MEETING NOTICE
AND AGENDA

REGIONAL PLANNING TECHNICAL WORKING GROUP

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

Thursday, October 8, 2015

1:15 to 3:15 p.m.

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

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AGENDA HIGHLIGHTS

• CAL FIRE LAND USE PLANNING PROGRAM

• REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY

• CALIFORNIA FY 2015-2016 CAP-AND-TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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1. WELCOME AND INTRODUCTIONS

2. PUBLIC COMMENTS AND COMMUNICATIONS

Members of the public will have the opportunity to address the Regional Planning Technical Working Group (TWG) on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. TWG members also may provide information and announcements under this agenda item.

+3. APPROVAL OF MEETING MINUTES

   +3A The TWG is asked to review and approve the minutes from its August 13, 2015, meeting.
   +3B The TWG is asked to review and approve the minutes from its September 10, 2015, meeting.

CHAIR’S REPORT

4. STATUS OF TWG VICE CHAIR (Chair Brad Raulston)

   TWG Vice Chair Jeff Murphy, formerly with the City of Encinitas, has accepted a position as the new planning director for the City of San Diego. As a result, the TWG will need to elect a new Vice Chair. The election will be conducted at the November meeting.

5. SAN DIEGO FORWARD: THE REGIONAL PLAN (Phil Trom)

   San Diego Forward: The Regional Plan has been under development for three years. On Friday, October 9, 2015, the SANDAG Board of Directors will be asked to certify the Final Environmental Impact Report prepared for the Regional Plan and its Sustainable Communities Strategy (SCS), make a finding that the Regional Plan and the 2014 Regional Transportation Improvement Program, as amended, are in conformance with the State Implementation Plan for air quality, and adopt the Final Regional Plan and its SCS. Staff will report on the Board’s actions in November.

6. MEMBER COMMUNICATIONS (TWG Members)

   This item provides an opportunity for TWG members to provide brief updates on the latest planning projects occurring in their jurisdictions.
+7. CAL FIRE LAND USE PLANNING PROGRAM
   (Steven “Brian” Barkley, CAL FIRE)

   The State Fire Marshal's Office developed a "Land Use Planning Program" to
   assist local land use planners with the implementation of Senate Bill 1241 (2012),
   which requires counties with State Responsibility Area and lands designated as
   Very High Fire Severity Zones in the Local Response Areas to comply with
   Government Code Section 65302(g)(3). Brian Barkley of CAL FIRE will provide an
   overview of the program.

+8. REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY
   (Miriam Kirshner)

   SANDAG has initiated work on the development of a Regional Mobility Hub
   Implementation Strategy. Mobility hubs are a key concept included in San Diego
   Forward: The Regional Plan. The implementation strategy includes developing a
   list of candidate Mobility Hub locations; a catalog of standard features, services,
   and design guidelines; and a phased implementation plan. Staff will make a
   presentation on key elements considered in the implementation strategy.

   AND SUSTAINABLE COMMUNITIES PROGRAM (Coleen Clementson)

   The state cap-and-trade Affordable Housing and Sustainable Communities (AHSC)
   Program funds land-use, housing, transportation, and land preservation projects
   to support infill and compact development that reduce greenhouse gas emissions.
   In the first round of the AHSC program, the San Diego region was successful in
   receiving over $16 million to fund regional and local transportation and transit
   oriented/affordable housing projects that reduce greenhouse gas emissions. The
   Strategic Growth Council has released the draft 2015-2016 Program Guidelines
   for public review, reflecting feedback received on the first year of the Program.
   Comments on the Program Guidelines are due on October 30, 2015. Staff will
   summarize the Program Guidelines changes and solicit comments from TWG
   members on how SANDAG can assist in the next funding cycle. The Draft
   Guidelines are available at this link: www.sgc.ca.gov/docs/Draft_2015-
   16_Affordable_Housing_and_Sustainable_Communities_Program_Guidelines.pdf

