

COUNTY OF SAN DIEGO BOARD OF SUPERVISORS - LAND USE
REGULAR MEETING
MEETING AGENDA
WEDNESDAY, FEBRUARY 9, 2022, 9:00 AM
COUNTY ADMINISTRATION CENTER, ROOM 310
1600 PACIFIC HIGHWAY, SAN DIEGO, CALIFORNIA

Order of Business

- A. Roll Call
- B. Closed Session Report
- C. Non-Agenda Public Communication: Opportunity for members of the public to speak to the Board on any subject matter within the Board's jurisdiction but not an item on today's agenda.
- D. Approval of the Statement of Proceedings/Minutes for the meeting of January 26, 2022.
- E. Consent Calendar
- F. Discussion Items

NOTICE: THE BOARD OF SUPERVISORS MAY TAKE ANY ACTION WITH RESPECT TO THE ITEMS INCLUDED ON THIS AGENDA. RECOMMENDATIONS MADE BY COUNTY STAFF DO NOT LIMIT ACTIONS THAT THE BOARD OF SUPERVISORS MAY TAKE. MEMBERS OF THE PUBLIC SHOULD NOT RELY UPON THE RECOMMENDATIONS IN THE BOARD LETTER AS DETERMINATIVE OF THE ACTION THE BOARD OF SUPERVISORS MAY TAKE ON A PARTICULAR MATTER.

Supporting documentation and attachments for items listed on this agenda can be viewed online at www.sandiegocob.com or in the Office of the Clerk of the Board of Supervisors at the County Administration Center, 1600 Pacific Highway, Room 402, San Diego, CA 92101. To access the meeting virtually and offer public comment via a call-in option, please go to: www.sandiegocounty.gov/telecomments for instructions.

ASSISTANCE FOR PERSONS WITH DISABILITIES:

Agendas and records are available in alternative formats upon request. Contact the Clerk of the Board of Supervisors office at 619-531-5434 with questions or to request a disability-related accommodation. Individuals requiring sign language interpreters should contact the Countywide ADA Title II Coordinator at (619) 531-4908. To the extent reasonably possible, requests for accommodation or assistance should be submitted at least 72 hours in advance of the meeting so that arrangements may be made. An area in the front of the room is designated for individuals requiring the use of wheelchair or other accessible devices.

LANGUAGE TRANSLATION ASSISTANCE:

Language translation services for public speakers are available upon request to the Clerk of the Board of Supervisors at least 72 hours prior to the meeting (refer to Board Policy A-139 for additional information). Please contact the Clerk of the Board's office at (619) 531-5434 or via e-mail at publiccomment@sdcounty.ca.gov.

Board of Supervisors' Agenda Items

CONSENT CALENDAR

All agenda items listed under this section are considered to be routine and will be acted upon with one motion. There will be no separate discussion of these items unless a member of the Board of Supervisors or the Chief Administrative Officer so requests, in which event, the item will be considered separately in its normal sequence.

- | Agenda # | Subject |
|-----------------|--|
| 1. | ADMINISTRATIVE ITEM:
SECOND CONSIDERATION AND ADOPTION OF ORDINANCE:
TRAFFIC ADVISORY COMMITTEE (01/26/2022 - ADOPT RECOMMENDATIONS;
02/09/2022 - SECOND READING OF ORDINANCES) |
| 2. | AMEND AIRPORT ENTERPRISE FUND SPENDING PLAN AND ADVERTISE
AND AWARD CONSTRUCTION CONTRACT FOR THE RAMONA AIRPORT
TOWER TRANSIENT APRON REHABILITATION PROJECT
[FUNDING SOURCES: FAA AND AVAILABLE PRIOR YEAR AEF FUND
BALANCE]
(4 VOTES) |
| 3. | AMEND AIRPORT ENTERPRISE FUND SPENDING PLAN AND ADVERTISE
AND AWARD CONSTRUCTION CONTRACT FOR THE GILLESPIE FIELD
VEHICLE SERVICE ROAD TO WEST TRANSIENT RAMP PROJECT
[FUNDING SOURCE: FEDERAL AVIATION ADMINISTRATION AND
AVAILABLE PRIOR YEAR AEF FUND BALANCE]
(4 VOTES) |

DISCUSSION ITEMS

- | Agenda # | Subject |
|-----------------|---|
| 4. | RESTRUCTURING AND EXPANDING THE TRAFFIC ADVISORY
COMMITTEE - AMEND SECTION 72.221 OF ARTICLE 17 IN THE SAN DIEGO
COUNTY CODE OF REGULATORY ORDINANCES (02/09/2022 - ADOPT
RECOMMENDATIONS; 03/02/2022 - SECOND READING OF AMENDED
ORDINANCE) |
| 5. | RECEIVE THE REPORT ON THE ESTABLISHMENT OF THE OFFICE OF
ENVIRONMENTAL AND CLIMATE JUSTICE
[FUNDING SOURCE: EXISTING GENERAL PURPOSE REVENUE] |
| 6. | RECEIVE THE REPORT ON THE DRAFT LOCAL POLICY OPPORTUNITY
ANALYSIS AS PART OF THE REGIONAL DECARBONIZATION FRAMEWORK
UPDATE |
| 7. | CONTINUED ITEM FROM 01/26/2022 (06):
UPDATE ON OPTIONS TO IMPLEMENT VEHICLE MILES
TRAVELED ANALYSIS DURING ENVIRONMENTAL REVIEW IN
THE UNINCORPORATED REGION AND OPTIONS ON OTHER
COUNTY PROGRAMS THAT RELATE TO VEHICLE MILES
TRAVELED AND LAND USE |

**1. SUBJECT: ADMINISTRATIVE ITEM:
SECOND CONSIDERATION AND ADOPTION OF ORDINANCE:
TRAFFIC ADVISORY COMMITTEE (01/26/2022 - ADOPT
RECOMMENDATIONS; 02/09/2022 - SECOND READING OF
ORDINANCES) (DISTRICTS: 2, 4 & 5)**

OVERVIEW

On January 26, 2022 (04), the Board of Supervisors took action to further consider and adopt the Ordinance on February 9, 2022.

The Traffic Advisory Committee (TAC) is part of the Department of Public Works (DPW) traffic engineering program. TAC was established by the Board of Supervisors (Board) in the 1960s to provide traffic regulations and recommendations within the unincorporated area of the county. In order to be effective, TAC proposes policies that will enhance safety, reduce congestion and be legally enforceable so that the majority of motorists will comply. The TAC meets every six weeks to review proposed additions, deletions, or changes to regulatory traffic control devices such as speed limits, stop signs, traffic signals, and parking regulations on County of San Diego (County) maintained roads. Upon receipt of a request or recommendation for a traffic regulation in unincorporated areas of the county, the TAC reviews and investigates the requested item including engineering and traffic condition studies. TAC recommendations are provided to the Board for consideration.

