

COUNTY OF SAN DIEGO BOARD OF SUPERVISORS
REGULAR MEETING AGENDA

TUESDAY, JUNE 9, 2026, 9:00 AM WEDNESDAY, JUNE 10, 2026, 9:00 AM
COUNTY ADMINISTRATION CENTER
BOARD CHAMBER, ROOM 310
1600 PACIFIC HIGHWAY SAN DIEGO, CA 92101

LAND USE LEGISLATIVE SESSION
WEDNESDAY, JUNE 10, 2026, 9:00 AM

Order of Business

- A. Roll Call to Reconvene from Tuesday, June 9, 2026
- B. Closed Session Report
- C. Non-Agenda Public Communication: Individuals can address the Board on topics within its jurisdiction that are not on the agenda. According to the Board's Rules of Procedure, each person may speak at only one Non-Agenda Public Communication session per meeting. Speakers can choose to speak during either the General Legislative or Land Use Legislative Session.
- D. Approval of the Statement of Proceedings/Minutes for concurrent Special District meetings: Flood Control District meeting minutes of May 19, 2026; Housing Authority meeting minutes of March 4, 2026, and Sanitation District meeting minutes of April 22, 2026.
- E. Consent Agenda
- F. Discussion Items

Viewing Agenda Materials

All documents and attachments related to agenda items are available for public viewing. You can access them online at www.sandiegocounty.gov/cob, or in person at the Clerk of the Board's Office, located at 1600 Pacific Highway, Room 402, San Diego, CA 92101. The Board Meeting calendar is online at www.sandiegocounty.gov/bos/calendar.html.

How to Speak at a Board Meeting

If you would like to speak at the meeting, either in person or by phone, you can sign up by visiting <https://PublicComment.SanDiegoCounty.gov>. On the form, you will be asked to enter your name and choose how you would like to participate, either by attending in person or calling in virtually. If you choose to speak by phone, please make sure to enter a valid phone number so we can identify you when you call. You will also be asked to select the agenda item or items you wish to comment on and indicate whether you are in favor, opposed, or neutral. Once you submit the form, you will receive a confirmation email. If you need the information on the website in another language, simply click the Translate button at the top of the page and select your preferred language.

You can also submit a comment in writing at www.sandiegocounty.gov/ecomment, via email to PublicComment@sdcounty.ca.gov, or by mail to 1600 Pacific Highway, Room 402, San Diego, CA 92101.

Board Actions and Recommendations

The Board of Supervisors may take action on any item listed on the meeting agenda. While each agenda item includes recommendations, these are only suggestions and do not limit what the Board may ultimately decide. Individuals should not assume that the Board will follow the recommendations.

Accessibility Accommodations

The County is committed to making Board meetings accessible to everyone. If you need accommodations to participate, please contact us at least three days before the meeting by calling 619-531-5434 (TTY 619-531-4803) or emailing PublicComment@sdcounty.ca.gov. If you need a sign language interpreter, you can call 619-531-4908. Assistive Listening Devices are also available from the Clerk of the Board's Office in Room 402.

Language Interpretation Services

The County of San Diego wants everyone to be able to participate in Board meetings—no matter what language they speak. A Spanish interpreter is available at every Board of Supervisors meeting to assist those who wish to speak to the Board in Spanish. If you need interpretation in another language, please request it at least 72 hours before the meeting by calling 619-531-5434 or emailing PublicComment@sdcounty.ca.gov.

In addition, the County can provide space in the Board Chamber's Observation Balcony for those providing or receiving interpretation, supporting the use of personal devices like phones or headsets, or help connect you to outside interpretation services for other languages. Please contact the Clerk of the Board in advance so we can make the necessary arrangements. Interpretation must not interrupt the meeting, in accordance with Government Code Section 54957.95.

Levine Act Notice – Campaign Contribution Disclosures

Under the Levine Act (Government Code § 84308), anyone involved in a proceeding before the Board, such as for a license, permit, or other entitlement for use, must disclose any campaign contributions over \$500 made to Board Members within the past 12 months. This includes contributions made by the parties themselves or their agents. The disclosure must include the name of the contributor and recipient, the amount, and the date of the contribution. Disclosures can be made orally during the meeting or in writing on the request-to-speak form.

Board of Supervisors' Agenda Items

CONSENT AGENDA

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 ORDINANCES: CONSOLIDATED COST RECOVERY PROPOSAL TO ADOPT ORDINANCES RELATED TO FEES, DEPOSITS, AND HOURLY RATES FOR LAND DEVELOPMENT, ENVIRONMENTAL HEALTH AND QUALITY, AND AGRICULTURE, WEIGHTS AND MEASURES EFFECTIVE FISCAL YEAR 2026-27 AND CEQA EXEMPTION (05/20/2026 - FIRST READING; 06/10/2026 - SECOND READING UNLESS ORDINANCE IS MODIFIED ON SECOND READING)

2. AUTHORIZE THE ADVERTISEMENT AND AWARD OF THE WOODSIDE AVENUE SIDEWALK IMPROVEMENT PROJECT AND FIND THAT THE MITIGATED NEGATIVE DECLARATION WAS ADOPTED IN COMPLIANCE WITH CEQA AND STATE AND COUNTY CEQA GUIDELINES (4 VOTES)
3. 2025 MULTIPLE SPECIES CONSERVATION PROGRAM SOUTH COUNTY SUBAREA PLAN ANNUAL REPORT AND RELATED CEQA DETERMINATION
4. ADVERTISE AND AWARD A CONSTRUCTION CONTRACT FOR WOODSIDE WATER QUALITY BASIN MODIFICATIONS & TRASH CAPTURE PROJECT AND RELATED CEQA EXEMPTION
5. ADOPT A RESOLUTION APPROVING A LIST OF PROJECTS PROPOSED TO BE FUNDED BY SENATE BILL 1 FOR FISCAL YEAR 2026-27 AND RELATED CEQA EXEMPTION
6. GENERAL SERVICES - ADOPT A RESOLUTION TO SUMMARILY VACATE PORTIONS OF QUARRY ROAD AND SWEETWATER ROAD, AND QUITCLAIM PORTIONS OF A SANITATION DISTRICT ACCESS ROAD EASEMENT, IN THE SWEETWATER COMMUNITY PLAN AREA, AND RELATED CEQA FINDINGS

(RELATES TO SANITATION DISTRICT ITEM SA01)

DISCUSSION ITEMS

- | Agenda # | Subject |
|-----------------|--|
| 7. | TRAFFIC ADVISORY COMMITTEE (06/10/2026 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 06/24/2026 - SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING, AND CEQA EXEMPTION FINDING |
| 8. | NOTICED PUBLIC HEARING:
PUBLIC HEARING AND CONFIRMATION OF LEVIES FOR MOSQUITO, VECTOR, AND DISEASE CONTROL BENEFIT ASSESSMENT, AND MOSQUITO ABATEMENT AND VECTOR CONTROL SERVICE CHARGE FOR FISCAL YEAR 2026-27 AND RELATED CEQA EXEMPTION |
| 9. | VEHICLE MILES TRAVELED MITIGATION UPDATES AND RELATED CEQA EXEMPTION |

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**1. SUBJECT: ADMINISTRATIVE ITEM:
SECOND CONSIDERATION AND ADOPTION OF ORDINANCES:
CONSOLIDATED COST RECOVERY PROPOSAL TO ADOPT
ORDINANCES RELATED TO FEES, DEPOSITS, AND HOURLY
RATES FOR LAND DEVELOPMENT, ENVIRONMENTAL HEALTH
AND QUALITY, AND AGRICULTURE, WEIGHTS AND MEASURES
EFFECTIVE FISCAL YEAR 2026-27 AND CEQA EXEMPTION
(05/20/2026 - FIRST READING; 06/10/2026 - SECOND READING
UNLESS ORDINANCE IS MODIFIED ON SECOND READING)
(DISTRICTS: ALL)**

OVERVIEW

On May 20, 2026 (06), the Board of Supervisors took action to further consider and adopt the Ordinances on June 10, 2026.

This item was withdrawn from the May 6, 2026 hearing at the request of the Chief Administrative Officer. This item requests that the Board of Supervisors adopt a consolidated cost recovery proposal for Fiscal Year (FY) 2026-27 that updates fees, deposits, and hourly billing rates for multiple County departments within the Land Use and Environment Group (LUEG), in accordance with Board Policy B-29: *Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery*. The proposed actions ensure the continued delivery of critical regulatory, permitting, inspection, and enforcement services that protect public health and safety, the environment, agricultural viability, and community well-being throughout the region.

The consolidated proposal outlines cost-recovery adjustments for the following:

- (1) Land Development services, administered and overseen by Planning & Development Services (PDS), the Department of Public Works (DPW), and the Department of Parks and Recreation (DPR);
- (2) Environmental health and regulatory programs administered and overseen by the Department of Environmental Health and Quality (DEHQ); and
- (3) Agricultural, consumer protection, and measurement standards services administered and overseen by the Department of Agriculture, Weights and Measures (AWM).

These departments perform extensive permitting, inspection, and regulatory functions essential to public health, environmental protection, infrastructure safety, and consumer confidence.