10. DATA SURFER: NEW SANDAG WEB TOOL FOR REGIONAL
    DEMOGRAPHICS DATA (Kirby Brady)

    SANDAG recently launched Data Surfer, a free, interactive web tool that enables
    users to customize their own data sets and download them into a variety of
    formats. The site provides access to census data, growth estimates, and forecasts
    through 2050, organized by geography. Each report contains interactive pie
    charts and bar charts showing breakdowns by race and ethnicity, housing types,
    age, and gender, as well as household income. Data Surfer consolidates four
    separate websites that SANDAG used to operate: Data Warehouse, Profile
    Warehouse, Census Quick Facts, and City Profiles. Staff will provide a
    demonstration of the tool. For a more extensive tutorial, visit:
    http://datasurfer.sandag.org/howto.
11. ADJOURNMENT AND NEXT MEETING

The next regularly-scheduled TWG meeting will be held on November 12, 2015, from 1:15 to 3:15 p.m., and will consist of a joint meeting with the SANDAG Energy Working Group. The joint meeting will be held in the Seventh Floor Board Room.

+ next to an agenda item indicates an attachment
October 8, 2015

AGENDA ITEM NO.: 3A

Action Requested: APPROVE

AUGUST 13, 2015, MEETING MINUTES

Please note: Audio file of meeting is available on the SANDAG website, www.sandag.org, on the Regional Planning Technical Working Group (TWG) page.

The meeting of the TWG was called to order by Vice Chair Jeff Murphy (Encinitas) at 1:15 p.m.

1. WELCOME AND INTRODUCTIONS

Self-introduction were made

2. PUBLIC COMMENTS AND COMMUNICATIONS

Kristin Blackson (Michael Baker International) announced that the Association of Environmental Professionals (AEP) will be holding its annual Awards Banquet on October 15, 2015. TWG members were invited to submit award nominations for outstanding projects and plans through the AEP website.

3. MEETING MINUTES (APPROVE)

Action: After a motion by Ed Batchelder (Chula Vista), and second by Karen Brindley (San Marcos), the minutes for the July 9, 2015, TWG meeting were unanimously approved.

Yes: Vice Chair Murphy, Mr. Batchelder, Tony Shute (El Cajon), Jim Nakagawa (Imperial Beach), Chris Jacobs (La Mesa), Rich Whipple (Poway), Lara Gates (San Diego), Andrew Spurgin (County of San Diego), Ms. Brindley; No: None; Abstain: None; Absent: Carlsbad, Coronado, Del Mar, Escondido, Lemon Grove, National City, Oceanside, Santee, Solana, Vista.

REPORTS

4. DRAFT REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY (DISCUSSION)

Susan Baldwin (SANDAG) discussed the various changes that have been made to the Transit Oriented Development (TOD) Strategy based on comments and feedback from stakeholders and working groups. The major change to the draft strategy was the addition of eight Key Early Actions drawn from the strategies and actions recommended in the report. Also, the actions and strategies in the TOD have been reorganized in a way that identifies the actions to be continued and actions to be considered and the parties responsible for implementation, be it SANDAG, local jurisdictions, transit agencies, or developers. In addition, text was added to the TOD Strategy to emphasize the importance of and connection of TOD to public health, economic development, and social equity.
Ms. Baldwin mentioned that SANDAG received letters from Circulate San Diego and the Chula Vista Community Collaborative commenting on the strategies and actions in the TOD. TWG members were asked to provide feedback and comments on the modifications that have been made to the TOD Strategy.

Ms. Gates asked if more emphasis could be placed on the development of parks and TOD.

Coleen Clementson (SANDAG) asked Ms. Gates if she saw parks as something that could be studied as a future action or if this is just a challenge that could be recognized.

TWG members answered that recreational facilities are being talked about in the community and referenced Recommended Strategy 9 in the TOD Strategy.

Ms. Baldwin suggested walking through the Key Early Actions that have been added to the TOD Strategy.

Ms. Baldwin referred TWG members to Early Action No. 1 “Develop a TOD Readiness Tool to evaluate the readiness of TOD sites and districts.”