The TAC recommends the Board act on eight items from the September 10, 2021, TAC meeting agenda:

Items from 09/20/2021 TAC Meeting			
District	Item	Location	Action
2	2-A	El Capitan Real Road, Blossom Valley	Certify the 45 MPH speed limit
4	2-C *	Austin Drive, Spring Valley	Relocate western endpoint and certify the 40 MPH speed limit
4	2-D *	Austin Drive/Montemar Drive, Spring Valley	Establish and certify a 30 MPH speed limit
4	2-E	Austin Drive and Montemar Drive, Spring Valley	Establish an all-way stop intersection
5	5-A *	Gopher Canyon Road, Fallbrook	Update endpoint and certify the 50 MPH speed limit
5	5-B *	Gopher Canyon Road, Fallbrook	Update endpoint and certify the 45 MPH speed limit
5	5-C	Live Oak Park Road, Fallbrook	Certify the 40 MPH speed limit
5	5-D	Live Oak Park Road, Fallbrook	Certify the 35 MPH speed limit
* Indicates second hearing is required			

Item 2-B regarding the speed limit on Archie Moore Road in the unincorporated community of Ramona was removed from the TAC agenda in advance of the meeting at the request of the Ramona Community Planning Group to allow time for their review, and there is no TAC recommendation.

Approval of Items 2-A, 2-C through 2-D, and 5-A through 5-D would support speed enforcement, which increases roadway safety and retains mobility. Properly posted speed limits provide feedback to drivers to improve traffic safety, reduce the number and severity of collisions, and allow for fair enforcement.

Approval of Item 2-E would provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users by assigning a full stop to all approaches at an intersection. Properly posted stop controls at intersections reduce the number and severity of collisions by assuring reasonable drivers enter intersections at a low speed and have more time to take heed of the traffic situation.

The Board's action on Items 2-A, 2-E, 5-C, and 5-D does not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore does not require a second hearing. Board direction on January 26, 2022, would allow implementation by DPW. The Board's action on Items 2-C, 2-D, 5-A, and 5-B would introduce an ordinance to amend speed limit zones and an ordinance to establish a speed limit. This action would revise County Code and require two steps. On January 26, 2022, the Board would consider the TAC items. If the Board takes action as recommended on January 26, then on February 09, 2022, a second reading and adoption of ordinances amending the County Code would be necessary to implement the Board's direction.

**RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE**

District 2:

Item 2-A. El Capitan Real Road from Robledo Real Road to Broad Oaks Road in Blossom Valley - Certify the 45 MPH speed limit for radar enforcement.

District 4:

Item 2-C. Austin Drive from Sweetwater Springs Boulevard to South Barcelona Street in Spring Valley - Certify the 40 MPH speed limit for radar enforcement.

Item 2-D. Austin Drive/Montemar Drive from South Barcelona Street to Helix Street in Spring Valley - Establish and certify a 30 MPH speed limit for radar enforcement.

Item 2-E. Austin Drive and Montemar Drive in Spring Valley - Establish an all-way stop intersection.

District 5:

Item 5-A. Gopher Canyon Road from Old Highway 395 to Spa Havens Way (formerly Kilbirne Drive) in Bonsall - Update endpoint and certify the 50 MPH speed limit for radar enforcement.

Item 5-B. Gopher Canyon Road from Spa Havens Way (formerly Kilbirne Drive) to East Vista Way in Bonsall - Update endpoint and certify the 45 MPH speed limit for radar enforcement.

Item 5-C. Live Oak Park Road from Mission Road to Gum Tree Lane in Fallbrook - Certify the 40 MPH speed limit for radar enforcement.

Item 5-D. Live Oak Park Road from Gum Tree Lane to Reche Road in Fallbrook - Certify the 35 MPH speed limit for radar enforcement.

CHIEF ADMINISTRATIVE OFFICER

Consider and adopt the following Ordinance:

ORDINANCE ADDING SECTION 72.160.8. AND AMENDING SECTIONS 72.160.9., 72.161.41., & 72.161.41.1. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-C, 2-D, 5-A, & 5-B).

EQUITY IMPACT STATEMENT

The review of traffic signs and roadway markings supports vehicle safety on County maintained roads. The transportation system must be safe for all road users, for all modes of transportation, in all communities, and for people of all incomes, races, and ethnicities, ages, and abilities. Understanding travel patterns, where fatal and serious injury crashes are occurring and the disproportionate impacts on certain communities will allow DPW to identify actions to address the underlying factors and causes and improve safety.

DPW's Local Road Safety Program reviews fatal and severe injury collisions along road segments within the unincorporated areas of the county and utilizes the Healthy Places Index and Cal EnviroScreen 3.0 to ensure our underserved populations are prioritized. The Traffic Advisory Committee relies on the Local Road Safety Plan and performs reviews of regulatory traffic control devices such as signs and markings. While adherence to sign and marking standards developed by the California Department of Transportation is crucial to obtaining the compliance of the majority of drivers, the Traffic Advisory Committee also relies on various community engagement methods such as the Tell Us Now! mobile app, toll-free hotlines, and a customer service request program to intake reports on a wide variety of traffic concerns and ensure the concerns are addressed.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2021-22 Operational Plan for the Department of Public Works Road Fund. If approved, there will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

- 2. **SUBJECT: AMEND AIRPORT ENTERPRISE FUND SPENDING PLAN AND ADVERTISE AND AWARD CONSTRUCTION CONTRACT FOR THE RAMONA AIRPORT TOWER TRANSIENT APRON REHABILITATION PROJECT (DISTRICT: 2)**

OVERVIEW

Ramona Airport is a general aviation airport, owned by the County of San Diego (County) and operated by the Department of Public Works, within the unincorporated community of Ramona. The airport is a federally funded public-use airport and part of the national air transportation system. Regionally, the airport is used as a gateway to and from San Diego's east county, providing infrastructure, facilities, and services to corporate and general aviation users. The

airport also serves as the State of California Department of Forestry and Fire Protection (i.e., CAL FIRE) Ramona Air Attack Base for regional firefighting services, as well as other State and federal fire authorities. Additionally, Ramona Airport is home to aviation businesses that provide aeronautical services, such as aircraft fueling, hangar storage, tie-down storage, aircraft rental, aircraft maintenance, flight instruction, and similar services.

