

ACTION FROM SANDAG BOARD OF DIRECTORS - MAY 25, 2012

INTEGRATED APPROACH TO UPDATE THE REGIONAL COMPREHENSIVE PLAN:

SANDAG Board of Directors approved the integration of the Regional Comprehensive Plan (RCP) update with the development of the next SANDAG Regional Transportation Plan/Sustainable Communities Strategy. The merging of these documents means that the San Diego region will have one clearly defined, overarching planning document that addresses regional objectives and meets statewide greenhouse gas reduction targets, as well as other state and federal laws. The consolidation is expected to cut down on duplications, save money, and be easier for the public to understand.



**BOARD OF DIRECTORS
MAY 25, 2012**

**AGENDA ITEM NO. 12-05-14
ACTION REQUESTED - APPROVE**

**PROPOSED APPROACH TO UPDATE THE
REGIONAL COMPREHENSIVE PLAN**

File Number 3100000

Introduction

In 2004, the SANDAG Board of Directors adopted the Regional Comprehensive Plan (RCP) for the San Diego region. Since its adoption, the RCP has been used extensively. Most recently, it has been used to provide policy guidance for the preparation of the last two regional transportation plans and has been instrumental in shaping the region's first-ever "Sustainable Communities Strategy," which was adopted by the SANDAG Board in October 2011 as part of the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS) in accordance with Senate Bill 375 (SB 375) (Steinberg, 2008).

Recommendation

The Board of Directors is asked to approve the integration of the Regional Comprehensive Plan update with the development of the next SANDAG Regional Transportation Plan/Sustainable Communities Strategy.

A process to scope the RCP update was initiated late last year. A key question in the scoping process has been whether the update should be more comprehensive or more technical in nature. As part of this process, the SANDAG Board discussed topics related to the RCP update at its Board Retreat and provided input through individual meetings with SANDAG staff; the Regional Planning Committee and the Regional Planning Technical Working Group (TWG) provided initial input at recent meetings; ideas were solicited from several community-based organizations (CBOs) that participated in the development of the 2050 RTP/SCS; and staff exchanged preliminary ideas with the other major metropolitan planning organizations (MPOs) in California to help define the evolving relationship between existing regional blueprint plans (such as the RCP in the San Diego region) and the newly adopted RTP/SCS.

Based on the combined input and on additional staff analysis regarding timelines, staff resources, and additional efficiencies, an approach is presented today for the Board's discussion and action. This proposed approach, which is to integrate the development of the RCP update and next RTP/SCS, received support from both the Regional Planning Committee and the TWG based on discussion at their May 4 and May 10, 2012, meetings, respectively.

Background

Reasons for Preparing the Original RCP, and Related State Legislation

SANDAG started preparing the RCP in 2002 based upon the desire of the region's policymakers to define a vision and lay out long-term goals and recommended actions for the region in areas ranging from urban form, housing, and transportation to public facilities, infrastructure

investments, and border issues. In 2003, Assembly Bill 361 (AB 361) (Kehoe, 2003) included language requiring the preparation and adoption of the RCP.¹ AB 361 also required the RCP to be updated as necessary and in an iterative manner with the development of SANDAG regional transportation plans, so that evolving RCP policies could inform and influence transportation planning in the region.²

RCP Accomplishments

While SB 375 requires the development of an SCS, SANDAG's work on enhancing the link between land use and transportation issues began years earlier through the RCP, which is based on principles of smart growth and sustainable development. For example, RCP implementation has resulted in the development of the Smart Growth Concept Map, Smart Growth Visual Simulations, TransNet Smart Growth Incentive Program, TransNet Environmental Mitigation Program, Smart Growth Design Guidelines, Trip Generation Rates, Parking Strategies, Regional Housing Needs Assessment, Climate Action Strategy, regional growth forecasting process, performance monitoring assessments, and other related programs, which when combined, served as important inputs into the 2050 RTP/SCS.

In addition, the RCP has provided policy guidance for the region's search for additional stable sources of infrastructure funding (such as a potential "Quality of Life" initiative); funding from state and federal agencies (including the Healthy Works pass-through grants); the framework for collaboration with Tribal Nations, surrounding counties, and Baja California, Mexico; and the context for collaboration with partner agencies, such as the San Diego County Water Authority, the Department of Defense, Caltrans, the transit agencies, the Port District, and others. Attachments 1 and 2 provide additional background on the RCP.

