The meeting of the Regional Planning Committee was called to order by Chair Jim Janney (South County) at 12:01 p.m. See the attached attendance sheet for Regional Planning Committee member attendance.

1. APPROVAL OF MEETING MINUTES

   Action: Upon a motion by Vice Chair Jerry Jones (East County) and a second by Councilmember Steve Gronke (North County Inland), the Regional Planning Committee unanimously approved the minutes from March 6, 2009, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   Action: There were no public comments/communications/member comments.

CONSENT ITEM

3. UPDATED SMART GROWTH CONCEPT MAP (INFORMATION)

   This item was presented for information only.

REPORT ITEMS (#4 THROUGH #7)

4. COASTAL REGIONAL SEDIMENT MANAGEMENT PLAN (RECOMMEND)

   Shelby Tucker, Associate Planner (SANDAG), reported that SANDAG was awarded funding from the California Department of Boating and Waterways to prepare a Coastal Regional Sediment Management Plan for San Diego. The CSMW, which includes entities such as the Department of Boating and Waterways, Army Corps of Engineers, and others, is developing a master plan for the state to guide efforts in addressing the political, regulatory, and environmental and process-related issues anticipated to arise when implementing sediment management. The Coastal Regional Sediment Management Plan is a comprehensive document that provides guidance in addressing how sediment management can be used for targeting coastal erosion in an expeditious, cost-effective, and resource-protective manner.
It builds on the region’s Shoreline Preservation Strategy, which proposes an extensive beach building and maintenance program for critical shoreline erosion areas that include sand nourishment, sediment management devices, and policies and regulations regarding the use of the shoreline and its development. The Plan moves the region forward to a coordinated approach designed to meet a long-term vision and lays out the projected needs for the region regarding sediment. The region needs 30 million cubic yards to become completely restored and needs to maintain it at the rate of about 400,000 cubic yards per year. Adding 1 million cubic yards per year would offset the 400,000 cubic-yards-per-year dispersion, or loss rate, and supply the 30 million cubic yards needed over approximately 50 years.

For implementation, the region needs to build upon the momentum already started related to large- and small-scale replenishments. Coordination must be maintained with regulatory agencies to assure plan recommendations can be carried out and opportunities must be sought. SANDAG is working on efforts related to the Quality of Life Funding Strategy that has the potential to provide a regional funding source for beach nourishment as well as other activities. Specific implementation options include local coastal plans adopted by the jurisdictions, which require project proponents consult with the Plan to ensure sand replenishment opportunities are not lost as projects are built; and, establishment of a general permit program that would streamline environmental review and permit approval by all agencies. Plan recommendations include continuation of opportunistic programs and maintenance dredging operations, along with consideration of proportional placement and implementation of larger projects such as those in Imperial Beach, Solana Beach, Encinitas, and the Oceanside harbor. It also recommends consideration of sediment management devices such as artificial submerged reefs, which could reduce the volume needed for replenishment.

County Vice Chairwoman Pam Slater-Price (County of San Diego) informed that she is Chair of the Shoreline Preservation Committee. The Committee is committed to this program as it is the best way to prevent further erosion and keep beach sand at the maximum level. The program has buy-in from the different jurisdictions because it is a very well thought out program and part of a statewide effort. She moved that the Committee adopt the staff recommendation.

Chair Janney thanked her for her time and efforts.

Councilmember Heebner asked if the opportunistic beach fill has to stay within the city.

Ms. Tucker replied it looks at what the maximum quantities available are for each jurisdiction, and if they put that maximum amount on the beach each year, and it is quite a lot, but we still recommend in the plan that large-scale replenishment get used because it is more financially feasible. Opportunistic is whenever these opportunities arise to the likelihood of it all happening in one year.

Councilmember Heebner asked how many cities have this program.

County Vice Chairwoman Pam Slater-Price commented Encinitas has it.
Ms. Tucker replied all the cities have the program except the City of San Diego and the City of Del Mar.

Councilmember Heebner said she would second the motion.

Councilmember Gronke asked if they are at the point of getting 1 million cubic yards, or approaching that point.

Ms. Tucker replied the Plan lays out what would be needed and there are mechanisms to reach that need. To reach the 1 million cubic yards need, opportunistic programs and large-scale programs can be done along with lagoon dredging. It is a collection of activities that can occur in any one year that will produce a specific amount of sand and it averages out to be approximately 1 million cubic yards per year.

Councilmember Gronke asked if restoration of some of the natural lagoons was included in the Plan.

County Vice Chairwoman Slater-Price commented they are undergoing it now.