Ramona Airport's main public aircraft parking area is known as the Tower Transient Apron (Apron) and is approximately three acres in size. The Federal Aviation Administration (FAA) requires airports that receive federal funding to have a pavement maintenance program that includes periodic inspections. These inspections identify and determine pavement conditions for various types of pavements at the airport, such as runways, taxiways, and parking ramps. Inspections also assist with prioritization of pavement improvements beyond regular maintenance. The County's pavement condition inspections determined the Apron has reached the end of its lifespan and requires servicing beyond regular maintenance. The Ramona Airport Tower Apron Rehabilitation Project (Project) is eligible for FAA grant funding; the FAA typically funds 90% of the total project cost and the remaining local match would be funded by the Airport Enterprise Fund (AEF). The AEF was established by the Board as a fund base for all operations, maintenance, and capital costs for County airports. The AEF revenues are generated from airport ground leases and user fees, and they are used to operate, maintain, and improve the County's eight airports at no cost to the General Fund. Total project costs consist of development costs (\$985,000) and construction costs (\$1,715,000). Total project cost is estimated at \$2,700,000, which includes a 10% contingency amount for unforeseen conditions. The cost of the project reflects the large area of improvements needed beyond regular maintenance of the Apron. The funding sources are the FAA and the available fund balance from the prior year's AEF. This project is full cost recovery in accordance with Board Policy B-29, Grants and Revenue Contracts.

This is a request to amend the AEF current year spending plan and approve the advertisement and award of a construction contract for the project.

Upon the Board of Supervisors' approval, the Department of Purchasing and Contracting will publicly advertise and subsequently award, to the lowest responsive and responsible bidder, a construction contract to improve the pavement and structural section of the Ramona Airport Tower Transient Apron and Taxiway Connector. The construction contract award schedule is contingent on the timing of FAA grant funding. Construction is anticipated to begin in fall 2022 and be completed by summer 2023.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed project is exempt from the California Environmental Quality Act (CEQA) as specified in Section 15301 of the State CEQA Guidelines because it involves maintenance of paved and disturbed surfaces at an existing public airport involving no or negligible expansion of existing or former use.
2. Amend the Fiscal Year 2021-22 Airport Enterprise Fund Spending Plan by \$1,690,000 to provide funds for the Ramona Airport Tower Transient Apron Rehabilitation Project based on unanticipated revenue from the FAA (\$1,521,000) and available fund balance from the prior year Airport Enterprise Fund (\$169,000). **(4 VOTES)**

3. Authorize the Director, Department of Purchasing and Contracting, to take any action necessary to advertise and award a contract and to take other actions authorized by Section 401 et seq., of the Administrative Code with respect to contracting for subject public works project.
4. Designate the Director, Department of Public Works, as the County Officer responsible for administering the construction contract in accordance with Board Policy F-41, Public Works Construction Projects.

EQUITY IMPACT STATEMENT

Ramona Airport is one of eight airports owned and operated by the County of San Diego, that provide vital air transportation hubs, emergency response facilities, and economic engines. The County pursues delivery of these services in a fair and equitable manner and actively works to remove barriers, encourage participation, and provide competitive opportunities for small businesses that traditionally have less working capital and business owners and managers that may be socially and economically disadvantaged, through public outreach. The County construction contracts are competitively and publicly advertised and bid and help stimulate the local economy primarily by creating construction-related job opportunities.

FISCAL IMPACT

Funds for this request are partially included in the Fiscal Year 2021-22 Operational Plan in the Airport Enterprise Fund (AEF). The total project cost is estimated at \$2,700,000. Previous Board action on June 29, 2021 (07) appropriated \$1,010,000 in the AEF, based on unanticipated revenue from the Federal Aviation Administration (FAA) (\$909,000), and available fund balance from the prior year AEF (\$101,000) for preparation of the project design and environmental processing.

Today's requested action will amend the AEF Spending Plan by \$1,690,000 for the project. If approved, this request will result in additional costs and revenue of \$1,690,000 for the construction contract, which includes a 10% contingency for unforeseen conditions and project development costs. The funding sources are the FAA (\$1,521,000) and available prior year AEF fund balance (\$169,000). This project is full cost recovery in accordance with Board Policy B-29, Grants and Revenue Contracts. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

When approved by the Board of Supervisors for advertising and award, the County of San Diego construction contracts are competitively and publicly bid and help stimulate the local economy. All workers employed on public works projects must be paid the higher of either (a) prevailing wages determined by the California Department of Industrial Relations, according to the type of work and location of the project, or (b) Davis-Bacon Act locally prevailing wage rates for federally funded contracts determined by the U.S. Department of Labor.

3. SUBJECT: AMEND AIRPORT ENTERPRISE FUND SPENDING PLAN AND ADVERTISE AND AWARD CONSTRUCTION CONTRACT FOR THE GILLESPIE FIELD VEHICLE SERVICE ROAD TO WEST TRANSIENT RAMP PROJECT (DISTRICT: 2)

OVERVIEW

Gillespie Field is a general aviation airport, owned by the County of San Diego (County) and operated by the County Department of Public Works (DPW). The airport is located within the municipal limits of the City of El Cajon and the City of Santee. The airport is a federally funded public-use airport and a part of the national air transportation system. Regionally, the airport is used as a gateway to and from San Diego's east county, providing aviation infrastructure, aircraft storage, maintenance, and services to corporate and general aviation users, including private and civil air transport operations and for hangar rentals, aircraft tie-downs, parts, supplies and repairs, and flight training.

Airport Vehicle Service Roads (VSR) are used to clearly define where service vehicles, fuel trucks, emergency vehicles, and others can access areas within the airport while staying outside of aircraft movement areas. As the busiest and most complex airport in the County, the VSR at Gillespie Field is vital for ensuring safe separation and efficient movement of aircraft and vehicles. However, the current VSR does not fully extend around the perimeter of the airfield. This project would extend the VSR by an additional 922 feet to allow vehicular access to the west transient ramp, which is an aircraft parking area, and one of the busiest areas of the airport. Due to the safety importance of separating vehicles from aircraft, the Federal Aviation Administration (FAA) has identified the Gillespie Field VSR to West Transient Ramp Project (Project) as a priority. Consequently, the Project is eligible for FAA grant funding, of which the FAA typically funds 90% of the total project cost. The remaining local match would be funded by the Airport Enterprise Fund (AEF). The AEF was established by the Board as a funding source for all operations, maintenance, and capital costs for County airports. The AEF revenues are generated from airport ground leases and user fees, and they are used to operate, maintain, and improve the County's eight airports at no cost to the General Fund. Project costs consist of development costs (\$485,000) and construction costs (\$915,000). The total project cost is estimated at \$1,400,000. The funding sources are the FAA and available fund balance from the prior year AEF. Previous Board action on June 29, 2021 (07) appropriated \$660,000 in the AEF for the preparation of the project design and environmental processing. Due to increases in administration, design, and construction costs, this is a request to amend the AEF current year spending plan by \$740,000 and approve the advertisement and award of a construction contract for the project. This will not impact the other projects in the spending plan. This project is full cost recovery in accordance with Board Policy B-29, Grants and Revenue Contracts.