Changes since the Plan's Adoption

While the RCP's contributions have been significant, much has changed since the plan's adoption in 2004. In particular, the data in the RCP is about a decade old; SANDAG has adopted many other regional plans/programs (including the 2050 RTP/SCS, the Climate Action Strategy, the Regional Economic Prosperity Strategy, etc.); and various issues have emerged where policy guidance is needed (including the economic downturn, the loss of redevelopment in California, and a growing emphasis on public health and social equity, among others). In addition, and perhaps most significantly, the RCP was prepared and adopted before the State of California began addressing climate change from a legislative perspective through Assembly Bill 32 (AB 32) (Nunez, 2006) and SB 375. SB 375, in particular, required MPOs in California to meet specific greenhouse gas (GHG) emission reduction targets established by the California Air Resources Board (CARB) as part of the regional transportation planning process. So, while the RCP includes policies and actions related to sustainability, it does not include specific GHG emission reduction targets and analysis, like the 2050 RTP/SCS.

¹ **PUC Section 132360.** (a) It is the intent of the Legislature that the consolidated agency [SANDAG] 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.

² **PUC Section 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.

Proposed Work Program to Merge the Two Documents

Integrating the development of the RCP and RTP/SCS would result in one clearly defined, overarching regional planning document for the San Diego region that addresses regional objectives contained in the RCP and meets statewide GHG emission reduction requirements, as well as other state and federal laws. One regional planning document is likely to be more understandable and relevant to the public than trying to understand multiple documents and how they relate to one another. In addition, because the time that the public is willing to participate is limited, consolidating these efforts into one planning process could result in more successful public engagement.

From a logistical and workload point of view, merging the two documents could take place through five general steps, with each step resulting in information or policies that could be considered for incorporation into the combined document. The proposed steps would include:

1. A technical update of the data in the RCP;
2. Work on the 2050 RTP/SCS implementation actions and RCP-related commitments;
3. Policy-level discussions on additional areas that have emerged since 2004 through a "white paper" approach similar to that used during the development of the 2050 RTP/SCS;
4. An extensive public participation and outreach process that clearly defines timeframes and processes by which the general public, local jurisdictions, CBOs, partner agencies, and interested stakeholders can meaningfully participate in the planning process; and
5. Development of a combined plan, which incorporates updates of the RTP/SCS and the RCP.

The resulting new merged plan would serve as the predominant long-term land use and transportation planning document for the region. It would be renamed with a broader title, but would still include subtitles referencing its multiple roles as the Regional Comprehensive Plan, Regional Transportation Plan, and Sustainable Communities Strategy, per legal and statutory requirements (described further below).

Potential Benefits and Challenges of Integrating the RCP Update with the Next RTP/SCS

Consolidating SANDAG's major regional planning efforts into one comprehensive document would provide an opportunity for the agency to better communicate to the public the regional vision, and how transportation and land use planning are key elements to implementing that vision. This approach could be thought of as an "SCS Plus" type of methodology, as it would expand the topics in the current SCS chapter of the 2050 RTP/SCS to reflect the broader array of topics contained in the RCP. For reference purposes, Attachment 3 provides a content comparison of the topics included in the RCP and the SCS chapter. Potential benefits and challenges include:

Consistent Data

The data included in the RCP was collected in the early 2000s timeframe, and the projections used in the RCP were based on the 2030 Regional Growth Forecast. The data included in the 2050 RTP/SCS was collected in the 2008-2010 timeframe, and the projections were based on the 2050 Regional Growth Forecast. Potential benefits of merging the two planning efforts would be a consistent set

of data and projections, with no timeframe differences, and more time to coordinate the preparation and adoption of the combined plan.

