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Jess VanDeventer, **San Diego Unified
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Gail Goldberg, **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, October 3, 2003

12 noon – 2:00 p.m.

SANDAG

**401 B Street, 7th Floor Conference Room
San Diego, CA**

AGENDA HIGHLIGHTS

- **STATUS OF AB 361 (KEHOE)**
- **RESULTS OF SECOND ROUND OF RCP WORKSHOPS**
- **REGIONAL COMPREHENSIVE PLAN (RCP)**
 - **OVERALL POLICY FRAMEWORK**
 - **PRODUCTION SCHEDULE**

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, air quality, water quality, habitat), economy, borders, regional infrastructure needs and financing, and land use and design components of the regional growth management strategy.



Welcome to SANDAG! 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 which is located in the rear of the room 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/Members' Comments. 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.

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REGIONAL PLANNING COMMITTEE

Friday, October 3, 2003

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

ITEM #		ACTION
+ 1.	MINUTES FROM AUGUST 1, 2003 REGIONAL PLANNING COMMITTEE MEETING (pp. 6-9)	APPROVE
CONSENT ITEMS (ITEMS 2 - 3)		
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.		
+ 2.	MINUTES FROM AUGUST 8, 2003 SANDAG BOARD MEETING (Marney Cox, SANDAG Staff) (pp. 10-14)	INFORMATION
Attached are the minutes from SANDAG's August 8th Policy Development Board Meeting which focused on the Integrated Regional Infrastructure Strategy (IRIS) of the Regional Comprehensive Plan.		
+ 3.	HOUSING UPDATE: REGIONAL HOUSING NEEDS ASSESSMENT AND SELF-CERTIFICATION (Susan Baldwin, SANDAG Staff) (pp. 15-16)	INFORMATION
The attached report provides an update on the status of the Regional Housing Needs Assessment process and self-certification issues.		
4.	PUBLIC COMMENTS / COMMUNICATIONS / MEMBER COMMENTS	INFORMATION
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. This is also an opportunity for Regional Planning Committee members to make comments or announcements.		
REPORTS		
+ 5.	STATUS OF AB 361 (KEHOE) (Mayor Lori Holt Pfeiler, Chair; Mike McLaughlin, SANDAG Staff) (pp. 17-22)	INFORMATION
On September 25, 2003, Governor Davis signed AB 361 (Kehoe). AB 361 focuses on governance issues in the San Diego region and declares the intent of the Legislature that SANDAG complete a public process by June 30, 2004, to prepare and adopt a Regional Comprehensive Plan. The bill was amended on September 2, 2003 to clarify and improve some of its provisions. A copy of the bill is attached.		

ITEM #**ACTION****+ 6. REGIONAL COMPREHENSIVE PLAN (RCP) PUBLIC OUTREACH EFFORTS****a. RESULTS OF THE SECOND ROUND OF PUBLIC WORKSHOPS (Patty Davis, Vice-Chair; Janet Fairbanks, SANDAG Staff) (pp. 23-26)****DISCUSSION/
COMMENT**

Five workshops on the RCP were held throughout the region last month to gather ideas and comments on the draft goals, policy objectives, and potential actions to be included in the RCP. A report summarizing the major outcomes has been prepared in conjunction with the Stakeholders Working Group (SWG) and is attached. Committee members are invited to provide their thoughts.

b. PROGRESS REPORT ON COMMUNITY OUTREACH GRANTS (Anne Steinberger, SANDAG Staff) (pp. 27-28)**INFORMATION**

Earlier this year, SANDAG awarded five grants to local community-based organizations to conduct outreach to low income and minority communities, and to persons with disabilities. These communities are providing input on key areas of the RCP. A progress report is attached.

+ 7. PROGRESS TOWARD COMPLETING THE DRAFT RCP**a. DISCUSSION OF OVERALL POLICY FRAMEWORK (Mayor Lori Holt Pfeiler, Chair; Bob Leiter, SANDAG Staff) (pp. 29-30)****DISCUSSION/
COMMENT**

The Regional Comprehensive Plan will include an overall policy framework that strengthens the connection between land use and transportation and establishes a framework for future transportation project evaluation criteria. The policy framework will integrate our long-term regional transportation network, our permanent open space areas and habitat preserves, and our existing and planned urban areas, and will allow for the identification of potential smart growth opportunity areas. This item provides an opportunity for an initial discussion by the Regional Planning Committee on the proposed Overall Policy Framework. A joint meeting with the Transportation Committee is scheduled on October 24, 2003 for additional discussion.

b. SCHEDULE FOR DRAFT RCP (Carolina Gregor, SANDAG Staff) (pp. 31-32)**INFORMATION**

The attached Board report describes the work accomplished to date on the RCP and the schedule that will take place over the next several weeks in order to complete the draft RCP for the December 19, 2003 SANDAG Board meeting.

ITEM #

ACTION

8. UPCOMING MEETINGS

INFORMATION

The next Regional Planning Committee meetings will be held as follows:

- a. **Joint Meeting between the Regional Planning Committee and the Transportation Committee:** Friday, October 24, 2003, at SANDAG from 12 noon to 2:00 p.m., or 30 minutes following adjournment of the SANDAG Board meeting.
- b. **SANDAG Policy Development Board Meeting on the RCP:** Friday, November 7, 2003, at SANDAG from **10:15 a.m. to 12 noon**. *(Note: The Policy Board meeting will replace the regularly-scheduled Regional Planning Committee meeting, which would have taken place November 7th from 12 noon to 2 p.m.)*
- c. **Revised Regional Planning Committee Meeting:** Friday, November 14, 2003, at SANDAG from 12 noon to 2 p.m., to review a working draft of the RCP before it goes to the Board of Directors in December.

9. ADJOURNMENT

APPROVE

+ next to an agenda item indicates an attachment

REGIONAL PLANNING COMMITTEE

October 3, 2003

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

REGIONAL PLANNING COMMITTEE DISCUSSION AND ACTIONS

Meeting of August 1, 2003

The Regional Planning Committee meeting was called to order by Committee Vice Chair Patty Davis (South County). Committee members in attendance were Jack Feller (North County Coastal), Ron Roberts (County of San Diego), and Alternate members Judy Ritter (North County Inland), Maggie Houlihan (North County Coastal), and Jerry Jones (East County). Ex officio members in attendance were: James Bond (San Diego County Water Authority), Pedro Orso-Delgado (Caltrans), Dave Druker (NCTD), Bill Chopyk (San Diego Unified Port District), Niall Fritz (Regional Planning Technical Working Group), and Carol Bonomo (Regional Planning Stakeholders Working Group).

CONSENT ITEMS (1 and 2)

1. ACTIONS FROM JULY 11, 2003 REGIONAL PLANNING COMMITTEE MEETING (INFORMATION)
2. ENVIRONMENTAL JUSTICE/ SOCIAL EQUITY ITEM FROM JULY 25, 2003 SANDAG BOARD MEETING (INFORMATION)

Action: The Committee approved Consent Items 1 and 2.

3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There was no public comment. Vice Chair Patty Davis introduced Bob Leiter, SANDAG's new Director of Land Use and Transportation Planning, to the Committee.