Upon Board of Supervisors approval, the Department of Purchasing and Contracting will advertise and subsequently award, to the lowest responsive and responsible bidder, a construction contract for the Project. The construction contract award and the project schedule are contingent on the timing of FAA grant funding, but construction is anticipated to begin in fall 2022 and be completed by summer 2023.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Section 15301 of the California Environmental Quality Act (CEQA) Guidelines that the proposed project is categorically exempt from CEQA review because it involves the installation of a vehicle service road for existing airport users involving no or negligible expansion of existing or former use.
2. Amend the Fiscal Year 2021-22 Airport Enterprise Fund (AEF) Spending Plan by \$740,000 to provide funds for the Gillespie Field Vehicle Service Road to West Transient Ramp Project based on unanticipated revenue from the Federal Aviation Administration (FAA) (\$666,000) and available fund balance from the prior year AEF (\$74,000). **(4 VOTES)**
3. Authorize the Director, Department of Purchasing and Contracting, to take any action necessary to advertise and award a contract and to take other actions authorized by Section 401 et seq., of the Administrative Code with respect to contracting for subject public works project.
4. Designate the Director, Department of Public Works, as the County Officer responsible for administering the construction contract in accordance with Board Policy F-41, Public Works Construction Projects.

EQUITY IMPACT STATEMENT

Gillespie Field is one of eight airports owned and operated by the County of San Diego (County) that provide vital air transportation hubs, emergency response facilities, and economic engines. The County pursues delivery of these services in a fair and equitable manner and actively works to remove barriers by providing information in multiple languages and via various means, encourage participation, and provide competitive opportunities for small businesses that traditionally have less working capital and business owners and managers that may be socially and economically disadvantaged. The County construction contracts are competitively and publicly advertised and bid, and help stimulate the local economy, primarily by creating construction related job opportunities.

FISCAL IMPACT

Funds for this request are partially included in the Fiscal Year 2021-22 Operational Plan in the Airport Enterprise Fund (AEF). Previous Board action on June 29, 2021 (07) appropriated \$660,000 in the AEF for the preparation of the project design and environmental processing. Due to increases in administration, design, and construction costs. Today's requested action will amend the AEF Spending Plan by \$740,000 for the Project. If approved, this request will result in additional costs and revenue of \$740,000 for the construction contract, including contingencies and project development costs. The funding sources are the Federal Aviation Administration (\$666,000) and available prior year AEF fund balance (\$74,000). The total project cost for the Gillespie Field Vehicle Service Road to West Transient Ramp Project (Project) is estimated at \$1,400,000. This project is full cost recovery in accordance with Board Policy B-29, Grants and Revenue Contracts. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

When approved by the Board of Supervisors for advertising and award, County of San Diego construction contracts are competitively and publicly bid and help stimulate the local economy. All workers employed on public works projects must be paid the higher of either (a) prevailing wages determined by the California Department of Industrial Relations, according to the type of work and location of the project, or (b) Davis-Bacon Act locally prevailing wage rates for federally funded contracts determined by the U.S. Department of Labor.

4. **SUBJECT: RESTRUCTURING AND EXPANDING THE TRAFFIC ADVISORY COMMITTEE - AMEND SECTION 72.221 OF ARTICLE 17 IN THE SAN DIEGO COUNTY CODE OF REGULATORY ORDINANCES (02/09/2022 - ADOPT RECOMMENDATIONS; 03/02/2022 - SECOND READING OF AMENDED ORDINANCE) (DISTRICTS: ALL)**

OVERVIEW

The Traffic Advisory Committee (TAC) is part of the Department of Public Works (DPW) traffic engineering program. TAC was established by the Board of Supervisors (Board) in the 1960s to provide traffic regulations and recommendations within the unincorporated area of the county. In order to be effective, TAC proposes policies that will enhance safety, reduce congestion and be legally enforceable so that the majority of motorists will comply. The TAC meets every six weeks to review proposed additions, deletions, or changes to regulatory traffic control devices such as speed limits, stop signs, traffic signals, and parking regulations on County of San Diego (County) maintained roads. Upon receipt of a request or recommendation for a traffic regulation in unincorporated areas of the county, the TAC reviews and investigates the requested item, including engineering and traffic condition studies. TAC recommendations are provided to the Board for consideration.

The TAC is currently composed of 15 members representing the following agencies and industry groups: San Diego County Fire Authority, San Diego County Sheriff's Department, California Department of Transportation, California Highway Patrol, Independent Insurance Agents and Brokers of San Diego, San Diego County Bicycle Coalition, San Diego County Department of Public Works, San Diego County Office of Education, Pacific Safety Center, one member-at-large representing District Two, and one member-at-large representing District Three or District Five. There is no member-at-large for District One and District Four.

On October 20, 2021, the Board directed the Chief Administrative Officer to return to the Board in February 2022 with a timeframe that includes options on restructuring and expanding the TAC to include representation for District 1. Based on the redistricting of the supervisorial districts completed by the County of San Diego Independent Redistricting Commission on December 15, 2021, each district now contains a portion of the unincorporated area. In light of these new district boundaries, staff is proposing that the TAC membership composition be revised to include one at-large seat for each of the five supervisorial districts, with the TAC member for each district to be nominated by the supervisor representing that district and appointed by the Board of Supervisors. The total number of seats on the TAC would be increased from 15 seats to 17 seats, with the removal of one California Highway Patrol seat.

- A. Revise Section 72.221 of Article 17 in the San Diego County Code of Regulatory Ordinances (County Code) entitled “Membership” regarding membership in the Traffic Advisory to include representation for each District, which includes adding representation for Districts 1 and 4 and separating the shared Districts 3 or 5 seat into two seats. This action would result in an increase of three seats on the TAC.
- B. Revise Section 72.221 of Article 17 in the San Diego County Code of Regulatory Ordinances (County Code) entitled “Membership” regarding membership in the Traffic Advisory to remove representation from one of the four California Highway Patrol (CHP) seats. CHP presently has four seats representing four offices: Border, El Cajon, San Diego, and Oceanside. Today, the Border office serves as the administrative office for the CHP in San Diego County and does not patrol County-maintained roads. The three remaining CHP area offices (El Cajon, Oceanside, San Diego) have patrol jurisdiction over all County roads. This action would result in a decrease of one seat on the TAC.