2050 RTP/SCS Implementation Activities and RCP-Related Commitments

The 2050 RTP/SCS contains a number of implementation actions and commitments, many of which also would be relevant to the RCP update. If prepared as separate stand-alone documents, many of these work elements would have required duplicative processes to incorporate the work into both documents. Potential benefits of merging the two planning efforts would be additional time, where necessary, to complete these actions for incorporation into the combined document, and avoidance of duplication in the planning process. The following is a list of the various implementation actions that would be common to both the RCP update and the next RTP/SCS:

- Comprehensive Public Outreach and Involvement
- Social Equity and Environmental Justice Analysis and Outreach
- Model Enhancements to Support Regional Planning Activities
- Series 13 2050 Regional Growth Forecast Update
- Alternative Land Use and Transportation Scenarios that could further Reduce GHG Emissions, including Potential Parking Strategies
- Regional Transit-Oriented Development (TOD) Strategy, including Comprehensive Update to Smart Growth Concept Map
- Regional Complete Streets Policy
- Advance Planning for the 2050 Transit Plan
- Safe Routes to Transit Strategy
- Active Transportation Early Action Program (EAP)
- Bicycle Plan EAP
- Transportation Demand and System Management Initiatives
- Public Health Policy Framework and Analysis
- Performance Monitoring for the RCP and the 2050 RTP/SCS

Additional Emerging Areas

A number of additional areas have emerged since 2004 that were not addressed in the original RCP. These emerging areas also are relevant to the next RTP/SCS because of the growing connections between land use and transportation in our region and throughout the state and the nation. Discussions with the Board, RPC, TWG, and CBOs have yielded the following emerging topics for possible consideration.

- Economic strategies for the San Diego region
- Infrastructure and affordable housing financing in urban areas without redevelopment tools in California
- Expanded social equity and environmental justice analysis and outreach
- Public health planning strategies
- Coordination of transportation infrastructure related to colleges and universities
- Coordination of military issues
- Emerging energy technologies
- Technological advances that support transportation choices
- Effects of changing demographics on transportation needs
- Water and wastewater issues
- Interjurisdictional / subregional planning and coordination issues

Potential benefits of merging the two documents would be an integrated scoping process to refine the list of emerging areas that should be addressed in SANDAG regional plans, reduced duplication/processing of the white papers, and more efficient use of time by the SANDAG Board, Policy Advisory Committees, working groups, staff, and interested stakeholders.

Public Participation and Outreach Strategy

Other potential benefits of merging the two planning processes would be efficiencies gained in public participation and outreach. Because the subject areas of both plans are interrelated, it is likely that there would be significant overlap of participants in workshops or other outreach activities for the two separate planning processes. In addition, all fact sheets, Web site updates, visualization tools, interactive participation mechanisms, translations, marketing tools, or other public engagement tools could be made consistent and more comprehensive by the integration of the two planning efforts.

Potential challenges include fatigue and/or confusion by stakeholders due to the lengthened planning timeframe, and the possibility that stakeholders or members of the public that gain interest in the middle or toward the end of the process might feel like they have been excluded from participating in earlier phases of the plan's development. Ways of addressing these challenges would be to provide a well-organized public participation and outreach process that clearly defines timeframes and processes by which the general public, local jurisdictions, CBOs, partner agencies, and interested stakeholders can meaningfully participate in the process, and build specific "feedback loops" into the planning process to ensure that topics are revisited at key milestones to provide additional opportunities for public input.

Loss of the "Stand-Alone" RCP, which is Highly Referenced throughout SANDAG Documents and Codified into Sections of the Public Utilities Code

The RCP is a well-established and highly referenced document not only at SANDAG but also in the TransNet Extension Ordinance, the Public Utilities Code (PUC), and in various RCP-related grants. For example, with regard to SANDAG documents, the RCP is repeatedly referenced in SANDAG Bylaws, Ordinances, and Board Policies, in the SANDAG Budget and Overall Work Program, in numerous planning and program-related documents that implement the RCP, on the SANDAG Web site, in the 2050 RTP/SCS, in documents that resulted from the RCP (such as the Smart Growth Design Guidelines, the Smart Growth Trip Generation Rates, the RCP Performance Monitoring Report, etc.), and in SANDAG fact sheets. The TransNet Extension Ordinance references the RCP in multiple locations, including text regarding funding of infrastructure to support development in smart growth opportunity areas consistent with the RCP. With regard to state law, AB 361 (Kehoe, 2003) requires SANDAG to prepare the RCP, conduct performance monitoring for the plan, and periodically update the plan, and such language is codified into PUC sections (for example, PUC Section 132360, stating that the RCP "should be updated as necessary for the consolidated agency to comply with Section 132360.2"). The RCP also is referenced in numerous grants, including some that are still in effect.