REPORTS

4. REGIONAL COMPREHENSIVE PLAN (RCP): DRAFT OUTLINE AND DRAFT GOALS AND POLICY OBJECTIVES (DISCUSSION)

A presentation of the most recently updated version of the RCP outline was made. Staff noted that the Regional Planning Technical and Stakeholders Working Groups (TWG and SWG) provided input into the latest outline. The outline will continue to be refined, as concepts are discussed at the upcoming workshops and meetings.

Committee member comments included:

- We need a common definition of sustainability.
- A lot of work needs to be done with the local land use agencies on the RCP.
- People want to see the concept of limits expressed in the RCP – limits on our water and energy supplies, transportation systems, etc. There are differences of opinion out there as to whether we should control or manage growth. The RCP needs to acknowledge that we are facing challenges with regard to the limits.

There will be two levels of coordination in the land use area – first, at the long-range level with respect to general plan updates and how they relate to infrastructure investments, and second, at the short-range level with respect to specific plan/ redevelopment /master planned communities, and how they relate to public facilities and financing. The Existing Conditions and Future Trends section will reference the concept of limits, building upon the growth study that was presented recently to the SANDAG Board of Directors.

The Goals and Policy Objectives of each chapter were reviewed, with Committee input requested along the way. It was noted that the goals and policy objectives were also discussed with the TWG and the SWG, and that their comments were incorporated into the agenda report, except where noted. Following are Committee comments and staff responses (in italics) on the draft Goals and Policy Objectives of each chapter.

Urban Form

- Need clarification on the term mixed-use. *Mixed use can refer to both a horizontal or vertical mixture of land uses within a block or community.*
- Are we trying to protect high value habitat areas in addition to the adopted preserve areas? It should be indicated that the MHCP and other habitat planning efforts have been completed and implementation is underway. *The intent is to protect high-value habitat areas that have been identified in the MSCP and MHCP and to incorporate this information into existing plans.*
- How do you provide incentives for both infill development and open space? *The intent is to create opportunities to direct investments by regional and local agencies to both infill and open space areas through coordinated local and regional planning efforts. There are also non-funding incentives that can be applied to both areas.*
- The policy objective that reads "To protect public health and safety by avoiding and/or mitigating incompatible land uses" is right on point.
- The word "unique" in "unique sense of place" could be taken as a negative.

Healthy Ecosystems

- The SWG had strong feelings against sandy beaches being included in the overall healthy ecosystems goal at their last meeting. The SWG didn't want sandy beaches to get priority for funding over other important regional issues. The Committee felt that sandy beaches should remain in the overall healthy ecosystems goal.
- What will SANDAG's role be in the RCP in terms of achieving and maintaining clean air, given the work of the Air Pollution Control District (APCD)? *The RCP will position SANDAG to work and collaborate with the APCD and other regional agencies. SANDAG*

can help pull the information together so that people can understand the more complete picture. However, SANDAG doesn't have primary responsibility in this area, or several other areas of the Plan, and a note will be added in this and those other sections for clarification.

- Currently, transportation and habitat planning efforts take place in a piecemeal, corridor-by-corridor basis. Opportunities for transportation improvements should be incorporated into the policy objectives. *The Overall Smart Growth Framework and the Transportation and Healthy Ecosystems chapters will help make the connections.*

Housing

- The policy objective on gentrification sounds good, but should be re-worded for clarification, especially with regard to the reality of land costs as areas are improved. However, will infill development be discouraged if we promote strategies to prevent the displacement of lower-income and minority residents as housing costs rise? *There are mechanisms that could be used to minimize displacement when densification occurs.*

Transportation

- Need to add wording that connects and compliments all transportation modes – for example, how are our regional arterials affecting our freeways? *The concept of well-integrated transportation systems will be added to the first goal.*
- SANDAG should apply for additional federal and state funds to cover the increasing costs of transportation projects.
- Need clarification on how reducing peak period travel demand relates to the RCP. *Reducing peak period travel demand helps reduce long-term infrastructure costs. Additionally, incentive programs provided by major employers such as vanpools, flextime, carpooling, and transit subsidies, reduces the need for additional parking.*

Economic Prosperity

- The San Diego region will always have lower-wage workers, but the policy objective needs clarification as to whether improving the standard of living for lower-wage workers applies to people that are already here, or to people who will come here in the future. *The intent is to provide career development opportunities over time to all people within the region, to improve people's skills and ability to obtain higher-paying jobs.*
- Efforts to improve the standard of living for lower wage workers should focus primarily on transportation and housing. Additionally, a living wage ordinance could be considered (consensus on this point was not reached).
- Need clarification on what the unnecessary barriers are to the creation of new jobs in the region. *The unnecessary barriers consist primarily of land use regulations that prevent or reduce the creation of new jobs.*
- A new regional airport could be the region's largest economic engine. Whether we get a new airport, and where we might locate it is critical, and could serve as a point that the RCP could revolve around. SANDAG should seek input from the San Diego County Regional Airport Authority (SDCRAA) on this question. *SDCRAA Director of Planning was recently added to the TWG. A policy representative could be added to the Regional*

Planning Committee. The airport concept will be added into the policy objectives of the transportation chapter, as well.

Public Facilities

- Wastewater should be included in the goal. Huge infrastructure needs exist in the area of reclaimed water. Currently, we are not using all of the recycled water that we are producing in the region. If we are looking out 30 years and beyond, the use of reclaimed water is important. *In its initial phase, the RCP will not address the siting of wastewater facilities.*
- Public Comment: Telecommunications should be included in this chapter, as it will affect transportation.

Borders

- The public wants to see the RCP address our region's border issues.

Staff indicated that changes will be made to the draft goals and policy objectives based on Committee input.

5. UPDATE ON CONTENT OF SECOND ROUND OF RCP WORKSHOPS (INFORMATION)

Vice Chair Davis noted that the second round of RCP workshops will be held September 4 - 18, 2003, at different locations throughout the region. She encouraged all Committee members to participate, and to invite their respective city council members and community leaders to participate, as well.

The workshops will consist of an introductory presentation on the RCP, an activity where participants provide feedback on the draft RCP goals and policy objectives, and stations where the public can have discussions on various topics with stakeholders, community leaders, elected officials, planning directors, and SANDAG staff. Committee members were requested to sign up to participate at the workshops, and to provide input to op-ed pieces that could be drafted in advance of the workshops.

6. ADJOURNMENT AND UPCOMING MEETINGS (INFORMATION)

The next two Regional Planning Committee meetings will take place on Friday, September 5, 2003 and Friday, October 3, 2003, as scheduled.

Vice Chair Davis adjourned the meeting at 1:54 p.m.

