

Members

Lori Pfeiler, Chair
(Representing **North County Inland**)
Mayor, Escondido

Patty Davis, Vice Chair
(Representing **South County**)
Councilmember, Chula Vista

Jack Feller
(Representing **North County Coastal**)
Councilmember, Oceanside

Jill Greer
(Representing **East County**)
Councilmember, Lemon Grove

Jim Madaffer
Councilmember, **City of San Diego**

Ron Roberts
Board of Supervisors
County of San Diego

Alternates

Judy Ritter
(Representing **North County Inland**)
Councilmember, Vista

Patricia McCoy
(Representing **South County**)
Councilmember, Imperial Beach

Maggie Houlihan
(Representing **North County Coastal**)
Deputy Mayor, Encinitas

Jerry Jones
(Representing **East County**)
Councilmember, Lemon Grove

Vacant
City of San Diego

Bill Horn
Supervisor, **County of San Diego**

Advisory Members

Pedro Orso Delgado, **Caltrans**

Susanah Aguilera, **Department of Defense**

Leon Williams, **MTDB**

David Druker, **NCTD**

James Bond, **San Diego County Water Authority**

Jess VanDeventer, **San Diego Unified Port District**

Bob Leiter, **Regional Planning Technical Working Group (TWG)**

Carol Bonomo, **Regional Planning Stakeholders Working Group (SWG)**

Gary L. Gallegos
Executive Director, **SANDAG**



REGIONAL PLANNING COMMITTEE AGENDA

Friday, July 11, 2003

12 noon - 2 p.m.

San Ysidro Middle School Multicultural Complex*
4345 Otay Mesa Road,
San Ysidro, CA

** This meeting will be held in San Ysidro to encourage participation in SANDAG's Binational Conference on Homeland Security on the same date. Please see the SANDAG Web site for conference details at www.sandag.org/borderconference*

AGENDA HIGHLIGHTS

- **INTEGRATED REGIONAL INFRASTRUCTURE STRATEGY (IRIS)**
- **DRAFT TRANSPORTATION CHAPTER**
- **APPROACH TO HEALTHY ECOSYSTEMS CHAPTER**
- **UPDATE ON UPCOMING RCP WORKSHOPS**

MISSION STATEMENT

The Regional Planning Committee provides oversight for the preparation and 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 could include: transportation, housing, environment (shoreline, open space, air, water quality, habitat), economy, regional infrastructure needs and financing as well as land use and design components of the regional growth management strategy. Recommendations of the Committee are forwarded to the SANDAG Board of Directors for action.

San Diego Association of Governments
401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 595-5300 • Fax (619) 595-5305

www.sandag.org



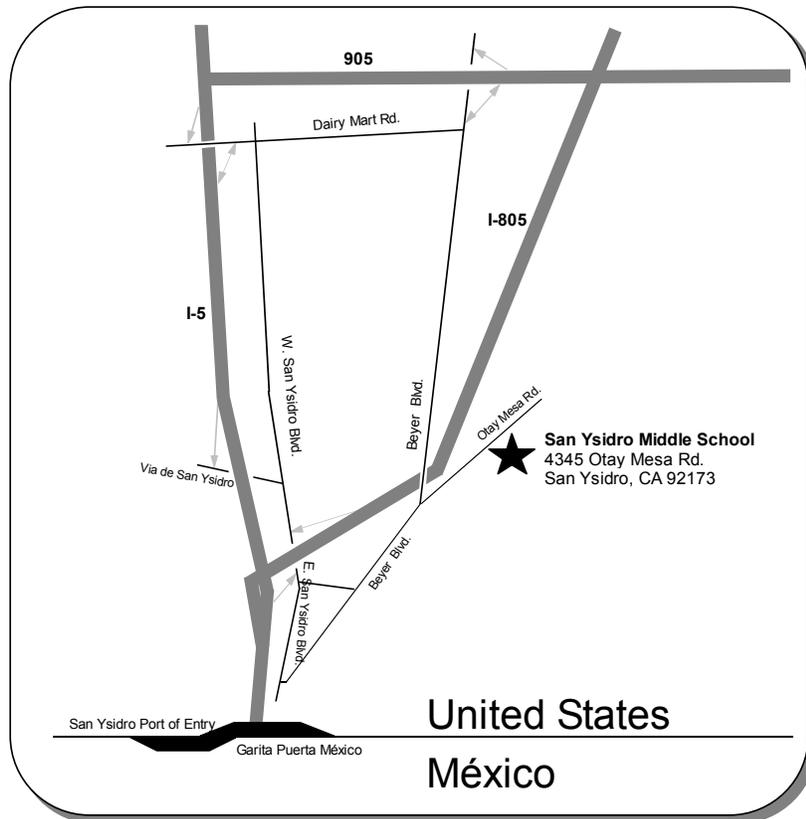
San Diego's Regional Planning Agency

Members of the public may speak to the Regional Planning Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications. Speakers are limited to three minutes. The Regional Planning Committee may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org/rcp under Regional Planning Committee on SANDAG's Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two days prior to the Regional Planning Committee meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 595-5300 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 595-5300, (619) 595-5393 (TTY), or fax (619) 595-5305.

Phone 1-800-COMMUTE or see www.sdcommute.com for route information.



DIRECTIONS:

From I-5 North:

Exit Dairy Mart to the East
Right turn on Beyer Blvd.
Pass the Beyer Trolley Station
Pass over I-805
At the Stop sign make a
Left turn on Otay Mesa Rd.

From I-805 North:

Take 905 west
Exit on Beyer Blvd. and left turn,
Pass the Beyer Trolley Station
Pass over I-805
At the Stop sign make a
Left turn on Otay Mesa Rd.

From Tijuana:

Take I-805 North,
Exit on San Ysidro Blvd.
Right turn on E. San Ysidro Blvd.
Left turn on Hill Street (Traffic Light),
Pass the gas station,
Left turn on Beyer Blvd.
Go straight to Otay Mesa Rd.

REGIONAL PLANNING COMMITTEE

Friday, July 11, 2003

The Regional Planning Committee may take action on any item appearing on this agenda.

Staff Contact: Carolina Gregor, (619) 595-5399; cgr@sandag.org

ITEM #	ACTION
CONSENT ITEM (ITEM 1)	
<i>The Regional Planning Committee will take action on the consent agenda without further discussion and with one vote unless an item is pulled by a Committee member or by a member of the public for comment.</i>	
+ 1. ACTIONS FROM JUNE 6, 2003 REGIONAL PLANNING COMMITTEE MEETING (pp. 5-8)	INFORMATION
2. PUBLIC COMMENTS AND COMMUNICATIONS	
<p>Members of the public will have the opportunity to address the Regional Planning Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each.</p>	
REPORTS	
+ 3. UPDATE ON THE INTEGRATED REGIONAL INFRASTRUCTURE STRATEGY (IRIS) OF THE RCP (Marney Cox, Staff) (pp. 9-18)	DISCUSSION / COMMENT
<p>Significant progress on the infrastructure component of the RCP has been made. A presentation will be made on refinements to the approach and findings to date. These items will be the focus of SANDAG's Policy Development Board meeting on Friday, August 8, 2003.</p>	
+ 4. DRAFT TRANSPORTATION CHAPTER (Kim Kawada, Staff) (pp. 19-33)	ACCEPT
<p>Attached is the draft Transportation Chapter of the RCP. The draft chapter builds upon MOBILITY 2030, the 2030 Regional Transportation Plan adopted by SANDAG this past March. The Regional Planning Committee is requested to accept the draft chapter for inclusion in the draft RCP.</p>	
+ 5. APPROACH TO HEALTHY ECOSYSTEMS CHAPTER (Janet Fairbanks, Staff) (pp. 34-35)	DISCUSSION
<p>The Healthy Ecosystems Chapter includes four components: habitat conservation, air quality, water quality, and shoreline preservation. A proposed approach for the structure of this chapter will be presented for the Regional Planning Committee's discussion.</p>	

ITEM #	ACTION
<p>+ 6. SECOND ROUND OF RCP WORKSHOPS (Hon. Lori Holt Pfeiler, Chair of Regional Planning Committee, and Janet Fairbanks, Staff) (pp. 36-38)</p> <p>Based upon direction from the Regional Planning Committee at its last meeting, the second round of RCP workshops has been postponed from July to September, and the focus of the workshops has shifted from urban form to key regional planning concepts. The Regional Planning Technical and Stakeholders Working Groups have been helping to refine the content and format of the workshops. Attached are the latest recommendations from the Working Groups and the workshop schedule. Committee members are requested to save the date for the workshops in their subregion.</p>	DISCUSSION
<p>7. ADJOURNMENT AND UPCOMING MEETINGS</p> <p>The next Regional Planning Committee meeting is scheduled for Friday, August 1, 2003, at SANDAG from 12 noon to 2:00 p.m.</p> <p><i>Related Meetings:</i></p> <ul style="list-style-type: none"> ▪ Friday, July 25, 2003: An item on Environmental Justice and Social Equity in relation to the RCP is scheduled to be heard at the SANDAG Board meeting on Friday, July 25, 2003. The meeting starts at 9 a.m. ▪ Friday, August 8, 2003: SANDAG's Policy Development Board Meeting on Friday, August 8, 2003 will focus on the Integrated Regional Infrastructure Strategy (IRIS) of the RCP. The meeting will take place at SANDAG from 10:15 a.m. to 12 noon. <p>Regional Planning Committee members are encouraged to attend these meetings.</p>	INFORMATION

+ next to an agenda item indicates an attachment



BOARD OF DIRECTORS
JUNE 27, 2003

AGENDA ITEM NO. 03-06- 4-C
ACTION REQUESTED - APPROVE

REGIONAL PLANNING COMMITTEE DISCUSSION AND ACTIONS

Meeting of June 6, 2003

The Regional Planning Committee meeting was called to order by Committee Chair Lori Holt Pfeiler (North County Inland). Committee members and alternates in attendance were Jack Feller (North County Coastal), Jill Greer (East County), Jim Madaffer (City of San Diego), Ron Roberts (County of San Diego), Judy Ritter (North County Inland), Patricia McCoy (South County), Maggie Houlihan (North County Coastal), and Jerry Jones (East County). Ex-Officio members in attendance were Gene Pound (Caltrans), Leon Williams (Metropolitan Transit Development Board), David Druker (North County Transit District), James Bond (San Diego County Water Authority), and Bob Leiter (Regional Planning Technical Working Group). Also in attendance was Ron Morrison, SANDAG Chair.