One potential challenge of integrating the RCP update with the next RTP/SCS is the possibility of rendering these RCP references as outdated, and/or raising the question of the validity of these provisions if SANDAG no longer has a stand-alone RCP. To address this issue, the agency would need to provide a clear understanding of how the RCP has evolved from a stand-alone document into a merged document. The RTP/SCS/RCP combined document should include an explicit reference to the RCP, in the form of a subtitle, or other obvious mechanism related to the title, to support this transition to a new merged document.

California Environmental Quality Act (CEQA)

From the standpoint of producing and certifying an Environmental Impact Report (EIR) based on CEQA requirements, there are several benefits and challenges. It is, in fact, possible to produce a programmatic EIR that could collectively cover the topics of a combined RTP/SCS/RCP. It is important to note that all environmental documents are subject to potential litigation, and it is not possible to foresee all of the potential issues that may arise in the future with regard to choosing to produce a separate EIR for a stand-alone RCP or a combined EIR for the next RTP/SCS/RCP. It is clear, however, that the scope of an EIR for a combined RTP/SCS/RCP would take additional time, effort, and cost. This has the potential to result in an increased risk of litigation based upon the fact that the EIR would include more substance for any potential litigant to consider. However, any added risk would not be expected to exceed the risk of producing a separate EIR for a stand-alone RCP.

In looking at the potential benefits of a combined EIR for the next RTP/SCS/RCP, the combined EIR would provide the public with one comprehensive document that analyzes potential impacts associated with all of SANDAG's major long-range planning efforts. Additionally, SANDAG anticipates the combined effort should provide some cost-savings based upon efficiencies associated with not having to duplicate efforts by preparing two separate EIRs.

Length of Document and Consistent Level of Detail among the Chapters

Currently, the RCP includes detailed information on a variety of topics. One potential challenge is that the combined document could be fairly lengthy. SANDAG will be challenged to ensure that a consistent level of detail is reflected throughout the document, among the various topics. Possible ways of addressing this issue would include the use of white papers, which could include more detail than the level of detail ultimately incorporated into the final combined plan, or through a series of technical appendices, similar to those included as part of the 2050 RTP/SCS.

Next Steps

If the SANDAG Board approves of the proposed approach of merging the RCP update with the next RTP/SCS, staff would draft a comprehensive scope of work and public participation strategy for the combined plan. The updated scope and public participation strategy would be presented for additional input to the Regional Planning and Transportation Committees, the TWG, the Cities/County Transportation Advisory Committee (CTAC), and the CBOs, and ultimately to the SANDAG Board for approval. The following is a proposed timeline by fiscal year to be accompanied by comprehensive public involvement throughout the planning process should the proposal move forward:

- Remainder of FY 2012 and FY 2013: Develop scope of work and public involvement program for combined plan; conduct work on emerging areas; and initiate work on alternative land use and transportation scenarios, regional complete streets strategy, and regional TOD strategy
- FY 2014: Complete model updates; finalize Series 13 2050 Regional Growth Forecast Update; and complete alternative land use and transportation scenarios, regional complete streets strategy, and regional TOD strategy for incorporation into combined plan
- FY 2015: Develop combined plan and EIR; solicit public comments on combined plan and EIR
- FY 2016: Finalize/approve combined plan and adopt/certify final EIR (target adoption date per federal RTP requirements: July 2015)

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Attachments: 1. RCP Fact Sheet
2. RCP Vision, Core Values, Chapters, and Framework for Action
3. Content Comparison RCP and Sustainable Communities Strategy Chapter

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REGIONAL COMPREHENSIVE PLAN (RCP) FACT SHEET

Key Findings of the RCP

- » Improving the connection between local and regional transportation and land use plans based on principles of smart growth and sustainable development
- » Implementing the plan through incentives and collaboration
- » Involving our neighboring counties, tribal governments, and Baja California
- » Tracking our progress
- » Promoting public involvement and collaboration



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What's New in 2014

The Regional Comprehensive Plan (RCP), adopted by the SANDAG Board of Directors in 2004, is the long-term planning framework for the San Diego region through 2030. It defines a vision and lays out goals, key issues, and needed actions in areas ranging from urban form (where and how the region should grow) and transportation to public facilities and borders. It summarizes where the region was in 2004, where the region wants to be by 2030, and what the region needs to do to get there. It is based on principles of smart growth and sustainable development.