The recommended fee, deposit, and hourly rate updates reflect costs for staffing, retirement, enterprise services, facilities, technology systems, and supplies. Regular cost-recovery updates ensure predictable funding and minimize reliance on one-time General Fund support. Pursuant to Board Policy B-29 related to full cost recovery, departments regularly review services provided in fee-based programs, and this year the cost recovery proposal includes shifting certain GPR-funded services that directly support those programs to fee-based funding.

Consistent with prior Board direction, the consolidated cost recovery proposal continues certain Board-approved fee waivers and subsidies that advance policy objectives such as housing availability, environmental protection, food security, charitable feeding, agricultural sustainability, and support for non-profit and community-serving organizations. Where proposed fees do not achieve full cost recovery due to these policy decisions, waivers of Board Policy

B-29 are requested and identified separately by each department, along with the associated unrecovered costs and funding sources.

Each department also continues to incorporate significant cost containment measures, operational efficiencies, and technology investments to limit fee increases and improve customer service, including expanded online services, electronic plan review and permitting, mobile inspection tools, automated reporting, and streamlined business processes. These efforts have reduced the magnitude of fee increases that would otherwise be required to maintain service levels.

If this cost recovery proposal is not approved, LUEG departments would require one-time alternative County funding to maintain current service levels in the amounts of \$93,751 for AWM, \$1,575,247 for DEHQ, \$1,391,000 for PDS, \$261,000 for DPW, and \$0 for DPR, for a total of \$3,320,998 for all five departments. Without approval and without alternative funding, our customers may see reduced County capacity to perform services beyond mandated service minimum levels, increased processing and complaint response timeframes, decreased community outreach or education aimed at fostering understanding of regulations and thus promoting compliance.

In addition, there may be a cumulative impact on customers, and the changes in future fee updates will be compounded based on the need to cover the increases in this proposal, plus future year budget adjustments. Approval of the recommendations would allow LUEG departments to continue providing quality customer service, comply with mandates, and ensure that fees and hourly rates recover the County's costs where feasible in alignment with Board Policy B-29.

This consolidated Board Letter preserves the distinct recommendations and fiscal impacts of each cost recovery proposal while presenting a single, coordinated item for Board consideration for FY 2026-27. If the Board approves the recommendations below on May 20, 2026 after making the necessary findings, the Board, on June 10, 2026, will be requested to consider and adopt the ordinance amending the County of San Diego Code of Regulatory Ordinances and Administrative Code relating to permit fees and procedures within the LUEG departments, effective FY 2026-27.

Detailed departmental comparisons of current and proposed Fee and Hourly Rate Adjustments can be found in the following appendices: Land Development (Attachment E), DEHQ (Attachment K), and AWM (Attachment Q).

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

Consider and adopt the ordinances amending the San Diego County Administrative and Regulatory Code relating to land development fees, deposits, and hourly rates.

- a. ORDINANCE AMENDING PORTIONS OF THE ADMINISTRATIVE CODE RELATING TO FEES AND DEPOSITS FOR THE DEPARTMENTS OF PLANNING & DEVELOPMENT SERVICES, PUBLIC WORKS, AND PARKS AND RECREATION

- b. ORDINANCE AMENDING THE SAN DIEGO COUNTY CODE OF REGULATORY ORDINANCES TO ADJUST DEPARTMENT OF ENVIRONMENTAL HEALTH AND QUALITY REGULATORY

PROGRAM FEES AND ASSOCIATED ORDINANCE REVISIONS

- c. ORDINANCE AMENDING SECTION 364.3 OF THE SAN DIEGO COUNTY ADMINISTRATIVE CODE, RELATING TO FEES CHARGED BY THE DEPARTMENT OF AGRICULTURE, WEIGHTS AND MEASURES

EQUITY IMPACT STATEMENT

The County of San Diego (County) strives to preserve, enhance, and promote quality of life, health and safety, sustainability, equity, and environmental resources through the implementation of programs and services that enhance the community by increasing the well-being of residents and the environment while simultaneously complying with mandatory federal, state, and local regulations. All County Departments used County-approved methodologies to ensure all direct and indirect costs are fully recovered.

SUSTAINABILITY IMPACT STATEMENT

The Departments' proposed amendments to the hourly billing rates, fees, and deposits for services that are provided to the public will cover the full cost of services for the department's internal operations. The hourly billing rate, fee, and deposit changes are a result of the cumulative increase of the cost drivers such as salaries and benefits, services, supplies, and associated departmental and countywide costs. The adjustments to the fees are based on available expenditure and revenue data, time studies, and service counts. Sustainability means efficiently using and effectively protecting natural resources, balancing economic growth, and ensuring just and equitable provision of public services, without compromising the ability of future generations to also flourish and thrive. The proposed actions support the County of San Diego's Strategic Initiative of Sustainability to align the County's available resources with services to maintain fiscal stability and that promote economic stability.

FISCAL IMPACT

Land Development:

The proposed increases to fees are included in the Fiscal Year (FY) 2026-27 CAO Recommended Operational Plan in Planning & Development Services (PDS), Department of Public Works (DPW), and Department of Parks and Recreation (DPR). If approved, the proposed fee and deposit adjustments will result in additional estimated costs and revenue of \$1,391,000 in PDS, \$261,000 in DPW, and \$0 in DPR, effective FY 2026- 27, for a total amount of \$1,652,000. The funding source is fees paid by privately initiated land development projects and building permit applicants. There will be no change in net General Fund cost and no additional staff years.

Additionally, a waiver of Board of Supervisors (Board) Policy B-29 is requested to continue Board-directed fee waivers as part of approximately \$1,380,000, funded by existing and one-time General Purpose Revenue in PDS related to appeals, fees for rebuilding structures damaged or destroyed by a natural disaster, plan review and building fees for the Green Building Incentive Program, permit fees associated with the Urban Agricultural Incentive Zone program, fees associated with political signage permits, and abatement fees associated with graffiti removal. These programs encourage health, safety, sustainability, and housing availability in the

unincorporated region.

Department of Environmental Health and Quality (DEHQ)

The proposed increases to fees are included in the Fiscal Year (FY) 2026-27 CAO Recommended Operational Plan in the Department of Environmental Health and Quality (DEHQ).

If approved, the overall proposed fee adjustments will result in additional estimated costs and revenue of \$1,575,247 in DEHQ effective FY 2026-27. The funding source is fees paid by DEHQ customers. There will be no change in net General Fund cost and no additional staff years.

A waiver of Board Policy B-29 is requested because the proposed fees do not cover all operating costs in the food, body art, massage, organized camps, state small water systems, and hazardous materials program fees. The total unrecovered cost, per Board Policy B-29, for permit fees that are not full cost recovery is \$1,223,492, and if approved, will be funded with \$643,531 in restricted General Fund fund balance, \$50,600 in 1991 Health Realignment revenue, and \$529,361 from the Environmental Health Trust Fund.

Additionally, a waiver of Board Policy B-29 is requested to continue to implement Board direction to reduce fees for temporary event permits requested by non-profit organizations and fee waiver for charitable feeding permits, as well as the state-mandated Veteran's fee waiver. These fee waivers benefit communities by enabling non-profit organizations to plan more events or further serve the community by allowing their limited budgets to go further. If these operators are not able to pay an annual permit or registration fee, this could impact their ability to provide food to those in need. The total unrecovered cost per Board Policy B-29 for these fee waivers is approximately \$515,277 in DEHQ for FY 2026-27, and if approved, will be funded with existing General Purpose Revenue in DEHQ. Inclusive of all funding sources and programs, the total unrecovered cost per Board Policy B-29 for DEHQ in FY 2026-27 is \$1,738,769.

Agriculture, Weights and Measures (AWM)

The proposed increases to fees are included in the Fiscal Year (FY) 2026-27 CAO Recommended Operational Plan in Agriculture, Weights and Measures (AWM). If approved, the proposed adjustments will result in additional costs and revenue of \$93,751 in FY 2026-27 in Agricultural Export, Certified Farmers' Market, Industrial Hemp Cultivation, Hazardous Materials Inventory, Price Accuracy, and Weights and Measures Devices programs. The funding source is fees paid by AWM customers. There will be no change in net General Fund costs and no additional staff years.

Additionally, a waiver of Board Policy B-29 is requested since the proposed fees for Agricultural Export, Certified Farmers' Market, and Industrial Hemp Cultivation do not cover all operating costs. The total unrecovered cost per Board Policy B-29 for FY 2026-27 is approximately \$149,591 and if approved, these programs will be partially funded with existing General Purpose Revenue (GPR) in AWM. The existing GPR support serves as required matching funds for State supplemental funding and is consistent with the Board's commitment and support for agriculture in the region, as stated in Board Policy I-133: *Support and Encouragement of Farming in San Diego County*. AWM will return to the Board with any future necessary fee adjustments, including identification of any unrecovered costs and funding reductions. There will be no additional staff years.

In future fiscal years, LUEG departments will return to the Board to identify any unrecovered costs and funding sources.