Ms. Batchelder said that the TOD readiness tool would be very informative in identifying the needs and missing ingredients in various areas throughout the region.

Ms. Clementson said that this would be worth looking into; however, the idea behind the TOD readiness tool would be for local jurisdictions and developers to tailor priorities and not assume a one size fits all approach.

Ms. Clementson asked TWG members if they think a TOD readiness tool would be helpful.

Ms. Gates said that the City of San Diego is ahead of the TOD readiness tool.

Mr. Shute said that the TOD Strategy could target development where land values are the highest and may unfairly judge less affluent areas.

Ms. Clementson answered that the metrics for the TOD readiness tool have not been decided, and asked Mr. Shute if tailoring the priorities to target particular areas would make more sense.

Mr. Shute said that smaller cities like La Mesa or El Cajon do not have the high land values that developers might be attracted to.

Ms. Baldwin said that the tool will help identify the areas where there are gaps in TOD and target the funding and resources towards regions that need help in developing TOD.

Mr. Shute said that the TOD readiness tool should identify the gaps in market conditions for TOD.

Ms. Clementson asked if San Marcos or Poway had any questions about the TOD Strategy.

Mr. Whipple pointed out that Poway is struggling to get smart growth projects to happen, and said that the TOD Strategy may make the process to obtain grant funds more difficult.
Ms. Brindley said that San Marcos is struggling with plans that may not be achievable from a private developer side. Therefore, the concern for San Marcos, as it is with Poway, is diminished competitiveness when it comes to obtaining grant funds.

Mr. Nakagawa said that Imperial Beach is also struggling to remain competitive when applying for grant funds.

Mr. Jacobs suggested fleshing out or emphasizing the role of the private sector in the TOD Strategy.

Kathy Keehan (Air Pollution Control District) asked if the TOD readiness tool would be significantly different than the Smart Growth Concept Map.

Ms. Clementson said that the TOD readiness tool would analyze areas around the county based on a number of factors.

Ms. Keehan asked if there was enough value in creating this tool.

Ms. Gates said that density bonus programs have become the norm across the region, and that perhaps these could be incorporated into the TOD readiness tool.

Mr. Spurgin said that the County of San Diego looks at tools like the TOD Strategy to craft general plan amendments and re-zonings. The County of San Diego is looking for a more supportive document from SANDAG that can enable smaller communities to have the right land use and transportation demand management measures in place for future TOD.

Ms. Clementson referred TWG members to Early Action No. 5 “Evaluate development and infrastructure projects for consistency with Designing for Smart Growth, Creating Great Places in the San Diego Region using the Smart Growth Scorecard.”

Ms. Clementson mentioned that jurisdictions can also use the Smart Growth Guidelines and Smart Growth Scorecard to evaluate projects.

Mr. Spurgin said that the County of San Diego is would like to have a toolbox that can be used to help get projects and plans ready for future TOD development.

Vice Chair Murphy echoed Mr. Whipple’s comments, and said that a lot of the smaller jurisdictions lack the infrastructure needed for TOD.

Ms. Clementson referred TWG members to Early Action No. 3. “Consider focusing capital improvement program funds and other funds (local, state, and federal; grants/loans; TransNet Local Street and Road funds) in transit oriented districts.”

Ms. Clementson said that this action suggests that jurisdictions consider focusing their local capital funds in TOD areas.

Ms. Clementson suggested that the Early Actions include a statement recognizing the uniqueness of the jurisdictions in San Diego County.

Mr. Batchelder agreed with Ms. Clementon’s suggestion.
Colin Parent (Circulate San Diego) thanked SANDAG staff for addressing the issues Circulate San Diego pointed out in its letter.

Mr. Parent mentioned that he was pleased with the idea put forth by the Chula Vista Community Collaborative about incorporating inclusionary zoning into the TOD Strategy.

Mr. Parent pointed out that Circulate San Diego suggested incorporating a set of criteria in the TOD readiness tool that clearly delineates what it means to be ready for affordable housing.