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



**BOARD OF DIRECTORS
SEPTEMBER 26, 2003**

**AGENDA ITEM NO. 03-09- 1-B
ACTION REQUESTED - APPROVE**

SUMMARY OF THE POLICY DEVELOPMENT BOARD MEETING

Meeting of August 8, 2003

The meeting of the SANDAG Policy Development Board was called to order at 10:21 a.m. by Chair Ron Morrison. Attendance was as follows:

SANDAG Board Voting Members

City of Carlsbad	Bud Lewis, Mayor
City of Chula Vista	Steve Padilla, Mayor
City of Coronado	Phil Monroe, Mayor Pro Tem
City of Del Mar	Crystal Crawford, Councilmember
City of El Cajon	Mark Lewis, Mayor
City of Encinitas	Absent
City of Escondido	Absent
City of Imperial Beach	Patricia McCoy, Councilmember
City of La Mesa	Art Madrid, Mayor
City of Lemon Grove	Jerry Jones, Councilmember
City of National City	Ron Morrison, Councilmember
City of Oceanside	Jack Feller, Councilmember
City of Poway	Absent
City of San Diego	Jim Madaffer, Councilmember
City of San Marcos	Corky Smith, Mayor
City of Santee	Absent
City of Solana Beach	Joe Kellejian, Deputy Mayor
City of Vista	Bob Campbell, Councilmember
County of San Diego	Greg Cox, Supervisor

Advisory Members

California Department of Transportation	Bill Figge, Deputy District Director for Planning
Metropolitan Transit Development Board	Absent
North San Diego County Transit Development Board	Absent
U.S. Department of Defense	Absent
San Diego Unified Port District	Absent
San Diego County Water Authority	Absent
Mexico	Absent

PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no general public comments.

SAN DIEGO'S INTEGRATED REGIONAL INFRASTRUCTURE PUBLIC POLICY & FINANCING STRATEGY (IRIS)

Staff stated that the purpose of today's presentation was two fold: first, to bring the Board up-to-date on our progress and second, to identify three policy-related issues that staff felt were important for the Board to discuss and offer direction to staff.

Staff presented three issues for discussion: the relationship between local and regional plans, the transportation funding evaluation process, and the influence of transportation funds on Capital Improvement Programs (CIPs). Staff explained the relationship between the Regional Comprehensive Plan (RCP) and the IRIS. The RCP consists of a vision, a set of core values, and a public outreach program. The role of IRIS is to carry out that vision through public investments and public policies, and then monitor the progress to determine achievement of the goals and objectives. Two areas were identified as connection points between the RCP and the IRIS: urban form and urban design.

Staff identified four financing and public policy options that can be used to address the region's infrastructure needs: the current CIP programs, public policy changes, a smart growth pilot program, and new revenue sources. Today's presentation focused on the first area, current CIP programs. Eight infrastructure or CIP areas are being analyzed as part of this strategy: transportation (includes international ports of entry), water, energy, storm water, wastewater, open space (includes habitat preservation, parks and recreation, and beach sand replenishment), education, and solid waste. An additional goal of the IRIS is to identify ways to synchronize infrastructure area expenditures to meet the goals and objective stated in the RCP.

Staff presented the first issue area to the Board in the form of a question: How can transportation funds be used to strengthen the relationship between local and regional plans? One way to accomplish this objective is discussed in the current Regional Transportation Plan, MOBILITY 2030, which suggests that a closer link be established between transportation and the local jurisdictions' land use plans. The current link is the process and procedures that result in the Regional Transportation Improvement Plan (RTIP). The current 2002-2007 RTIP is a \$4.4 billion plan. One way to strengthen the local-regional plan connection is to consider changing the current RTIP process, with a greater emphasis on land use plans that can be evaluated for their support of the urban form and design goals identified in the RCP. The RTIP process has three important characteristics that will help strengthen the transportation land use link and the relationship between local and regional plans. The RTIP process uses quantitative criteria to prioritize transportation projects. The process is competitive, not all projects are funded due to limited resources, and the process is incentive-based, jurisdictions know in advance what criteria will be used to prioritize projects, allowing them an opportunity to match their projects with the evaluation criteria.

Staff presented the second issue area to the Board in the form of a question: Should the current transportation funding evaluation process be changed to include a greater emphasis on land use?

Staff showed that the current process consists of four distinct parts and that at most land use criteria makes up approximately 12 percent of the evaluation criteria weight that is used to prioritize transportation projects that are in competition for limited funds. One way to strengthen the local-regional plan connection and the land use-transportation connection is to consider changing the current RTIP process to reflect a better balance between transportation and land use criteria.

Staff presented the third issue area in the form of a question: Can we use transportation funds to help synchronize capital improvement programs? Building on the suggestion of changing the current RTIP process, staff stated that most other capital improvement program expenditures follow land use decisions of the local jurisdictions. This will allow the transportation-land use link to help lead and synchronize most forms of capital improvement expenditures. Developing a closer working relationship between various CIP providers could also help reduce duplicative expenditures, and meet the urban form and design goals identified in the RCP.

Public comments:

Ms. Paula Forbis representing the Environmental Health Coalition (EHC) and a member of the RCP stakeholders working group, said that EHC is supportive of the IRIS strategy. She expressed concern that the stakeholders group would not be involved in the development of the strategy criteria. She said that we need to identify mechanisms to assist older areas with funding to replace the crumbling infrastructure in their neighborhoods. She asked how the other important components of the RCP will be promoted.

Walt Brewer, a member of the public, endorsed the IRIS concept. He thought the most important thing is to develop a long-term land use plan on which all of the jurisdictions and interest groups can concur. The transportation plan should emphasize the reduction of traffic congestion rather than only emphasizing land use. He has difficulty with the process of mitigating land use based on improvements that go into any infrastructure, particularly transportation. Productive use of land should not be mitigated.

Mayor Pro Tem Monroe (Coronado) said that the County's General Plan seems primarily concerned with the development in rural and unincorporated areas. He expressed concern for those areas that are already built out and how they will fit in this plan. *Staff replied that the RCP is being designed to help the county meet its evolving General Plan goals. Also, the Plan envisions that an increasing proportion of the region's future growth will occur as urban infill or redevelopment, so we must figure out a way to ensure that these areas receive adequate infrastructure resources, such as the process we presented today.*

Supervisor Cox (County of San Diego) stated that the County's focus is to have a less intensive plan for the future in terms of the number of housing units in the unincorporated areas. They want to focus on existing towns and discourage growth through a variety of mechanisms to preserve as much as the back country as possible.

Staff stated that the development of the criteria will require a broad base of input. Our current process includes planning directors, and we are in the process of expanding it to include public works directors and at some point city managers.

Councilmember Feller (Oceanside) indicated his support for the strategy as it will expedite the process towards meeting the regional goals. He agreed that the development of the criteria will be very important, and expressed his support of densification and transit within cities.

Mayor Lewis (Carlsbad) stated that their constituents may have a problem with increased density. He also said that traffic congestion on major highways and freeways is a major challenge in his city. *Staff stated that any changes to the transportation project evaluation process may need to differentiate between regional infrastructure and subregional infrastructure. There may need to be two sets of criteria.*

Mayor Madrid (La Mesa) suggested that those transportation projects that will present an environmental challenge should be identified so that we can focus efforts on addressing those issues in order to expedite project implementation.

Chair Morrison pointed out that the environmental criteria for projects as part of the *TransNet* measure in 1987 are very different from the environmental criteria required for projects today.