CONSENT ITEMS

1. **ACTIONS FROM MAY 2, 2003 REGIONAL PLANNING MEETING (INFORMATION)**
2. **REPORT ON REGIONAL COMPREHENSIVE PLAN (RCP) FROM MAY 23, 2003 BOARD MEETING (INFORMATION)**
3. **BOARD REPORT ON DRAFT REGIONAL ENERGY STRATEGY (INFORMATION)**

Action: The consent agenda was approved.

4. **PUBLIC COMMENTS AND COMMUNICATIONS**

There were no public comments or communications.

5. **SECOND ROUND OF RCP WORKSHOPS (DISCUSSION)**

At their last meetings, the Regional Planning Committee and the SANDAG Board of Directors discussed the second round of RCP workshops. The workshops were originally proposed to focus on urban form, including a regional mapping exercise. In light of existing local general plan update processes, members of the Regional Planning Technical Working Group (RPTWG) expressed concern about the workshop content, in particular, the mapping exercise. As a result of the collaborations with members of the RPTWG and the Regional Planning Stakeholders Working Group (SWG), three options for the Committee's consideration were proposed:

- **Option 1:** Postpone the workshops until September, and shift their focus to key regional policies that could be included in the RCP. This option would not delay the

RCP process; the draft RCP would still be presented to the SANDAG Board in December (Staff recommendation).

- **Option 2:** Hold the workshops in July; however, refocus their content to key regional policies.
- **Option 3:** Hold the workshops in July, and maintain their focus on Urban Form and the mapping exercise (original proposal).

Bob Leiter, representing the Planning Directors, distributed a letter on behalf of the RPTWG, expressing concerns about the original proposal for a mapping exercise at the workshops. He added, however, that the RPTWG would support Option 1. Mike Stepner, representing the SWG, also expressed support for Option 1, adding that more time is needed to flesh out the workshops and build effective partnerships on the RCP.

Action: The Committee approved moving forward with Option 1, and directed staff to continue working with the Stakeholders and Technical Working Groups to refine the workshop content.

6. RCP WORK PROGRAM SCHEDULE (COMMENT)

Based upon the Committee's action on Item #5 postponing the second round of RCP workshops until September, a work program schedule was presented that would result in a draft RCP by December. Comments included:

- The schedule is ambitious; the RCP focuses on too many topics.
- The intent of the RCP is to provide a framework for our region, especially with regard to identifying the region's infrastructure priorities.

7. REGIONAL HOUSING ISSUES (DISCUSSION)

A report was made updating the Committee on the two housing bills that Senator Denise Ducheny is sponsoring on behalf of SANDAG. SB 491 (Ducheny) would pursue a one year extension of housing element due dates for the San Diego region in order to better coordinate housing with the RCP. SB 492 (Ducheny) would extend the self-certification pilot program. The Committee was asked to provide direction on the kinds of issues that should be addressed in the Housing Chapter.

Comments included:

- The region needs to remove obstacles, such as regulations and fees, placed in front of developers that truly want to build more housing in our region.
- A partnership between the public and private sectors needs to be established to promote additional housing construction and provide assurances and incentives for increasing the housing supply.
- Government should help facilitate the construction of housing projects – the existing bureaucracies slow down actual production.
- The process is upside-down. Our housing is unaffordable because we can't bring housing units to market. A discussion point in the housing chapter should address the fact that we have designed a system which, in and of itself, is a problem.

- We should start with fresh ideas and goals to produce an abundance of housing so that people are not left out of the equation. General plans could include twice as many units because we are not able to produce the housing levels contained in them.
- When we talk about steamlining, we also need to address aging infrastructure.
- We need to be careful about the jobs we create. Minimum wage jobs create the need for more affordable housing.
- We need to recognize that by tying housing to transportation incentives and investments, we are putting in place a system where SANDAG is deciding where housing will go.
- Smaller jurisdictions are concerned about tying transportation incentives to density.
- Would it be reasonable to identify places in the region that could be used more effectively? If we are going to try to provide sustainable infrastructure, it would be worthwhile to invest into our re-use areas. Often, we don't recognize the potential of areas. There are many opportunities for redevelopment and infill.
- Many people are moving out of the County by choice to areas like Temecula because of the land availability and the quality of life. We can't change that reality. Also, we need to think of jobs in terms of transportation access because of the increasing number of two-income families.

8. UPDATE ON ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY (EJ / SE) STRATEGY (DISCUSSION)

Environmental Justice and Social Equity is being addressed in the RCP in three ways: (1) SANDAG is working with community based organizations to implement an outreach program to traditionally underrepresented communities; (2) A chapter of the RCP will be devoted to EJ / SE, and will identify historic and future disparities and set goals to address those disparities; and (3) Each chapter of the RCP will include a section on EJ / SE. The infrastructure component will be closely linked to the environmental justice and social equity. The region is changing demographically – by 2015, there will be no ethnic majority in our region. Environmental Justice and Social Equity will be discussed at SANDAG's July 25, 2003 Board meeting. The Regional Planning Committee was asked to help define the key discussion questions for that meeting.

Comments included:

- We will all need help in figuring out how to accept densification in our communities. We already have many low-income families; we need tools to help address the issues.
- It is going to take more than just education to achieve densification.
- People have preconceptions of what low-income means. Many low-income families are struggling to pay mortgages of \$200,000. The perceptions need to change.
- Density is the red flag in most communities. The question of affordability comes later in the process.
- A lot of people will never get to the \$200,000 house. If we continue to create convention center and hotel jobs, people will not be able to earn what they need to become homeowners. People are living in garages now. This issue is not an easy political question, but if we don't address this, it will worsen.

9. ADJOURNMENT AND UPCOMING MEETING (INFORMATION)

The next Regional Planning Committee meeting will be held in *San Ysidro* on **Friday, July 11, 2003, from 12 noon to 2:00 p.m.** The meeting will be held on the *second* Friday of the month due to the July 4, 2003 holiday, and will be in San Ysidro to allow Committee members to attend SANDAG's binational conference on Homeland Security, which will be held on that same date at that same location.

GARY L. GALLEGOS
Executive Director

REGIONAL PLANNING COMMITTEE

July 11, 2003

AGENDA ITEM NO.: **3**

Action Requested: DISCUSSION

SAN DIEGO'S INTEGRATED REGIONAL
INFRASTRUCTURE PUBLIC POLICY & FINANCING STRATEGY (IRIS)
DRAFT CONCEPT PAPER (7/11/03)

Relationship between the IRIS and RCP

The Integrated Regional Infrastructure Strategy (IRIS) is an element of the Regional Comprehensive Plan (RCP). The RCP is based on the premise that we must plan for our future differently than we have our past. For example, over time, an increasing proportion of our growth will likely occur as redevelopment and urban infill. To adequately prepare for this change we must be smart about growth by planning and preparing in advance of its occurrence.

One of the goals of the RCP is to create an urban form comprised of sustainable and balanced communities with a high quality of life. Local jurisdictions, acting together as SANDAG, have endorsed an urban form that channels much of the region's future growth into existing urban (primarily incorporated) communities, preserving and protecting the lifestyle and sensitive environment of our rural (primarily unincorporated) areas. Although the region is making progress on this goal, it must be universally embraced to help ensure that infrastructure is in place before growth occurs.

The region consists of 19 separate jurisdictions, each with control over land use decisions and some level of responsibility for providing and maintaining vital public infrastructure. Moreover, the region is home to many overlapping special districts and agencies, each with different responsibilities and service areas. Currently, much of the decision making is independent and fragmented, with linkages loosely tied to the local jurisdiction's general plans.

Issues for Discussion

- **The IRIS proposes a two step approach to achieve the urban form and design called for in the RCP. Does the Committee support:**
 - **Creating a planning, financial management and public policy framework to strengthen the relationship between local and regional plans and polices to better link land use and infrastructure?**
 - **The use of an incentive and competitive-based process to prioritize and synchronize capital improvement programs and strategies?**
- **Currently, much of the decision-making process that leads to the provision of infrastructure is independent and fragmented. Does the Committee support the establishment of a more integrated and formalized working relationship between general purpose governments and infrastructure providers?**
- **What does the Committee like about the approach the IRIS is proposing and how can it be improved?**

Although we are 19 separate jurisdictions and numerous special districts, the RCP recognizes that we are one region that requires a seamless plan with an integrated infrastructure strategy.

The region's quality of life is largely impacted by the level of service provided by its infrastructure. As the San Diego region continues to change, we must regularly assess the ability of our infrastructure to handle change and to maintain our quality of life at acceptable levels. While this is largely understood, the region, state and nation all face the challenge of deteriorating infrastructure and the threat of a steady decline in resources dedicated to infrastructure investment. Adequate infrastructure investment can provide a framework for helping our region meet its quality of life goals.

As the region moves towards listing financing and public policy options to address infrastructure needs, it is important to remind ourselves that one of the objectives of the RCP is to be inclusive in identifying infrastructure needs and solutions. Our infrastructure needs extend beyond a single infrastructure area, such as transportation, and we will not likely achieve our ambitious urban form and design goals if we focus or rely solely on transportation. Transportation infrastructure is just one piece of the smart growth puzzle. One of the objectives of IRIS is to put the most important pieces of the infrastructure puzzle on the table at one time, substantially improving the region's opportunity to put the puzzle together in a comprehensive fashion, not piecemeal. This is why the IRIS is a key component of the RCP.

Today, however, most infrastructure planning is done without a coordinated framework that combines long term visionary planning with short term capital expenditures. Integrating long range, visionary planning with current expenditures is not practiced on a wide spread basis. In fact, a number of recent studies and reports have cited this as being a fundamental necessity for addressing the State's infrastructure needs.¹

Pending approval and direction from the Regional Planning Committee and the SANDAG Board of Directors, the IRIS will provide a framework for strengthening the relationship between local and regional plans and policies; linking land use and infrastructure decisions that support the "smart growth" urban form and design envisioned in the RCP.

Definition of Regional Infrastructure

For the purposes of developing the IRIS, a set of criteria was identified to assist with selecting which infrastructure would be included. Based on direction from the Regional Planning Committee and the SANDAG Board of Directors, the criteria reflects primarily regional serving infrastructure. In order for infrastructure to be included in the report, it must meet all of the criteria listed below.

Infrastructure Criteria

- Must be a public facility or regulated monopoly
- Must be a publicly shared system, network, or resource used by or benefiting a majority of the region on a regular and consistent basis

¹ Dowall, David and Whittington, Jan. "Making Room for the Future: California's Infrastructure." Public Policy Institute of California, 2003. "California's Five Year Infrastructure Report, 2002". Prepared for Governor Gray Davis by the California Department of Finance.