The Board’s action today would introduce an ordinance to amend Section 72.221 of Article 17 in the County Code entitled “Membership” regarding membership in the TAC. This action would revise County Code and require two steps. On February 9, 2022, the Board would consider the recommendations. If the Board takes action as recommended on February 9, then on March 2, 2022, a second reading and adoption of the ordinance amending the County Code would be necessary to implement the Board’s direction.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find, in accordance with Section 15060(c)(3) of the California Environmental Quality Act (CEQA) Guidelines that the proposed action to revise membership of the Traffic Advisory Committee is not a “project” as defined in Section 15378 of the state CEQA Guidelines.
2. Approve the proposal below:
 - A. Revise Section 72.221 of Article 17 in the San Diego County Code of Regulatory Ordinances (County Code) entitled “Membership” regarding membership in the Traffic Advisory to include representation for each District, which includes adding representation for Districts 1 and 4 and separating the shared Districts 3 or 5 seat into two seats. This action would result in an increase of three seats on the TAC.
 - B. Revise Section 72.221 of Article 17 in the San Diego County Code of Regulatory Ordinances (County Code) entitled “Membership” regarding membership in the Traffic Advisory to remove representation from one of the four California Highway Patrol (CHP) seats. CHP presently has four seats representing four offices: Border, El Cajon, San Diego, and Oceanside. Today, the Border office serves as the administrative office for the CHP in San Diego County and does not patrol County-maintained roads. The three remaining CHP area offices (El Cajon, Oceanside, San Diego) have patrol jurisdiction over all County roads. This action would result in a decrease of one seat on the TAC.
3. Approve the introduction, read title, and waive further reading of the following Ordinance:
 ORDINANCE AMENDING SECTION 72.221 OF THE SAN DIEGO COUNTY CODE RELATING TO MEMBERSHIP OF THE TRAFFIC ADVISORY COMMITTEE.

If, on February 9, 2022, the Board takes action as recommended, then, on March 2, 2022:
Consider and adopt the following Ordinance:

**ORDINANCE AMENDING SECTION 72.221 OF THE SAN DIEGO COUNTY CODE
RELATING TO MEMBERSHIP OF THE TRAFFIC ADVISORY COMMITTEE.**

EQUITY IMPACT STATEMENT

The review of traffic signs and roadway markings supports vehicle safety on County maintained roads. The transportation system must be safe for all road users, for all modes of transportation, in all communities, and for people of all incomes, races, ethnicities, ages, and abilities. Understanding travel patterns, where fatal and serious injury crashes are occurring and the disproportionate impacts on certain communities will allow DPW to identify actions to address the underlying factors and causes and improve safety.

DPW's Local Road Safety Program reviews fatal and severe injury collisions along with road segments within the unincorporated areas of the county and utilizes the Healthy Places Index and Cal EnviroScreen 3.0 to ensure our underserved populations are prioritized. The Traffic Advisory Committee relies on the Local Road Safety Plan and performs reviews of regulatory traffic control devices such as signs and markings. While adherence to sign and marking standards developed by the California Department of Transportation is crucial to obtaining the compliance of the majority of drivers, the Traffic Advisory Committee also relies on various community engagement methods such as the Tell Us Now! mobile app, toll-free hotlines, and a customer service request program to intake reports on a wide variety of traffic concerns and ensure the concerns are addressed.

The membership of the Traffic Advisory Committee should be representative of all regions and modes of transportation within the unincorporated areas of the region and be able to provide recommendations for the establishment of consistent traffic regulations that benefit every individual that lives within the region and uses the roadway infrastructure.

FISCAL IMPACT

No funds are required for this administrative change. If approved, there will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

- 5. SUBJECT: RECEIVE THE REPORT ON THE ESTABLISHMENT OF THE OFFICE OF ENVIRONMENTAL AND CLIMATE JUSTICE (DISTRICTS: ALL)**

OVERVIEW

Pollution affects everyone; however, race and income levels cause some residents to be disproportionately impacted by environmental hazards - such as industrial waste, air pollution, and indoor toxins - and these have negative effects on their health and safety. At the same time, people of color, particularly those in poverty, have the fewest resources to address these hazards.

The County of San Diego is leading a regional effort to focus on environmental justice (EJ) and to reduce community exposures to health hazards. On May 19, 2021 (02), the Board of Supervisors (Board) approved Vice Chair Vargas' recommendation to direct the establishment of an Office of Environmental and Climate Justice (OECJ) within the County's Land Use and

Environment Group. The Board also directed staff to return with the overall scope, roles and responsibilities of the office, including engagement of environmental justice communities in the unincorporated areas to determine their needs and preferences for involvement, collaboration with other regional agencies and cities, identification of grant or funding opportunities at the federal and State level, and an outreach and engagement strategy for environmental justice communities throughout the region.

Foundational to the concept of environmental justice are the pillars of “fair treatment” and “meaningful involvement”. California Government Code Section 65040.12(e)(1) defines “environmental justice” as “the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.”

Based upon feedback provided by stakeholders, the proposed mission would be as follows:

“The Office of Environmental and Climate Justice will prioritize and value the human health and well-being of the San Diego region through collaboration with our communities, neighboring jurisdictions, and other regional entities. OECJ will partner with environmental justice communities throughout the region to be responsive to their self-determined needs through meaningful engagement, while respecting community expertise and recognizing the racial injustices and historical disparities faced by them, now and for generations to come.”

This mission will continue to evolve as OECJ hires a Director, and the needs and socio-economic profiles of the impacted communities evolve. Some of the key findings from our stakeholder outreach include prioritizing collaboration and outreach in EJ communities, developing partnerships and opportunities within EJ communities, maintaining a broad scope and role, facilitating partnerships to identify community engagement priorities, and building capacity across the region.

This office will be a uniquely positioned regional entity focused on environmental and climate justice issues both in the unincorporated areas of the county, as well as the incorporated cities throughout the region. It would address environmental issues inside the home and in the neighborhood, particularly those factors that exacerbate the concentration of pollution and their adverse effects in certain geographic areas of the region. These include stationary and mobile sources of air pollution, toxic hotspots, greenhouse gas emissions, the urban heat island effect, substandard housing, a lack of access to healthy food, lack of transportation options, poor quality neighborhood infrastructure, such as broadband and connectivity, and a historic deficiency in open space and recreational amenities. The purpose of this office is to address these issues and advance equity, environmental and climate justice in the communities that have been disproportionately impacted by environmental burdens and related health problems.