Mayor Smith asked about prioritizing transportation projects. *Staff replied that the prioritization process will depend on the evaluation criteria, which will be developed with support and input from a broad base of professionals, and finally approved by the SANDAG Board.*

Chair Morrison mentioned that traffic congestion is interjurisdictional. *Staff commented that one of the objectives of the RCP is to develop a better commute plan in the future by connecting employment and housing and removing trips from the network.*

Councilmember Jones (Lemon Grove) asked about the funding competition between maintenance programs and new programs. *Staff answered that the RCP will also include information on the cost of operations and maintenance (O&M). Specifically related to transportation, the RTP recognizes that the region's choice of a transportation network and facility design will impact O&M costs. The RTP suggests ways to meet these O&M costs, including increased productivity of our current facilities through technology, and systems and demand management*

Mayor Padilla (Chula Vista) said that we have to develop a system that takes into account smart growth opportunities and infrastructure needs not only in redevelopment projects, but also in newly developing areas.

Deputy Mayor Kellejian (Solana Beach) emphasized that the IRIS allows communities to define smart growth in their own terms.

Councilmember Crawford (Del Mar) asked about how the elected officials can explain the benefits of the goals and objectives of the RCP to the individual jurisdictions. *Staff replied that the benefits will be improved quality of life, housing choices, and adequate transportation. We will be able to use the criteria to determine how a particular project will be competitive toward meeting regional goals and objectives.*

Mayor Lewis (El Cajon) agreed that there will be a need for balance between regional and local issues. He noted that infill housing is expensive and does not coincide with income levels. He also said that arterial streets are important as transportation alternatives to freeways.

Councilmember McCoy (Imperial Beach) pointed out that there are limitations to growth and these should be recognized and included in the RCP. She stated that unrestricted growth will destroy our quality of life. She asked how the advisory committee fits in the criteria development process. *Staff explained the public outreach and review process, and added that we are including more community and interest groups in that review.*

Councilmember Campbell (Vista) asked if staff is looking at models from other areas from which we can learn. *Staff replied that the review of processes in other areas is an ongoing and long-term objective.*

Chair Morrison summarized the discussion and indicated that staff was on the right track in developing updated transportation project criteria that take into account opportunities for smart growth along with the transportation-related considerations. He said that the Board was looking forward to seeing the recommendations of the working groups regarding how this can be accomplished.

The meeting was adjourned at 11:58 a.m.

Respectfully submitted for approval.

GARY L. GALLEGOS
Secretary

REGIONAL PLANNING COMMITTEE

October 3, 2003

AGENDA ITEM NO.: **3**

Action Requested: INFORMATION

HOUSING UPDATE: REGIONAL HOUSING NEEDS ASSESSMENT AND SELF-CERTIFICATION

This report updates the Regional Planning Committee regarding two housing issues in which SANDAG is involved: the Regional Housing Needs Assessment (RHNA) process for the 2005-10 housing element cycle, and the potential extension of SANDAG's pilot housing element self-certification program, including the development of new affordable housing goals for self-certification. The Regional Housing Needs Working Group, made up of members of the Regional Housing Task Force and the Regional Planning Technical Working Group, was established to make recommendations on these issues.

Regional Housing Needs Assessment (RHNA)

SB 491 (Ducheny), which proposed an extension of the housing element due dates for one year for all jurisdictions in the state was signed by Governor Davis on July 14, 2003. This bill changed the due date for housing elements in the San Diego region from June 30, 2004 to June 30, 2005. This change also extends by one year (to June 30, 2004), SANDAG's due date to complete the RHNA process.

Last fall the Regional Housing Needs Working Group began meeting to develop recommendations regarding the future housing needs for the region, and the allocation of that need by jurisdiction and income category for the next housing element cycle. The group was unable to come to a consensus regarding these issues and, because an extension of the housing element due date was likely, decided to put the discussion on hold until additional work had been done on the Regional Comprehensive Plan (RCP). The group felt that the work being done on transportation/land use coordination, incentives for smart growth, the final 2030 growth forecast, and infrastructure in the RCP would provide additional direction on how the region should allocate its future housing needs. Also, a Housing Element Working Group recently established by the state Department of Housing and Community Development (HCD) (and described in greater detail in the next section of this report) may make recommendations on the RHNA process that could affect our work on this issue.

SANDAG staff and various working groups are working on the RCP-related issues. In addition, the state Department of Housing and Community Development has informed us that a new set of alternative regional housing need numbers will be provided for our review this month. The Regional Housing Needs Working Group will use this information to begin discussing the various aspects of the RHNA process again in October.

Housing Element Self-certification Pilot Program

During the current legislative session, SANDAG pursued legislation to extend the San Diego region's pilot housing element self-certification program. SB 492 (Ducheny), which was the vehicle for

consideration of an extension of the pilot program was, however, put on hold along with all other housing element-related legislation. The Department of Housing and Community Development (HCD) requested this hold on legislation to provide its Housing Element Working Group time to develop a comprehensive package of reforms for state housing element law.

HCD's Housing Element Working Group, on which SANDAG serves, started meeting during the summer and expects to develop a set of recommendations on a variety of topics including performance-based certification and the RHNA process by the end of November.

In anticipation of the potential extension of the self-certification pilot program, the Regional Housing Needs Working Group has been reviewing and considering potential changes to the current self-certification program. Further review of the self-certification program and development of potential affordable housing goals for the next housing element cycle has been suspended until the group completes its recommendations on the RHNA process, and the HCD Working Group completes its work on the performance-based certification issue, which will affect SANDAG's work on self-certification.

Key Staff Contact: Susan Baldwin (619) 595-5343; sba@sandag.org

REGIONAL PLANNING COMMITTEE

October 3, 2003

AGENDA ITEM NO.: **5**

Action Requested: INFORMATION

STATUS OF AB 361 (KEHOE)

BILL NUMBER: AB 361 AMENDED

BILL TEXT

AMENDED IN SENATE SEPTEMBER 2, 2003
AMENDED IN SENATE JULY 8, 2003
AMENDED IN ASSEMBLY JUNE 2, 2003

INTRODUCED BY Assembly Member Kehoe

FEBRUARY 14, 2003

An act to amend Section 132352.6 of, and to add Article 6.5 (commencing with Section 132360) to Chapter 3 of , Division 12.7 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 361, as amended, Kehoe. San Diego Consolidated Transportation Agency.

Existing law establishes the San Diego Consolidated Transportation Agency from specified existing agencies, including the San Diego Association of Governments (SANDAG), the Metropolitan Transit Development Board (MTDB), and the North County Transit Development Board (NCTD), and authorizes the agency to assume certain responsibilities and functions of those other agencies. Existing law provides that the consolidated agency is governed by a board of 20 members selected from specified areas within the county and provides that the agency assumes the powers of the transportation commission and is designated the transportation planning agency for its area. Existing law provides that the executive director is the administrator of the agency and requires the agency to submit a report to the Governor and the Legislature beginning in 2005 regarding its progress in carrying out its powers and functions.