Ms. Tucker added the Plan acknowledges that lagoon restoration is an ongoing activity that is occurring, and that when restoration occurs there are often excavation activities where sediment is taken out of it and placed either north or south. So excavation activities give another source of material that would naturally make it to the coastline.

Councilmember Gronke asked if it was possible to bypass under water by building some type of structure under water.

Ms. Tucker said bypassing for Oceanside Harbor at this point is to dredge it, use a barge, and take it south. In working with Camp Pendleton, it was found that there is a lot of sediment located north of the harbor that they are willing to have taken back to where it should have naturally gone had the harbor jetty not been there.

Councilmember Gronke asked if it would be a dredging operation similar to what is going on.

Ms. Tucker stated it would be a dredging operation similar to what was done in 2001.

Bill Anderson (Regional Planning Technical Working Group) asked if the forecast took into account potential rising sea levels due to climate change, as it looks as if the analysis was done prior to some of those forecasts.

Ms. Tucker reported that the forecasting of the needed numbers was done, as part of the Shoreline Preservation Strategy in the late 1990s. One of the recommendations in the Plan is to update the Shoreline Preservation Strategy with new information such as counteracting sea level rise, new numbers related to sea level rise, and other things related to new technology since the 1990s.
Rocky Chavez (North County Transit District) requested examples of the potential government action to amend local coastal plans, city/county grading permits, and regional general permits.

Ms. Tucker explained that local jurisdictions who desire to take this on as an issue can have ownership of deciding if a project is consistent with the Plan and whether there is a potential of the project having sediment; or, if it is something that wouldn’t apply with no chance for sediment. An example is what occurred in the City of Encinitas. They had a mixed-use project along the coastline with an excavation of material that was beach sand-compatible so they were able to place it. There are options for cities to incorporate this document and the concept of sediment management into their own planning programs, such as permits and coastal plans.

Mr. Chavez stated North County Transit District (NCTD) built the SPRINTER, which was originally aligned along an old riverbed. There was an issue of runoff into the riverbed and it ended up being a significant exposure and expense to NCTD having sediment impact the riverbed. He asked how this Plan would address issues such as this.

Ms. Tucker said this Plan would aid with coordination by working with the regional board and other entities like NCTD, when there is sediment available, to take it to the beach if it is compatible. If it is not, then the Plan does not have a role in it.

Executive Director Gary Gallegos (SANDAG) added that another example would be if in the excavation for a retaining wall, material was found compatible with sand on the beach. Then, instead of putting it in a landfill, opportunities could be found to match up the materials in order to take it to a beach that needs sand. The challenges on the SPRINTER were related to runoff during the construction piece of the project, so it is not known if the Plan could have solved the problem. The Plan will not help the overall water quality piece of a regular construction project. There may be some opportunities but they are two separate issues. This plan helps find opportunities to where there’s compatibility and to look for those win/wins.

Mr. Chavez commented there is discussion about dual tracking for the SPRINTER. He said he would like to see what the impact would be and what the value would be if sand was found to mine; if there would be some economic benefit to NCTD.

Mr. Gallegos said a good example on a transit project was the grade separation in Solana Beach. A lot of the excavation met the quality standards for the beach and some of it was placed on the beaches.

County Vice Chairwoman Slater-Price informed 50,000 cubic yards were placed on the beaches. Encinitas was an ideal situation because it was two blocks from the beach, so the sand material was very good quality and completely compatible. There are also donor sites off in North County as well as receiver sites, so if you are doing a project it becomes a benefit as you can put sand on the beach.

Councilmember Jerry Kern (North County Coastal) asked if the Encinitas project was a one-time deal in getting permission from the Coastal Commission for the one project.
Ms. Tucker said Encinitas has an opportunistic program but has not received permits yet, so that specific project was separately permitted. The opportunistic programs, however, will have a general permit, which will allow maximum material placement when available, so a permit will not be necessary every single time as long as the parameters of the permit are met within a five-year timeframe.

Councilmember Kern asked if it would be better to incorporate it into a plan so it can be approved at a local level unless there is some appeal to the Coastal Commission.

Ms. Tucker said a permit would still have to be obtained even if it was in your coastal plan, but it makes it more effective to do a general permit.

**Action:** Upon a motion by County Vice Chairwoman Pam Slater-Price and a second by Councilmember Heebner, the Regional Planning Committee unanimously recommended that the Board of Directors adopt the Coastal Regional Sediment Management Plan.