BUSINESS IMPACT STATEMENT

These recommendations would enable the Department of Planning and Development Services, Department of Public Works, Department of Parks and Recreation, Department of Environmental Health and Quality, and Department of Agriculture Weights and Measures to continue to align fees to the actual costs of services provided to fee payers in each fee category. These fees allow these departments to continue to meet program objectives, provide a level of service expected by stakeholders and customers, and fully recover costs.

2. **SUBJECT: AUTHORIZE THE ADVERTISEMENT AND AWARD OF THE WOODSIDE AVENUE SIDEWALK IMPROVEMENT PROJECT AND FIND THAT THE MITIGATED NEGATIVE DECLARATION WAS ADOPTED IN COMPLIANCE WITH CEQA AND STATE AND COUNTY CEQA GUIDELINES (DISTRICT: 2)**

OVERVIEW

The County of San Diego (County) serves more than 500,000 residents living in unincorporated communities. The Department of Public Works (DPW) maintains and operates the County's transportation network, which includes nearly 2,000 miles of roadway. DPW prioritizes, designs, and constructs capital improvements on the roadway network based on feedback from community members and Community Planning and Sponsor Groups, health and safety benefits, operational considerations, and County plans. These capital projects improve the roadway network and improve the quality of life for community members, businesses, and visitors.

The Woodside Avenue Sidewalk Improvement Project (Project) will construct sidewalks and bicycle lanes and will make improvements to traffic signals on Woodside Avenue between Marilla Drive and Winter Gardens Boulevard in the community of Lakeside. The Project corridor extends approximately 6,660 feet between Marilla Drive and Chestnut Street and includes several key intersections, including Winter Gardens Boulevard, Los Coches Road, and Marilla Drive. The improvements will incorporate Complete Streets and Green Streets design elements, meaning features that make the road safer and more comfortable for everyone and include drainage features. Improvements will enhance pedestrian mobility, modify traffic signals to accommodate pedestrians and bicyclists, provide an accessible route that complies with current Americans with Disabilities Act (ADA) requirements, and make it easier and safer to walk and bike on Woodside Avenue. This Project also supports the County of San Diego's 2024 Climate Action Plan (CAP) by incorporating measures that reduce greenhouse-gas emissions and enhance community resilience as adding bike lanes encourages the use of alternative modes of transportation.

The planned improvements are consistent with and support DPW's Pedestrian Gap Analysis and the Local Road Safety Plan, which identify pedestrian safety needs and sidewalk gap closures as priority strategies for improving accessibility and safety within unincorporated communities. By implementing projects that close gaps identified in these plans, DPW enhances connectivity, supports Safe Routes to Schools programming, and promotes equitable access to community resources; for instance, the Woodside Corridor is within an underserved community. The proposed improvements will provide a continuous sidewalk network, creating safer and more

direct pedestrian routes for students, families, and seniors traveling to nearby facilities such as the U.S. Post Office, Lakeside Library, Lindo Lake County Park, Lakeside Middle School, as well as many businesses and residences. Existing facilities are discontinuous, with gaps in

sidewalk and bicycle lane coverage. In 2022, a Local Roadway Safety Plan (LRSP) analyzed collision data from 2015-2019 and identified Woodside Avenue as one of the corridors with the highest collision rates and equity related factors in the County. The segment between Winter Gardens Boulevard and Prospect Avenue ranked as the County's top priority for safety improvements and is included in this project.

The Project aligns with key CAP strategies by promoting sustainable infrastructure, supporting low-carbon transportation options, and integrating resource-efficient design practices. These elements contribute to the County's long-term goal of achieving net-zero emissions by 2045 while delivering co-benefits such as improved public health, reduced operational impacts, and enhanced environmental stewardship.

This is a request to approve the advertisement and subsequent award of a construction contract for improvements to Woodside Avenue. Upon Board approval, the Department of Purchasing and Contracting will advertise and award a construction contract to the lowest responsive and responsible bidder. Construction is anticipated to begin in summer 2027 and be completed by summer 2028. The total estimated Project cost is \$15,982,792. Construction is estimated to cost \$11,040,000, including 10% contingency for unexpected conditions during construction. The funding sources are Transportation Impact Fees (TIF) (\$1,768,400), Highway Safety Improvement Program (HSIP) (\$8,661,862), a federal grant program, State Match (\$195,505), State Exchange (\$180,000), bond proceeds (\$2,750,000), prior year available General Fund fund balance (\$697,224), and available prior year Road Fund fund balance (\$1,729,801). There will be no change in net General Fund cost and no additional staff years. Caltrans awarded the HSIP grant on December 12, 2016.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the Mitigated Negative Declaration on file in the Department of Public Works for the Woodside Avenue Sidewalk Improvement Project dated April 18, 2022, State Clearinghouse # 2021110082, was adopted in compliance with CEQA and State and County CEQA guidelines, that the decision-making body has reviewed and considered the information contained therein prior to approving the Project; and:

Find that there are no substantial changes in the Project or in the circumstances under which it is undertaken which involve significant new environmental impacts which were not considered in the previously adopted Mitigated Negative Declaration (MND), dated April 18, 2022, that there is no substantial increase in the severity of previously identified effects, and that no new information of substantial importance has become available since the MND was adopted as described in CEQA Guidelines Section 15162 findings dated April 16, 2026.

2. Establish appropriations of \$7,770,000 in the Department of Public Works Road Fund, Services and Supplies, for construction of the Woodside Avenue Sidewalk Improvement Project based on Highway Safety Improvement Program (HSIP) (\$6,130,300), a federal grant program and Transportation Impact Fee (TIF) (\$1,639,700). **(4 VOTES)**

3. Authorize the Director, Department of Purchasing and Contracting, to advertise and award a construction contract and to take any action authorized by section 401 et seq. of the Administrative Code, with respect to contracting for the Woodside Avenue Sidewalk Improvements 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

Installing concrete sidewalks, curbs, and gutters is a critical mobility improvement that enhances safety and walkability within unincorporated communities. Along this segment of Woodside Avenue, existing sidewalk facilities are highly inconsistent, and bicycle lanes are fragmented. These discontinuities, combined with frequent vehicle ingress and egress from numerous commercial driveways, present significant mobility challenges for both pedestrians and bicyclists. The proposed improvements will provide equitable access for all community members in an underserved community, including individuals with disabilities, by establishing continuous pedestrian facilities that comply with ADA requirements. This Project will positively advance equity outcomes by delivering pedestrian infrastructure in an area where such improvements are most needed.

SUSTAINABILITY IMPACT STATEMENT

Implementing effective sustainability objectives is essential for fostering safe, healthy, and resilient communities as well as for supporting the long-term success of the region. This Project will advance the County's sustainability goals by enhancing community engagement, improving equitable access to County services, supporting the transition to a green and carbon-free economy, and protecting the health and wellbeing of all residents within the Project area. The improved sidewalks and bicycle lanes will foster safer mobility choices for residents and visitors which enables more healthy, active lifestyles and more sustainable transportation. In addition, the Project incorporates a suite of modern water quality features designed to reduce pollutant loads and protect local waterways. Biofiltration areas, dispersion zones, and underdrain systems help naturally filter stormwater, remove sediments and contaminants, and reduce runoff volumes before flows re-enter the watershed. These sustainable stormwater practices improve regional water quality, contribute to long-term ecosystem health, reduce localized flooding risk, and support the County's broader environmental stewardship goals.

FISCAL IMPACT

Funds for this request are partially included in the Fiscal Year 2025-2026 Operational Plan in the Department of Public Works (DPW), Road Fund. If approved, this request will establish additional appropriations of \$7,770,000, resulting in additional costs and revenue for DPW Road Fund, as outlined in recommendation 2. The total estimated project cost is \$15,982,792, consisting of \$4,942,792 for design, environmental review, right-of-way acquisition and \$11,040,000 for construction, including a 10% contingency for unforeseen conditions. The funding sources are Transportation Impact Fees (TIF) (\$1,768,400), Highway Safety Improvement Program (HSIP) a federal grant program (\$8,661,862), State Match (\$195,505), State Exchange (\$180,000), bond proceeds (\$2,750,000), prior year available General Fund fund balance (\$697,224), and available prior year Road Fund fund balance (\$1,729,801). There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

County of San Diego construction contracts are competitively and publicly bid and help stimulate the local economy by creating primarily construction-related employment opportunities and providing more contracting opportunities for small and local businesses through the County's Small-Local Business Preference Program. All workers employed on public works projects must be paid the prevailing wages determined by the Department of Industrial Relations, according to the type of work and location of the project. The prevailing wage rates are usually based on rates specified in collective bargaining agreements. A skilled and trained workforce requirement will be included in the contract in compliance with the County of San Diego's Working Families Ordinance requirements for County construction projects.