This bill would declare the intent of the Legislature for the agency to complete the public process of preparing and adopting a regional comprehensive plan, based upon specified criteria, by June 30, 2004. The bill would ~~require~~ declare the intent of the Legislature that the agency , if it adopts a regional comprehensive plan, to make the regional

comprehensive plan policies and objectives available to all local agencies and to maintain data, maps, and other specified information used in formulating the comprehensive plan in a form suitable for the availability of and use by other government agencies —

~~and private organizations —, and public review— and that the regional comprehensive plan be compatible with the regional transportation plan . —The~~

~~bill would require any proposal submitted to the Governor and the Legislature by the Legislative Analyst relative to a change in the governance structure of the agency or the scope of the authority and responsibility of the agency, if enacted into law, to be submitted for approval by a majority vote of the voters residing within the jurisdiction of the consolidated agency. Because the bill would impose additional duties on a local agency, it would impose a state-mandated local program.~~

~~—The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed \$1,000,000 statewide and other procedures for claims whose statewide costs exceed \$1,000,000.~~

~~—This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.~~

Vote: majority. Appropriation: no. Fiscal committee:
~~yes— no . State-mandated local program:~~
~~yes— no .~~

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. (a) The Legislature finds and declares that it is critical that the people of San Diego County be aware of the structure of governance that oversees implementation of regional issues and that at a future date, to be determined, that the people concur, through a public vote on the future structure and responsibilities of the agency. The Legislature also finds that the function of the consolidated agency is to plan and construct a transportation system with an understanding and consideration of the community as a whole.

(b) To maintain the quality of life that all San Diegans deserve, the consolidated agency should fully appreciate all of the following:

(1) Transportation is only one of the many aspects of a region's quality of life. In order to create a successful mobility system, land use must be considered. Our water and air quality are also directly connected to our transportation, urban infrastructure, and natural resources.

(2) There is no single plan or agency that considers, comprehensively or financially, all quality of life issues.

(3) Several agencies currently have purview over the varied aspects of our quality of life.

(4) Compatibility and thoroughness of these various agencies' plans and financing mechanisms are key to implementing mobility improvements in San Diego. This should be the goal of a regional comprehensive plan.

(5) It is further the goal that the consolidated agency in allocating transportation funding consider the extent to which each jurisdiction's general plan implements land use policies recommended in the regional comprehensive plan.

(6) The public is directly affected by the actions of the consolidated agency and must have adequate opportunities to participate in the consolidated agency's decisions affecting the future of our regional quality of life.

(7) To ensure that the vision and goals of the regional comprehensive plan are implemented, the consolidated agency must monitor its progress through realistic measurable standards and criteria, which must be included in the regional comprehensive plan itself and made available to the public.

(8) It is critical that the public be informed in a timely manner on the regional decisionmaking process within their own jurisdictions and have access to the records of decisions, in compliance with the California Public Records Act.

SEC. 2. Section 132352.6 of the Public Utilities Code is amended to read:

132352.6. (a) The consolidated agency shall submit a report to the Governor and Legislature by December 31 of even-numbered years beginning in 2004, regarding progress in carrying out the provisions of this act.

(b) On December 31, 2005, the Legislative ~~Analyst~~ *Analyst's* Office (LAO) shall submit a report to the Governor and the Legislature which shall evaluate and make recommendations on the consolidated agency in the following areas:

(1) The effectiveness of the current governance structure within the region , including, but not limited to, public participation, accountability, proportional representation and to examine various alternative governance structures.

(2) The effectiveness in addressing the transportation needs of the region, including coordination and efficiencies in transportation planning and implementation as a result of the consolidation.

(3) The effectiveness of addressing quality of life indicators , including, but not limited to, land use patterns, a viable and sustainable economy, affordable public transportation, affordable housing, transportation mobility options, air and water quality, and open space and natural habitat preservation, including, but not limited to, the agency created by the act, and the county board of supervisors.

(4) The adequacy of the scope and authority for regional decisionmaking.

(c) The consolidated agency shall pay for the costs of the study which shall be capped at an amount not to exceed one hundred fifty thousand dollars (\$150,000).

(d) (1) After the Legislative Analyst's report has been submitted to the Governor and the Legislature as required by subdivision (b), if legislation is enacted that makes a change in the governance structure or the scope of the authority and responsibility of the consolidated agency, the change shall be submitted for approval at a regularly scheduled election to the voters residing within the jurisdiction of the consolidated agency prior to the implementation of those changes.

(2) To provide opportunity for full regional public participation in any change made according to paragraph (1), the consolidated agency should convene regional working groups and take other steps that will allow for the greatest level of regionwide input from all segments of San Diego County and all interested groups and

organizations.

(3) This subdivision shall apply to legislation that specifically references this subdivision and shall remain in effect until the election required pursuant to paragraph (1) has occurred. After the election has occurred, this subdivision shall become inoperative.

SEC. 3. Article 6.5 (commencing with Section 132360) is added to Chapter 3 of Division 12.7 of the Public Utilities Code, to read:

Article 6.5. Adoption and Administration of a Regional Comprehensive Plan

132360. (a) It is the intent of the Legislature that the consolidated agency complete a public process by June 30, 2004, to prepare and adopt a regional comprehensive plan based on the local general and regional plans that integrates land uses, transportation systems, infrastructure needs, and public investment strategies, within a regional framework, in cooperation with member agencies and the public.

~~—(b) The regional comprehensive plan should preserve and improve the quality of life in the San Diego region, maximize mobility and transportation choices, and conserve and protect natural resources.~~

~~—(c) The regional comprehensive plan should be updated as necessary for the consolidated agency to comply with Section 132360.1.~~

~~—132360.1. The regional transportation plan and the regional comprehensive plan should be compatible. The regional comprehensive plan should set the framework for the type of changes upon which subsequent regional transportation plans should focus.~~

~~—132360.2. (a) The components of the regional comprehensive plan may include, but are not limited to, the following: transportation, housing, water quality, infrastructure, and open space, including habitat. At some future date, components such as water supply, air quality, solid waste, economy, and energy should be part of the regional comprehensive plan. Performance standards and measurable criteria shall be established through a public process to ensure that the plan is prepared consistent with these measures as well as in determining achievement of the plan goals throughout its implementation.~~

~~—(b) Any water supply component or regional infrastructure strategy of the regional comprehensive plan shall be consistent with the urban water management plan and other adopted regional water facilities and supply plans of the San Diego County Water Authority.~~

~~—132360.3. (a) In formulating and maintaining the regional comprehensive plan, the consolidated agency shall take account of and shall seek to harmonize the needs of the region as a whole, the plans of the county and cities within the region, and the plans and planning activities of organizations that affect or are concerned with planning and development within the region.~~

~~—(b) The consolidated agency shall engage in a public collaborative planning process. The recommendations resulting from the public process shall be made available to and considered by the consolidated agency for integration into the draft plan. The consolidated agency shall adopt a procedure to carry out this process including a method of addressing and responding to recommendations from the public.~~

~~—(c) In formulating and maintaining the regional comprehensive plan, the consolidated agency shall seek the cooperation and consider the recommendations of all of the following:~~

~~—(1) Its member agencies and other agencies of local government within the jurisdiction of the consolidated agency.~~

- ~~—(2) State and federal agencies.~~
- ~~—(3) Educational institutions.~~
- ~~—(4) Research organizations, whether public or private.~~
- ~~—(5) Civic groups.~~
- ~~—(6) Private individuals.~~
- ~~—(7) Governmental jurisdictions located outside the region but contiguous to its boundaries.~~

~~132360.4. The consolidated agency shall make the regional comprehensive plan policies and objectives available to all local agencies and facilitate consideration of the regional comprehensive plan in the development, implementation, and update of local general plans. The consolidated agency shall provide assistance and enhance the opportunities for local agencies to develop, implement, and update general plans in a manner that recognizes, at a minimum, land use, transportation compatibility, and a jobs-to-housing balance within the regional comprehensive plan.~~

~~132360.5.~~

(b) The regional comprehensive plan should be updated as necessary for the consolidated agency to comply with Section 132360.2.

