeholders. Freeways and freeway interchanges may not eliminate existing bikeways or preclude planned bikeways on local streets and roads.</td>
<td>Continuous sidewalks and marked crosswalks through freeway interchanges where sidewalks exist or are planned on the intersecting roadway. Where new freeway construction severs existing pedestrian access, grade separated pedestrian crossings with no more than 0.3 mile between crossings.</td>
</tr>
<tr>
<td>Context/Facility Type</td>
<td>Bicycle Measures</td>
<td>Pedestrian Measures</td>
</tr>
<tr>
<td>----------------------------</td>
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</tr>
<tr>
<td>Transit Project</td>
<td>• Bicycle lockers and racks at stations sufficient to meet normal expected demand.</td>
<td>• Direct sidewalk connections between station platforms and adjacent roadway sidewalks.</td>
</tr>
<tr>
<td></td>
<td>• Bicycle access to all transit vehicles except those providing exclusive paratransit service to the disabled as required by the Americans with Disabilities Act.</td>
<td>• Pedestrian crossings where a new transit way severs existing pedestrian access with no more than 0.3 miles between crossings.</td>
</tr>
<tr>
<td></td>
<td>• Transit priority measures on roadways may not prevent bicycle access.</td>
<td></td>
</tr>
<tr>
<td>Major Urban Street</td>
<td>• Class 2 bike lanes</td>
<td>• Continuous sidewalks or pathways(^2), both sides of the street with marked crosswalks at traffic controlled intersections.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ADA compliant bus stop landings for existing and planned transit service.</td>
</tr>
<tr>
<td>Urban Collector Street</td>
<td>• Class 2 bike lanes</td>
<td>• Continuous sidewalks or pathways(^2), both sides of the street with marked crosswalks at traffic controlled intersections.</td>
</tr>
<tr>
<td>Urban Collector Street</td>
<td>• Shared roadway. Where planned average daily motor vehicle traffic exceeds 6,500, the outside travel lane should be at least 14 feet wide.</td>
<td>• ADA compliant bus stop landings for existing and planned transit service.</td>
</tr>
<tr>
<td>(design speed (&gt;35) mph)</td>
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</tr>
<tr>
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<td>• Shared roadway. Where planned average daily motor vehicle traffic exceeds 6,500, the outside travel lane should be at least 14 feet wide.</td>
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</tr>
<tr>
<td>(design speed (\leq 35) mph)</td>
<td></td>
<td>• ADA compliant bus stop landings for existing and planned transit service.</td>
</tr>
<tr>
<td>Urban Local Street</td>
<td>• Shared roadway</td>
<td>• Continuous sidewalks or pathways(^2), both sides of the street.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ADA compliant bus stop landings for existing and planned transit service.</td>
</tr>
<tr>
<td>Rural Highway</td>
<td>• Minimum 8-foot paved shoulder</td>
<td>• ADA compliant bus stop landings for existing bus stops.</td>
</tr>
</tbody>
</table>
### Appropriate Bicycle and Pedestrian Accommodation Measures

<table>
<thead>
<tr>
<th>Context/Facility Type</th>
<th>Bicycle Measures</th>
<th>Pedestrian Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Collector Road</td>
<td>• Minimum 8-foot paved shoulder</td>
<td>• Not required with no fronting uses.</td>
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<tr>
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<td></td>
<td>• Paved or graded walkway consistent with community character on streets with fronting uses.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ADA compliant bus stop landings for existing bus stops.</td>
</tr>
<tr>
<td>Rural Local Road</td>
<td>• Minimum 6-foot paved shoulder</td>
<td>• Not required with 85th percentile speeds ≤ 25 mph.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Paved or graded walkway consistent with community character on streets with fronting uses and 85th percentile speeds &gt; 25 mph.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ADA compliant bus stop landings for existing bus stops.</td>
</tr>
</tbody>
</table>

1 Application of these accommodation measures is subject to sound planning and engineering judgment to ensure the facility is reasonable and appropriate within the land use and transportation context of the overall project.

2 Unpaved pathways of decomposed granite or other suitable material that are set back from the roadway where feasible would be considered appropriate only on roads serving areas that are rural in nature.