The attached draft roadmap is a proposal for how the roles and responsibilities of OECJ could be implemented over the course of one year, and outlines recommended roles and responsibilities for the new office based on stakeholder input.

Today’s action is to receive an update and the proposed roadmap for the establishment of OECJ and seek the Board of Supervisors’ direction on and approval of overall scope, roles and responsibilities of the office.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed action is not subject to the California Environmental Quality Act (CEQA) because it is not a project as defined in Sections 15060(c)(3) and 15378(b)(5) of CEQA Guidelines.
2. Receive an update and adopt the proposed roadmap for establishing the new Office of Environmental and Climate Justice, that provides direction on the proposed overall scope, roles and responsibilities of the office.

EQUITY IMPACT STATEMENT

The County of San Diego (County) is leading a regional effort to focus on environmental justice. The establishment of the Office of Environmental and Climate Justice (OECJ) will ensure that regional efforts advance and address equity, and environmental and climate justice. The Office will focus on communities disproportionately impacted by environmental burdens and related health problems and lead efforts to reduce greenhouse gas emissions, ensure access to healthy food options, transportation equity, and protect civil rights in emergency planning and response.

Staff in the County's Land Use and Environment Group Executive Office reached out to a diverse range of stakeholders, including community-based organizations, that are active in environmental justice communities across the region, as well as the region's tribes. We heard how communities in the region are disproportionately impacted by environmental burdens of pollution and related health problems, as well as education, communication, and engagement needs that should be addressed by the Office. The Office will continue community outreach as part of its ongoing operations. This process will be informed by the experiences of communities that are exposed to environmental and health hazards, both inside the home and in the neighborhood.

FISCAL IMPACT

There are no fiscal impacts associated with this action. Funds for the establishment of the Office of Environmental and Climate Justice were included in the Fiscal Year 2021-22 Operational Plan for the Land Use and Environment Group Executive Office. The funding source is existing General Purpose Revenue. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

- 6. SUBJECT: RECEIVE THE REPORT ON THE DRAFT LOCAL POLICY OPPORTUNITY ANALYSIS AS PART OF THE REGIONAL DECARBONIZATION FRAMEWORK UPDATE (DISTRICTS: ALL)**

OVERVIEW

The global climate is changing, and nowhere are the effects felt more acutely than at the local level. This includes a higher frequency and intensity of extreme heat events, droughts, wildfires, storms, and sea level rise. Furthermore, the growing economic, social, and environmental impacts associated with a changing climate are causing immediate and long-term damages to our ecosystems, food production, health, safety, jobs, businesses, and communities across the San Diego region, particularly underserved populations who are impacted disproportionately.

In light of these realities, on January 27, 2021 (3), the San Diego County Board of Supervisors (Board) directed the Chief Administrative Officer to develop the Regional Decarbonization Framework (Framework), a guide to achieve zero carbon emissions in the region. This Framework, created in partnership with the University of California San Diego (UC San Diego) School of Global Policy and Strategy and the University of San Diego School of Law's Energy Policy Initiatives Center (EPIC), includes strategies and initiatives to achieve zero carbon emissions in the region by mid-century to align with State targets. On July 14, 2021 (3), the Board received an update on the Framework, which outlined the following three guiding principles that shape the development of the Framework to reach zero carbon emissions: (1) Data-Driven Approach, (2) Regional Collaboration, and (3) Stakeholder Input. On November 17, 2021 (6) the Board received an update on the Draft Regional Decarbonization Framework, which included the technical reports from UC San Diego that provided baseline assessments of greenhouse gas (GHG) emissions and science-based pathways to reduce carbon emissions in the areas of transportation, electricity, buildings, land use, and jobs throughout the region.

The Draft Local Policy Opportunity Analysis prepared by the University of San Diego Energy Policy Initiatives Center (EPIC), that is the focus of this item, will be used to identify local policy opportunities to support decarbonization pathways, particularly in the areas of transportation, electricity, buildings, and land use. This analysis will also provide opportunities where regional collaboration can be enhanced to improve GHG reductions, as the goal of decarbonization is a collective, regional effort, and it will be essential to have the support and partnership from local governments and agencies. This analysis of existing government policies builds off the work outlined in Chapter 8, Local Policy Opportunity (pp. 227-237) of the Draft Framework.

Today's action is for the Board to receive an update on the Regional Decarbonization Framework with the Draft Local Policy Opportunity Analysis.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed actions are not subject to CEQA per Section 15060(c)(3) of the CEQA Guidelines because receiving an update on the Regional Decarbonization Framework is administrative in nature and is not a project as defined in CEQA Guidelines Section 15378(b)(5).
2. Receive the Regional Decarbonization Framework Update on the Draft Local Policy Opportunity Analysis.

EQUITY IMPACT STATEMENT

The Regional Decarbonization Framework (Framework) is centered on equity. The voices of communities of concern were critical in the development of the Draft Framework and will continue to play an important role throughout its implementation. The newly established Office of Environmental and Climate Justice will help support the Framework by coordinating between community groups and public agencies in terms of improving access to information and ongoing projects and positioning the historically underserved communities in leveraging State and federal resources on climate mitigation, adaptation, and resiliency.

The Draft Local Policy Opportunity Analysis assessed whether and how Climate Action Plans across the region integrate social equity measures. Results from the analysis indicate there are opportunities to integrate equity considerations in a more comprehensive way, for example, by integrating equity into the entire climate action planning process. This could include an equity section of the climate action plan, equity-focused performance measures and strategies that prioritize implementation areas, and equity indicators to track progress and outcomes.

FISCAL IMPACT

There are no fiscal impacts associated with this action. Funds for the initial UC San Diego School of Global Policy and Strategy contract are included in the Fiscal Year 2021-22 Operational Plan for the Land Use and Environment Group Executive Office. Staff will return to the Board with future actions related to the implementation of the Regional Decarbonization Framework that could have a fiscal impact, which would be included in future Operational Plans, pending availability of funding.

BUSINESS IMPACT STATEMENT

The Regional Decarbonization Framework will help businesses and workers in San Diego county by providing a guiding framework for climate-related jobs and investments through the advancement of science and technological innovations, economic resiliency efforts, new renewable energy generation and storage projects, clean technology in transportation and building systems, research and development in GHG capture and storage, economic benefits from emissions reductions and the associated high-quality job creation in the green economy.