3. **SUBJECT: 2025 MULTIPLE SPECIES CONSERVATION PROGRAM SOUTH COUNTY SUBAREA PLAN ANNUAL REPORT AND RELATED CEQA DETERMINATION (DISTRICTS: ALL)**

OVERVIEW

San Diego county has one of the most diverse habitats in the United States, with over 200 rare, threatened, or endangered species inhabiting the region. To protect the region's biodiversity, in 1997, the County of San Diego (County) partnered with 11 other jurisdictions (partnering agencies), community stakeholders, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife (Wildlife Agencies) to develop the Multiple Species Conservation Program (MSCP). The MSCP is a long-term regional habitat conservation program focused on balancing the protection of plant and animal species with recreation, development, and agricultural activities within the San Diego region. On October 22, 1997 (1), the County Board of Supervisors (Board) adopted the 50-year MSCP South County Subarea Plan, which includes the unincorporated areas in the southwestern portion of the region. The South County Subarea Plan requires the County, Wildlife Agencies, and partnering agencies to conserve 98,379 acres (MSCP Preserve) to successfully protect populations of MSCP-covered species, associated high-quality (intact and undisturbed) habitats, and the wildlife linkages between large, preserved areas. To create opportunities for residents and visitors to connect with nature, passive recreation is allowed within County preserve lands in areas where MSCP-covered species and habitats would not be impacted.

Every year, the County prepares an annual report that includes information about habitat conserved through acquisitions or dedications of preserve lands, habitat lost due to development, and the management and monitoring efforts performed to ensure the MSCP Preserve is functioning successfully. Some highlights from the 2025 MSCP Annual Report include:

- The County is ahead of its acquisition goals and is successfully managing and monitoring habitat in accordance with requirements established in the MSCP South County Subarea Plan.
- The County has successfully implemented the South County Subarea Plan for 28 years, adding 348 acres in 2025 through County and local non-profit acquisitions and private development mitigation, bringing the conserved lands in this area to 83% of the 98,379-acre conservation goal (81,914 acres). Federal, State, County, and local non-profit partner acquisitions, as well as private development mitigation, all conserve lands included within the MSCP Preserve.

- The County's contribution toward the MSCP Preserve is about 13,730 acres, with one acre of County acquisitions adding to the MSCP Preserve for the South County Subarea Plan in 2025; County acquisitions in 2025 focused on acquisitions in the North County Plan Area. Across the MSCP South County Subarea, the draft North County, and future East County Plan Areas, the County has acquired about 28,870 acres of preserve lands between 1998 and December 31, 2025. These County acquisitions have cost about \$252 million, of which about \$154 million was from County funding and about \$97 million was from partnering organizations and grants.
- Since the adoption of the South County Subarea Plan, the rate of conservation continues to be greater than the rate of development, which is required as a condition of allowing the County to issue streamlined permits for impacts to species and their habitats.
- Through management and monitoring activities, the County Department of Parks and Recreation (DPR) has identified about 188 special-status species living within County preserve lands, demonstrating that conservation efforts have been effective in protecting regionally important species and ensuring a thriving ecosystem.
- The 2024 Climate Action Plan requires the County to acquire 11,000 acres of conservation lands by 2030; acquisitions associated with the MSCP help to fulfill this measure. Currently, the County is on track to complete this goal ahead of the 2030 deadline; as of the end of 2025, the County has acquired 10,494 acres of conservation land toward meeting this goal.

As mentioned, in addition to the adopted South County Subarea Plan, there are two additional MSCP plan areas in the unincorporated county: the draft North County Plan and future East County Plan. These additional plans are being pursued to bring many of the same environmental and economic benefits to the remainder of the county as have been realized through the South County Subarea Plan. Preparation of these additional plans will also fulfill goals and policies of the County General Plan and mitigation requirements identified in the County General Plan Update Environmental Impact Report. On October 28, 2020 (6), the Board directed staff to develop a plan for the draft North County Plan Area. The draft North County Plan will cover the northwestern portion of the unincorporated area and is anticipated to be brought to the Board for consideration in 2027. The eastern portion of the unincorporated area is covered by the future East County Plan, which will be prepared after the North County Plan is adopted.

DPR implements the MSCP in all three County MSCP planning areas through land acquisition, management, and monitoring of preserve lands to ensure preservation of sensitive species and habitat. DPR evaluates multiple factors when considering open space land for potential acquisition and inclusion into County Preserves, including biology, connectivity, accessibility, and value. The County's partnership with the Wildlife Agencies, through the MSCP, ensures the unincorporated area's rich biodiversity is conserved while allowing development to occur through the County's permitting process. Through Planning & Development Services' implementation of the MSCP, developers can rely on the County's permits under the Federal Endangered Species Act, California Endangered Species Act, and State Natural Community Conservation Planning Act, eliminating the need for individual project-by-project permitting under these regulations and streamlines the permitting needed for housing development, which reduces project timelines.

Today’s requested action is for the Board to receive the 2025 Annual Report. The Annual Report highlights management and stewardship of preserve lands and monitoring efforts conducted for sensitive plant and animal species within the South County Subarea Plan boundaries that ensure the long-term viability of habitat and species.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed Board of Supervisors action is not a project under the California Environmental Quality Act (CEQA) pursuant to Section 15378(b)(5) of the State CEQA Guidelines.
2. Receive the 2025 Multiple Species Conservation Program South County Subarea Plan Annual Report (Year 28).

EQUITY IMPACT STATEMENT

Implementation of the Multiple Species Conservation Program (MSCP) South County Subarea Plan will ensure the continuation of accessible recreational and educational experiences for residents and visitors related to the natural and cultural resources of the region. It will have a positive impact on all residents and visitors by improving water and air quality and providing opportunities to engage in outdoor recreational experiences in the County of San Diego’s parks and preserve lands.

SUSTAINABILITY IMPACT STATEMENT

Implementation of the MSCP South County Subarea Plan supports multiple County of San Diego Sustainability Goals including County Sustainability Goal No. 4 by expanding opportunities for community members to access outdoor recreation and nature, County Sustainability Goal No. 5 by protecting rivers and streams, and County Sustainability Goal No. 6 by protecting native ecosystems and habitats.

FISCAL IMPACT

There is no fiscal impact associated with the Board of Supervisors’ acceptance of the 2025 Multiple Species Conservation Program South County Subarea Plan Annual Report. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

4. **SUBJECT: ADVERTISE AND AWARD A CONSTRUCTION CONTRACT FOR WOODSIDE WATER QUALITY BASIN MODIFICATIONS & TRASH CAPTURE PROJECT AND RELATED CEQA EXEMPTION (DISTRICT: 2)**

OVERVIEW

The State of California regulates stormwater pollution at the local level through a Regional Municipal Separate Storm Sewer System (MS4) Permit and Trash Amendments set by the Water Resources Control Board. These regulations require local agencies to control the discharge of bacteria, trash, and other pollutants. To meet these requirements, the Department of Public Works (DPW) developed a green infrastructure capital program to improve local water quality.

The Woodside Water Quality Basin Modifications & Trash Capture Project (Project) was specifically designed to advance the County of San Diego's (County) regulatory compliance goals to improve water quality in local waterbodies and downstream receiving waters - in this case, within the San Diego River watershed. This Project was developed to optimize both the amount of stormwater that will be delivered to an existing flood control basin, as well as the treatment it will receive once there, supporting the County's stormwater compliance efforts.

The Project is located within the County's Woodside flood control basin property on the south side of Woodside Avenue in the community of Lakeside, between Winter Gardens Boulevard and Riverview Avenue. It incorporates structural best management practices (BMPs) that are designed to improve water quality during both wet and dry weather periods. Proposed BMPs include modifications to flood control basin structures to divert additional stormwater runoff during low flow periods into the existing basin for treatment while maintaining adequate capacity during storm events. In addition, a full capture trash screen that meets California's requirements will be retrofitted onto the existing trash racks. The combination of these BMPs will reduce pollutants and trash that would otherwise discharge into the San Diego River downstream.

This is a request to approve the advertisement and subsequent award of a construction contract to the lowest responsive and responsible bidder for the Project. If approved, construction is scheduled to begin in late-2026 and be completed in mid-2027. The total project cost, including design, environmental review, construction, and contingency is estimated at \$1,377,000. The funding source is available prior year General Fund fund balance.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Sections 15301c of the California Environmental Quality Act (CEQA) that the proposed project is categorically exempt from CEQA review because it involves the replacement and repair of existing County-maintained facilities involving no or negligible expansion of existing use.
2. Authorize the Director, Department of Purchasing and Contracting, to advertise and award a construction contract and to take any other action authorized by Section 401 et seq. of the Administrative Code, with respect to contracting for the Woodside Water Quality Basin Modifications & Trash Capture project.
3. 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

The Department of Public Works (DPW) strives to preserve, enhance, and promote quality of life, sustainability and public safety through the responsible development and maintenance of reliable and sustainable infrastructure and services in the unincorporated area. DPW also considers whether a project is located in an underserved area when evaluating priorities, using metrics such as the Healthy Places Index and CalEnviroScreen 4.0. Although this project was identified primarily as a strategic opportunity to provide water quality and trash reduction benefits, its location within an underserved community will support equity efforts within the County.