Where a local jurisdiction has a bicycle or pedestrian master plan adopted by the city council or Board of Supervisors and approved by SANDAG, the local agency may use that plan to determine the appropriate means of accommodating bicyclists and pedestrians in a given project and at a minimum provide the facilities called for in the plan. These plans must be updated and approved no less than every five years to qualify as a means of satisfying this provision.

**Best Available Standards.** All bicycle facilities must be designed to the standards established in the California Highway Design Manual, Chapter 1000. Bicycle parking facilities should conform to the guidelines established in the Regional Bicycle Plan adopted by SANDAG. Shared roadways on collector streets should have a curb lane or curb lane plus shoulder that measures at least 14 feet. Where parallel parking is in place, consideration should be given to installing the shared lane pavement marker. All sidewalks must be designed consistent with the design standards established in the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, the Department of State Architect’s California Access Compliance Reference Manual, and the U.S. Department of Transportation’s ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). Consistency with the design recommendations in SANDAG’s Planning and Designing for Pedestrians is encouraged.

**Bicycle and Pedestrian Accommodation in Reconstruction Projects.** Street and road reconstruction is the time to re-evaluate the function of a road and its context, and to reallocate the right-of-way if appropriate to meet the needs of bicyclists and pedestrians. An agency is not required to acquire additional right of way to improve bicycle and pedestrian access. However, the agency should consider reduced motor vehicle lanes and lane widths, and reduced median widths as
When Provisions for Bicyclists and Pedestrians Accommodation May Be Excluded. Section 4(E)(3) is based on the premise that pedestrians and bicyclists need safe and convenient access to the same destinations as other users of the public right of way. Consequently, those portions of the transportation network where pedestrians and bicyclists need not be accommodated are the exception, and the decision not to provide for them in a construction or major reconstruction project must be made by the responsible agency for good cause such as severe topographic or biological constraints. Any impacts on the roadway’s motor vehicle capacity that result from providing for pedestrian and bicycle access would not, in themselves, justify excluding bicycle and pedestrian facilities. However, these impacts and their mitigation costs should be considered in determining if the cost of providing the facilities is disproportionate to the probable use.

This provision only requires an agency to provide appropriate bicycle or pedestrian facilities that are within the construction or reconstruction area of the project. Consideration of the provision of sidewalks as part of major rehabilitation roadway projects involving only new pavement overlays of 1-inch thickness or greater (see Rule 18 under Board Policy 031) on streets where sidewalks do not currently exist would only be required if curb, gutter, and related drainage facilities were already in place.

The cost of providing for bicycle and pedestrian access can vary significantly relative to the overall project cost. For this reason, specifying a proportional or absolute limit on spending for bicycle or pedestrian improvements relative to probable use would not allow the kind of discretion necessary to make a significant investment in facilities when necessary, or to withhold an investment when the benefits are marginal. Therefore, the decision to exclude accommodations for bicyclist and pedestrians must be a policy-level decision made by the Board or city council based on the body of information about context, cost, and probable use available at the time. Such a decision must be made in the public hearing required by Section 5(A) of the Ordinance.

Pedestrian Access. Sidewalks or other walkways may be excluded from a project when it can be demonstrated that there are no uses (including bus stops) that would create demand for pedestrian access. In making this determination, the agency must consider the potential for future demand within the useful life of the project. Access to and from public transit, including crossing improvements, also must be considered and accommodated where there is existing or planned transit service.

Bicycle Access. A new project or major reconstruction project may not include the expected bikeway treatment when a suitable parallel route with the appropriate accommodations exists that would require no more than ¼-mile total out of direction travel.

Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects. When an agency determines not to include bicycle or pedestrian accommodations in a project because the cost of doing so would be excessively disproportionate to the need or probable use, the agency must include a notice of that decision in the notice of the public hearing required by Sections 5(A) and Section 6 of the Ordinance. In submitting the project to SANDAG for inclusion in the TransNet Program of Projects as part of the Regional Transportation Improvement Program (RTIP) process, the agency must notify SANDAG that bicycle and/or pedestrian facilities, as described
in Table 1 or in its bicycle or pedestrian master plan, will not be included in the project along with written justification for that decision. The decision and justification is subject to review and comment by SANDAG through the Bicycle-Pedestrian Working Group, which would forward its comments to the SANDAG Transportation Committee. The Independent Taxpayer Oversight Committee also would review and comment on such projects as part of its role in the RTIP process. The Transportation Committee in approving the TransNet Program of Projects must make a finding that the local decision not to provide bicycle or pedestrian facilities is consistent with the provisions of this Ordinance prior to approving the project for funding under the TransNet Program. If this consistency finding is not made, the agency would have the opportunity to revise its fund programming request for consideration in a future RTIP amendment.

**Effective Implementation.** This rule will be effective for projects added to the TransNet Program of Projects subsequent to their adoption by the SANDAG Board of Directors. Within three years of their adoption, the rule will be re-evaluated by SANDAG to ensure they are effectively encouraging provision of a balance transportation network without imposing an excessive cost burden on projects funded under the program.
Deputy Directive

Number: DD-64-R1

Refer to
Director's Policy:
- DP-22 Context Sensitive Solutions
- DP-05 Multimodal Alternatives
- DP-06 Caltrans Partnerships
- DP-23-R1 Energy Efficiency, Conservation and Climate Change

Effective Date: October 2008

Supersedes: DD-64 (03-26-01)

TITLE Complete Streets - Integrating the Transportation System

POLICY

The California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of “complete streets” requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

DEFINITIONS/BACKGROUND

Complete Street – A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.
The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of “complete streets.”

State and federal laws require the Department and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians, and nonmotorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). Therefore, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Department standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of “complete streets,” manuals, guidance, and training will be updated and developed.

RESPONSIBILITIES

Chief Deputy Director:
- Establishes policy consistent with the Department’s objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users.

Deputy Directors, Planning and Modal Programs and Project Delivery:
- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure Department manuals, guidance, standards, and procedures reflect this directive, and identify and explain the Department’s objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.
Deputy Director, Maintenance and Operations:
- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures Department manuals, guidance, standards, and procedures reflect this directive and identifies and explains the Department’s objectives for multimodal travel.

District Directors:
- Promote partnerships with local, regional, and State agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that State highway system plans are compatible.
- Ensure projects are planned, designed, constructed, operated, and maintained consistent with project type and funding program to provide for the safety and mobility needs of all users with legal access to a transportation facility.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.
Chiefs, Divisions of Aeronautics, Local Assistance, Mass Transportation, Rail, Transportation Planning, Transportation System Information, Research and Innovation, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project’s life cycle.

**APPLICABILITY**

All departmental employees.

"Caltrans improves mobility across California"
"Caltrans improves mobility across California"
United States Department of Transportation
Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department’s support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.
Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
• Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

• Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.

• Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.

• Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.

• Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.

• Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

Ray LaHood, United States Secretary of Transportation
APPENDIX

Key Statutes and Regulations Regarding Walking and Bicycling

Planning Requirements

The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Nonmotorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system. Key sections from the U.S.C. and CFR include, with italics added for emphasis:

- The scope of the metropolitan planning process "will address the following factors…(2) Increase the safety for motorized and non-motorized users; (3) Increase the security of the transportation system for motorized and non-motorized users; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life…" 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.
- Metropolitan transportation plans "…shall, at a minimum, include…existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors that should function as an integrated metropolitan transportation system…" 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.
- The plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities)." 23 U.S.C. 134(c)(2) and 49 U.S.C. 5303(c)(2). 23 CFR 450.324(c) states that the TIP "shall include…trails projects, pedestrian walkways; and bicycle facilities…"
- 23 CFR 450.316(a) states that "The MPOs shall develop and use a documented participation plan that defines a process for providing…representatives of users of pedestrian walkways and bicycle transportation facilities, and representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process." 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties.
Prohibition of Route Severance

The Secretary has the authority to withhold approval for projects that would negatively impact pedestrians and bicyclists under certain circumstances. Key references in the CFR and U.S.C. include:

- "The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." 23 U.S.C. 109(m).
- "In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.
- 23 CFR 652 provides "procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects."

Project Documentation

- "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." 23 CFR 332(a).