Ms. Baldwin referred TWG members to Early Action No. 2 “Identify and pursue grant funding for one or more transit corridors to coordinate land uses, infrastructure financing, and environmental review through individual or dis-contiguous specific plans.”

Mr. Batchelder suggested choosing one of the major transit corridors as a pilot TOD, and identifying what works and what doesn’t.

Mr. Batchelder said that pilot projects are about success in a five or ten year period, and a corridor that is higher on the readiness scale would be ideal.

Ms. Clementson mentioned that the TOD Strategy recognizes that some areas are more employment focused, while others are more focused on residential or commercial.

Ms. Clementson pointed out that Early Action No. 3 is designed for jurisdictions and transit agencies to have flexibility in determining implementation and that Early Action No. 4 is about supporting jurisdictions as they apply for grant funds.

Dahvia Lynch (North County Transit District [NCTD]) said that NCTD owns land around some transit stations; however, it is not NCTD’s core function to carry out land use planning at this time.

Mr. Parent suggested having funding available for transit agencies to analyze how to make land available around transit corridors.

Ms. Lynch said that transit is a public mission in and of itself, and having funds available to determine how to use land around transit stations would be very helpful.

Mr. Batchelder said that it is up to jurisdictions to determine what TOD characteristics work for particular areas.

Ms. Gates referenced COMM 22 as an example of a stellar mixed use, affordable housing project adjacent to a trolley station.

Ms. Baldwin said that cap-and-trade funds are geared towards affordable housing projects that are linked to a transportation infrastructure project.

Ms. Clementson mentioned that SANDAG would like to be a resource to jurisdictions when applying for state funds and will work with cities to assist in obtaining funds for affordable housing projects that incorporate a transportation component.
Ms. Baldwin referred TWG members to Key Early Actions Nos. 6, 7, and 8:

- **No. 6** “Consider seeking funding to develop an outreach and information program that could include videos, social media, internet tools, traditional public meetings, and other platforms to showcase the benefits of transit oriented districts, highlighting places near transit, testimonials of users of transit, people who live and work in transit oriented districts, and major employers located in transit oriented districts.”

- **No. 7** “Monitor the pooled investment fund for TOD affordable housing being developed by Civic San Diego and the San Diego Housing Commission to determine the potential for creation of a similar fund(s) for use by other jurisdictions.”

- **No. 8** “Undertake a review of the TransNet Smart Growth Incentive Program and Active Transportation Grant Program evaluation criteria to ensure program alignment with TOD readiness criteria and an analysis of the completed grant projects to determine the degree to which they meet grant program objectives and align with TOD readiness criteria.”

Ms. Baldwin mentioned that the Smart Growth Incentive Program and Active Transportation Program Criteria are aligned with the TOD Strategy’s readiness criteria, and that Early Action No. 8 recommends reviewing the projects funded to date and analyzing to what extent they are meeting the objectives laid out in the TOD guidelines.

Vice Chair Murphy asked what the next steps were for the TOD Strategy.

Ms. Baldwin said that additional revisions would be incorporated into the TOD Strategy based on the comments provided during this meeting and that the TOD Strategy will be presented to the Regional Planning Committee and Transportation Committee for their recommendations on September 4, 2015, regarding acceptance of the strategy for inclusion as an appendix to San Diego Forward: The Regional Plan.

5. **UPCOMING MEETINGS**

The next meeting of the TWG is scheduled for September 10, 2015, from 1:15 to 3:15 p.m.

6. **ADJOURNMENT**

Vice Chair Murphy adjourned the meeting at 3 p.m.
## SIGN-IN SHEET
### MEETING OF THE REGIONAL PLANNING TECHNICAL WORKING GROUP (TWG)
### August 13, 2015

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<td>Cameron Celeste</td>
<td>City of Chula Vista</td>
<td>619-430-8770</td>
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<td>Matt Gersman</td>
<td>AECOM</td>
<td>619-610-7707</td>
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<td>Michelle Martinez</td>
<td>SANDAG</td>
<td>619-699-1932</td>
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<td>Jason Giffen</td>
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<td>Justin Blackson</td>
<td>Michael Baker Intl.</td>
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<td>Brianna Gustafson</td>
<td>Michael Baker International</td>
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<td>Bob Stark</td>
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<td>(858) 942-7374</td>
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<td>Colin Parent</td>
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</table>