- Must provide for equal opportunity for all residents and businesses to benefit
- Must be run, regulated, or overseen by state or local elected officials or their appointed representatives
- Must insure that the level of service available and the price of the service to be about the same for all users
- Must play an integral part in maintaining the quality of every day life for the average resident
- Must include Ports of Entry with Mexico due to the unique location of the San Diego region

IRIS Infrastructure Areas

The list below shows the infrastructure areas evaluated in the IRIS.

- Transportation (incl. Regional Airport, Maritime Port, Transit, Highways, and international Ports of Entry)
- Wastewater (Sewage Collection, Treatment and Disposal System)
- Energy Supply and Delivery System
- Solid Waste Collection, Recycling and Disposal
- Storm Water Collection and Treatment System
- Water Supply and Delivery System
- Open Space (incl. Habitat Preservation, Parks and Recreation, and Shoreline Preservation)
- Education (incl. K-12, Community Colleges and Universities)

Future updates or expansions of the RCP and IRIS may include additional infrastructure areas.

Objectives of the IRIS

The IRIS proposes to apply market-based financial and public policy incentives inside a capital improvement programming framework to implement the urban form and design of the RCP. The incentives and framework are intended to provide local jurisdictions with a process and resources necessary to incrementally move toward sustainable and livable communities.

The primary IRIS objectives are to:

1. Provide a framework to strengthen the relationship between local and regional plans and policies.
2. Identify a process that allows our region to achieve the “smart growth” urban form and design envisioned in the RCP.
3. Make the framework and process flexible so that each community has the opportunity and choice to define “smart growth”.
4. Identify a process to establish a more direct and formal relationship between land use decisions and capital improvement programming and planning that supports the urban form and design envisioned in the RCP.
5. Determine if the many capital improvement programs and plans can be better integrated to support the smart growth urban form and design envisioned in the RCP.

Connects Regional and Community Goals

If the infrastructure investments and public policy changes identified in the IRIS are carried out, the result will bring a number of benefits to the region's communities. First, we will have created a universally accepted regional framework for achieving smart growth and integrated it with the local planning process. Second, the necessary infrastructure will be in place prior to growth occurring. Last, the urban form created will help the region move towards more sustainable communities through the implementation of the RCP's vision and core values. The core values emphasize the importance of creating livable neighborhoods and a healthy environment, linking jobs to housing, improving the region's workforce through education, and providing infrastructure systems that serve the needs of a growing region.

Engages Communities in Defining Smart Growth

As part of an incentive-based financing approach, the IRIS suggests that local jurisdictions work in coordination with public service providers to prepare a framework for evaluating and selecting smart growth projects that implement the goals of the RCP. The addition of a smart growth framework (to the development and permitting process) will help local jurisdictions prioritize those projects that directly address the goals and objectives of the RCP while simultaneously achieving community goals.

By allowing communities to define smart growth in their own terms (within a regional framework) the IRIS helps to ensure that the smart growth approach reflects the unique sense of place and avoids the perception of forcing changes onto a community that may not fit within its existing character. The IRIS allows communities to define smart growth themselves, rather than applying a "one size fits all" definition of smart growth that may or may not resonate with an individual neighborhood.

To encourage an urban design that embraces smart growth characteristics, our region should create a competitive process to allocate some of our scarce infrastructure resources. Competition for infrastructure funds will help push the smart growth envelope; encouraging communities with an incentive-based approach to incorporate as much smart growth planning as is reasonable within their area. Similar to what occurred with City of San Diego's downtown redevelopment efforts, the first proposals through the door received the greatest levels of assistance and subsidies as a reward for taking on the initial risk. As the benefits of the investment revealed themselves and the risks decreased, subsequent proposals received less public assistance while the downtown area continues to prosper due to the attractiveness of the area.

Integrates Regional Infrastructure Planning and Programming

There are numerous benefits to integrating infrastructure planning and programming, including: more efficient allocation of resources, avoiding unnecessary duplication in services, reducing the impacts of growth, and improved coordination between land use planning agencies and infrastructure service providers that support the community.

There are two primary types of integration: vertical and horizontal. Vertical integration represents the relationship between long term, strategic planning and short term capital programming. The goals of the long term strategic plan are accomplished through the annual incremental

expenditures approved in the Capital Improvement Program (CIP). Horizontal integration refers to collaboration across different types of infrastructure providers. For example, Wastewater and Water service providers currently coordinate on the installation of water and sewer pipes to alleviate the need to dig multiple holes and to tear up streets numerous times. One of the objectives of the IRIS is to identify the benefits from prioritizing and synchronizing the capital improvement program expenditures across all infrastructure areas.

An integrated strategy is fundamental because it enables local jurisdictions and planners to realize the benefits of inter-related infrastructure planning. For example, through horizontal integration schools are able to increase their access to recreational facilities by partnering with local government to create joint-use local park facilities; and water suppliers can coordinate with energy providers to co-locate energy plants with desalination facilities.

Prioritizes Expenditures Within the Existing Regional Framework

The IRIS does not suggest significant structural change, and attempts to utilize the existing system to achieve different results. While identifying new sources of revenue for infrastructure may be necessary, the real value of the IRIS is not in the additional monetary resources identified. The real value added is integration through prioritization of expenditures and the synchronization of planning across infrastructure providers. Growth of any type is a problem if adequate infrastructure is not in place beforehand. Prioritizing and synchronizing infrastructure expenditures will enable the region to provide the necessary infrastructure to areas where growth is planned to occur before it takes place.

Assisting Communities Most in Need of Infrastructure Investment

The IRIS also provides a partial solution to infrastructure requirements in older, existing communities suggesting that smart growth and redevelopment can help them to address their infrastructure needs. The IRIS approach provides an incentive (in the form of prioritized infrastructure expenditures) to communities that are willing to accept changes in the form of “smart growth”, defined with community participation, in exchange for greater levels of infrastructure investment. Most importantly, the IRIS helps to ensure that the necessary infrastructure will be in place before additional growth occurs. Communities willing to accept additional smart growth should be eligible to receive resources that can fund infrastructure improvements. With a well-crafted proposal, a community can end up with higher levels of service and amenities than what currently exists. Therefore, the IRIS provides benefits to older communities willing to implement smart growth.

Comprehensive Assessment of Infrastructure Needs with Limited Resources

The IRIS will gather all infrastructure needs and present them as an integrated whole so that they can be addressed together, rather than separately. The IRIS will determine need through two types of documents: Capital Improvement Programs and Long Range Strategic Plans. Capital Improvement Programs (CIPs) are a representation of need determined within an environment of limited resources. Because a CIP represents a prioritized short-term need and location of expenditure, the IRIS needs assessment will help determine where the need is currently located in the region, based upon the location of capital expenditures. Long term needs are addressed in long term strategic plans such as the Regional Transportation Plan (RTP) and County Water Authority’s Facilities Master

Plan. The long-term plan's purpose is usually to provide strategic goals and vision for the infrastructure expenditures. Ideally, the short term needs represented in the CIP would be a direct reflection of the long term goals and vision of the strategic plan. Without an adequate long term strategic planning document, it is difficult to assess whether major goals and objectives are being met with respect to a long term vision.

Given a limited set of resources, meeting the infrastructure needs of the region is not something that can occur immediately. The IRIS discussion of funding will emphasize that adequacy of infrastructure provision and funding is directly related to time. The IRIS recommends a phased progression that requires a process for incrementally meeting the region's infrastructure needs over time. The IRIS will ask the question, "Over time, are capital improvement expenditures incrementally addressing a long term goal or vision?" Without a long term vision, it is difficult to determine whether a provider is meeting the infrastructure needs of the region into the future.

It is also important to differentiate between regional and subregional infrastructure. At the regional level, overall supply and capacity are the major issue while at the sub regional level, service provision and delivery are key concepts. Regional water supply can be used to illustrate the progression from regional to sub regional. At the regional level, the overall supply of water is critical and requires a close look at total capacity. With regard to sub regional planning and urban design, the distribution network and location of water-related infrastructure becomes increasingly important. Community and regional needs are different but interrelated and need to be integrated. All communities share in the regional need, although each community has its own set of individual needs. The IRIS will suggest an integrated approach that addresses both regional and subregional needs.

Consistency with State Efforts

Efforts comparable to the IRIS are underway across the State of California. The agency responsible for overseeing special districts in the State, the Local Agency Formation Committee (LAFCO), is required to develop municipal service reviews, although LAFCO's focus is more towards reviewing the adequacy of the infrastructure and not necessarily implementing an urban form and design.²

In addition, AB 1473 passed in 1999, requires the Governor to submit a five-year infrastructure plan in conjunction with the annual Governor's Budget. The five year infrastructure plan serves as the State's integrated capital improvement plan for infrastructure. The bill requires every entity of state government to provide to the Department of Finance (DOF) information related to infrastructure needs and costs for a five-year period. It is linked to the State's long term vision through requirements for meeting general criteria guidelines provided by the state.

IRIS Approach

The IRIS will be completed in a four-step process summarized below.

² According to LAFCO, the service reviews assess the infrastructure needs of an area, identify financing constraints and opportunities, and suggest public policy, efficiency and reprioritization possibilities. The service review does not require that LAFCO initiate changes based on the findings of the analysis. LAFCO can, however, subsequently pursue changes to services, jurisdictions or spheres of influence if there are recognizable benefits to doing so. For more information, refer to <http://www.co.san-diego.ca.us/sdlafco/procedures/>.

1. **Infrastructure Inventory and Evaluation:** First, data will be gathered to verify the following: who is responsible for the infrastructure; who are the key decision-makers; how is it financed; and, what types of capital and operating budgets are available. To the extent possible, this information will be organized into documents similar to SANDAG's Regional Transportation Plan (long-range strategic planning document) and Regional Transportation Improvement Plan (short-term capital improvement programming document) so comparisons can be made across infrastructure areas.
2. **Needs Assessment:** The second step is to identify how infrastructure needs are being met and planned currently, using existing programmed expenditures and strategic plans. Regional needs will address capacity in a broad context while subregional needs will primarily address service delivery capabilities.
3. **Financing and Public Policy Options:** The third step is to develop a set of solution options that view each infrastructure area from the perspective of supporting the urban form called for in the RCP. The solution options will come from three main areas, prioritizing and synchronizing capital improvement expenditures, public policy changes and, if necessary, raising new revenue. The IRIS process should be market based, relying on competition and incentives to achieve our urban form and design goals. In addition, the IRIS will consider creating an incentive-based capital improvement programming procedure, referred to as a "Smart Growth Implementation Fund."
4. **IRIS:** The final step is to develop an integrated regional infrastructure strategy from the set of public policy and financing options, and a procedure to monitor the region's progress and performance in meeting the quality of life goals and objectives identified in the RCP.