132360.1. If the consolidated agency prepares a regional comprehensive plan, it is the intent of the Legislature that:

(a) The regional comprehensive plan preserve and improve the quality of life in the San Diego region, maximize mobility and transportation choices, and conserve and protect natural resources.

(b) In formulating and maintaining the regional comprehensive plan, the consolidated agency shall take account of and shall seek to harmonize the needs of the region as a whole, the plans of the county and cities within the region, and the plans and planning activities of organizations that affect or are concerned with planning and development within the region.

(c) The consolidated agency shall engage in a public collaborative planning process. The recommendations resulting from the public collaborative planning process shall be made available to and considered by the consolidated agency for integration into the draft regional comprehensive plan. The consolidated agency shall adopt a procedure to carry out this process including a method of addressing and responding to recommendations from the public.

(d) In formulating and maintaining the regional comprehensive plan, the consolidated agency shall seek the cooperation and consider the recommendations of all of the following:

(1) Its member agencies and other agencies of local government within the jurisdiction of the consolidated agency.

(2) State and federal agencies.

(3) Educational institutions.

(4) Research organizations, whether public or private.

(5) Civic groups.

(6) Private individuals.

(7) Governmental jurisdictions located outside the region but contiguous to its boundaries.

(e) The consolidated agency shall make the regional comprehensive plan, policies, and objectives available to all local agencies and facilitate consideration of the regional comprehensive plan in the development, implementation, and update of local general plans. The consolidated agency shall provide assistance and enhance the opportunities for local agencies to develop, implement, and update general plans in a manner that recognizes, at a minimum, land use, transportation compatibility, and a jobs-to-housing balance within the regional comprehensive plan.

(f) The consolidated agency shall maintain the data, maps, and

other information developed in the course of formulating the regional comprehensive plan in a form suitable to assure a consistent view of developmental trends and other relevant information for the availability of and use by other government agencies and private organizations.

(g) The components of the regional comprehensive plan may include, but are not limited to, transportation, housing, water quality, infrastructure, and open space, including habitat. At some future date, components such as water supply, air quality, solid waste, economy, and energy should be part of the regional comprehensive plan. Performance standards and measurable criteria shall be established through a public process to ensure that the regional comprehensive plan is prepared consistent with these measures as well as in determining achievement of the regional comprehensive plan goals throughout its implementation.

(h) Any water supply component or provision of the regional infrastructure strategy regarding water supply contained in the regional comprehensive plan shall be consistent with the urban water management plan and other adopted regional water facilities and supply plans of the San Diego County Water Authority.

132360.2. The regional transportation plan and the regional comprehensive plan should be compatible. The regional comprehensive plan should set the framework for the type of changes upon which subsequent regional transportation plans should focus.

132360.3. The consolidated agency shall maintain the data, maps, and other information developed in the course of formulating the regional comprehensive plan in a form suitable to assure a consistent view of developmental trends and other relevant information for the availability of and use by other government agencies and private organizations.

~~132360.6.~~

132360.4. Each member agency should review the actions that the consolidated agency makes on state and federally regulated or mandated items and report these actions to their respective jurisdiction for review.

~~132360.7.~~

132360.5. All documents created in compliance with this article shall be made available and ready for public review in compliance with the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1 of the Government Code).

~~SEC. 4. Notwithstanding Section 17610 of the Government Code, if the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code. If the statewide cost of the claim for reimbursement does not exceed one million dollars (\$1,000,000), reimbursement shall be made from the State Mandates Claims Fund.~~

SOURCE: <http://www.leginfo.ca.gov>

REGIONAL PLANNING COMMITTEE

October 3, 2003

AGENDA ITEM NO.: **6-A**

Action Requested: DISCUSSION/ COMMENT

REGIONAL COMPREHENSIVE PLAN (RCP) PUBLIC OUTREACH EFFORTS

A. RESULTS OF THE SECOND ROUND OF PUBLIC WORKSHOPS

Introduction

The work program for the Regional Comprehensive Plan (RCP) involves an extensive public involvement program, including several rounds of subregional workshops, monthly meetings with the Stakeholders Working Group, and input from the community outreach grants. The first round of workshops was held from January through March, 2003 and focused primarily on refining the regional vision and core values, which serve as the foundation of the RCP. The second round of workshops was held from September 4th through September 18th, with an additional workshop scheduled in Oceanside on October 2, 2003 and a final workshop being considered in Southeast San Diego around October 8, 2003. The second round of workshops has focused on obtaining input on the draft goals, policy objectives, and potential actions to be included in the RCP.

At the time of this writing, five workshops have been completed. Attendees at the workshops included local elected officials, members of the Stakeholders and Technical Working Groups, and the public. Each workshop attracted between 50 and 80 individuals with a grand total of 320 participants, to date.

Discussion

Workshop attendees were asked to participate in two exercises. The first exercise requested participants to place "blue dots" next to the Draft Goals and Policy Objectives that they felt were the most important in the regional context. Participants were also asked to add goals and policy objectives that they felt were needed to help meet the vision and core values, or to comment on the proposed goals and policy objectives. The second exercise consisted of group discussions on the potential actions to be included in the RCP. Participants were given a "Feedback Form" that contained the potential actions and were requested to participate in at least two of the following station discussions: Housing and Urban Form, Healthy Environment, Transportation, or Economic Prosperity and Public Facilities. Actions on borders issues were integrated into each of the stations, as appropriate. A detailed compilation of all the comments are being reviewed and will be incorporated in the draft RCP where applicable.

Results of the “blue dot” exercise

The purpose of the “blue dot” exercise was to see if the general public agrees with the goals and policy objectives, to determine if any goals and policy objectives need to be added, and to see if any goals or policy objectives did not resonate well with the public. The cumulative results of the 5 workshops indicate that the goals and policy objectives are accepted by most of the workshop participants; and that additional policy objectives should be included in the RCP. The participants did not reject any of the proposed goals and policy objectives. The cumulative number of dots for each major topic area is: Healthy Environment – 762; Transportation – 754; Housing – 629; Urban Form – 613; Public Facilities – 459; and Economic Prosperity – 365. The results indicate that the participants placed a particularly high priority on resolving transportation and environmental issues in conjunction with addressing urban form and housing issues. These results are consistent with the results of Quality of Life Surveys that SANDAG has conducted in recent years.