SUSTAINABILITY IMPACT STATEMENT

This Project will provide environmental, health and well-being sustainability benefits. It proposes modifications to the Woodside flood control basin and trash racks to provide additional water quality and trash reduction benefits. The Project will help restore the beneficial uses of local surface waters by improving water quality, habitat, and community aesthetics. The Project aligns with the County of San Diego's sustainability goals of protecting and promoting natural resources, diverse habitats, and sensitive species, as it also enhances the natural environment for residents, visitors, and future generations to enjoy.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works (DPW) Flood Control District Fund Balance. The total estimated project cost is \$1,377,000 consisting of \$1,084,848 for design, environmental review, and contract administration and \$292,152 for construction, including 20% contingency for unforeseen conditions. The funding source is available prior year General Fund fund balance in DPW Watershed Protection Program. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

County construction contracts are competitively and publicly bid and help stimulate the local economy by creating primarily construction-related employment opportunities and providing more contracting opportunities for small and local businesses through the County's Small-Local Business Preference Program. All workers employed on public works projects must be paid prevailing wages determined by the California Department of Industrial Relations, according to the type of work and location of the project. The prevailing wage rates are typically based on rates specified in collective bargaining agreements. A skilled and trained workforce requirement will be included in the contract in compliance with the County of San Diego's Working Families Ordinance requirements for County construction projects.

5. **SUBJECT: ADOPT A RESOLUTION APPROVING A LIST OF PROJECTS PROPOSED TO BE FUNDED BY SENATE BILL 1 FOR FISCAL YEAR 2026-27 AND RELATED CEQA EXEMPTION (DISTRICTS: ALL)**

OVERVIEW

The Department of Public Works (DPW) is responsible for maintaining a range of roadway assets in unincorporated San Diego County (County), including 266 bridges, over 19,000 culverts, 223 traffic signals, 39,827 traffic signs, 56 miles of guardrails, and nearly 2,000 centerline miles of roads, among other roadway structures. Centerline miles measure total road length, regardless of lane count or width. On April 28, 2017, the Road Repair and Accountability Act of 2017 or Senate Bill 1 (SB1) was signed into law, which provides new State revenues to local jurisdictions dedicated for use on roads so that counties and cities can address the shortfall of funding needed to maintain local roadway assets.

To be eligible to receive SB1 funding, the Board of Supervisors (Board) must annually adopt a resolution approving proposed project locations and submit it to the California Transportation Commission (CTC) by July 1st. The use of SB1 revenue is governed by Streets & Highways Code (SHC) 2030, which restricts use to road maintenance, rehabilitation, and safety projects, among others. On April 22, 2026 (10), the Board directed DPW to use SB1 funding to keep

County-maintained roads in good condition. This includes maintaining an average Pavement Condition Index (PCI) of 70 for these roads and using SB1 funds for other roadway maintenance needs that are eligible under Streets and Highways Code Section (SHC) 2030.

In Fiscal Year (FY) 2026-27, DPW estimates it will receive \$67.7 million in SB1 funding. DPW is planning to use this funding for maintenance in five primary program areas, including resurfacing, drainage, guardrails, bridges and asset management. While these program areas and associated project lists guide planning efforts, the County retains flexibility to fund other road maintenance projects if priorities change in accordance with SHC 2030. The assets identified for maintenance under these programs are within the unincorporated areas of San Diego County. The highest priority maintenance needs in each of these program areas have been identified through a data-driven prioritization process that includes community feedback to maximize resources for the public’s benefit and are included in the FY 2026-27 SB1 funding proposal. A description of the five program areas identified for maintenance and the specific project locations are identified in Attachment A, Exhibits A1 through A4, which are on file through the Clerk of the Board.

- **Resurfacing Program (\$51M).** The resurfacing program is planned to receive approximately \$51 million for road resurfacing and the associated drainage culverts, Americans with Disabilities Act pedestrian ramps, and other repairs and upgrades that are proposed, similar to past fiscal years. DPW has identified 90.32 centerline miles for resurfacing. These roads were proportionally balanced based on the total centerline miles in each County District and reviewed to ensure fair representation of underserved communities, which account for 54% of the roads included. The maintenance of roadways prevents more costly maintenance needs in the future. The number of miles planned to be resurfaced by County District are as follows:

District	1	2	3	4	5
Resurfacing Miles	4.12	41.80	4.07	6.42	33.91

- **Drainage Program (\$10M).** The drainage program is planned to receive approximately \$10 million for the maintenance of roadway drainage infrastructure. DPW has identified 152 culverts for repair or replacement; approximately 51 culverts are planned to be constructed in 2027 with the FY 2026-27 SB1 funding; and the remaining 101 culverts require a longer design duration due to greater complexity and are planned for construction with future SB1 funds. Maintaining culverts will enhance safety by promoting effective drainage away from roadways and minimizing flooding. The number of culverts planned to be repaired or replaced by County District are as follows:

District	1	2	3	4	5
Number Culverts	4	61	1	12	74

- **Bridge Program (\$2.2M).** The bridge program is planned to receive approximately \$2.2 million for the maintenance of bridges. Approximately 282 bridge structures have been identified for routine evaluation and maintenance. A load rating evaluation will be conducted for approximately 259 bridges to ensure bridges are not damaged due to overloading. The remaining 23 bridge structures will receive minor structural repairs and vegetation and sediment removal to ensure efficient drainage and protect them from more

costly future repairs. The number of bridges planned to be serviced by County District are as follows:

District	1	2	3	4	5
Number Bridges	4	118	12	22	126

- **Guardrail Program (\$1M).** The guardrail program is planned to receive \$1 million for the installation of three new guardrails and maintenance of ten existing ones. New guardrails will be installed at three locations to improve motorist safety in these areas. Eight existing guardrail locations will be upgraded to the latest California Department of Transportation (Caltrans) standards. These changes will enhance safety by preventing motorists from unintentionally leaving the roadway and reducing the severity of a crash.
- **Asset Management (\$3.5M).** As part of the road maintenance and rehabilitation projects, approximately \$3.5 million is planned for the development of an enhanced Asset Management Program for assets across the unincorporated area. This Program recognizes the importance of prioritizing the accuracy and functionality of asset data as a means of helping identify and schedule maintenance and rehabilitation work. Proper prioritization of work will also improve asset lifecycle management, reduce risk, improve safety, and ensure infrastructure remains resilient and aligned with community needs.

This request seeks Board adoption of a resolution approving the FY 2026-27 SB1-funded project list for submission to CTC. DPW will begin design work, identify potential construction conflicts, and refine costs for the projects and will return to the Board to request approval for advertising and awarding multiple construction contracts for the respective projects. The projects being constructed with the FY 2026-27 SB1 funding are anticipated to start construction near the end of 2026 and finish in summer 2028.

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 maintenance of existing public roads involving no or negligible expansion of existing use.
2. Adopt a resolution entitled: RESOLUTION OF THE SAN DIEGO COUNTY BOARD OF SUPERVISORS APPROVING A LIST OF PROJECTS PROPOSED TO BE FUNDED BY SB1 FOR FISCAL YEAR 2026-27.

EQUITY IMPACT STATEMENT

The Department of Public Works (DPW) uses a standardized, data-driven process each year to develop lists of roadway assets that require maintenance with a focus on proportionally balancing improvements across communities and Supervisorial districts. DPW prioritizes equity by incorporating the most recent data from CalEnviroScreen (4.0) and the Healthy Places Index (3.0) GIS layers into the evaluation process. These projects deliver significant benefits for residents, including upgrades to Americans with Disabilities Act compliant pedestrian ramps and drainage improvements that enhance access and mobility for non-motorized road users. Roadway asset maintenance also supports reliable transit access, enabling cars and buses to

travel more safely and efficiently to underserved communities connecting workers to job centers. In addition, County of San Diego construction contracts support small-local businesses and are publicly advertised and competitively bid supporting transparency and stimulating the local economy.

SUSTAINABILITY IMPACT STATEMENT

Maintaining San Diego County (County) roadway assets has benefits to sustainability in terms of the economy, environment, social, health, and well-being and prevents more costly maintenance treatments in the future, thereby supporting fiscal sustainability. Asphalt concrete rehabilitation activities use up to 25% recycled asphalt from old, deteriorated roads, saving thousands of tons of aggregate each year and supporting the County's sustainability goal to reduce pollution and waste through recycling. Well-maintained roads and bridges allow vehicle owners to use fewer resources for vehicle maintenance and operation providing social sustainability benefits. Drainage improvements, such as rehabilitating channels, culverts, curbs, and gutters contribute to the County's sustainability goals to improve water quality and extend the useful life of County-maintained roadway assets by protecting them from costly and resource-intensive repairs. Guardrail improvements include the use of recyclable steel materials that support recycling efforts into the future and promote the County's solid waste diversion goals in the Climate Action Plan. The installation of Americans with Disabilities Act compliant pedestrian ramps proposed in this action supports walkability, mass transit access, and contributes to County sustainability goals to protect the health and well-being of everyone in the region, reduce greenhouse emissions, and transition to a green, carbon-free economy.