YOU ARE NOT REQUIRED TO SIGN-IN, however, if you would like SANDAG staff to know that you attended this meeting and want to provide a method of contacting you, please fill in the information below. Please note that SANDAG's sign-in sheets are public records and may be disclosed to the public upon request.
1. **SITE VISIT NO. 1: ESCONDIDO TRANSIT CENTER – ACTIVE TRANSPORTATION CONNECTIONS**

Barbara Redlitz (City of Escondido) and Jay Petrek (City of Escondido) led the Regional Planning Technical Working Group (TWG) members on a walking tour of the Escondido Transit Center to highlight the planned active transportation connections. The project aims to fill necessary gaps in the active transportation network adjacent to the Escondido Transit Center by creating a bridge for pedestrians over the Spruce Street Creek and providing bike lanes between Tulip and Quince Street. These improvements will help pedestrians and bike users feel safe in their route to the transit center as well as grocery, commercial, residential, and office centers nearby. The City of Escondido was awarded $1,270,000 in funds for Cycle 3 of the Smart Growth Incentive Program to complete this project. TWG members boarded the SPRINTER heading westbound shortly after 1 p.m. Upon boarding the SPRINTER, Dahvia Lynch and Johnny Dunning, North County Transit District, pointed out information regarding infrastructure enhancements at the various stations, ridership facts and figures, the transit network and connecting services, planning and collaboration efforts along the line, and other pertinent information of interest to TWG members.

2. **SITE VISIT NO. 2: SAN MARCOS PALOMAR COLLEGE STATION**

This visit was cancelled due to high temperatures and unavailability of San Marcos planning staff. Instead, more time was spent in the City of Vista for Site Visit No. 3.

3. **SITE VISIT NO. 3: VISTA PASEO SANTA FE PHASE II**

John Conley (City of Vista) led TWG members on a walking tour of the City of Vista's Town Center to highlight the upcoming improvements to the infrastructure and streetscape. He emphasized the project's aim to slow traffic and improve multi-modal mobility within the Town Center through the introduction of a road diet. This complete and livable streets revitalization project will also include decorative elements, roundabouts, enhanced sidewalks, and new curbs. Mr. Conley also informed members of an upcoming park within walking distance of the Vista SPRINTER station. Transit users will be able to enjoy the benefits of Vista Village and head over to the park. The park will include decorative elements such as benches and decorative lighting to ensure a safe environment. TWG members boarded the SPRINTER heading eastward around 2:30 p.m. The tour concluded around 3 p.m.

4. **UPCOMING MEETINGS**

The next meeting of the TWG is scheduled for October 8, 2015, from 1:15 to 3:15 p.m.
LAND USE PLANNING PROGRAM

INFORMATION SHEET

CAL FIRE Land Use Planning Program

Established to implement requirements of SB 1241.

Provide assistance to California Board of Forestry and Fire Protection.

Available to provide technical expertise.

Shall work collaboratively with local unit staff on safety element pre-review process.

Local Unit Chiefs will determine desired level of participation for all jurisdictions contained within or adjacent to specific unit.

2012 - Senate Bill 1241 (Kehoe) signed into law

Requires counties with the State Responsibility Area (SRA) and lands designated as Very High Fire Hazard Severity Zones in LRA to comply with Gov. Code Section 65302(g)(3).

Gov. Code Section 65302(g)(3)

Upon the next revision of the housing element on or after January 1, 2014, the safety element shall be reviewed and updated as necessary to address the risk of fire. For land classified as SRA & land classified as Very High Fire Hazard Severity Zones.

Gov. Code Section 65302.5

(b)(1) The draft element or draft amendment to the safety element of a county or a city’s general plan shall be submitted for review to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to the territory within that city or county at least 90 days prior to their planned adoption date.