Accessibility for All Pedestrians

- Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164).
- The DOT Section 504 regulation requires the Federal Highway Administration (FHWA) to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices review pedestrian access compliance with the ADA and Section 504 as part of their routine oversight activities as defined in their stewardship plans.
- FHWA posted its Clarification of FHWA's Oversight Role in Accessibility to explain how to accommodate accessibility in policy, planning, and projects.
Selected Regional and National Complete Streets Resources


National Complete Streets Coalition: [www.smartgrowthamerica.org/complete-streets](http://www.smartgrowthamerica.org/complete-streets)


PUBLIC HEALTH AND REGIONAL PLANNING – THE COMMUNITY TRANSFORMATION GRANT  

Background

SANDAG has partnered with the County of San Diego Health and Human Services Agency (HHSA) since March 2010 on the Healthy WorksSM/Communities Putting Prevention to Work (CPPW) project to address rising chronic disease rates in the San Diego region through built environment strategies that result in increased rates of physical activity and improved access to 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. HHSA received $16.1 million through this program and contracted with SANDAG for about $3 million to implement six projects (Attachment 1). All components of the project are anticipated to be completed successfully by December 2012.

In October 2011, HHSA received an additional $15 million, to be allocated over five consecutive years, from the CDC through its Community Transformation Grant (CTG) program to implement the next phase of the Healthy Works project. CTG funds are authorized under the Patient Protection and Affordable Care Act of 2010 to support evidence-based, community-level efforts to improve community health, reduce health disparities and inequities, and control health care spending. CDC has awarded approximately $103 million to 61 states and local communities in the first year of the funding cycle.

Information

HHSA has once again partnered with SANDAG to implement built environment strategies that increase physical activity and improve access to healthy food and nutrition in the San Diego region. In July 2012, SANDAG executed a contract with HHSA for $2,500,000 to implement a range of CTG projects over the next five years (Attachment 2). As a first step towards implementation, SANDAG is reconvening the Public Health Stakeholders Group (PHSG) to provide input and feedback on the CTG projects and deliverables (Attachment 3).
The CTG Program will support the following activities at SANDAG:

- **Regional Safe Routes to School (SRTS) Strategic Plan Implementation** - conduct needs assessment and develop a prioritization framework for strategies; develop a phasing and funding strategy; and implement up to three pilot projects in high-need areas of the region.

- **Health and Wellness Policies for Regional Plans** - develop a policy framework and performance measures for the next regional plan update process; conduct health analysis on appropriate components of the regional plan; and develop recommendations for including health in existing regional monitoring and evaluation programs.

- **Regional Complete Streets Policy and Implementation** - develop and implement a technical assistance program for local jurisdictions and school districts to comply with the Complete Streets Act of 2008; support the update of the Traffic Impact Study guidelines for the San Diego region; and support the development of a Regional Complete Streets Policy.

- **Health Benefits and Impacts Analysis Program** - develop and implement a technical assistance program for local jurisdictions, community groups, and tribal governments to conduct health analysis on projects at the local level; and provide technical assistance to conduct health analysis on SANDAG projects and programs.

**Next Steps**

The PHSG for the CTG project met for the first time on Thursday, October 25, 2012. SANDAG staff will provide quarterly updates to the Regional Planning Technical Working Group and the Regional Planning Committee on the CTG project.

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

Attachments: 1. Healthy Works (Communities Putting Prevention to Work) Fact Sheet
               2. Healthy Works Phase II (Community Transformation Grant) Fact Sheet
               3. Public Health Stakeholders Group Charter

Key Staff Contact: 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.

(Continued on reverse)
» 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.
The Community Transformation Grant program is a $132 million nationwide initiative sponsored by the U.S. Centers for Disease Control and Prevention (CDC). The program supports local communities in implementing evidence-based strategies to reduce chronic diseases such as heart disease, stroke, and diabetes, which are the leading causes of death in the United States. Community Transformation Grant funds are authorized under the Patient Protection and Affordable Care Act of 2010 to improve community health through prevention, while reducing health disparities and lowering health care costs.