Each jurisdiction makes its own decisions regarding land use. The RCP looks at these individual decisions; assesses their collective impacts; examines cumulative development trends; and provides a blueprint for where and how we want to grow. The plan emphasizes the critical link between land use planning, which tends to happen locally, and transportation planning, which often happens regionally. It calls for focusing transportation and other infrastructure investments in “smart growth opportunity areas,” introducing an incentive-based approach to meeting our goals and infrastructure needs.

While the plan focuses mostly on geographic areas inside our region, it also looks beyond our borders to neighboring areas, such as Imperial, Orange, and Riverside Counties, Baja California, Mexico, and local Native American tribal land. In addition, the RCP addresses equity in our planning processes: do all communities have access to the region’s resources? And do all residents

have an equal opportunity to participate in the process? In addition, the RCP calls for monitoring the region’s progress.

Changes Since 2004

Citizens, elected officials, regional infrastructure providers, and other stakeholders worked with SANDAG to prepare the RCP from 2002 to 2004. Much has happened since the plan’s adoption, including:

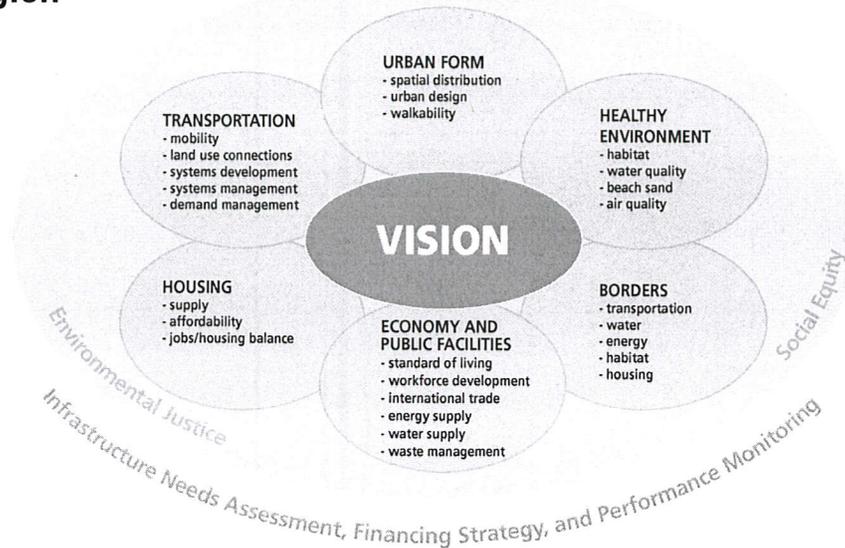
- » The passage of new statewide regulations on greenhouse gas (GHG) emission reductions;
- » An economic recession;
- » The preparation of a new regional growth forecast through 2050, incorporating updated local land use plans that include more smart growth than previous forecasts;
- » Adoption of the 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS);
- » An emerging focus on public health; and
- » An evolving emphasis on social equity.

All of this, as well as commitments made by the SANDAG Board upon adoption of the 2050 RTP/SCS, has resulted in the need to update key components of the RCP in preparation for the next RTP/SCS.