7. **SUBJECT: CONTINUED ITEM FROM 01/26/2022 (06):
UPDATE ON OPTIONS TO IMPLEMENT VEHICLE MILES
TRAVELED ANALYSIS DURING ENVIRONMENTAL REVIEW IN THE
UNINCORPORATED REGION AND OPTIONS ON OTHER COUNTY
PROGRAMS THAT RELATE TO VEHICLE MILES TRAVELED AND
LAND USE (DISTRICTS: ALL)**

OVERVIEW

On January 26, 2022 (06), the Board of Supervisors continued the item to February 9, 2022.

In 2013, the State of California passed Senate Bill 743 (SB 743), which changed how jurisdictions, including the County of San Diego (County), analyze transportation impacts from privately and publicly initiated projects under the California Environmental Quality Act (CEQA). SB 743 identified Vehicle Miles Traveled (VMT) as the standard to evaluate a project's transportation-related environmental impacts. VMT replaces motorist delay and associated level of service (LOS) as the metric for analysis under CEQA. VMT measures the amount and distance people drive to destinations, and the number of trips specific types of land uses will generate. The intent behind SB 743 was to balance the needs of congestion management (traffic) with statewide goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through more active transportation, such as walking and biking.

On June 24, 2020 (6), the Board of Supervisors (Board) adopted the Transportation Study Guide (TSG), a technical guide for analyzing transportation impacts using VMT. The TSG describes the process and procedures for project applicants to use when preparing transportation analyses for projects in the unincorporated area beginning July 1, 2020. In September 2020, Cleveland National Forest Foundation, Coastal Environmental Rights Foundation, and the Sierra Club filed suit, alleging adoption of the TSG violated CEQA and SB 743.

On May 19, 2021 (1), the Board received information on how VMT implementation was progressing nearly a year after adoption of the County's TSG and options for potential updates to how the County analyzes transportation impacts of proposed projects under CEQA. The Board directed staff to explore 13 items related to VMT for projects in the unincorporated areas, including more opportunities for infill development, creation of transit accessible areas, opportunities for affordable housing, and VMT mitigation programs.

In its 2018 guidance, the Governor's Office of Planning and Research (OPR) recommended that, for projects in the unincorporated area, the lead agency compare a project's VMT to "the region's" average VMT. However, at that time, the OPR Technical Advisory did not define a region and did not make any specific recommendations on the boundary that should be established for the unincorporated area to analyze VMT.

On June 29, 2021, OPR clarified that the unincorporated area of counties should use a threshold based on the regional average VMT (rather than an unincorporated area average), which includes the entire San Diego region. This change to the geography reduces the VMT efficient areas within the unincorporated area. VMT efficient areas are locations that meet the threshold to allow projects to move forward without VMT analysis. Projects located outside VMT efficient areas must perform VMT analysis and are required to mitigate for, or offset, any VMT-related impacts. Currently, there is no mitigation program in place for these impacts and mitigating on a project-by-project basis is challenging and costly. This reduces the feasibility of development outside of VMT efficient areas. Based on an unincorporated VMT average, there are approximately 45,444 acres that are VMT efficient, which is approximately six percent of the unincorporated area under the County's land use jurisdiction and does not include State, federal, or tribal land. When using a regional VMT average, the VMT efficient area is reduced to approximately 2,467 acres, or 0.34 percent of the unincorporated area.

In light of the clarification from OPR that unincorporated areas should use a VMT threshold based on a regional average, on September 15, 2021 (1), the Board adopted a resolution to rescind the current TSG, which had relied on an unincorporated area average for VMT. Based on the Board's action, the petitioners agreed to dismiss their lawsuit.

As directed by the Board on May 19, 2021, staff investigated 13 items related to VMT for projects in the unincorporated area, including more opportunities for infill development, creation of transit accessible areas, opportunities for affordable housing, VMT mitigation programs, as well as other directed items, in this report. Based on the analysis from the 13 items, staff has identified options for the Board's consideration. The Board can receive the report and take no action today, or direct staff to conduct further research, or implement the options and return to the Board in the future for consideration and adoption.

While VMT is used to evaluate transportation impacts under CEQA, it plays a critical role in land use planning, as it can also affect a jurisdiction's ability to achieve other State goals and requirements related to housing like the Regional Housing Needs Assessment (RHNA). RHNA is a State mandate that quantifies the need for housing within each jurisdiction, including the unincorporated area. A challenge with VMT implementation is how to implement VMT as recommended by OPR, while meeting other State requirements like RHNA, which will make it more costly and challenging to develop within most of the unincorporated area, since 99.7 percent is located in a VMT inefficient area based on guidance from OPR. As part of the 6th Cycle Housing Element (2021 - 2029), adopted by the Board on July 14, 2021, and certified by the State on November 2, 2021, staff found that there were insufficient sites with the densities needed to meet the County's RHNA requirement that were within VMT efficient areas. For projects proposed outside VMT efficient areas, it becomes challenging and costly to mitigate VMT, and in many cases, it is infeasible due to the cost to mitigate. If a property is located in a VMT inefficient area, there is often a need to prepare an Environmental Impact Report (EIR), which can take 24 to 36 months to process and is costly. Often at the end of the process, the costs associated with mitigating for VMT make it infeasible to develop the property based on current market rates.

After exploring the 13 items related to VMT directed by the Board, staff has developed options and a phased approach to implement VMT within the unincorporated area, allowing projects to move forward within infill areas, excluding very high fire hazard severity zones. Staff has also included a recommendation to begin the process of updating the General Plan through the development of a sustainable land use framework. An update to the General Plan could refocus growth in locations that are VMT efficient, achieve other Board directed priorities related to sustainability, and still allow the County to achieve the State's housing goals.

Staff recommendations are provided for the Board's consideration and described in detail in the Background section. They include a phased approach to implement VMT in the unincorporated area. Phase one includes the preparation of a revised TSG based on a regional geography as recommended by OPR, including adoption of screening criteria for infill areas that would allow projects to move forward in these areas without VMT analysis, including a "village" buffer option incorporating the geographic boundaries of the surrounding "village" as identified in the General Plan (excluding areas mapped as Very High Fire Hazard Severity Zones), small projects and affordable housing projects, and adoption of a Local Mobility Analysis (LMA). Phase two includes longer term items that require the preparation of a programmatic Environmental Impact Report (EIR) and includes exploring a regional VMT Mitigation Program with the San Diego Association of Governments and/or other local jurisdictions that incorporates adoption of screening criteria for Transit Opportunity Areas, which are areas that do not currently have transit service, but due to their location can support increased densities in anticipation of future transit service. A VMT Mitigation Program would also require the preparation of a nexus study in order to establish the fees for the program and would take approximately 30 to 36 months to complete.