In October 2011, the County of San Diego Health and Human Services Agency (HHSA) received a potentially five-year, $15 million Community Transformation Grant. The grant will support the County’s Live Well! San Diego initiative and strengthen its strategic partnership with SANDAG on health-related activities in the San Diego region. SANDAG and the county will build on what was accomplished under Healthy Works, the CDC-funded Communities Putting Prevention to Work program. In July 2012, HHSA contracted with SANDAG for $2.5 million in Community Transformation Grant funds to continue implementing a range of projects that increase physical activity and access to healthy food and nutrition throughout the region.

Program Schedule
The SANDAG Community Transformation Grant activities will be implemented from July 2012 through September 2016. Funds are anticipated to be allocated annually by the CDC.

Public Participation
Members of the public will have ample opportunities to participate in the Community Transformation Grant program. SANDAG will form a Public Health Stakeholder Group to develop recommendations for Community Transformation Grant activities and provide feedback and input. The group will include key stakeholders from across the region. All meetings will be open to the public. It is anticipated that the group will convene quarterly starting Thursday, October 25, 2012.

SANDAG also will participate in the Safe Routes to School Coalition which will meet bi-monthly. The role of the coalition is to identify strategies to address infrastructure, program, and policy-related barriers to walking and biking to school.

In addition, SANDAG will schedule public events, training workshops, and presentations, as needed, for specific projects throughout the grant period. For more information on meeting dates, agendas, and opportunities to provide input, visit the project website at sandag.org/healthyworks.

Grant-Funded Programs
SANDAG will implement the following four activities as part of the Community Transformation Grant program:

(Continued on reverse)
1. Public Health and Wellness Policies for Regional Land Use and Transportation Planning
   » Develop a regional public health and wellness policy framework and performance metrics
   » Develop guidance for incorporating health considerations into local and regional planning
   » Conduct health analysis on appropriate components of the next regional plan
   » Develop recommendations for implementing a regional monitoring and evaluation program for physical activity and public health indicators
   » Conduct outreach to promote active design guidelines in the region

2. Health Benefits and Impacts Analysis Program
   » Build capacity throughout the region to conduct health assessments on proposed projects, policies, and plans at the regional and local level
   » Develop a technical assistance program to support local agencies in implementing health assessments
   » Develop protocols for future institutionalization of the health benefit and impact analysis tool for assessing health and social equity benefits and impacts of proposed transportation plans and projects

3. Regional Complete Streets Policy and Implementation
   » Build capacity in the region to comply with the Complete Streets Act of 2008 and support projects that balance all modes of travel on public rights of way
   » Support the update of the Traffic Impact Study guidelines for the San Diego region
   » Support the development of a Regional Complete Streets Policy

4. Regional Safe Routes to School Strategic Plan Implementation
   » Conduct a needs analysis and prioritize the recommendations identified in the Regional Safe Routes to School (SRTS) Strategic Plan
   » Develop a phasing and funding strategy to implement the Regional SRTS Strategic Plan
   » Identify and implement up to three high-priority actions in high-need areas

For More Information
Visit sandag.org/healthyworks or contact Stephan Vance, SANDAG community transformation grant program manager, at stephan.vance@sandag.org or (619) 699-1924.
BACKGROUND
In October 2011, the County of San Diego Health and Human Services Agency (HHSA) received a five-year, $15 million grant from the U.S. Centers for Disease Control and Prevention (CDC) through the Community Transformation Grant (CTG) program. CTG funds are authorized under the Patient Protection and Affordable Care Act of 2010 to support evidence-based strategies that improve community health, reduce health disparities, and lower health care costs. The CTG program aims to maximize health benefits through prevention, reduce health disparities, and expand the evidence base for policy, environmental, and infrastructure changes that influence health outcomes.

The CTG will support the County’s Live Well! San Diego initiative and strengthen its strategic partnership with SANDAG on health-related activities in the San Diego region. As SANDAG wraps up its activities on the Healthy Works / Communities Putting Prevention to Work (CPPW) program, which ended in March 2012, HHSA has contracted with SANDAG for $2.5 million in CTG funds to continue to implement a range of built environment projects in the region that increase physical activity and access to healthy food and nutrition.