(Continued on reverse)



Regional Comprehensive Plan for the San Diego Region



RCP Accomplishments

Since adopting the RCP in 2004, SANDAG has worked hard to implement the plan. Major accomplishments include:

- » The Smart Growth Concept Map (based on input from the 18 cities and county), which serves as the land use element of the RCP and shows over 200 existing, planned, and potential areas eligible to compete for smart growth incentive funds in the region;
- » The Smart Growth Toolbox, which includes 11 visual simulations around the region, the Smart Growth Photo Library, Smart Growth Trip Generation Rates, Smart Growth Parking Study, and Smart Growth Design Guidelines;
- » The *TransNet* Smart Growth Incentive Program, which, when combined with previous funding, has provided almost \$35 million for capital improvements and planning grants for projects to date, and is estimated to provide \$4 million to \$5 million per year between now and 2048;
- » The *TransNet*/Transportation Development Act (TDA) Active Transportation Program, which has provided almost \$25 million to 109 bike, pedestrian, and traffic calming projects and plans to date, and is estimated to provide \$8 million to \$10 million per year between now and 2048;
- » The *TransNet* Environmental Mitigation Program, which has resulted in the acquisition of 20 properties totaling over 2,300 acres of habitat to date that help implement the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP). About \$850 million are set aside for environmental mitigation through 2048 as part of the *TransNet* program;
- » Leveraged funding for SANDAG and local jurisdiction planning efforts from state and federal agencies, including Proposition 1C and Proposition 84 funds;
- » The smart growth policy framework for local general and specific plan updates and their incorporation into SANDAG regional growth forecasts;
- » Important policy guidance for the development of the 2050 RTP/SCS;
- » The adoption of the Regional Housing Needs Assessment (RHNA) allocations for local jurisdictions, which balance affordable housing throughout the region; and
- » The release of the RCP Baseline Monitoring Report in 2006 and subsequent monitoring reports to track RCP implementation.

These accomplishments show that having a RCP in place has helped our region work together toward common goals and successfully compete for state and federal dollars.

For More Information

To learn more about the RCP, visit www.sandag.org/rcp.

**Regional Comprehensive Plan
Vision, Core Values, Chapters, and Framework for Action**

In 2004, the SANDAG Board of Directors unanimously adopted the Regional Comprehensive Plan (RCP) for the San Diego region. The RCP serves as the strategic planning framework for the region and sets forth a shared vision and core values for a healthy environment, a vibrant economy, and a high quality of life for all residents. The following sections summarize the RCP's regional vision, core values, chapters, and framework for action.

Regional Vision:

"To preserve and enhance the San Diego region's unique features – its vibrant and culturally diverse communities, its beaches, deserts, mountains, lagoons, bluffs, and canyons, and its international setting – and promote sustainability, economic prosperity, and an outstanding quality of life for everyone."

Core Values:

1. Urban Form

- › Livable, walkable, safe, and healthy neighborhoods that include a mix of housing, parks, schools, jobs, health care facilities, child care facilities, and shopping;
- › Redevelopment and infill in urban areas along transit corridors to promote sustainable growth;
- › A variety of housing and transportation choices at various price ranges;
- › Preserved and maintained open spaces, rural communities, and agricultural areas; and
- › Accessibility and a barrier-free physical environment for all.

2. Transportation

- › A transportation system that better links jobs, homes, and major activity centers; enables more people to walk, bike, and use transit; efficiently transports goods; and provides effective transportation options for people of all ages and abilities.

3. Housing

- › More apartments, condominiums, mixed-use housing, and single-family homes in all price ranges; and closer to jobs, transit, shopping, and recreation centers.

4. Environment

- › A sustainable region with healthy ecosystems and environmentally friendly development;
- › Clean water, air, soils, water bodies, and coastlines; and healthy beaches; and
- › Protected open space and habitat conservation systems; and preserved natural topography.

5. Economic Prosperity

- › A balanced variety of jobs with competitive wages; and
- › Education and training opportunities for the local workforce to meet the demand for these jobs, helping to ensure a rising standard of living.

6. Public Facilities

- › Infrastructure systems that work for all residents in the region;
- › Energy self-sufficiency;
- › A diverse water supply that meets the region's needs, respects the environment, and emphasizes conservation and efficiency;
- › Access to healthcare and social services; and
- › Good, safe schools for our children that provide a quality education and serve as focal points for our neighborhoods.

7. Binational and Interregional Coordination

- › A region that recognizes its unique status as an international border community, embraces ethnic and cultural diversity, and promotes a wide variety of cultural resources; and
- › Cooperative planning and coordination among local jurisdictions within the region, and with our local school districts, our Native American tribal governments, our neighboring counties, Mexico, and our military communities.