FISCAL IMPACT

There is no fiscal impact associated with today's recommendation to adopt a resolution approving a list of projects proposed to be funded by Senate Bill 1 (SB1) Road Maintenance and Rehabilitation Account for Fiscal Year (FY) 2026-27. Funds for this request are included in the FY 2026-27 CAO Recommended Operational Plan in the Department of Public Works, Road Fund. If approved, this request will result in costs and revenue of \$67.7 million in FY 2026-27. The funding source is State of California SB1 Road Maintenance and Rehabilitation Account gas tax revenue, which will be used to fund design and construction, including contingencies. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

The maintenance of public infrastructure, such as roads, bridges, culverts, storm drains, and other essential roadway assets, play a critical role in supporting daily life and the regional economy by enabling the efficient transit of goods and services, reducing travel times, and improving the overall mobility of commuters, businesses, and emergency responders. Regular and proactive maintenance is a key component of responsible asset management and can extend the useful life of roadway assets and minimize unexpected failures and public inconvenience. County of San Diego construction contracts include provisions in the Working Families Ordinance, support small-local businesses, and are publicly advertised and competitively bid stimulating the local economy. All workers employed on public works projects must be paid prevailing wages determined by the California Department of Industrial Relations, according to the type of work and location of the project.

6. SUBJECT: GENERAL SERVICES - ADOPT A RESOLUTION TO SUMMARILY VACATE PORTIONS OF QUARRY ROAD AND SWEETWATER ROAD, AND QUITCLAIM PORTIONS OF A SANITATION DISTRICT ACCESS ROAD EASEMENT, IN THE SWEETWATER COMMUNITY PLAN AREA, AND RELATED CEQA FINDINGS (DISTRICT: 1)

OVERVIEW

The Real Estate Division of the Department of General Services is processing a request from 5780 Quarry Road, LLC (applicant), owner of Assessor's Parcel Number 586-050-62, to summarily vacate interests dedicated to the County of San Diego (County) for portions of Quarry Road and Sweetwater Road public highway easement that encumber portions of their property. A summary vacation is a streamlined process by which an excess public road right-of-way (ROW), or a public service easement is abandoned. It may be requested by the County or the public if the easement interests are found to be excess to County needs and are not required for the purposes for which they were obtained.

The Secure Space Self-Storage Bonita Project (project) was approved by the Board of Supervisors on April 9, 2025 (4). The project is a commercial self-storage facility with approximately 1,023 self-storage units within a two-story building, 109 covered recreational vehicle (RV) parking spaces, a public trail, and a 1.97-acre open space easement on the northern portion of the site. The project also includes frontage improvements on Quarry Road and realignment of the intersection with Sweetwater Road.

Today's action includes quitclaiming portions of an access road easement for sewer line maintenance dedicated to the San Diego County Sanitation District (District). Quitclaiming an easement is a process to give up all rights, title, and interest granted to the District for the easement. All the easement interests are located within the applicant's property on the southeast corner of Sweetwater Road and Quarry Roads (Attachment A), and are in the unincorporated Sweetwater Community Plan Area. In many cases, the vacation and quitclaim can be a public benefit through improved use of the land made available by the vacation and quitclaim. The applicant has approved plans to build a Secure Space Self-Storage Bonita Project (Project).

The County Department of Public Works (DPW) has determined that the portions of Quarry Road and Sweetwater Road proposed for vacation are excess and no longer needed for present or future public use because the existing ROW's exceed the minimum required half widths along the project frontages, and the remaining ROW's will meet or exceed the minimum required half widths for those classifications of roads. The Project requires a realignment and improvements to Quarry Road including the construction of a 10.5' wide pathway along the property frontage adjacent to the traveled way, the new ROW would be along the easterly edge of the pathway. Sweetwater Road also requires a 10.5' wide pathway along the property frontage, the new ROW would be 3' easterly of the pathway edge. A road vacation often benefits the public by enabling improved use of the land it formerly occupied. The vacation was requested by the property owner as conditioned by County Planning & Development Services (PDS) Department and will reduce encumbrances that will allow for better use of the subject property.

Portions of the access road easement for sewer line maintenance have been determined to be excess by the District because prior to quitclaiming portions of the original easement, a replacement access road easement will be dedicated to the District for their maintenance road

access needs. Health and Safety Code section 4743 authorizes the District to dispose of property or interests in property that are no longer required or needed. Health and Safety Code section 4740 gives the District the authority to acquire interests in property that are convenient to the operation of District sewer facilities.

Today's request is for the Board of Supervisors (Board) to adopt a resolution to summarily vacate the excess portions of Quarry Road and Sweetwater Road. If authorized by the Board, acting as the Board of Directors of the District, the Director of the Department of General Services, or an authorized designee, will execute and record a deed to quitclaim portions of the District's interest in the access easement for sewer line maintenance (Attachment B).

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

Acting as Board of Supervisors:

1. Find that the Mitigated Negative Declaration (MND) for the Secure Space Self-Storage Bonita Project SCH No. 20240480027 dated December 6, 2024, on file with the Clerk of the Board, has been completed in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines and that the Board of Supervisors has reviewed and considered the information contained therein, on file with the Department of General Services, before approving the project; and
2. Find that there are no substantial changes in the project or in the circumstances under which the project will be undertaken that involve significant new environmental impacts which were not considered in the previously adopted MND dated December 6, 2024, and that there is no substantial increase in the severity of previously identified significant effects, and that no "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3), has become available since the MND was adopted.
3. Adopt a Resolution entitled: RESOLUTION TO SUMMARILY VACATE PORTIONS OF QUARRY ROAD AND SWEETWATER ROAD, IN THE SWEETWATER COMMUNITY PLAN AREA (VACATION NO. 2025-0013) (Attachment C).
4. Direct the Clerk of the Board to record the Resolution for Vacation No. 2025-0013 pursuant to State of California Streets and Highways Code Section 8336.

Acting as Board of Directors of the San Diego County Sanitation District:

1. Find that portions of the access road easement are no longer required for District purposes.
2. Approve and authorize the Director, Department of General Services, or authorized designee, to take all necessary action to accept a replacement access easement acceptable to the District and thereafter execute and record a quitclaim deed for the excess portions of access road easement as depicted in Attachment B.

EQUITY IMPACT STATEMENT

The removal of encumbrances from private land that are no longer needed for street or highway purposes, and access road purposes, will provide an overall public benefit and improve the use of the land made available by the vacation and quitclaim. The property benefiting from these actions is in a Rural Residential zoned area and will allow the property owner better use of their property. The vacation and quitclaim of these easements will not preclude future development.

SUSTAINABILITY IMPACT STATEMENT

The proposed action to summarily vacate portions of Sweetwater and Quarry Roads and quitclaiming an access road easement for sewer maintenance contributes to the County of San Diego Sustainability Goal No. 1 to engage the community to partner and participate in decisions that impact their lives and communities, and Goal No. 2 to provide just and equitable access to develop their land. These goals have also been implemented by the Sanitation District. This action will impact the property owner directly by providing improved use of the property by unencumbering portions of their property.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of General Services. If approved, this request will result in estimated costs and revenue of \$11,000 to process the proposed vacation and quitclaim. The funding source is a deposit from the applicant. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

(RELATES TO SANITATION DISTRICT ITEM SA01)

7. **SUBJECT: TRAFFIC ADVISORY COMMITTEE (06/10/2026 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 06/24/2026 - SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING, AND CEQA EXEMPTION FINDING (DISTRICTS: 2 & 4)**

OVERVIEW

The Traffic Advisory Committee (TAC) supports the Department of Public Works (DPW) traffic engineering program. The TAC was established by the Board of Supervisors (Board) in the 1950s to provide traffic regulations and recommendations within the unincorporated areas of the region. To be effective, the TAC proposes policies that will enhance safety, reduce congestion, and be legally enforceable. The TAC meets every two months 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 the implementation of a traffic safety measure in unincorporated areas, the TAC reviews and investigates the requested item, including engineering and traffic condition studies. The TAC recommendations are provided to the Board for consideration.

The TAC recommends the Board act on three items from the February 6, 2026 TAC meeting:

District	Item	Location	Request	Description
2	2-A*	Winter Gardens Boulevard/ Industry Road from Woodside Avenue to Channel Road in Lakeside.	Review requested by DPW staff.	Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement.
2	2-B*	Magnolia Avenue from Airport Drive to Vernon Way in unincorporated El Cajon	Review requested by DPW staff.	Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement.
4	4-A	Fairway Drive & Link Drive in Spring Valley	Review requested by residents.	Establish an all-way stop intersection.
*Item requires two hearings.				

Approval of Items 2-A on Winter Gardens Boulevard/Industry Road in Lakeside (District 2) and 2-B on Magnolia Avenue in unincorporated El Cajon (District 2) would support speed enforcement which enhances roadway safety. Properly posted speed limits inform drivers on safe speeds, reduce the number and severity of collisions, and allow for enforcement.

Approval of Item 4-A on Fairway Drive and Link Drive (District 4) would enhance safety for pedestrians, bicyclists, and motorists by assigning a full stop to all vehicles approaching the intersections. Properly posted intersection stop controls 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 4-A on Fairway Drive and Link Drive (District 4) does not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore does not require a second reading of an ordinance. Board direction on June 10, 2026 would allow implementation by DPW.