Key IRIS Stakeholders

Throughout the IRIS process, key stakeholders will play a vital role in ensuring the strategy's success. The two major stakeholders are local jurisdictions and regional infrastructure providers. The local jurisdictions have land use control for implementing the smart growth vision of the RCP; in addition, local jurisdictions also act as service providers for various types of infrastructure, including wastewater, stormwater, open space, and others. More traditional infrastructure providers, such as water districts and utilities, have control over the capital expenditures for infrastructure that will support new projects and redevelopment opportunities. Without the support of, and collaboration between the key stakeholders, the urban form and vision called for in the RCP will not be linked to the capital improvement programs. Failure to garner stakeholder support and collaboration will make it difficult to achieve sustainable and balanced communities.

The Role of Urban Form and Design in the RCP and IRIS

The urban form and design described in the RCP are linked directly to the financing and public policy options in the IRIS. The financing and public policy incentive-based approach is the means to achieve the urban form and urban design concepts identified in the core values and vision of the RCP. Urban form refers to the channeling of growth towards developed, incorporated areas that have the largest endowment of existing infrastructure systems in place. Urban design concepts address how communities in the incorporated areas will look and function as additional growth is accommodated. Urban design is where smart growth concepts such as walkable neighborhoods,

mixed use development, more housing choices, and transportation mobility are implemented. Good urban design is flexible, adding to the unique character of a community, making it livable.

The Importance of General Plans and Development Approval in the IRIS

Today, the location and quantity of infrastructure largely follows what development is approved by local land use agencies. General plans serve as a planning framework for developers and infrastructure providers. Essentially, general plans are important elements of the planning and programming documents for many infrastructure providers.

For a project to be approved, a developer must submit a plan to a city requesting permission to proceed. A key question for the approving agency is whether or not adequate infrastructure will be in place for the proposed development. In some cases, the developer agrees to provide the needed public facilities and services themselves. In other cases, the services will already be in place (or will have been planned for construction) because an infrastructure provider has anticipated and provided for this type of development as a result of their knowledge of the general plan's land use element. Sometimes, a proposed development is denied because it cannot be shown that sufficient facilities will be provided at a reasonable cost. This is often the case with infill and redevelopment projects. One of the objectives of the IRIS is to develop a process to ensure that the infrastructure is in place prior to or in conjunction with development occurring.

Proposed Financing and Public Policy Options: Four Areas

The IRIS provides a framework for meeting infrastructure needs, as defined by the region's capital improvement programs and long term strategic plans. Whether one considers infrastructure needs at the State, national or local level, one finding is consistent across all infrastructure providers: the overall request for infrastructure resources is greater than the available pool of resources. As a starting point, the IRIS defines need in terms of available resources, using existing capital improvement programs as a reasonable estimate of infrastructure need determined in an environment of limited public resources. However, the need for some of the infrastructure areas is not adequately represented by Capital Improvement Plans, (e.g. Habitat and Open Space and Stormwater); therefore, alternative assessments of need will be developed that are consistent with the IRIS framework.

To address needs, the IRIS recommends financing and public policy options that are incentive and competitive-based and come from three main areas: prioritization and synchronization of existing expenditures, public policy changes and, if necessary, raising new revenue. Furthermore, the IRIS suggests a fourth, additional incentive-based capital improvement programming option that complements the broader regional IRIS financing strategy and emphasizes sub-regional needs (described below).

Option 1: Prioritization and Synchronization

The IRIS suggests a process to prioritize development according to the smart growth urban form and design goals identified in the RCP. The IRIS recommends local jurisdictions, in coordination with infrastructure providers, place a higher priority on development proposals that are designed to meet the urban form and design principles which implement the goals of the RCP.

Prioritization of infrastructure expenditures requires a framework be established by local jurisdictions that could be incorporated into the local planning process. The IRIS recognizes that much infrastructure money is earmarked for a specific area or purpose and that flexibility is limited. However, there are opportunities to direct expenditures to areas that would strengthen the local-regional plan relationship. Furthermore, it is unlikely that the IRIS approach will be able to significantly impact the current set of Capital Improvement Programs, as these funds have already been allocated based on existing prioritized needs. It will likely take 3-5 years for the region to begin incorporating the incentive based approach into the local planning process so that it coincides with new capital improvement program budgets. This provides the region with the opportunity to refine the framework, obtain a collaborative regional agreement on the approach, and work out potential challenges or issues.

The first step for implementing the RCP would be to incorporate the proposed framework into the local planning process. Once this has been achieved, it would send a message to developers and to infrastructure providers that future development proposals and plans will be evaluated and prioritized according to their consistency with the regional vision in the RCP. A memorandum of agreement (compact) between cities and infrastructure providers may be necessary to communicate this collaboration. As this process unfolds, it would strengthen the local and regional plan relationship by offering communities the opportunity define smart growth, consistent with the regional framework, and approve land use changes that are supported by infrastructure investments.

Option 2: Public Policy Changes

Public policy changes are another option for addressing infrastructure needs. One example of public policy changes that could help meet regional infrastructure needs is state-local government fiscal reform. The way the State of California currently collects and distributes revenue to local governments creates incentives that are contrary to the goals and objectives of the RCP. Making sales tax one of the primary revenue sources for local governments encourages cities to attract and subsidize retail and other types of sales tax generating land uses. While there is certainly a place for these uses, they tend to provide lower value added employment opportunities and often require more land than other forms of development. In addition, tax revenues flow to where the money is spent, not necessarily to where the person lives or where there is a need for infrastructure facilities and services. Furthermore, developing commercial uses for sales tax purposes also discourages other uses such as housing and community services which may be vital to the livability of an area. These are seen as fiscal losers because they require expenditures from jurisdictions without contributing an equivalent amount of money back into the general fund. The San Diego region is developing a fiscal-reform proposal that if implemented would, over time, balance this “fiscalization of land use,” making jurisdictions ambivalent over the choice of approving new housing or a retail center.

Another example of public policy change is demand and systems management. Demand and systems management seek ways to influence the behavior of infrastructure users, such as conservation, or expand the lifetime and capacity of existing infrastructure without having to build new or potentially costly capacity upgrades. The goal of public policy changes related to demand and systems management is to identify the primary causes of infrastructure inadequacy and then develop strategies to meet the challenges. For example, improvements in technology and more aggressive conservation efforts tend to improve the system's productivity or reduce demand and

postpone the need for capacity upgrades.³ In transportation, planners have developed ways to achieve higher capacity levels using existing systems through measures such as metered on-ramps, signal prioritization, multiple direction HOV lanes, and other forms of technological improvements; all of those changes have improved the productivity of our transportation system.

Option 3: New Revenue Sources

The third option for meeting infrastructure needs is to identify new revenue sources. New revenue may play an important role for those infrastructure areas which currently do not have a secure or established source of revenue, such as Stormwater and Habitat. The IRIS will make an attempt to meet as many of the identified infrastructure needs as possible using prioritization and public policy changes. Developing new revenue sources will be recommended if the first two approaches have proven to be inadequate.

Option 4: Smart Growth Implementation Fund

The IRIS also suggests using a "smart growth incentive fund" to help the region's municipalities and infrastructure providers collaborate in developing a competitive process to implement smart growth and strengthen the local-regional plan relationship. Establishing a "smart growth incentive fund" for infrastructure improvements needed by smart growth projects would be useful for implementing the goals and core values of the RCP, especially if those infrastructure improvements intended to support smart growth cannot be funded through prioritization of existing CIP projects. By rewarding smart growth project areas through a competitive proposal process, local jurisdictions would be able to help bring needed (supplemental) capital improvement resources to communities willing to accept change (smart growth). Introducing competition would serve a number of purposes. Perhaps most importantly, having communities compete for smart growth resources allows for flexibility and for greater levels of smart growth planning. This proposed process is representative of the approach currently used by the City of San Diego's City of Villages Pilot program, which judges developments in a competitive fashion to receive prioritized infrastructure expenditures and fast-track permit processing.⁴

Currently, as part of the RTP, SANDAG proposes to establish a \$25 million Smart Growth Implementation Fund. The purpose of the fund is to provide incentives to communities to implement smart growth. If a community or developer would like the resources, they must initially show how their land use proposal meets the goals and objectives contained in the regional framework plan. The greater the number of infrastructure providers that participate in the Smart Growth Implementation Fund the greater the resources available and the more important the Fund becomes as a tool to implement smart growth.

³ Dowall, David and Whittington, Jan. "Making Room for the Future: California's Infrastructure." Public Policy Institute of California, 2003.

⁴ For more information on the City of Villages Pilot Program, please refer to:
<http://www.sannet.gov/cityofvillages/index.shtml>

DRAFT TRANSPORTATION CHAPTER OF THE RCP

ISSUE STATEMENT

Like most major metropolitan areas in the nation, the San Diego region has not been able to keep pace with the public's demand for travel. Growth in travel consistently has outpaced growth in population and employment over the past two decades, and this trend is projected to continue through 2030. Many of the region's major transportation facilities are operating at or beyond their capacity – the result of dramatic increases in motorized travel and limited financial capacity to keep pace with peak demand.

However, if we have learned anything in the last decade, it's that we can't build our way out of traffic congestion. This leaves us at a crossroads – the road less traveled may hold the key to how we commute in the future. Traffic congestion in urban areas like the San Diego region will generally worsen over time, unless we take actions to directly address travel demand, better manage our existing transportation resources, and have effective options to get people out of their single occupant vehicle, especially during peak periods.

As the region grows over the next 30 years, some basic demographic characteristics of the population also will change. As a group, we will become both older and more ethnically diverse. Around the year 2012, there will be no ethnic majority in the region.

In addition to these ethnic changes, our region also is aging. Almost 30 percent of the San Diego region's current population is baby boomers, the huge group of people born between 1946 and 1964. In the year 2030, 19 percent of the region's population will be age 65 and older, which is a higher percentage than is seen today in the state of Florida.