8. Effective and Responsible Planning and Implementation

- › Broader public participation in the planning process and allocation of resources; and
- › A fiscal structure that provides an equitable distribution of burdens and benefits, promotes efficient resource use, and provides clear incentives for achieving plan goals.

RCP Chapters:

1. Introduction: What is the Regional Comprehensive Plan?
2. Our Regional Vision and Core Values – Defining Where We Want to Go
3. Overview of the San Diego Region – Current Conditions and Future Trends
4. Regional Planning and Policy Framework – A Preferred Approach for our Regional Growth
 - a) Urban Form – Where and How Should the Region Grow?
 - b) Transportation – Moving People and Goods
 - c) Housing – Providing Homes for All Residents
 - d) Healthy Environment – Enhancing our Natural Habitats, Air, Water, and Beaches
 - e) Economic Prosperity – Creating Opportunities for a Rising Standard of Living
 - f) Public Facilities – Strengthening the Social and Physical Infrastructure of our Communities

5. Borders – Forging a Better Future with our Neighbors
6. Social Equity and Environmental Justice Assessment – Fair Planning and Development for All Communities
7. Integrated Regional Infrastructure Strategy (IRIS) – Ensuring the Foundation of our Vision for the Future
8. Performance Monitoring – Measuring our Progress
9. Implementation – Translating the Vision into Action

A Regional Framework for Local Action:

Recognizing that each jurisdiction in the region makes its own decisions regarding land use, the RCP sets forth a preferred planning concept and action framework that emphasizes:

1. Improving connections between land use and transportation plans using smart growth principles;
2. Using land use and transportation plans to guide decisions regarding environmental and public facility investments; and
3. Focusing on collaboration and incentives to achieve regional goals and objectives.

The plan provides a broad context in which local and regional decisions can be made that move the region toward a sustainable future. The RCP is available on the SANDAG Web site at www.sandag.org/rcp.

Content Comparison of the Regional Comprehensive Plan and the Sustainable Communities Strategy Chapter

This table compares the content of the Regional Comprehensive Plan (RCP) (adopted by SANDAG in 2004), and the Sustainable Communities Strategy (SCS) chapter of the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS) (adopted by SANDAG in 2011). The SCS was required per Senate Bill SB 375 (Steinberg, 2008) as an element of the RTP. The SCS chapter was based in large part on policies contained in the RCP.

RCP	SCS Chapter
<ul style="list-style-type: none"> • Regional Vision and Core Values • Current Conditions and Future Trends • Regional Planning and Policy Framework and Preferred Planning Concept • Urban Form • Transportation • Housing • Healthy Environment <ul style="list-style-type: none"> ○ Habitat ○ Air Quality ○ Water Quality ○ Beaches • Economic Prosperity* • Public Facilities <ul style="list-style-type: none"> ○ Water Supply ○ Energy ○ Waste Management ○ Parks, Libraries, Police, Fire, Hospitals • Borders <ul style="list-style-type: none"> ○ Access to Jobs and Housing ○ Transportation ○ Energy and Water Supply ○ Environment ○ Economic Development* ○ Homeland Security* • Social Equity and Environmental Justice Assessment • Integrated Regional Infrastructure Strategy (IRIS) <ul style="list-style-type: none"> ○ Transportation ○ Water Supply ○ Wastewater ○ Stormwater ○ Solid Waste ○ Energy ○ Education ○ Parks and Open Space • Performance Monitoring • Implementation – Collaboration, Incentives, Strategic Initiatives 	<ul style="list-style-type: none"> • Land Use/Transportation Connection • Land Use Patterns • Resource Areas and Farmland • Transportation Network that Provides Transportation Options and Reduces GHG Emissions • TDM Measures • TSM Measures • Pricing Measures • Meeting GHG Targets • Social Equity • Energy Consumption and GHG • Air Quality (Federal Requirements) • Climate Change Impacts and Adaptation • Public Health • Promoting Sustainability through Incentives and Collaboration (SANDAG Policies and Programs that support the SCS) • LAFCO • CEQA Streamlining

Areas highlighted in yellow indicate common content in both the RCP and SCS chapter of the 2050 RTP/SCS.

Areas followed by an asterisk (*) indicate topics discussed in other sections of the 2050 RTP/SCS beyond the SCS chapter.