While phases one and two are underway, staff also recommends the Board direct staff to prepare options for further direction to initiate the development of a sustainable land use framework for a General Plan Update, factoring in VMT efficient areas based on the regional average, infill areas and surrounding villages, and Transit Opportunity Areas. Framework options would include at a minimum the following: identification of principles for sustainable development that could inform future land use decisions and associated areas suitable for sustainable development based on these principles; and identification of planning mechanisms to implement Board directed

principles, including zoning overlays, specific plans, community plan updates, and a focused General Plan Update or a comprehensive General Plan Update. Staff also recommends the Board wait to implement specific options until a sustainable land use framework is developed for a General Plan Update.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines that this action is exempt because it has no potential to result in either a direct physical change to the environment or a reasonably foreseeable indirect physical change to the environment.
2. Receive the presentation and overview of the 13 items and provide direction on options as outlined in Attachment F (Action Sheet) and Attachment G (VMT Cost Estimate) to implement analysis of transportation impacts of proposed projects under CEQA using Vehicle Miles Traveled, including the following:
 - Category A: Opportunities for Infill Development, Transit, By-Right Development, and Land Use Changes (Items 1, 2, 4, 6 and 12)
 - Category B: Opportunities for VMT Mitigation (Item 3)
 - Category C: Opportunities to Prepare a Revised Transportation Study Guide (TSG) (Items 5, 7, 8, 9, 10, 11 and 13)
3. The following summarizes the recommendations by phase:
 - A. Phase One - Return within six months with a cost of \$100,000
 1. Prepare a revised TSG using a regional geography (Option 7-A), circulate it for a 30-day public review and return to the Board within six months for consideration. The Revised TSG should also include the following:
 - a. New VMT screening criteria for projects within infill areas (Option 1-A) and any surrounding “village” as identified in the General Plan, excluding areas mapped as Very High Fire Hazard Severity Zones. The screening criteria will allow projects located in infill areas and any surrounding “village” to move forward without VMT analysis or mitigation. This option would allow up to 8,755 homes to move forward without VMT analysis based on the General Plan. Projects located outside these areas will need to conduct a VMT analysis and propose mitigation to reduce their impacts.
 - b. Adopt the 110 average daily trips small project screening criteria (Option 7-B).
 - c. Adopt OPR recommendation to screen out projects with 100 percent affordable housing from VMT analysis (Option 7-C).
 - d. Require an LMA (Option 7-E). The LMA for discretionary projects would be used to evaluate road operations, safety, and access that has been reduced from the previous type of traffic analysis done based on Level of Service prior to the implementation of SB 743 in that the area evaluated is limited to a few intersections around the project with the primary focus of safety and not traffic.

2. Direct staff to return with options for a sustainable land use framework (Option 6-D). Staff also recommends the Board direct staff to prepare options for further direction to inform the development of a sustainable land use framework for Board consideration and return to the Board in 120 days. Options would include the following: identification of principles for sustainable development that could inform future land use decisions; and comparison of planning mechanisms to implement Board directed principles, including zoning overlays, specific plans, community plan updates, or a general plan update.

B. Phase Two - Return within 30-36 months with a cost of \$1,250,000

1. Work with SANDAG, Metropolitan Transit System (MTS), and North County Transit District (NCTD) to develop a regional VMT Mitigation Program (Option 3-A) and work with the City of San Diego and/or other local jurisdictions to develop a joint program or join an existing program like the city program (Option 3-B), prepare the required nexus study and programmatic Environmental Impact Report (EIR) and return to the Board in 30 to 36 months for consideration. In the interim, allow projects on a case-by-case basis to work with transit agencies in the region to identify VMT mitigation for individual projects. As part of the mitigation program, include options where a developer can choose to opt in or out of the program and require a portion of the fees collected are spent to reduce VMT within the unincorporated area, with a priority on underserved communities and ensuring that the mitigation fees are used to implement projects that reduce VMT and GHG emissions. As part of the VMT Mitigation Program, also develop a Transportation Demand Management (TDM) ordinance for the unincorporated area that includes measures to reduce vehicle trips from new development. TDM is a strategy implemented to reduce vehicle trips and VMT by incorporating measures such as telecommuting, walking, carshare, shuttles, and other options that reduce single occupant vehicle trips.

As part of the same EIR for the VMT Mitigation Program discussed above, prepare a Programmatic EIR (Option 2-A) to evaluate the impacts from screening out projects from VMT analysis within Transit Opportunity Areas (TOAs). The programmatic EIR would cover both items in one programmatic document and provide programmatic environmental coverage for future projects within TOAs so no additional VMT analysis would be required for future individual projects. A statement of overriding considerations may be required if the VMT impacts associated with development in these areas cannot be mitigated. A statement of overriding considerations is a term used in CEQA that allows a project to be approved due to its benefit to the community despite the project's having significant impacts on the environment that cannot be mitigated. Examples of overriding considerations include the creation of housing, jobs, and other social and economic benefits.

EQUITY IMPACT STATEMENT

An analysis of transportation impacts as measured by Vehicle Miles Traveled (VMT) will reduce environmental and health impacts associated with transportation, including noise, air pollution and safety, and help accomplish the goals of Senate Bill 743 to balance the needs of congestion management with goals related to infill development, promotion of public health, and reduction of greenhouse gas emissions. One of the options considered in this Board Letter explores exceptions to the VMT thresholds for affordable housing projects at less than 100 percent affordable, including mixed income and various components of Area Median Income, which provides more opportunities for those with less income.

FISCAL IMPACT

There is no fiscal impact associated with receiving the report presented today. Should the Board of Supervisors (Board) direct staff to further research or implement any of the options and return in the future for consideration and adoption, costs will be included as part of the Fiscal Year (FY) 2022-23 CAO Recommended Operational Plan.

Funds for this request are not included in the Fiscal Year 2021-22 Operational Plan. Depending on which option the Board selects, there are various fiscal impacts per recommendation as outlined in Attachment G (VMT Cost Estimate). If options are directed, this request will result in an estimated cost ranging from \$100,000 to \$4,965,000 in one-time costs beginning in Fiscal Year 2022-23 that will be referred to budget to establish appropriations and identify a funding source. The impact to net General Fund costs will depend on Board direction. There will be no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

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