The Board’s action on Items 2-A on Winter Gardens Boulevard/Industry Road in Lakeside (District 2) and 2-B on Magnolia Avenue in unincorporated El Cajon (District 2) would introduce an ordinance to amend and establish speed limit zones. This action would revise the County Code and require two steps. On June 10, 2026, the Board will consider the TAC items. If the Board takes action as recommended, then on June 24, 2026, a second reading and adoption of ordinances amending the County Code would be necessary to implement the Board’s direction. If the proposed ordinance is altered on June 24, 2026, then on that date a subsequent meeting date will be selected for the ordinance’s adoption. This action would revise the County Code and requires two steps.

**RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE**

District 2:

Item 2-A. Winter Gardens Boulevard/ Industry Road from Woodside Avenue to Channel Road in Lakeside - Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH for radar enforcement.

Item 2-B. Magnolia Avenue from Airport Drive to Vernon Way in unincorporated El Cajon - Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH for radar enforcement.

District 4:

Item 4-A. Fairway Drive and Link Drive in Spring Valley - Establish an all-way stop intersection.

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed project is exempt from the California Environmental Quality Act (CEQA) as specified under Section 15301 of the CEQA Guidelines because the proposed action involves minor alterations of existing public facilities relating to regulatory traffic control on County of San Diego maintained roadways, resulting in negligible or no expansion of existing or former use.

2. Adopt the Traffic Advisory Committee’s recommendations.

3. Adopt the following Resolutions:
RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 299 RELATING TO THE ESTABLISHMENT OF ALL-WAY STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO.

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO.

4. Approve the introduction of the following Ordinance:
ORDINANCE AMENDING SECTIONS 72.168. AND 72.169.49.2. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

If, on June 10, 2026, the Board takes action as recommended, then, on June 24, 2026:

1. Adopt the following Ordinance:
ORDINANCE AMENDING SECTIONS 72.168. AND 72.169.49.2. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

EQUITY IMPACT STATEMENT

The review of traffic signs, intersection controls, and roadway markings supports vehicle safety on County of San Diego 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 correctable crashes are occurring, and the disproportionate impact on certain communities allows the Department of Public Works to identify actions to address the underlying causes, improve safety, and ensure

there is justice in the enforcement of traffic regulations. DPW's Local Roadway Safety Plan reviews correctable collisions along road segments within the unincorporated areas of the region and uses the Healthy Places Index (3.0) and CalEnviroScreen (4.0) to ensure that underserved populations are prioritized. The Traffic Advisory Committee (TAC) relies on the Local Roadway 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 most drivers, the TAC 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.

SUSTAINABILITY IMPACT STATEMENT

The proposed actions have social, health and well-being, and environmental sustainability benefits. The Traffic Advisory Committee has made addressing sustainability a top priority by partnering with local communities and industry leaders in a public forum every two months to find timely, reasonable, and cost-effective in-road traffic solutions that reduce costly traffic delays, mitigate vehicle idling to reduce emissions, improve fire response times and regional readiness, and ensure justice in enforcement of traffic regulations.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works, Road Fund. If approved, this request will result in current year costs and revenue of \$8,305 for staff time, materials, and supplies. The funding source is the State Highway User Tax Account. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

- 8. SUBJECT: NOTICED PUBLIC HEARING:
PUBLIC HEARING AND CONFIRMATION OF LEVIES FOR
MOSQUITO, VECTOR, AND DISEASE CONTROL BENEFIT
ASSESSMENT, AND MOSQUITO ABATEMENT AND VECTOR
CONTROL SERVICE CHARGE FOR FISCAL YEAR 2026-27 AND
RELATED CEQA EXEMPTION (DISTRICTS: ALL)**

OVERVIEW

The Department of Environmental Health and Quality (DEHQ) Vector Control Program (VCP) protects residents and visitors from health risks associated with vectors, such as mosquitoes, rodents, and ticks that can transmit diseases including West Nile virus, Zika, dengue, plague, hantavirus, Lyme disease, and tularemia. VCP conducts mosquito abatement throughout the San Diego region, performs surveillance and testing of vectors that can cause human disease, and educates members of the public on actions to protect themselves from vectors. Each year, DEHQ has a goal to ensure the incidence of locally acquired West Nile virus remains below one case per 100,000 people, which was achieved in 2025. To help support this goal last year, VCP dedicated significant resources responding to elevated levels of West Nile virus in mosquitoes to help prevent the spread of illness to residents. Additionally, VCP continues to help prevent the

spread of new and emerging vector-borne diseases like dengue, which surged globally in 2024, and resulted in the County's first three cases of dengue being transmitted locally by mosquitoes.

The services performed by VCP are funded by the Mosquito, Vector, and Disease Control Benefit Assessment and the Mosquito Abatement and Vector Control Service Charge. According to California Proposition 218, approved by voters in 1996, property owners may approve a benefit assessment through a mail ballot measure and, in subsequent years, the governing body may continue or adjust the levy on properties within the limitations set by the measure. The benefit assessment rate is evaluated annually and must be approved by the Board of Supervisors (Board). On June 4, 2025 (3), the Board approved the continuation of the Mosquito, Vector, and Disease Control Benefit Assessment for Fiscal Year (FY) 2025-26.

To continue to meet these program objectives and maintain levels of service expected by stakeholders and customers, DEHQ has determined that the Mosquito, Vector, and Disease Control Benefit Assessment rate must increase in FY 2026-27. The proposed single-family equivalent dwelling rate for the next fiscal year is the annual rate of \$13.08, which is a \$0.72 increase over the current rate of \$12.36. The proposed amount is also under the maximum authorized rate of \$15.56. Approximately 69% of VCP's costs are fixed, such as salary and benefits, retirement, enterprise-wide services and facilities, while 31% of the program's costs, such as services and supplies, are based on operational needs.

Each year, VCP works to contain costs through innovation and efficiencies, so that costs can be kept as low as possible for ratepayers. DEHQ continues to apply about \$443,528 new and ongoing savings from VCP cost containment measures to benefit ratepayers. Money saved through staff-led cost-cutting innovations, such as more efficient wide-area treatment methods, will offset the proposed increase next fiscal year by 2.7%. When possible, DEHQ also uses the Vector Control District Trust Fund to offset increasing costs and help ease future rate increases for customers. DEHQ will apply approximately \$1.2 million from the Vector Control District Trust Fund balance and its interest for the upcoming fiscal year.

This is a request to adopt a resolution to approve the Engineer's Report, confirm the assessment diagram and assessment, and order the levy of assessments for the updated Mosquito, Vector, and Disease Control Benefit Assessment for FY 2026-27 by placing it on the tax roll. Additionally, the Board is also being asked to approve the annual resolution necessary to place the unchanged Service Charge on the tax roll for FY 2026-27, which remains frozen at the per-parcel rates of \$3.00 (Coastal Subregion), \$2.28 (Inland Suburban Subregion), and \$2.28 (Inland Rural Subregion).

If this item is not approved by the Board and the assessment and service charge are not placed on the tax roll for FY 2026-27, DEHQ would need to deplete the available Vector Control District Trust Fund balance of \$8.3 Million and an additional \$8.0 million in one-time alternative County funding would need to be allocated to provide the \$16.3 million total to maintain the current levels of service. If the benefit assessment and service charge are not approved and one-time alternative County funding is not identified, then VCP would not be able to maintain mandated and effective service levels in reducing the risk to public health from vector-borne diseases.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Section 21080(b)(8) of the Public Resources Code and Section 15273 of the California Environmental Quality Act (CEQA) Guidelines that this action is exempt from CEQA, because it modifies and approves a charge to meet the operating expenses and necessary financial reserves for an existing program, specifically the County Vector Control Program as described herein and in the Engineer's Report.
2. Adopt a Resolution entitled: RESOLUTION OF THE SAN DIEGO COUNTY BOARD OF SUPERVISORS APPROVING ENGINEER'S REPORT, CONFIRMING ASSESSMENT DIAGRAM AND ASSESSMENT, AND ORDERING THE CONTINUATION OF ASSESSMENTS FOR THE FISCAL YEAR 2026-27 FOR THE SAN DIEGO COUNTY VECTOR CONTROL PROGRAM'S MOSQUITO, VECTOR AND DISEASE CONTROL ASSESSMENT.
3. Adopt a Resolution entitled: RESOLUTION OF THE SAN DIEGO COUNTY BOARD OF SUPERVISORS EXERCISING THE POWERS OF THE MOSQUITO ABATEMENT AND VECTOR SURVEILLANCE AND CONTROL DISTRICT ADOPTING SERVICE CHARGES AND CONFIRMING REPORTS REGARDING LEVIES TO BE COLLECTED ON THE TAX ROLL FOR THE FISCAL YEAR 2026-27.

EQUITY IMPACT STATEMENT

This action will result in continued protection of public health from the risks of vector borne diseases throughout the San Diego region. Available data from the Engineer's Report and DEHQ Vector Control Program surveillance and control activities indicate the program is effective in reducing the transmission of vector borne diseases. DEHQ proposes to continue the implementation of an integrated vector management strategy, which incorporates the most effective ways to reduce mosquitoes and protect public health with the least negative impact to the environment. This approach also empowers the public to take preventive measures to protect themselves, their family, and their community through educational community engagement and outreach, which includes multi-lingual media campaigns with a focus on underserved communities.