(3) The State Board of Forestry and Fire Protection shall, and a local agency may, review the draft of an existing safety element or amendment and recommend changes to the planning agency within 60 days of its receipt regarding both of the following:

Uses of land and policies that will protect life, property, and natural resources from unreasonable risks associated with wildland fires.

Methods and strategies for wildland fire risk reduction and prevention.

PROGRAM ORGANIZATION:

SACRAMENTO HQ – PROGRAM OVERSIGHT
Pete Muñoz, Deputy Chief (916) 324-0014

NORTHERN REGION - FIELD STAFF
Jonathan Cox, Battalion Chief (530) 410-4225
Nick Wallingford, Fire Captain (530) 410-5592
Carmel Mitchell, Fire Captain (530) 410-5142

SOUTHERN REGION - FIELD STAFF
Glenn Barley, Staff Chief Resource Management (951) 320-6116
Jeff Isaacs, Assistant Chief (559) 243-8996
Jason Neuman, Battalion Chief (951) 320-6118
Chad Moxley, Fire Captain (951) 320-6117

Brian Barkley, Fire Captain (951) 320-6122
Raymond Martinez, Fire Captain (951) 320-6137
Kevin L indo, Fire Captain (559) 243-8993
Gene Potkey, Fire Captain (559) 243-8994
REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY

Introduction

Staff has initiated work on the development of a Regional Mobility Hub Implementation Strategy. Mobility hubs are places of connectivity where different modes of transportation - walking, biking, ridesharing, and public transit - come together seamlessly, and where there is a concentration of employment, housing, shopping, and/or recreation. In addition to serving as places to arrive, depart and wait for transit, mobility hubs have the potential to become vibrant places of activity and destinations in themselves. The mobility hub concept is part of the Preferred Revenue Constrained Transportation Scenario for San Diego Forward: The Regional Plan. Mobility hubs are one of many concepts introduced in the plan that aim to reduce single-occupancy vehicle use and greenhouse gas emissions, and can be coordinated with other tools that SANDAG has developed, such as the Regional Parking Management Toolbox and Transportation Demand Management Strategy. Staff will present an overview of the planned efforts for completing the Mobility Hub Implementation Strategy for comment and feedback.

Background

Working in partnership with Caltrans, a state transportation planning grant was awarded to SANDAG under the Emerging Priorities Program of the State Highway Account to develop a San Diego County and Imperial Valley Regional Mobility Hub Implementation Strategy. This project is being led by SANDAG in conjunction with the Imperial County Transportation Commission.

Mobility hubs feature a wide range of transportation choices including: bikeshare, carshare, neighborhood electric vehicles, bike parking, dynamic parking management strategies, real-time traveler information, real-time ridesharing, demand-based shuttle or jitney services, bicycle and pedestrian improvements, wayfinding, urban design enhancements, and supporting systems like mobile applications, electric vehicle charging, smart intersections, and a universal payment system to make it easy to access a wide range of travel. Mobility choices allow for decreased dependence on single occupancy vehicles, allowing for reduced traffic congestion and vehicle miles traveled, in addition to improved travel times for all modes. The Regional Plan investments such as Trolley, SPRINT, COASTER, and Rapid services are all candidates for mobility hub investment within the San Diego region.

Discussion

The work program involves developing a set of criteria to prioritize potential mobility hub locations, developing a catalog of mobility hub components and infrastructure requirements, and
preparing conceptual designs for candidate mobility hub sites that align with the typologies developed as part of the SANDAG Smart Growth Concept Map (or the Caltrans Smart Mobility Place Types in the case of Imperial County). We will also leverage the Regional Transit Oriented Development strategy to ensure a consistent approach. A phasing and implementation strategy that considers the potential for public-private partnerships will also be developed. The criteria for prioritizing mobility hub sites include:

- Frequency of transit service
- Employment and residential density
- The extent of adjacent pedestrian and bicycle infrastructure
- Geographical distribution of hub locations

Public outreach is an important component of the effort and will be planned in two phases. The first phase will involve a virtual event in which participants are invited to review project information and participate via interactive mapping exercise and opinion surveys. The expected result is input regarding the preferred locations for mobility hubs and their design features. This event is planned for late October to mid-November. The second phase will be conducted at candidate mobility hub sites that are identified through the process. This will occur in spring 2016.