PURPOSE
The purpose of the Public Health Stakeholders Group (PHSG) is to engage a wide range of perspectives and sectors in developing recommendations for the CTG projects and provide feedback and input to SANDAG on key deliverables.

ROLES AND RESPONSIBILITIES
The PHSG will report to the Regional Planning Technical Working Group (TWG) and the Regional Planning Committee (RPC). The RPC will, in turn, report to the SANDAG Board of Directors. The PHSG will support SANDAG in implementing the following four CTG projects:

- Regional Safe Routes to School (SRTS) Strategic Plan Implementation – conduct needs assessment and develop a prioritization framework for strategies; develop a phasing and funding strategy; and implement up to three pilot projects in high-need areas of the region.

- Health and Wellness Policies for Regional Plans – develop a policy framework and performance measures for the next regional plan update process; conduct health analysis on appropriate components of the regional plan; and develop recommendations for including health in existing regional monitoring and evaluation programs.

- Regional Complete Streets Policy and Implementation – develop and implement a technical assistance program for local jurisdictions and school districts to comply with the Complete Streets Act of 2008; support the update of the Traffic Impact Study guidelines for the San Diego region; and support the development of a Regional Complete Streets Policy.

- Health Benefits and Impacts Analysis Program – develop and implement a technical assistance program for local jurisdictions, community groups, and tribal governments to conduct health analysis on projects at the local level; and provide technical assistance to conduct health analysis on SANDAG projects and programs.
PHSG members are also expected to support SANDAG and HHSA with the following tasks:

- Raising awareness of the link between public health and the built environment in local communities as well as within the organizations that the PHSG members represent;
- Extending the reach of the community engagement activities, especially in communities experiencing health disparities; and
- Leveraging existing resources and seeking new sources of funding to expand existing programs and/or sustain the activities beyond the CTG.

**MEMBERSHIP**

The membership to the PHSG is available to local and regional agencies and organizations that represent the following sectors: land use and/or transportation planning, urban design, housing, parks and recreation, economic development, education, social equity, and public health. The current membership for the PHSG was drafted in collaboration with HHSA and will consist of representatives from the following organizations:

**Local Agencies**

- City and County Planning and Engineering Departments
- Lemon Grove School District
- Local Law Enforcement

**Regional and State Agencies**

- San Diego County's Health and Human Services Agency
- San Diego County's Department of Environmental Health
- San Diego County's Air Pollution Control District
- California Department of Transportation (Caltrans)

**Research Institutions**

- University of California San Diego / Active Living Research
- San Diego State University / School of Public Affairs
- Public Health Institute
- Active Living Research

**Health Advocacy Groups**

- American Heart Association
- American Cancer Society
- American Lung Association
Social Equity Community Groups
- Casa Familiar
- American Association of Retired People (San Diego Chapter)
- Environmental Health Coalition

Economic Development
- Center for Policy Initiatives

Active Transportation Community Groups
- San Diego County Bicycle Coalition
- WalkSanDiego

Health Care Service Providers
- Kaiser Permanente
- Sharp Healthcare
- Rady Children’s Hospital
- SANDAG’s Social Service Transportation Advisory Council

Foundations
- The San Diego Foundation
- The California Endowment

Professional Organizations
- Urban Design Subcommittee of the American Institute of Architects / Council of Design Professionals
- American Society of Landscape Architects
- Urban Land Institute

The membership of the PHSG will be limited to a maximum of thirty (30) 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 to the SANDAG Board of Directors. PHSG members will represent their respective organizations, and will not participate as individuals.

MEETING TIME AND LOCATION
The PHSG will meet quarterly through the course of the CTG project. All PHSG meetings will be held on the third Thursday of the month from 3:00 p.m. to 5:00 p.m. at the SANDAG offices at 401 B Street, San Diego, CA 92101, unless stated otherwise. PHSG members will be provided a minimum of four (4) weeks’ advance notice of any change in the meeting dates. Additional
meetings may be scheduled if needed. SANDAG will notify PHSG members at least four (4) weeks in advance of scheduling additional meetings.

**SELECTION OF THE CHAIR**

SANDAG will assign a chair and vice chair for the PHSG. Both positions will be held by a city or County staff representative on the PHSG.