Suggestions for additional objectives, or clarifications and/or emphasis to existing objectives included:

1. Housing
 - a. Need more senior housing
 - b. Help first time homebuyers – down payment should be affordable for single wage earners
 - c. No new infill development without adequate infrastructure
 - d. Mandate inclusionary housing
 - e. Upzone areas that can accommodate additional units
2. Urban Form
 - a. Preserve community character with large buffer zones of open space
 - b. Make roads transit friendly when designing new communities
 - c. Utilize historic preservation practices as a way to recycle older buildings
 - d. Pedestrian greenways are as important as roads
3. Transportation
 - a. Build fewer roads – more transit choices
 - b. Build 14 foot wide sidewalks
 - c. No need for new regional airport, retain Lindbergh Field by reconfiguring it and acquiring MCRD
 - d. Make bus stops more attractive – provide covered benches
 - e. Impose region wide development impact fees – similar to Riverside County program
 - f. Add gas taxes to pay for highway and transit improvements
 - g. Look at Highway 210 for example of what to do on I-805 or I-15 or I-8 (light rail system down center of freeway with parking at each stop).
 - h. Focus transit investments in existing not planned communities
 - i. Emulate Orange County – build new car pool lanes not HOV managed lanes

4. Healthy Environment
 - a. Educate on nexus between environmental quality and economic vitality
 - b. Need to create natural spaces for people and habitat preserves for plants and animals. When can the two be shared?
 - c. Promote green belts by planting more trees
 - d. Need to address population control
 - e. Build green buildings
 - f. Clean up and use “brown field” areas for new development

5. Public Facilities
 - a. Attract industries that do not degrade the environment
 - b. Promote renewable energy
 - c. Promote water recycling technology
 - d. East County hospitals and clinics are closing, yet population is increasing
 - e. Provide waste reduction incentives, create better recycling facilities.
 - f. Ensure a safe water supply
 - g. Expand geothermal energy
 - h. Enforce conservation requirements

5. Economic Prosperity
 - a. Create jobs with living wages and benefits
 - b. Recognize nexus between a healthy environment and economic vitality

Results of the “feedback form” exercise

The purpose of the “feedback form” exercise was to find out the participants' opinions on the actions proposed for the RCP. The actions were rated on a scale between 1 and 5, with 1 being not at all effective and 5 being most effective. The results indicate an overall validation of the proposed actions by the workshop participants since all of the actions scored at least a 3; no action scored a 1 or a 2.

The participants were also asked to provide comments on each proposed action, and provide new actions that they felt should be included in the RCP. In reviewing written responses, the following major themes or ideas emerged from comments that were brought up at more than one station:

1. Outreach. A running theme throughout the workshops was the need to educate the public on the advantages of smart growth and various smart growth principles. Government cannot do it all; individuals have responsibilities as well.
2. Seniors. Our population is aging; the needs of seniors need to be considered in decisions regarding housing and transportation.
3. Population growth. The RCP covers development growth, but not population. We need to discuss the impacts of additional people in the region.

4. Schools and Universities. The availability and quality of schools affects smart growth decisions. Also, the hours of operation affects traffic; changing school and university hours could help with traffic congestion.
5. Leadership. Smart growth principles need leadership to be implemented.
6. Timing. Workshop participants are reluctant to support smart growth principles without guarantees that infrastructure (schools, transit, etc) will be in place when the development is built.
7. Infrastructure is costly. Government does not have the resources to build it and maintain it; with this knowledge, it is difficult for the public to support new private development.
8. Comprehensive approach. The RCP should develop actions that integrate housing, transit, jobs, economic prosperity, and the preservation of open space. These actions will have a better chance of success if it is shown how they can accomplish more than one objective.

Additional Workshops

On October 2, 2003, an additional RCP Workshop will be held in Oceanside from 6:30 to 9 p.m., and a last RCP Workshop is being considered on either October 8 or 9 in Southeast San Diego. After these additional workshops, the results will be compiled, tabulated, and merged with the results from the first five workshops. The cumulative totals, including participants' comments, will then be posted on SANDAG's web site and incorporated into the draft RCP where applicable.

Key Staff Contact: Janet Fairbanks, (619) 595-5370, jfa@sandag.org

REGIONAL PLANNING COMMITTEE

October 3, 2003

AGENDA ITEM NO.: **6-B**

Action Requested: INFORMATION

REGIONAL COMPREHENSIVE PLAN (RCP) PUBLIC OUTREACH EFFORTS

B. PROGRESS REPORT ON COMMUNITY OUTREACH GRANTS

Introduction

To ensure diverse and extensive input into the Regional Comprehensive Plan (RCP) from communities throughout the region, SANDAG awarded grants to five community-based organizations. The organizations are assisting SANDAG with outreach to residents and communities that typically are not well-represented and involved in regional planning processes. A Request for Proposals was issued in early 2003 and organizations were selected based on community served and innovativeness of proposal, resulting in regional representation with all groups combined. The grants range from \$5,000 to \$7,000, and are funded through an Environmental Justice/ Social Equity grant from Caltrans. These community-based outreach efforts will result in feedback and recommendations that will improve the Regional Comprehensive Plan.

Discussion

Community Based Organizations

The five community-based organizations are established leaders within the communities they serve and throughout the region. The organizations work directly with persons with disabilities, and Hispanic, African-American, Asian, low-income, and other communities throughout the San Diego region.

- Able-Disabled Advocacy (ADA) – Project Manager, Elaine Cooluris
Outreach to persons with disabilities in Central/Metro San Diego, South County, North County, and East County. ADA developed a custom Web survey on the RCP to reach a wider audience.
- All Congregations Together (ACT) – Project Manager, Susan Carter-Robert
Outreach to lower income communities in National City, Lemon Grove, and the City of San Diego neighborhoods of Webster, Lincoln Park, Oak Park, Chollas View, Emerald Hills, North Encanto, South Encanto, Valencia Park, and Mt. Hope.
- Barrio Station – Project Manager, Rachael Ortiz
Outreach to residents in Barrio Logan, Logan Heights, and those involved in the Logan Heights Leadership Council, Guadalupe Area Residents Council, Guadalupe Parish Council, Padres Unidos del Barrio, Latino Youth Soccer League, Barrio Logan Cesar E. Chavez Committee, and Barrio Logan Project Advisory Committee (PAC). Outreach conducted in English and Spanish.

- National Association for the Advancement of Colored People (NAACP) North San Diego County – Project Manager, Rob Howard
Outreach to African American, Latino, and low-income residents in Oceanside, Vista, San Marcos, and other North San Diego County communities. Outreach conducted in English and Spanish.

- Union of Pan Asian Communities (UPAC) – Project Manager, Irene Linayo Putman
Outreach to Asian American and Pacific Islander communities including Cambodian, Chinese, Hmong, Lao, Pilipino, Samoan, and Vietnamese. Geographic areas include National City, City Heights, Linda Vista, Chollas View, Paradise Hills, Mira Mesa, and Kearny Mesa. Outreach conducted in English and Asian languages as appropriate.

These organizations are working with SANDAG from May to December 2003, and attending the Regional Comprehensive Plan workshops in addition to conducting their own community events. SANDAG also is soliciting specific input from the organizations on the Environmental Justice/ Social Equity sections of the RCP.

Final Report and Recommendations

The organizations will submit final reports of their activities, including results achieved and recommendations, in October. Their recommendations will be included in the draft Regional Comprehensive Plan, and SANDAG will be soliciting their comments on the plan after it has been accepted for public distribution by the Board in December 2003 to ensure that it adequately represents the input received from their communities. All of the organizations have expressed interest in continuing their involvement with SANDAG beyond the RCP process.