**Next Steps**

Based on the input received from the Regional Planning Technical Working Group and other working groups including the Cities/County Transportation Advisory Committee, staff will consider any input or discussion points during the development of the Mobility Hub Implementation Strategy and anticipates on providing progress updates in future meetings.

Attachment: Mobility Hub Illustration

Key Staff Contact: Miriam Kirshner, (619) 699-6995, miriam.kirshner@sandag.org
Mobility Hub Concept

1. Bike parking
2. Real-time transit info
3. Informational kiosk
4. On-demand rideshare
5. Shared mobility services
6. Smart intersection
7. Electric vehicle charger
8. Smart parking
9. Package delivery
10. Pedestrian facilities
11. Protected bikeway
12. Universal transportation account
13. Mixed-use development

East Village 2 blks.
Library 6 blks.
Petco Park 8 blks.
City Hall 4 blks.
Little Italy 5 blks.
Civic Center 6 blks.
This project will develop a Regional Mobility Hubs implementation Plan for San Diego and Imperial Counties. The plan will develop recommended improvements, conceptual designs, and implementation strategies for different mobility hub station place types for both regions.
What is a Mobility Hub?

A mobility hub is a transportation center
A mobility hub is a transportation center

Located in Smart Growth Opportunity areas

Served by high frequency transit
A mobility hub is a transportation center

Located in Smart Growth Opportunity areas

Served by high frequency transit

Connecting different modes of transportation: walking, biking, ridesharing, and transit

Located near concentrations of employment, housing, shopping, and/or recreation
A mobility hub is a transportation center

Located in Smart Growth Opportunity areas

Served by high frequency transit

Connecting different modes of transportation: walking, biking, ridesharing, and transit

Located near concentrations of employment, housing, shopping, and/or recreation

Features bike-share, bike parking, car-share, neighborhood shuttles, dynamic parking, wayfinding, electric vehicle charging, and urban design enhancements

Integrates technologies such as real-time traveler information, real-time ridesharing, universal transportation accounts, and smart intersections
Mobility hubs reduce the dependency on single occupancy vehicles allowing for reduced traffic congestion, vehicle miles traveled and improved travel times for all modes.

Building a Mobility Hub
Future outreach activities will include an informational online video, interactive online map, stakeholder surveys, workshop (Imperial County), and pop-up events at transit stops to gather public input on hub locations and amenities.
CTAC & TWG Input:
Are there specific local plans that should be reviewed to guide mobility hub location recommendations and inform the study?

CBOs Input:
Are there any considerations we need to be aware of to develop the online activity to be accessible to disadvantaged communities? Are there other tools that we should be considering for these groups?

How can we publicize outreach opportunities?
OFFICE OF THE
STATE FIRE MARSHAL
Land Use Planning Program
Program Staffing

- Sacramento – CAL FIRE / Office of the State Fire Marshal
  - Deputy Chief – Program Oversight
- 2 CAL FIRE Regions
  - Northern and Southern
    - 1 Assistant Chief CSR
    - 2 Battalion Chiefs CNR & CSR
    - 8 Fire Captains
      - 3 CNR
      - 5 CSR
Northern Region
Redding, Sacramento & Fremont Offices

- CNR

Geographic Areas – *Coast and Cascade*

HUU, MEU, LNU, CZU, SCU, SKU, TGU, LMU, NEU, BTU and AEU

Contract County MRN

Local Agencies with identified with VHFHSZ
Southern Region
Fresno & Riverside Offices

- CSR-Fresno
  
  Geographic Areas – *Sierra*
  
  MMU, FKU, SLU, TUU, BEU, TCU (San Joaquin & Stanislaus County)
  