SUSTAINABILITY IMPACT STATEMENT

The proposed actions contribute to the County of San Diego's (County) Sustainability Goals: protect health and wellbeing; protect ecosystems habitats and biodiversity; and provide just and equitable access to County services. The proposed actions contribute to the County Sustainability Goal No.4 to protect health and wellbeing of the residents and visitors of the entire region, including underserved communities, and benefits individuals as well as the community at large. Implementation of an integrated vector management approach to mosquito and vector control services contributes to the County Sustainability Goal No. 6 to protect public health from diseases transmitted by vectors, and protects the ecosystems, habitat, and biodiversity of the region. The proposed actions also contribute to the County's Sustainability Goal No.1 to provide just and equitable access to County services by involving stakeholders in a community needs assessment and using available resources to improve access to services and positive outcomes.

FISCAL IMPACT

Funds for these recommendations are included in the Fiscal Year FY 2026-27 CAO Recommended Operational Plan for DEHQ. If approved, the proposed actions will result in costs and revenue of \$16.3 million. The funding sources are the Mosquito, Vector and Disease Control Benefit Assessment (\$12.6 million), Mosquito Abatement and Vector Control Service Charge (\$2.5 million), available Vector Control District Trust Fund fund balance (\$1.1 million), and income from interest and other service contracts (\$0.1 million). Subsequent years' assessments will be based on the Vector Control Program budget, approved annually by the Board of Supervisors (Board), and included in future years Operational Plans. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

Mosquitoes and other vectors hinder, annoy, and harm residents, businesses, and visitors. A vector-borne disease outbreak and other related public health risks would have a negative effect on agriculture, business, tourism, and residential activities in the region.

9. SUBJECT: VEHICLE MILES TRAVELED MITIGATION UPDATES AND RELATED CEQA EXEMPTION (DISTRICTS: ALL)

OVERVIEW

The County of San Diego (County) Board of Supervisors (Board) has taken ongoing actions to align local policies with State of California (State) requirements to address housing production, sustainability, and greenhouse gas (GHG) reduction, including directing options for Vehicle Miles Traveled (VMT) mitigation. Today's item provides updates on VMT mitigation efforts, shares findings from a Transit Opportunity Area (TOA) assessment, and discusses how this work connects to the Board's direction on the Sustainable Land Use Framework (Framework), which may support a longer-term solution for VMT mitigation, housing production, and GHG reduction.

In 2013, the State passed Senate Bill (SB) 743, establishing VMT as the standard for evaluating the transportation impacts of development projects under State law. VMT focuses on reducing the number and distance traveled of vehicle trips and replaces the previous Level of Service (LOS) standard, which focused on capacity enhancing roadway improvements, such as road widening, to reduce traffic congestion, especially during peak traffic periods. While the Board has taken steps to implement SB 743, several actions have been challenged in court (see Attachment A). During this time, some groups have noted that VMT mitigation requirements created uncertainty and perceived risk for development, which has affected interest in building in the unincorporated areas.

On February 9, 2022 (7), the Board directed staff to develop options for a VMT mitigation program for the unincorporated area, and to prepare options for the Framework. The Framework is intended to help the County navigate new legislative requirements, such as SB 743, while still ensuring community priorities and development activity are considered through land use planning in the unincorporated area. It will ensure that the County's 2011 General Plan (the County's guiding land use document) and land use policies remain compliant with State legislation and aligned with Board and community goals.

Today's item provides an update on previous VMT-related actions, including the results of the TOA assessment that the Board directed on June 5, 2024 (8). The TOA assessment was intended to identify areas where increased housing densities could help reduce VMT and to explore whether a focused mitigation program could support housing and remove VMT related barriers. However, since that Board direction, case law and resulting legal interpretations have reconfirmed the use of California Environmental Quality Act (CEQA) Guidelines Section 15183 (15183) streamlining. As of July 2024, most General Plan-consistent projects can use 15183 streamlining, which avoids the need to analyze or mitigate for VMT impacts. This change greatly reduced the issue of VMT as a major barrier to development by allowing streamlining under the 2011 General Plan Environmental Impact Report (EIR). While most projects do not require VMT analysis and mitigation, some projects still need to analyze and address VMT mitigation such as certain projects that require a Major Use Permit (propose a more intensive use than what was studied under the General Plan EIR), or projects that propose density changes beyond the General Plan, often referred to as General Plan amendment (GPA) projects.

The original direction in 2024 called for consideration of an Unincorporated Area VMT Mitigation Program to provide mitigation options for projects throughout the unincorporated area. At the time, most development projects needed full VMT studies and often an EIR. Factors such as the clarity on 15183 streamlining have reduced the urgency for an unincorporated area VMT Mitigation Program at this time; however, there is a need to consider such a program as part of longer-term planning efforts as laws around VMT potentially evolve and as a land use planning tool. For efficiency of time and resources, staff will bring forward options addressing this Board direction as part of the Framework return.

However, should the Board wish to provide a near-term pathway for projects still requiring VMT mitigation, there is an option today to direct development of a local VMT Mitigation Exchange Program. A VMT Mitigation Exchange Program could offer mitigation options for the limited number of projects that require it, and could be operationally simple for the County to implement. Implementation of a VMT Mitigation Exchange Program would involve identifying VMT-reducing improvements that project proponents could construct to mitigate VMT impacts. While this type of program would not offer CEQA streamlining, it would offer an option for VMT mitigation that would primarily help projects that require nominal VMT reductions since the improvements would not substantially reduce VMT. Additionally, the cost to developers of implementing the VMT reducing improvements are likely to be high, depending on the improvement. Considering most development qualifies for 15183 streamlining and VMT mitigation is rarely required, today's item recommends advancing a VMT Mitigation Exchange Program, rather than the options previously introduced at the June 5, 2024 (8) Board hearing.

While circumstances have changed since the TOA assessment was conducted, the analysis results provide important insights that can inform next steps. Broadly, the TOA assessment found that advancing certain land use changes to increase densities in certain areas can expand where development can be considered VMT efficient. Additionally, changes to land use that reduce VMT can bring down mitigation costs. While land use changes may offer some VMT reducing benefit, it is recommended that any land use change be considered as part of a comprehensive evaluation that considers various factors. Looking ahead, it is expected that certain planning efforts, such as land use changes associated with planning for Regional Housing Needs Assessment (RHNA) sites and Community Planning efforts will require analysis of VMT. Future planning efforts and longer-term solutions for VMT will be discussed when staff returns

to the Board with Framework options in the next year, and these opportunities can be considered further.

In addition to the TOA assessment update, today's item will include updates on the San Diego Association of Governments (SANDAG) effort to develop a Regional VMT Mitigation Program in partnership with the County. Today's update will also consider how the VMT mitigation program being developed at the State level could be used locally, including highlighting the opportunity for VMT mitigation programs to provide a source of funding for affordable housing.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

Planning & Development Services recommends that the Board of Supervisors (Board):

1. Find that the proposed actions are not subject to the California Environmental Quality Act (CEQA) because they are not a project as defined in Section 15378(b)(5) of CEQA guidelines.
2. Receive the Transit Opportunity Area (TOA) Assessment Report (Attachment B).
3. Direct staff to:
 - a. Continue to work with the San Diego Association of Governments on the Regional Vehicle Miles Traveled (VMT) Mitigation Program and explore opportunities for grant funding for a pilot program.
 - b. If directing 3.a., pursuant to Board Policy B-29, authorize the Director, Department of Planning & Development Services, or his/her designee, to submit grant applications and accept grant funds related to the Regional VMT Mitigation Program and waive Board Policy B-29, Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery, which requires full cost recovery for services provided under grants.
 - c. Consider TOAs and land use changes as part of the Sustainable Land Use Framework at a future hearing.
4. Provide direction to staff on whether to pursue development of a local VMT Mitigation Exchange program.

EQUITY IMPACT STATEMENT

Vehicle Miles Traveled (VMT) mitigation can support reductions in environmental and health impacts within the unincorporated areas associated with transportation, including noise, air pollution and safety, and help accomplish the goals of Senate Bill (SB) 743 to balance the needs of congestion management with goals related to infill development, promotion of public health, and reduction of greenhouse gas emissions that cause climate change.

SUSTAINABILITY IMPACT STATEMENT

Reducing Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions in the unincorporated area helps meet the State and County climate, health, and mobility goals by implementing Senate Bill (SB) 743. Initiatives that advance implementation of SB 743 will support the County's Strategic Initiatives, State, and other regional policy efforts to ensure that communities grow and evolve in a healthy, resilient, and equitable way by prioritizing decarbonization, sustainable development and housing for all, conservation, social and health

equity, and environmental justice. Reducing VMT contributes to the County’s Sustainability Goal No. 3 to reduce GHG emissions and prepare for impacts of a changing climate.

FISCAL IMPACT

There is no fiscal impact associated with the actions taken today. Funds are included in Fiscal Year (FY) 2026-27 Operational Plan in Planning & Development Services (PDS) for the development of a Vehicle Miles Traveled (VMT) Mitigation Program and the development of the Sustainable Land Use Framework. The funding source is available, prior-year General Fund fund balance allocated for the VMT Mitigation Program and the Sustainable Land Use Framework. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

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