5. LONG-RANGE REGIONAL PLANS AND FORECASTS: A WORK PLAN TO COMPLY WITH SENATE BILL (SB) 375 (INFORMATION)

Coleen Clementson, Committee Coordinator, informed that over the next 2½ years work will be done on a number of long-range planning efforts that will lead to the adoption of a new Regional Transportation Plan (RTP) in July 2011. The San Diego region is the first major metropolitan planning area that will be subject to the provisions of SB 375. She summarized the new provisions and provided a brief review of the eight projects leading to the next RTP and setting the stage for the future update to the Regional Comprehensive Plan (RCP).

Regarding SB 375, the California Air Resources Board (CARB) will be setting a greenhouse gas emissions reduction target for the San Diego region and the challenge will be to figure out how to reach that target through the development of the Sustainable Communities Strategy (SCS). If SANDAG is unable to meet the greenhouse gas reductions, an Alternative Planning Strategy will be prepared describing the additional land use changes, additional transportation investments, or other measures that must be incorporated to meet the greenhouse gas target. Work will also be done on the Regional Housing Needs Assessment (RHNA) process to align the process with the adoption of the RTP and ensure the allocation is consistent with the SCS. An enhanced public involvement program and expanded environmental analysis is also required in order to take advantage of the CEQA streamlining benefits available through SB 375.

With respect to the 2008 Settlement Agreement on the 2030 RTP EIR, the Impediments to Transit Study is almost completed and the results will be presented to the Board later this month. An Urban Core Transit Strategy is being developed to incorporate transit alternatives into the next RTP. There are other provisions related to the Smart Growth Concept Map and the Smart Growth Incentive Program not included in this report.

The first major task is the preparation of the 2050 Regional Growth Forecast. A draft Existing Plans Forecast is expected early this summer, and the second phase of the forecast will be developed to look at different scenarios on how to accomplish growth in later years.
The goal is to have a final forecast in early 2010, which will be used in modeling some of the transportation alternatives in the regional transportation planning process. The Urban Core Transit Strategy contributes toward the goals necessary to achieve in the SCS and significantly increases the transit mode share in the urban core area. Stakeholders have been invited to comment on the draft scope of work and the Request for Proposals should be released at the end of May.

The Airport Multimodal Accessibility Plan will be something new that will be incorporated into the RTP. It will address improved surface transportation access to region airports, meeting greenhouse gas targets, and how to address the reduction requirements through land use planning and transportation investments while also recognizing sensitive resource and habitat areas. There is cautious optimism regarding the SCS due to the previous work in the development of the RCP and Smart Growth Concept Map. Regarding the 2050 RTP, the 2050 horizon year will allow us to take advantage of the high-speed rail project and TransNet funding, which goes out to 2048. There is new federal legislation that needs to be complied with and we are proposing to do an economic analysis of the plan to derive economic costs and benefits to the region as a result of the plan. Regarding the RTP EIR, greenhouse gas baseline measurements and projections, mitigation measures to reduce the emissions, and a greater analysis of the environmental justice issues which include impacts to the lower-income and minority communities are required. A Public Participation Plan for public outreach to groups usually not represented in the planning processes is being prepared and a Regional Stakeholders Working Group is being developed. Next steps include putting together a draft charter and a proposed selection process for this group.

Mr. Chavez stated he thought it was great and expressed support. He asked if studies had been performed on community cultural aspects since higher-density housing and mixed-use communities along the corridors will be developed.

Ms. Clementson responded there is a forecasting group that examines a number of demographic issues and a workshop is planned to receive input regarding the assumptions being made in the growth forecast. Also, a social equity and environmental impact analysis will be performed to gain insight on impacts it will have on different communities.

Mr. Chavez expressed concern that open space is critical to allow people to walk and park, and not just live in an inner city. Having had the opportunity to live in Chicago, New York, and Washington, DC, and to see how transit communities develop, he said cities need to be conscious of putting in other elements to avoid having whole generations of children that have no idea of open grass areas because all they see are streets and right angles.

Ms. Clementson reported that in preparing the Smart Growth Concept Map, the suggestions for the areas for increases in density came from local jurisdictions. One of the tools for recreation and public spaces will be the Smart Growth Design Guidelines as the types of recreational facilities provided in an urban setting are different than the traditional suburban setting.

Mr. Gallegos stated an additional important tool is the visualization aspect and being able to understand and see the proposed development.
Mr. Chavez commented one of the good things about Washington, DC, is that it added bike trails and developed a very mobile active community along the density areas.

Mr. Gallegos added the other piece that will help this work is the Comprehensive Regional Bicycle and Pedestrian Plan.

Councilmember Kern expressed concern about the timing and asked what would be done if the targets cannot be accomplished.