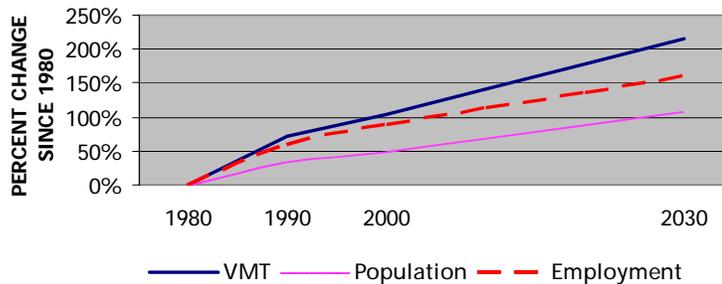
Providing a transportation system that better connects our homes, schools, work, shopping, and other activities is one of the core values of the Regional Comprehensive Plan (RCP). The region's transportation vision is to ensure more transit, walking, and biking opportunities and provide effective transportation choices for people of all ages and abilities. Implementing this transportation vision will allow the San Diego region both to grow in a more sustainable fashion than today, and will position us to meet the future transportation needs of our region's population, as it grows and becomes older and more diverse over time.

Improving transportation is one part of the much larger vision to sustain and improve our region's quality of life. The RCP will serve as a foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. The Plan also will serve as the framework for strengthening the relationship between local plans and policies and regional plans and policies.

The current Regional Transportation Plan (RTP) – MOBILITY 2030 – the transportation component of this first Regional Comprehensive Plan, is critical to realizing the vision of the RCP. Through its use of transportation incentives to encourage better land use decisions, MOBILITY 2030 takes a first step in our efforts to grow in a smarter, more sustainable way. In turn, the vision and planning principles developed by the RCP will drive future updates of the RTP, providing the framework in which future transportation investments will be integrated.

Growth in travel consistently has outpaced growth in population and employment over the past two decades. This trend is projected to continue through 2030.

FIGURE 1.3—GROWTH IN TRAVEL, POPULATION, AND EMPLOYMENT



SOURCE: SANDAG

INTERRELATED ISSUES

Integrating the Regional Comprehensive Plan and Regional Transportation Plan

In March 2003, the SANDAG Board of Directors approved MOBILITY 2030 – San Diego’s Regional Transportation Plan (RTP). MOBILITY 2030 is the transportation blueprint to address the mobility challenges created by our region’s growth. It contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the San Diego region through the year 2030. The 2030 RTP was developed around four main components: Land Use, Systems Development, Systems Management, and Demand Management. Each component has a unique, yet interdependent, role in improving mobility and travel in the San Diego region through the year 2030.

MOBILITY 2030 (Figure 1.4) looks into the future to deliver a new transportation vision. It focuses on providing real-time, competitive travel choices during rush hours when most of our traffic congestion occurs. Since much of this demand is driven by the need to commute to and from work and school, the 2030 RTP looks at incentives for encouraging alternative commuter travel choices. This includes making it more convenient, fast, and safe to ride transit, carpool, or vanpool during peak hours, or bike or walk to work or school. In our fast-paced world, saving time is a very real and powerful incentive for encouraging these more sustainable travel choices.

ADD FIGURE 1.4 (MOBILITY NETWORK)

MOBILITY 2030 serves as the transportation component of the RCP and supports the RCP’s vision to promote smarter, more sustainable growth. Implementation of MOBILITY 2030 requires coordination with the region’s local land use plans and policies. Central to resolving our transportation dilemma is addressing our region’s affordable housing crisis, building new communities and rebuilding older ones around mixes of land use, public transit, walking, and biking, and providing other needed infrastructure to support smart growth development.

The steps toward smart growth will be facilitated through iterative, ongoing updates of local plans, the RTP, and the RCP. The RCP will provide the structure for connecting local land use plans and transportation investments so that we can better meet our future needs. Key transportation components integral to the RCP include the Regional Transit Vision, the Congestion Management Program, and Transportation Funding as an Incentive to Smart Growth (discussed below).

Regional Transit Vision

MOBILITY 2030 envisions vastly improving regional transit service through the implementation of the Regional Transit Vision (RTV). The goal of the RTV is to make public transit competitive with driving a car during peak periods. It envisions a network of convenient, reliable, fast, and safe transit services that interconnects the region.

Our local jurisdictions, by power of their land use authority, will play a significant role in creating an urban form that supports implementation of the RTV. MOBILITY 2030 recognizes that transit improvements need to be focused in areas with compatible land uses that support an efficient transit system. Transit is not for every area and every trip. Key actions needed by local jurisdictions include:

- **Integrating Transit** – The RTV calls for transit to be integrated into many of our communities and neighborhoods, with transit stations serving as central activity centers. Local jurisdictions need to provide a mix of land uses with particular attention to urban form – pleasant, tree-lined sidewalks, design standards that emphasize the human scale, and streets that encourage slower but more smoothly flowing automobile traffic.
- **Supportive Land Use** – A mix of retail, office, service, and residential uses needs to be focused around existing and planned transit stations. These neighborhood and community centers of moderate to higher densities will encourage walk and bicycle access to jobs and services as well as to transit. The result will be shorter trips overall, with a higher proportion of them made within the neighborhood. Supportive transit services also must be in place providing circulator services within these communities and connecting them to our larger employment centers and schools. Such transit-oriented land uses are critical to improving livability and maximizing the number of people with access to transit.

As part of MOBILITY 2030, the region's cities and the County identified a number of potential neighborhood and community centers that were incorporated into the 2030 RTP land use assumptions. But additional land use commitments and other local actions are needed to effectively deliver the RTV. Preliminary analyses indicate that while local smart growth commitments used in the 2030 RTP result in fairly minimal impacts on the region's overall transportation system performance in the near-term, they are clearly a step in the right direction. Adding more such land use over time could indeed improve future performance of the transportation system. The role of the RCP will be to identify incentives that will encourage additional land use commitments and actions by local jurisdictions.

Local jurisdictions also must work with the region's transportation agencies to implement priority measures that will allow transit to bypass congested roadways and intersections. These steps could include signal priority, dedicated transit lanes, or grade-separated intersections.

The transportation agencies must do their part as well to coordinate transit project planning with local land use planning. SANDAG and its transportation partners are evaluating several potential venues to showcase the high quality transit services described in the RTV. Implementing these showcase services within the next few years will be important, so that people can see and experience a new kind of vehicle, a new kind of station, new sources for transit information, and a new way of providing public transit services.

How Do We Implement the Regional Transit Vision? A new regional approach to transportation planning and project implementation is underway. SB 1703, when it became law in January 2003, put under one roof all of the responsibilities and roles of SANDAG, and many of the transit functions of both MTDB and NCTD. The law enables local mayors, council members, and county supervisors in this region to streamline transportation decision-making. In essence, all regional transportation planning, money allocation, project development, and construction, especially in the public transit arena, are now the responsibility of a new consolidated regional agency.

Congestion Management Program

The region's Congestion Management Program (CMP) also is integral to the RCP. State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a CMP. SANDAG is the designated Congestion Management Agency (CMA) for the San Diego region and is responsible for updating the CMP every two years. The most recent update – the 2002 CMP – was adopted by the SANDAG Board of Directors in January 2003.

The purpose of the CMP is to monitor how our regional transportation system is performing, develop programs to address traffic congestion, and better integrate transportation and land use planning. The CMP focuses on two main activities: (1) addressing existing congestion through regular roadway monitoring and the preparation of deficiency plans, and (2) identifying and mitigating future congestion resulting from the new development. As with the RTV, local jurisdictions play a role in the CMP process:

- **Deficiency Plans** – Regular monitoring of the region's roadway and transit system performance is used to identify congestion "hot spots" where the CMP level of service (LOS) standard ("LOS E") is not met. Working in partnership with SANDAG, Caltrans, and the two transit districts, local jurisdictions are responsible for adopting deficiency plans that address existing congestion. These plans identify the causes of congestion, develop remedial actions, and establish funding mechanisms for improvements that help manage congestion.
- **Enhanced CEQA Review** – The CMP recognizes that local land use decisions contribute to roadway congestion. To address future congestion, local jurisdictions must provide for enhanced California Environment Quality Act (CEQA) review for large development projects (generating 2,400 or more average daily trips or 200 or more peak period trips). For these projects, local agencies must conduct a traffic analysis and mitigate project impacts on the regional transportation system, to the extent feasible.

The RCP's smart growth vision may place it at odds with the CMP's primary focus on mitigating traffic congestion. Among the Plan's strategies are providing a mix of land uses and locating higher residential and employment densities around transit stations. These may result in higher vehicle trips in certain areas and localized traffic impacts. Yet this approach has demonstrated much broader regional benefits, including reduced congestion levels overall, more efficient use of resources, and significantly less overall land consumption.

Several tools are available to deal with this potential conflict. Current state legislation enables local jurisdictions to designate "infill opportunity zones," which are exempt from CMP LOS requirements. To qualify, these areas must be zoned for compact residential or mixed-use commercial development located within one-third mile of existing or future transit stations.

The 2002 CMP also emphasizes the use of a wide range of non-traditional strategies to better manage congestion. The revamped program focuses on near-term, low cost efforts, such as transportation demand management (rideshare programs, transit pass subsidies, flexible work hours, teleworking, etc.), transportation system management (signal synchronization, peak period parking restrictions, bicycle paths, etc.), and project design guidelines to encourage walking, bicycling, and transit use. These tools, if used effectively, can help local jurisdictions to address the local impacts of new development projects at the onset, reducing the need for more capital-intensive regional solutions in the future.

Using Transportation Funding as an Incentive for Smart Growth

One of the most powerful incentives to implement smart growth may rest in SANDAG's authority over regional transportation funding decisions. As the Metropolitan Planning Organization (MPO), Regional Transportation Planning Agency (RTPA), and Regional Transportation Commission (RTC), SANDAG is responsible for programming federal, state, and local transportation (*TransNet*) funds in the San Diego region.

Two efforts are currently underway to better integrate land use and transportation planning and decision-making in the region.

- **Smart Growth Incentive Program** – For the first time in MOBILITY 2030, a \$25 million, five-year pilot program to provide incentives for integrating transportation and smart growth development was proposed. SANDAG’s FY 2004 Overall Work Program includes the development of this incentive-based program to encourage land use decisions supportive of the region’s commitment to the RTV. SANDAG’s Regional Planning Committee and Transportation Committee, along with working groups of planning and public works directors and other regional stakeholders, will help craft the details of this incentive program. This effort will include identifying, evaluating, and selecting potential pilot projects for future funding. If this pilot program proves successful, it could be extended and expanded. Over time, the SANDAG Board of Directors may wish to commit substantially more discretionary transportation funds toward fostering smart growth development in the region.

The MOBILITY 2030 Smart Growth Incentive Program is an example of one of the financing/public policy options being developed under the RCP’s ***Integrated Regional Infrastructure Strategy***. As one option, the Strategy calls for establishing a "smart growth incentive fund" for infrastructure improvements required by smart growth projects. Through a competitive process, proposals meeting certain urban form and design principles and project development guidelines would be eligible for these regional infrastructure resources.