**DURATION OF EXISTENCE**

The PHSG will exist until, and will dissolve automatically on, September 30, 2016, without further action.

**BROWN ACT AND CONFLICT OF INTEREST**

SANDAG staff will present regular reports seeking additional input related to the CTG grant to the TWG, the RPC, and the Board of Directors. 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 TWG, the RPC, and the Board of Directors. Therefore, members of the PHSG will not be required to submit Statements of Economic Interest (Form 700).
TransNet ENVIRONMENTAL MITIGATION PROGRAM
FIVE-YEAR FUNDING STRATEGY UPDATE AND FY 2013 FUNDING ALLOCATION

November 2, 2012

TransNet ENVIRONMENTAL MITIGATION PROGRAM

Large scale acquisition, management, and monitoring

Reduce cost, accelerate delivery, implement habitat plans, and reduce listing of species
Habitat Conservation Fund

Implementation Process
MOA (February 22, 2008)
$4 million annually for 10 years

• Five-year funding strategy
• Annual funding approved by SANDAG Board of Directors

Five-Year Funding Strategy

One new task proposed:
• $150,000 for proactive wildfire planning
  • Identification of key resource areas
  • Coordination with fire protection agencies
Fiscal Year 13 Allocation

- Total $4 million consistent with MOA
- Shifts recommended in funding among tasks
- 55% for land management including
  - $2 million for competitive grant program
- 45% for biological monitoring and regional coordination

Next Steps

- Regional Planning Committee
  - November 2, 2012
- Transportation Committee
  - November 9, 2012
- Independent Taxpayer Oversight Committee
  - November 14, 2012
- Board of Directors
  - December 21, 2012
Recommendation

The RPC is asked to recommend that the SANDAG Board of Directors approve updates to the Five-Year TransNet Environmental Mitigation Program (EMP) funding strategy including the allocation of FY 2013 funding for management and monitoring activities pursuant to the executed TransNet EMP Memorandum of Agreement with the federal and state governments.
Communities Putting Prevention to Work and the Community Transformation Grants

SANDAG Healthy Works Projects

- Stakeholder engagement
- Pass-through grant programs and incentives
- Regional policies and programs
- Tools and technical assistance
Grant Programs and Incentives

More than $1 million in pass-through grants to:
- Integrate health considerations in planning
- Promote active transportation and walkable neighborhoods
- Support Safe Routes to School planning and programs

Regional Policies

- Regional Health and Wellness Policy Framework and performance measures
  - Builds on the 2004 Regional Comprehensive Plan and the 2050 RTP / SCS
  - Input into the next regional plan update process
Regional Policies

Regional Safe Routes to School Strategic Plan

Regional Programs

Promotion of Active Transportation
- Bike to Work Month
- SchoolPool program
- Walk, Ride, and Roll campaign
- Regional bikeway and wayfinding signs
- Bike promotional materials
Regional Bike Signage and Promotion

Tools and Technical Assistance

- Healthy Communities Atlas and GIS tool
- Transportation model and scenario planning tool enhancements
- Pilot health benefit and impact analysis and training
- Complete streets workshops
- Active design guidelines scoping
Community Transformation Grant (CTG)

Centers for Disease Control (CDC) program objectives:

- Community-level efforts to reduce chronic diseases
- Improve public health, reduce health disparities, and control healthcare 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

Stakeholder Engagement

- Reconvene the Public Health Stakeholder Group
- Engage the Safe Routes to School (SRTS) Coalition
SRTS Strategic Plan Implementation

- Prioritize recommendations in the Strategic Plan
- Develop a phasing and funding strategy for the Strategic Plan
- Implement three high-priority projects in high-need areas

Health and Wellness Policies

- Develop a policy framework and performance measures for the next regional plan update
- Conduct health-benefits analysis on components of the next regional plan update
- Develop recommendations for a regional monitoring and evaluation program
- Conduct outreach to get input on developing regional guidance on healthy community design
Regional Complete Streets Policy

- Develop a regional complete streets policy
- Update the region’s Traffic Impact Study guidelines
- Provide technical assistance to local jurisdictions on complete streets policy and implementation