Key Staff Contact: Anne Steinberger, (619) 595-5337; ast@sandag.org

REGIONAL PLANNING COMMITTEE

October 3, 2003

AGENDA ITEM NO.: **7-A**

Action Requested: DISCUSSION / COMMENT

PROGRESS TOWARD COMPLETING THE DRAFT RCP

A. DISCUSSION OF OVERALL POLICY FRAMEWORK

Introduction

The Regional Comprehensive Plan (RCP) will include an overall policy framework that strengthens the coordination between land use and transportation, and establishes a basis for future transportation project evaluation criteria. SANDAG staff has been working with members of the Regional Planning Technical Working Group (TWG), the Stakeholders Working Group (SWG), and the Cities / County Transportation Advisory Committee (CTAC) to prepare an issue paper outlining the proposed framework, which will provide guidance in the completion of the draft RCP. The Regional Planning Committee is being requested to discuss and provide comments on the preliminary ideas described in this report.

Discussion

In discussing elements of the draft RCP with members of the Technical Working Group (TWG) in recent months, it became clear that the major focus of the draft Plan will be on the coordination of transportation and land use plans, and that the successful implementation of the Plan will depend on our ability to provide incentives to local governments for implementing "smart growth" transportation and land use strategies. In order to develop a policy framework that allows us to better coordinate our regional and local transportation and land use planning decisions, the TWG recommended the creation of an ad hoc sub-committee that included members of the TWG (planning directors) and members of CTAC (public works directors) to prepare a report that sets forth a proposed approach to these issues.

This sub-committee, known as the "Ad Hoc Working Group on Land Use and Transportation Coordination," has held two meetings to discuss these issues. At the first meeting, the Ad Hoc Working Group approved an overall statement of purpose, and began identifying issues and strategies for improving land use / transportation coordination. At the second meeting, the Ad Hoc Working Group continued its discussion, and agreed on seven "target areas" under which to organize its recommendations:

1. Improve transportation networks and mode connectivity
2. Provide adequate funding to meet both capital and operational needs for transportation
3. Consider regional and local mobility objectives in approving new land uses
4. Design development to reduce auto dependency
5. Align the timing of related transportation and land use development

6. Facilitate coordination between jurisdictions
7. Establish consistent and reliable regional analysis tools

The Stakeholders Working Group discussed these target areas at its last meeting, and indicated support for focusing on these areas. In each of these target areas, staff is now working with the Ad Hoc Working Group to develop specific recommendations regarding policies and implementing actions that will improve land use and transportation coordination. In addition, the Ad Hoc Working Group will make recommendations to the policymakers on types of project evaluation criteria that can be used to ensure that the prioritization of regional transportation projects by SANDAG is consistent with the overall goals of the RCP, and that incentives are provided to local governments to implement “smart growth” transportation and land use strategies. In addition, the Ad Hoc Working Group is reviewing the overall structure of the RCP, as well as the processes used by SANDAG for regional transportation planning and project evaluation, and will be forwarding recommendations on how those processes can be better integrated.

The Ad Hoc Working Group is scheduled to hold its third and final meeting on October 2, at which time it will complete its review, and issue a draft report. Following this meeting, the draft report will be forwarded to the TWG, CTAC, and SWG for review at a joint meeting to be held on October 16, 2003. The report is then scheduled for review and discussion at a joint meeting of the Regional Planning Committee and Regional Transportation Committee on October 24, 2003 and at the Policy Board meeting on November 7, 2003.

Key Staff Contact: Bob Leiter, 595-5636, ble@sandag.org



**BOARD OF DIRECTORS
SEPTEMBER 26, 2003**

**AGENDA ITEM NO. 03-09- 11-B
ACTION REQUESTED - INFORMATION**

**UPDATE ON THE REGIONAL
COMPREHENSIVE PLAN**

B. NEXT STEPS

This December, the SANDAG Board will be asked to accept the draft Regional Comprehensive Plan (RCP) for public distribution and comment. This report provides an overview of recent policy issues that the Regional Planning Committee and the SANDAG Board of Directors have discussed, and next steps that will take place between now and December.

Work Accomplished to Date

The Regional Planning Committee serves as the steering committee for the preparation of the RCP. The Regional Planning Committee receives recommendations from two Working Groups, the Regional Planning Technical Working Group (TWG) (which consists of planning and community development directors from throughout the region), and the Regional Planning Stakeholders Working Group (SWG) (stakeholders from throughout the region). The Regional Planning Committee also receives input from the RCP public workshops, as discussed in Part A of this agenda item, and from the community outreach grants, described at the July 25, 2003 Board meeting.

Over the past year and a half, the Regional Planning Committee has provided direction on the framework and organization of the RCP, as well as on the following topics:

- Vision, Core Values, & Regional Priorities
- Urban Form
- Housing
- Local Plans and Policies, Regional Growth Forecast

- Integrated Regional Infrastructure Strategy (IRIS)
- Energy
- Borders
- Transportation
- Water Supply
- Shoreline Preservation
- Environmental Justice/ Social Equity
- Environment
- Public Involvement

Additionally, the SANDAG Board has provided direction on the following RCP items:

- Regional Vision and Core Values of the RCP (September 2002 Policy Board Meeting)
- Integrated Regional Infrastructure Strategy (IRIS) of the RCP (February and August 2003 Policy Board Meetings)
- Environmental Justice and Social Equity (July 2003)
- Public Involvement (Various Board Meetings)

Next Steps

Based on direction from the Regional Planning Committee and in coordination with the two Working Groups, draft RCP chapters currently are being prepared.

A key chapter of the RCP will be the Overall Policy Framework, which focuses on strengthening the connection between local and regional land use and transportation decisions and establishing the framework for future transportation project evaluation criteria. A subcommittee composed of planning directors (representing the TWG) and public works directors (representing the Cities/County Transportation Advisory Committee), as well as local Caltrans representatives is assisting in identifying key

land use and transportation issues and opportunities. Over the next several months, the Regional Planning Committee, the Transportation Committee, and the Board will be asked to provide policy direction on the Overall Policy Framework.

The following table provides a schedule for the remainder of 2003 at which key policy issues will be discussed.

Date	Group	Policy Issues
October 3, 2003	Regional Planning Committee	Discussion on the Overall Policy Framework.
October 24, 2003	Joint Meeting between Regional Planning and Transportation Committees, immediately following Board Meeting	Policy direction on the Overall Policy Framework.
November 7, 2003	SANDAG Policy Board Meeting	Board discussion and direction on the Overall Policy Framework.
November 14, 2003	Regional Planning Committee	Review and input on all RCP draft chapters before the draft RCP is finalized for print.
December 19, 2003	SANDAG Business Board Meeting	Draft RCP presented to the Board, with request to accept for public distribution.

Beyond December

In early 2004, SANDAG will hold a third round of public workshops in order to review the draft RCP with the public and receive comments.

A draft Environmental Impact Report (EIR) will be presented to the SANDAG Board in March 2004, with the Final RCP and the Final EIR scheduled for completion in June 2004 when the Board will be asked to adopt the RCP.

GARY L. GALLEGOS
Executive Director

Attachments

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

Funds are budgeted in
Work Element #3000