  Contract County KRN, SBC, VNC
  
  Local Agencies with identified with VHFHSZ

- CSR-Riverside
  
  Geographic Areas – *South*
  
  BDU (Inyo, Mono Counties), MVU (imperial County), RRU
  
  Contract County LAC, ORC
  
  Local Agencies with identified with VHFHSZ
Points of Contact

- CAL FIRE Unit Chiefs/Contract County Chiefs
  - Local Govt. Fire Reps/Fire Marshals
  - Planning Department
  - Community Development Directors
  - Local Planning Commissioners
  - Consultants/Developers
Goals and Objectives

- Develop and strengthen relationships with stakeholders, governing bodies, cooperators, and the public
- Provide assistance to the Board of Forestry and Fire Protection (BOF) and Local Agencies
- Work collectively with local CAL FIRE Unit staff / Contract County staff on Safety Element pre-review/review process
- Available to provide technical assistance to consultants working under contract with LG planning departments
- Assist the local agencies with the submittal and review process with the BOF
- Goals, policies, and objectives based on the information above for the protection of the community from the unreasonable risk of wildfire
- Feasible implementation measures to carry out goals, policy and objectives as outlined in Safety Elements.
Meeting Goals of Strategic Plans

- 2010 Strategic Fire Plan for California
  
  - Goal 2: Articulate and promote the concept of land use planning as it relates to fire risk and individual landowner objectives and responsibilities.
  
  - Goal 3: Support and participate in the collaborative development and implementation of wildland fire protection plans and other local, county and regional plans that address fire protection and landowner objectives.
  
  - Goal 4: Increase awareness, knowledge, and actions implemented by individuals and communities to reduce human loss and property damage from wildfires, such as defensible space and other fuel reduction activities, fire prevention, and fire safe building standards.
  
  - Goal 5: Develop a method to integrate fire and fuels management practices with landowner priorities and multiple jurisdictional efforts within local, state, and federal responsibility areas.
General Plan Elements

Seven required elements:

- Land Use
- Circulation
- Housing
- Safety
- Noise
- Open Space
- Conservation

Must be internally consistent
The General Plan

- The long-term blueprint for development in a jurisdiction, the General Plan includes 7 mandatory elements: Housing, Land Use, Circulation, Noise, Open Space, Conservation, and Safety
- 6 of those 7 elements are directly related to CAL FIRE and the Board’s mission to protect California and the public
- More specifically, each county or jurisdiction containing SRA or VHFHSZ LRA must submit their Safety Element to the Board of Forestry for review and comment
Safety Element Review Process

- Prior to 2015
  - Somewhat limited capacity to conduct thorough review by CAL FIRE
  - Safety Elements sent directly to local units for review

- Current Process
  - LUPP staff available at all stages of planning and review process
  - Open lines of communications
  - Dialogue with local fire officials and planning staff
  - Work with local CAL FIRE Unit & Contract County staff to identify specific components to be identified within the Safety Element
  - Standard assessment documents utilized by LUPP staff
Senate Bill 1241 (Kehoe, 2012)

- Requires counties with state responsibility area (SRA) and lands designated as very high fire hazard severity zones (VHFHSZ) in LRA to comply with Government Code Section 65302 (g) (3)
Gov. Code SEC 65302.5

- (b)(1) The draft element or draft amendment to the safety element of a county or a city’s general plan shall be submitted for review to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to the territory within that city or county at least 90 days prior to their planned adoption date.
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- Uses of land and policies that will protect life, property and natural resources from unreasonable risks associated with wildland fires.
- Methods and strategies for wildland fire risk reduction and prevention.
SAFETY Element  *Includes the Following*

- Seismic and geologic issues
- Flood hazards
- *Fire hazards/Urban fires*
- Hazardous materials
- Disaster preparedness,
- Response, and recovery
Costs of Wildfire

- Impacts to wildlife & habitat
- Cultural resources
- Infrastructure
- Businesses
- Individuals
- Economic impacts local, state, federal levels
- Air quality
- Fire suppression costs Increasing annually
- Recreation & wilderness areas impacted
- Commercial and residential units destroyed
Impacts

Resource Drawdown

Civilian & Firefighter Safety
QUESTIONS ?