Health Benefits and Impacts Analysis

- Build capacity in the region to conduct health-benefits analysis
- Provide technical assistance to local jurisdictions, CBOs, Tribal governments, and schools
- Explore institutionalization of health-benefits analysis protocols at SANDAG
Regional Planning Committee
November 2, 2012

Communities Putting Prevention to Work and the Community Transformation Grants
Escondido General Plan Update

- 2035 Planning Horizon
- Includes Smart Growth principles
- Updates Vision, Goals & Policies
- Refines/Updates QOL Standards
- Reorganizes Elements; adds two new optional Elements
- Retains public vote for specified GPAs
- Build-out 74,280 units (adds 6,330 units, primarily in Downtown and urban nodes)
GPA Ballot Measure
Land Use Changes

- GPAs for voter approval:
  - Up to 458 acres residential to employment
  - Up to 66 acres for increased residential density

A General Plan Focus:
MAKING DOWNTOWN A GREAT PLACE
**Escondido Climate Action Plan (E-CAP) Goals**

- Reduce GHG emissions consistent with the Attorney General’s requirements.
- Preserve local land use control over how GHG reductions are accomplished.
- Provide local control over how AB 32 is implemented.
- Streamline the CEQA analysis process for future development projects.
- Implement the plan in a way that increases the ability to attract businesses and development.

**E-CAP Components**

- Baseline Inventory of Emissions
- Future Projections
- Reduction Target
- Links to General Plan Goals and Policies
- Implementation Measures
- Monitoring Program
- CEQA Streamlining
**Metric Ton GHG Emission Reduction Targets**

Before reductions:
- 2003: 927,266 MT CO₂e
- 2010: 886,118 MT CO₂e
- 2020: 992,583 MT CO₂e
- 2035: 1,230,182 MT CO₂e

To be reduced:
- 2005: 204,406 MT CO₂e
- 2020: 788,176 MT CO₂e
- 2035: 753,363 MT CO₂e

**Greenhouse Gas Reductions**

**State does lion’s share of reducing emissions**

<table>
<thead>
<tr>
<th>Description</th>
<th>% from 2020 Inventory</th>
</tr>
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<tbody>
<tr>
<td>2020 Reduction Target</td>
<td>20%</td>
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<tr>
<td>State Administered Measures</td>
<td>17%</td>
</tr>
<tr>
<td>City Administered Measures</td>
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CEQA Screening Threshold Tables

Goals of the CEQA Screening Tables:
- Streamline and lower the expense of CEQA analysis
- Keep the process flexible and simple through a menu of options
- Provide proportionality and fair share contribution

CEQA Screening Threshold Tables

- Point-based menu of options
- Point values based on per unit reductions
- 100 points = fair share contribution
Implementation of Development Review Process

**STEP 1**
Review Project size

**STEP 2**
Determine Option to use

**STEP 3**
Option 1 Screening Tables
Option 2 Alternative Analysis

**STEP 4**
Determine Significance of Project

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Determine if emissions are less than 2,500 MT CO2e annually using land use tables

Projects over 2,500 MT CO2e use Screening Tables or provide project-specific analysis.

Screening Tables: Achieve 100 points
Alternative Analysis: Project-specific analysis – reduce 20%

Projects with Significance determination need a Statement of Overriding Consideration for GHG Emission Impacts.

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E-CAP Development Review Process

- **Is the project exempt under CEQA?**
  - Yes
  - No
    - Are project GHG annual emissions less than 2,500 MT CO2e?
      - Yes
      - No
        - Project required to exceed the adopted Title 24 requirements by at least 5% AND Project required to include water conservation measures that match the California Green Building Code of 2011
        - Option 1: GHG Plan Use Screening Tables
          - Does the project achieve 100 points from the screening tables?
            - Yes
            - No
              - GHG Emissions are less than significant.
              - GHG Emissions are significant; EIR is required.
        - Option 2: Alternative Method For GHG Reductions
          - Does project-specific quantification of GHG emissions and proposed reduction measures reduce GHG emissions consistent with the E-CAP?
• Keep it Fair
• Keep it Simple
• Keep it Flexible
• Keep Escondido competitive in attracting businesses