- **Transportation Evaluation Criteria** – Following the adoption of MOBILITY 2030, SANDAG began a process to modify the transportation criteria used to evaluate and prioritize major highway, transit, and regional arterial system projects for planning and funding purposes. The approach being taken is to link major transportation planning and programming decisions to other regional smart growth priorities, such as addressing regional housing needs, encouraging pedestrian and bicycle access, habitat conservation efforts, and others. In their current state, the proposed evaluation criteria weigh five primary factors: congestion relief, cost-effectiveness, project readiness, smart growth, and environment.

This effort also is consistent with another financing/public policy option recommended by the ***Integrated Regional Infrastructure Strategy*** – better prioritization and synchronization of existing expenditures. The Strategy recommends that local jurisdictions, in coordination with infrastructure providers, develop new project development guidelines that place a higher priority on development proposals that meet the urban form and design principles that implement the goals of the RCP. Similarly, agencies responsible for infrastructure needs – such as SANDAG in the area of transportation – would refine their existing prioritization processes to direct resources to areas that strive to implement the goals of the RCP.

Relationship to Other RCP Chapters and Topics

Urban Form/ Land Use: Achieving the RCP’s transportation goals requires coordination with the region’s local land use plans and policies and strengthening the land use-transportation connection. For example, creating efficient and cost-effective transit routes and services depends on how well transit facilities are integrated into local communities and how local land uses integrate with public transit facilities. In addition to appropriate residential and employment densities, equally important to the success of transit is attention to urban form – designing communities with good walk and bicycle access to jobs, services, and transit itself.

Housing: Creating compact communities that have a mix of housing, employment, and other activities supports an environment that facilitates walking, biking, and transit use, thereby reducing dependence on auto travel. Transportation facilities and services also need to provide good access from our homes to our jobs, schools, and other daily activities. It will be important to revisit the regional transportation prioritization criteria and consider how regional transportation funding can be used as an incentive in support of meeting the region’s housing needs.

Healthy Ecosystems/Environment: Promoting healthy ecosystems – clean water, air, soils, water bodies, and coastlines – and a healthy built environment is among the RCP’s core values. Making more efficient use of our existing transportation systems and reducing the demand for motorized travel help minimize impacts to air quality, energy, and other potential effects to our ecosystems. The development of the regional transportation system must be integrated with regional environmental preservation/conservation priorities.

Borders: We must look beyond the San Diego region to link transportation and land use planning across our borders with Orange, Riverside, and Imperial Counties, and Baja California, Mexico. The last several years have seen a steady increase in interregional and international commuting, as more people are choosing to live in Riverside County and Baja California, Mexico, while keeping their jobs here.

Integrated Regional Infrastructure Strategy. Transportation is one of the major infrastructure components being evaluated under the Strategy. Three basic revenue forecast scenarios have been developed for MOBILITY 2030 – Revenue Constrained (\$30 billion), Reasonably Expected Revenue (\$42 billion), and Unconstrained Revenue (\$67 billion). Under these three scenarios, different levels of funding are assumed for transportation infrastructure improvements and operations, based on differing projections of federal, state, and local revenue sources to the year 2030.

Economic Prosperity: Reducing the travel time spent by people and goods in congested conditions helps further the RCP’s economic prosperity objectives. In addition, investments in aviation, marine terminal, and port of entry infrastructure systems contribute to the regional economy.

Interregional and International Aspects

Regional transportation facilities and services connect to larger transportation systems beyond the San Diego region’s boundaries (freeways and rail networks in other parts of the state and nation and in Baja California, Mexico) as well as to local systems of streets and roads and transit services in our communities. Interregional and international commuting has increased in the last several years, and these trends are recognized in the 2030 Regional Growth Forecast.

Interregional planning activities are underway to coordinate transportation planning across our borders. These include binational transportation planning and project development efforts as well as the I-15 Interregional Partnership (I-15 IRP).

- **Interregional Partnerships** – Through the I-15 IRP, local officials representing SANDAG and the Western Riverside Council of Governments are working to identify short- and long-term solutions related to the jobs/housing imbalance and traffic congestion along the north I-15 corridor. SANDAG also has plans for similar interregional partnerships with Orange and Imperial Counties to address interregional issues of mutual concern. Several of these solutions are explored more fully in the Borders and Housing Chapters of the RCP.
- **Binational Transportation** – Binational transportation activities are discussed in more detail in MOBILITY 2030. To accommodate the dynamic border transportation system, the 2030 RTP includes major projects to improve access to border crossings, expand freight rail service, and coordinate commercial vehicle crossings. Collectively, these projects will modernize and transform transportation infrastructure along the U.S./Mexico border from San Diego/Tijuana east to Arizona/Sonora. They are essential components in realizing our shared regional economic potential with Mexico.

Environmental Justice/Social Equity

As part of MOBILITY 2030, SANDAG conducted a quantitative analysis to evaluate the extent to which the Plan’s proposed transportation projects, programs, and services would disproportionately affect minority and low income populations. Geographic information system (GIS) methods were used to analyze demographic, socioeconomic, and transportation data. The analysis compared average travel times, work/college trips accessible in 30 minutes, and non-work trips accessible in 15 minutes for minority and non-minority

populations, and for low-income and non-low-income populations. The results of this analysis showed no substantive disproportionate effects.

Regional Priorities

Priorities for transportation are developed through the existing metropolitan transportation planning process. Federal law requires SANDAG, as the MPO for the San Diego region, to develop a long-range transportation plan that reflects the most recent assumptions for population, travel, land use, congestion, employment, and economic activity. The RTP must be updated every three years and must conform to applicable federal and state air quality requirements. Revenue assumptions must be reasonable in that funds can be expected to be available during the time frame of the plan. MOBILITY 2030, the most recent version of the RTP, sets the current regional priorities for transportation and serves as the transportation component of the RCP.

POLICY GOALS AND OBJECTIVES TO ADDRESS THE ISSUES

THIS SECTION IS A PLACEHOLDER AND NEEDS TO BE REVISED TO BE CONSISTENT WITH LEVEL OF DETAIL OF OTHER RCP CHAPTERS.

MOBILITY 2030 set forth the following vision for transportation:

The MOBILITY 2030 vision is to develop a flexible transportation system that focuses on moving people and goods – not just vehicles. The vision is to provide more convenient, fast, and safe travel choices for public transit, ridesharing, walking, biking, private vehicles, and freight. It commits the region to preserve its existing transportation resources and manage the regional transportation system efficiently.

The 2030 RTP was developed around seven major policy goals. While all goals are considered interrelated and important, Mobility is considered the Plan’s highest goal. Identified in the Table [redacted] are policy objectives that will help the region achieve the 2030 RTP goals.

TABLE [redacted]—TRANSPORTATION POLICY OBJECTIVES

GOAL	POLICY OBJECTIVES
Mobility	<p><i>No One Size Fits All</i> – Tailor transportation modal improvements to reflect supporting land uses in major travel corridors</p> <p><i>The Most Bang for the Buck</i> – Make the Regionally Significant Transportation Network the highest priority for regional transportation funding</p> <p><i>Move People and Goods, Not Just Vehicles</i> – Minimize drive alone travel by making it fast, convenient, and safe to carpool, vanpool, ride transit, walk, and bike, and improve goods movement</p> <p><i>Better Manage Congestion</i> – Better respond to traffic congestion through greater emphasis on the Congestion Management Program</p>
Accessibility	<p><i>Boost Transit Ridership</i> – Achieve a double-digit transit mode share during peak periods, with competitive transit travel times to major job centers</p> <p><i>Let’s Walk and Bike</i> – Encourage walkability and better bicycle access within our local communities</p>

GOAL	POLICY OBJECTIVES
Reliability	<i>Inform Travelers</i> – Apply new technologies and management strategies to make travel services more reliable, convenient, and safe, and to reduce non-recurrent congestion
Efficiency	<p><i>What Gets Measured Gets Managed</i> – Measure the performance of the regional transportation system on a regular basis and manage its efficiency</p> <p><i>Relieve the Pressure</i> – Develop cost-effective, voluntary incentive programs for major employers, schools, and residential areas with a goal of reducing peak period travel demand by at least five percent by 2030</p>
Livability	<p><i>Put Transit Where It Works</i> – Focus transit improvements in areas with compatible land uses that support an efficient transit system</p> <p><i>Smart Growth Carrots</i> – Use regional transportation funding as an incentive for smarter land uses</p>
Sustainability	<p><i>Discourage Sprawl</i> – Focus roadway and transit improvements in urban/suburban areas, away from the region’s rural areas</p> <p><i>Think Before You Build</i> – Evaluate all reasonable non-capital transportation improvement strategies before pursuing major expansions to roadway or fixed guideway capacity</p>
Equity	<i>Play Fair</i> – Provide equitable levels of transportation services for low-income, minority, and elderly and disabled persons

INFRASTRUCTURE NEEDS

Overview and Existing Needs

Transportation infrastructure needs were established as part of the MOBILITY 2030. While three revenue forecast scenarios were developed, the Plan is based upon the Reasonably Expected Revenue scenario, which includes \$42 billion of proposed improvements for the San Diego region through the year 2030.

Figure [redacted] and Table [redacted] provide a summary of the \$42 billion in expenditures for each of the major project categories proposed to be funded under the Reasonably Expected Revenue scenario. Of the total expenditures through 2030, 37 percent is for transit purposes, 18 percent for Managed/high occupancy vehicle (HOV) lane improvements, 20 percent for highway purposes, 23 percent for local streets and roads, and two percent for Other (Systems and Demand Management, Land Use, bicycle/pedestrian, and other related efforts). The major transportation projects, programs, and services are further detailed in MOBILITY 2030.

The costs are broken down for new capital improvements versus operations, maintenance, and rehabilitation expenditures. As the region’s transportation system ages, the ongoing costs to maintain our existing infrastructure require a significant share of our future transportation funds. Nearly \$17 billion, or 40 percent of the total expenditures, are committed to operating, managing, maintaining, and rehabilitating the region’s highway, transit, and local street and road networks.

FIGURE — MAJOR PROJECT EXPENDITURES/REASONABLY EXPECTED REVENUE SCENARIO
(\$42 Billion)

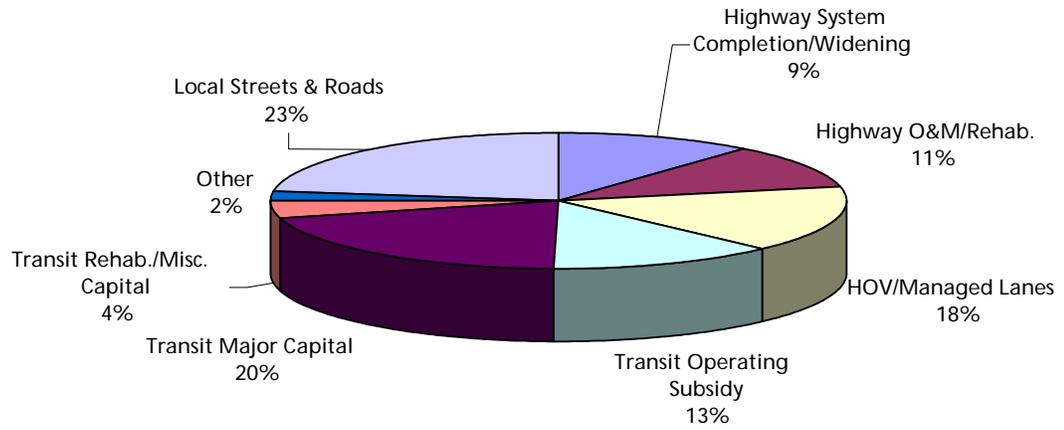


TABLE 1—MAJOR EXPENDITURES/REASONABLY EXPECTED REVENUE SCENARIO

PROJECT CATEGORIES	ESTIMATED COST (\$ IN MILLIONS)			
	FY 2002-2010	FY 2011-2020	FY 2021-2030	FY2002-2030
Systems Development & Operations				
<i>Transit</i>				
Major New Facilities (includes \$80 million by 2010 for Early Action projects)	\$2,535	\$2,285	\$3,680	\$8,500
Miscellaneous Capital/Rehabilitation/Replacement	\$600	\$870	\$510	\$1,980
Operating Subsidies	\$1,265	\$1,795	\$2,415	\$5,475
Subtotal	\$4,300	\$5,050	\$6,605	\$15,955
<i>Joint Use Facilities</i>				
Managed/High Occupancy Vehicle (HOV) Lane Facilities	\$780	\$3,770	\$2,900	\$7,450
<i>Highways</i>				
System Completion/Widening Projects	\$2,130	\$340	\$1,110	\$3,580
Operations (includes \$100 million by 2010 for Congestion Relief projects)	\$310	\$270	\$290	\$870
Maintenance	\$470	\$570	\$630	\$1,670
Rehabilitation	\$490	\$650	\$800	\$1,940
Subtotal	\$3,400	\$1,830	\$2,830	\$8,060
<i>Local Streets and Roads</i>				
New Facility Construction	\$1,340	\$1,515	\$1,575	\$4,430
Regionally Significant Arterials	\$160	\$170	\$170	\$500
Operations/Maintenance/Rehabilitation	\$1,440	\$1,615	\$1,665	\$4,720
Subtotal	\$2,940	\$3,300	\$3,410	\$9,650
Land Use/Systems Management/Demand Management				
Smart Growth Incentive Program	\$25	\$0	\$0	\$25
Bicycle/Pedestrian Improvements	\$35	\$85	\$110	\$230
Transportation Systems Management	\$130	\$150	\$160	\$440
Transportation Demand Management	\$40	\$45	\$50	\$135
Subtotal	\$230	\$280	\$320	\$830
Total	\$11,750	\$14,130	\$16,065	\$41,945

Capital Improvement Plans

Federal and state law requires SANDAG to develop and adopt a Regional Transportation Improvement Program (RTIP) every two years. The RTIP is a multi-year program of proposed major highway, arterial, transit, and non-motorized projects, including the *TransNet* Program of Projects. The current 2002 RTIP, adopted by the SANDAG Board of Directors in June 2002, covers the five-year period FY 2003 to FY 2007.

The 2002 RTIP incrementally develops the 2030 RTP, the long-range transportation plan for the San Diego region. The 2002 RTIP is designed to implement the region's overall strategy for enhancing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region.

Performance Measures and Performance Monitoring

THIS SECTION IS A PLACEHOLDER AND NEEDS TO BE REVISED TO BE CONSISTENT WITH LEVEL OF DETAIL OF OTHER RCP CHAPTERS. FOR RCP PURPOSES, STAFF PROPOSES TO USE A SUBSET OF THE 2030 RTP PERFORMANCE MEASURES.

MOBILITY 2030 was developed by examining how different land use and transportation network scenarios meet regional measures of performance. The evaluation of the performance measures developed for MOBILITY 2030 is the first step in establishing performance standards against which we will benchmark our progress toward meeting the RCP's goals and objectives.

Table [] compares MOBILITY 2030 with current conditions (year 2000) and with our projected population and employment growth in 2030 if there were no additional expansion of the regional transportation system ("no build"). The "no build" scenario is not meant to depict the real world – investments in the transportation system would be made over time to serve the region's growing population and employment. Instead, the analysis helps isolate the effect of future growth in population and employment on the transportation system's performance as well as the effect of the RTP's improvements.

MOBILITY 2030 significantly reduces roadway congestion compared to the "no build" scenario, slightly lower than even current conditions. Figure [] shows level of service by direction in the year 2000, and Figure [] shows projected level of service by direction in 2030 with the RTP improvements in place.

ADD FIGURE 1.5 (2000 MODELED LEVEL OF SERVICE)
ADD FIGURE 1.6 (2030 MOBILITY NETWORK LEVEL OF SERVICE)

TABLE 1—COMPARISON OF PERFORMANCE MEASURES

MOBILITY	CURRENT (2000)	"NO BUILD" (2030)	MOBILITY 2030
➤ Average work trip travel time	24 min.	28 min.	25 min.
➤ Average daily travel time	15 min.	16 min.	15 min.
ACCESSIBILITY			
➤ Work/school trips within 30 minutes	71%	60%	67%
➤ Non-work trips within 15 minutes	69%	65%	66%
RELIABILITY			
➤ Congested peak period travel conditions	29%	45%	25%
➤ Congested daily travel conditions	20%	38%	17%
LIVABILITY			
➤ Homes within 1/2 mile of a transit stop	63%	58%	63%
➤ Jobs within 1/4 mile of a transit stop	39%	36%	45%
➤ Work trip mode split			
○ Drive alone	78%	79%	74%
○ Carpool	12%	12%	12%
○ Transit	5%	4%	10%
○ Bike/Walk/Other	5%	5%	4%

Performance Monitoring

The success of MOBILITY 2030 will be measured through a performance monitoring system that tracks how well our transportation system is functioning and identifies opportunities for near-term improvements. This system of performance monitoring also is useful for refining the decision-making processes that are used to select individual transportation projects and investments. Ongoing monitoring can help assess the impacts of planned improvements to ensure that the region’s investment strategy is supporting regional policies.

An annual “State of the Commute” report, being developed for the first time in FY 2004, will provide ongoing reporting of the regional transportation system’s performance in an easy-to-understand format for decision-makers and the general public. The regional State of the Commute will assemble and summarize diverse transportation data, include average daily traffic volumes, vehicle occupancy and classification, transit ridership, on-time performance, and other travel trends.

In addition to average regionwide travel times, the 2030 RTP also compared average peak period door-to-door travel times in seven corridors by carpool, transit (both walk access and auto access), and auto for year 2000 conditions, the “no build” scenario, and in 2030 with planned improvements. In most corridors, implementation of MOBILITY 2030 improves carpool and transit travel times to the region’s major employment centers (see Table 1 below).

Regular travel time monitoring is important to track the effectiveness of the Plan’s investments in the regional roadway and transit networks. In 2002, SANDAG began implementing a monitoring program to track and compare auto and transit trip travel times within major travel corridors in the region. Recruited commuters kept track of their door-to-door travel times, including transfers and wait times (if via transit) and ramp metering delays (if via auto). These travel time data will be included in the SANDAG’s regional State of the Commute.

TABLE 1—PEAK PERIOD AVERAGE TRAVEL TIMES BY CORRIDOR¹ (IN MINUTES)

	CURRENT (2000)	"NO BUILD" (2030)	MOBILITY 2030
Oceanside to Downtown San Diego			
➤ Carpool	66	97	49
➤ Transit (walk access)	91	91	81
➤ Transit (auto access)	72	73	66
➤ Auto	73	102	69
Escondido to Kearny Mesa			
➤ Carpool	34	66	30
➤ Transit (walk access)	117	165	51
➤ Transit (auto access)	132	162	48
➤ Auto	40	87	45
Escondido to Carlsbad			
➤ Carpool	24	38	26
➤ Transit (walk access)	75	93	50
➤ Transit (auto access)	72	90	44
➤ Auto	28	41	31
El Cajon to Downtown San Diego			
➤ Carpool	33	38	28
➤ Transit (walk access)	84	84	62
➤ Transit (auto access)	60	61	56
➤ Auto	35	40	36
Mid-City San Diego to Sorrento Valley			
➤ Carpool	29	43	24
➤ Transit (walk access)	89	100	39
➤ Transit (auto access)	67	76	38
➤ Auto	32	47	32
Chula Vista to Sorrento Valley			
➤ Carpool	44	66	33
➤ Transit (walk access)	103	106	66
➤ Transit (auto access)	88	89	55
➤ Auto	47	69	43
San Ysidro to Downtown San Diego			
➤ Carpool	30	39	28
➤ Transit (walk access)	46	46	46
➤ Transit (auto access)	44	44	44
➤ Auto	31	40	32

¹ Travel times are door-to-door.

SOURCE: SANDAG

ACTIONS AND IMPLEMENTATION RESPONSIBILITIES

MOBILITY 2030 includes more than 90 actions to implement the goals and objectives of the RTP. Summarized below is a subset of these RTP actions, which are most relevant to RCP discussions.

WHAT (Proposed Action)	WHO (Responsible Party)	WHEN (Timeframe for Completion)
1. Develop an expenditure plan for an extension of the <i>TransNet</i> local transportation sales tax program. Give priority consideration to cost-effective projects that serve regional needs, implement RTP goals, and support smart growth principles. (2030 RTP Action 4-1)	SANDAG, Caltrans, local jurisdictions, and interested organizations	June 2004 (expenditure plan); November 2004 (ballot measure)
2. Establish a five-year, \$25 million pilot program to provide incentives for integrating transportation and smart growth development. (2030 RTP, Action 5-4)	SANDAG	June 2004
3. Prepare RTV design guidelines to permit transit facilities to be successfully integrated into community and neighborhood centers, and identify areas where future transit stations can be located to best integrate with activity centers to maximize transit ridership. (2030 RTP, Action 5-6)	SANDAG and local jurisdictions	Ongoing
4. Maintain evaluation criteria for prioritizing highway, regional transit, and arterial projects and update these criteria to better reflect the goals of the RTP, as needed. (2030 RTP, Action 6-1)	SANDAG	Ongoing
5. Allocate regional funds to transportation projects, programs, and services based on established criteria, which provide priority to implementing smart growth, the Regionally Significant Transportation Network, the Congestion Management Program, and performance monitoring efforts. (2030 RTP, Action 6-2)	SANDAG	As funding opportunities arise.
6. Implement appropriate transit priority measures on local streets and regional arterials such as signal priority or queue jumper lanes for transit vehicles. (2030 RTP, Action 6-3)	Local jurisdictions, MTDB, & NCTD	Ongoing
7. Consistent with the priorities identified in the RTP, expand fixed-route services into developing areas when sufficient density and funding exist to make service cost-effective, enhance transit service to existing developed areas, and provide feeder services to new rail stations. (2030 RTP, Action 6-9)	SANDAG, MTDB, & NCTD	Ongoing

WHAT (Proposed Action)	WHO (Responsible Party)	WHEN (Timeframe for Completion)
8. Incorporate the planned highway network identified in the RTP into local general plans, community plans, and specific project development plans, and reserve appropriate right-of-way through the subdivision review process and other means. (2030 RTP, Action 6-27)	Local jurisdictions	Ongoing
9. Develop guidelines to ensure that all regionally-funded transportation projects preserve or enhance existing non-motorized access, and provide for appropriate access where such facilities are planned. (2030 RTP, Action 6-31)	SANDAG, Caltrans, & local jurisdictions	Ongoing
10. Provide regular transportation system performance reports to the SANDAG Board of Directors and integrate performance monitoring data into ongoing planning and programming activities. Develop an annual State of the Commute report beginning in FY 2004, which summarizes information such as average trip times for major corridors, bicycle and pedestrian travel, etc. (2030 RTP, Actions 7-3, 7-4, 7-5 and 8-12)	SANDAG	Ongoing transportation performance monitoring June 2004 (first regional State of the Commute report)
11. Prepare and monitor implementation of deficiency plans as a tool to address congestion "hot spots" in the region. (2030 RTP, Action 7-6)	SANDAG, local jurisdictions, Caltrans, & transit agencies	Ongoing
12. Develop a Regional TDM Vision. (2030 RTP, Action 8-1)	SANDAG, member agencies, & employers	June 2004
13. Develop incentives that reward carpooling, bicycling, and e-work. (2030 RTP, Action 8-4)	SANDAG	June 2004
14. Adopt design guidelines for pedestrian and bicycle oriented developments (e.g., Planning and Designing for Pedestrians), and implement pedestrian- and bike-friendly development. (2030 RTP, Action 8-11)	SANDAG, local jurisdictions, transit agencies, & Caltrans	Ongoing

REGIONAL PLANNING COMMITTEE

July 11, 2003

AGENDA ITEM NO.: **5**

Action Requested: DISCUSSION

APPROACH TO HEALTHY ECOSYSTEMS CHAPTER

The Healthy Ecosystems Chapter will contain four components: Air Quality, Natural Habitat Conservation, Shoreline Preservation, and Water Quality. Each component will be discussed in the chapter as a separate component and collectively as a unit to illustrate their relationship among each other and the relationship to other chapters in the Regional Comprehensive Plan (RCP).

Draft goals, objectives, and policies currently are being developed, and will be reviewed by the Healthy Ecosystems "mini-group" of the Regional Planning Stakeholders Working Group and the Regional Planning Technical Working Group for their recommendations. The draft goals, objectives, and policies will be brought to the Regional Planning Committee next month.

The following are the main areas proposed to be covered in the Healthy Ecosystems Chapter.

Air Quality

SANDAG is responsible for developing and adopting the Regional Transportation Plan and the Regional Transportation Improvement Program. As the Metropolitan Planning Organization, SANDAG needs to ensure that transportation policies and projects are in conformance with federal and state air quality policies. SANDAG is co-lead with the Air Pollution Control District (APCD) for air quality planning related to on-road motor vehicles.

The APCD is the lead agency with authority over off-road mobile sources such as utility engines, construction and farm equipment, ships, airplanes, and trains. They also have the authority over stationary sources and area-wide sources such as power plants, refineries, and manufacturing and industrial facilities.

The RCP should include reference to federal and state air quality policies; the relationship to SANDAG's transportation policies; and APCD's policies on off-road, area-wide, and stationary pollutant sources.

Natural Habitat Conservation

The region has been involved in habitat conservation planning for over ten years. To date, the Multiple Species Conservation Program for south county, and the Multiple Habitat Conservation Program for north county have been adopted. Over the next few years, the County of San Diego will be completing plans for the unincorporated north county and east county.

The RCP should reference this ongoing work and support implementation of these plans. Funding is needed for land acquisitions, preserve management, and ongoing biological monitoring. The region should continue working with the U.S. Fish and Wildlife Service and the California Department of Fish and Game to assure coordination and cooperation with preserve management, and regional database management.

Shoreline Preservation

SANDAG has a Shoreline Preservation Strategy that was developed by the Shoreline Preservation Committee, and adopted in 1993. Based on this strategy, staff drafted the shoreline preservation section of the Healthy Ecosystems Chapter which was reviewed by the Regional Planning Committee in April 2003. This section will be reviewed for consistency with the other components of the Healthy Ecosystems Chapter, as well as the overall RCP.

Water Quality

SANDAG does not have any direct responsibility for water quality. State and federal agencies are responsible for ensuring that the region's waters are clean and safe. Pursuant to the federal Clean Water Act, the region is currently covered under the state-issued National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit for urban runoff. The permit identifies actions relating to land development activities that jurisdictions must implement to be in compliance with state and federal law. The permit enables local jurisdictions in the region to implement water quality measures in a consistent manner; all designed to protect and improve water quality in the region.

The jurisdictions are responsible for their own water quality issues and fulfilling the permit responsibilities within the portion of the watershed in their jurisdiction. The co-permittees are working together to develop new ways to address water quality challenges.

The region's water quality is determined by human activities that can be mitigated through regional and local plans and implementation programs. Including water quality in the RCP provides the region a vehicle to coordinate between ongoing local and regional efforts.

The Regional Planning Committee's discussion is requested.

REGIONAL PLANNING COMMITTEE

July 11, 2003

AGENDA ITEM NO.: **6**

Action Requested: DISCUSSION

SECOND ROUND OF REGIONAL COMPREHENSIVE PLAN (RCP) WORKSHOPS

Based upon direction from the Regional Planning Committee at its last meeting, the second round of RCP workshops has been postponed from July to September, and the focus of the workshops has shifted from urban form to key regional planning concepts. The Regional Planning Technical and Stakeholders Working Groups have been helping to refine the content and format of the workshops, and will continue to meet during the summer to assist with workshop preparations.

On Friday, June 27, 2003, the SANDAG Board of Directors also discussed the workshops. Discussion by Board members emphasized the need for substantive involvement by local elected officials from throughout the region (not just SANDAG Board members), as well as staff members from local jurisdictions, in order to fully engage local elected officials and staff members in the actual preparation of the RCP. Board members also stressed the importance of providing a context for participants who might not have attended the first round of workshops.

Workshop Schedule

The following is the revised workshop schedule, by subregion.

SUBREGION	LOCATION	DATE	TIME
East County	El Cajon Community Center	Thursday, September 4, 2003	6 – 9 p.m.
North County Coastal	Encinitas Community Center	Saturday, September 6, 2003	9 a.m. – 12 noon
South County	National City Community Building	Thursday, September 11, 2003	6 – 9 p.m.
Central San Diego	SDSU, East Commons	Saturday, September 13, 2003	9 a.m. – 12 noon; tentatively combined w/tour of light rail station at SDSU
North County Inland	San Marcos Community Center	Thursday, September 18, 2003	6 – 9 p.m.

Workshop Content and Format

Workshop content will focus on key regional planning concepts to be included in the RCP. The Regional Planning Technical and Stakeholders Working Groups have assisted in defining the content and format, as described below, and will continue to refine these during the summer months.

I. Welcome and Introductions

- SANDAG's Roles and Responsibilities
- RCP Description
- Context of RCP in Relation to Local Plans and Policies
- Regional Vision and Core Values

II. Planning Framework Discussion

- Regional Trends and Growth Forecast
- Regional Challenges and Opportunities
 - Funding for Regional Infrastructure Systems
 - Planning and Funding Needs for Healthy Ecosystems
 - Housing Strategies & Urban Form
 - Regional Transportation Networks
 - Interrelationships with Surrounding Areas
 - Equity Issues
 - Others

III. Break

IV. "Station-Based" Discussions

- This section will entail four or five break-out areas related to regional challenges and opportunities within the topics of the RCP. Workshop participants will be encouraged to visit station(s) of their interest. Each station is staffed by one or more of the following: a SANDAG Board member, a staff member, a planning director, a city manager, or a stakeholder. A brief presentation is made, discussion is encouraged, and participants fill out a feedback form.
- Participants visit as many stations for which they have time, and place "dots" next to the goals and policy concepts that are their highest priorities.

V. Wrap Up Session

- General Observations / Conclusions (Top 3 Areas of Discussion at each Station)
- Next Steps

Outreach Efforts

In order to promote high attendance at the workshops, the following outreach steps will be taken.

- Letters to each elected official in the region will be mailed in early- to mid-July.
- "Save – the – Date" Postcards will be mailed in mid-July.
- Workshop flyers will be mailed in early August.
- A second round of letters to each elected official in the region will be mailed in mid-August.

- Regional Planning Committee members and members of the Working Groups will be invited to write editorials about the RCP, promoting the workshops in their subregion, for publication in local newspapers, community newsletters, or organizational newsletters.
- Regional Planning Technical and Stakeholders Working Groups will be asked to announce the workshops in publications and e-mail newsletters of their own groups / jurisdictions.
- Regional Planning Committee members and other interested local elected officials will be asked to mail letters to their own constituents, with workshop flyers enclosed, encouraging attendance.
- SANDAG will continue to seek workshop co-sponsors. This will be discussed in more detail at the Regional Planning Committee meeting in August.
- SANDAG will announce the workshops and encourage attendance via internal electronic newsletters and e-mail distribution lists.

In addition to providing valuable feedback on key regional planning concepts, the workshops will also serve as a mechanism for scoping the programmatic Environmental Impact Report for the RCP.

Requested Actions

Regional Planning Committee members are requested to save the date for the workshops in their subregion, participate in the workshops, encourage other elected officials from their local jurisdictions and their subregion to attend, and provide assistance in general workshop outreach, as described above.