Mr. Gallegos said that’s a very legitimate major question that we’ve been working on. Right now, we’re taking a two-fold approach. One of the approaches is to work with CARB to see if it can give us an advanced preliminary target. If unsuccessful, the other alternative we are exploring is clean-up legislation through law that would force them to give us some numbers or relief. The challenge is that SB 375 is to comply with state law and it puts requirements on the RTP. The RTP timelines are to comply with federal law; we are sandwiched between the state and federal government requirements. We are hoping we will be able to get an advance target from CARB, which will be close; however, if we are wrong, then we are challenged because these are complicated model runs and we need time.

Councilmember Kern stated he would hate to get out in front of this and waste a lot of time, effort, and money on staff’s part only to find in the end that we have to start over.

Al Ovrum (Metropolitan Transit System) remarked that if we don’t know what the standards are going to be, it seems the big emphasis is going to be on on-road vehicle use and the impact on what we have to do there.

Mr. Gallegos said SB 375 in itself is an implementing tool for AB 32, but it doesn’t deal with everything. It focuses on vehicles and light-duty trucks, so the structure is still very silo-like. SB 375 is forcing us to focus just on the automobiles and light trucks, and you’re correct that there’s another piece that will help contribute to the overall AB 32 goals, which we will not know for a while, but at least we’ll be given a target for the transportation side of that equation.

Councilmember Heebner commented that Item No. 7 says the models initially showed that the Smart Growth Map and current RTP would reduce carbon by 2.5 million metric tons and asked if there was an idea of what CARB is looking at for the region.

Rob Rundle, Principal Planner (SANDAG), informed the 2.5 million metric tons incorporated transportation demand management as well as full implementation of the Smart Growth Concept Map with additional transit, the unconstrained component of the 2030 RTP. Model results are currently being refined and the number has changed a little but, at the time that number was presented, that represented half of what the state was looking at. The 5 million metric tons is what the state is looking at for cars and light trucks; however, we have been told that the 5 million metric tons state number is a placeholder and is likely to change through the target-setting process.
Mr. Gallegos added he thought the 5 million metric tons is probably a goal achievable in a lot of different ways. He expressed concern that if they make that target a lot higher, then it makes it more difficult to achieve the target.

Councilmember Heebner pointed out that CEQA streamlining provisions are not mandatory; and, if there is a transit priority project in the SCS, and if the other criteria are met, then the CEQA exemption is mandatory. What that means is that roads in the RTP that are being analyzed will not have to be analyzed regarding that specific project for GHG, emissions, or traffic impact from that project. She said this RTP is going to be a monster and staff is aware that they have to put in some very realistic assumptions in the RTP because jurisdictions don’t have a standard for the commercial portion of mixed-use projects in transit priority projects. We want to make sure that the traffic generated that’s going to be studied in the region’s RTP is probably looking at a worst-case scenario if this RTP doesn’t get challenged. She relayed an instance from her city in which the finding states “there are no adverse impacts to the surrounding area.” A finding of “yes” without an adequate study in an EIR would result in a lawsuit by one group; and a finding of “no” without an adequate study in the RTP EIR would result in a lawsuit from another group. She was glad a stakeholders working group was being formed and pleased to see the outreach that will be using existing community networks. She said it is not impossible to meet these criteria to become CEQA-exempt.

Mr. Anderson remarked the other plan and forecast probably should be on the calendar as the Urban Water Management Plan. He said he had raised this issue before as they are struggling when they are between urban water management plans and trying to increase density to meet some of the RHNA, and Smart Growth, and Transit-Oriented Development requirements for community plan updates. They bump up against the water supply assessments that have to make the finding that they cannot guarantee there is water and it puts elected officials in an awkward position. Do they support workforce housing near transit without a finding there is water available; or do they say since there is no water, the Smart Growth development cannot be approved. The public is confused by this too, so it is something that is very important and needs to be coordinated.

**Action:** This item was presented for information only.

6. **REGIONAL ENERGY STRATEGY (RES) UPDATE: GUIDING PRINCIPLES AND GOALS (DISCUSSION)**

Councilmember Carrie Downey (City of Coronado), Chair of the Energy Working Group, reported the current Regional Energy Strategy (RES) adopted by the SANDAG Board in 2003 was funded by the California Energy Commission (CEC). The RES looks at all the ways energy affects the region, and the Energy Working Group is currently working to update the goals and principles due to all of the changes that have happened since 2003.

Susan Freedman, Senior Planner (SANDAG), informed that SANDAG has a long history in energy planning and the SANDAG Board established the Regional Energy Working Group in 2004 to look at ways to implement the existing energy plan. A driver for energy program efforts is the partnership with the CEC, who has assisted with updating the RES, the development of the Regional Climate Action Plan, and enabled expansion of the
Sustainable Region Program for local governments. SANDAG is currently performing a regional alternative fuels assessment and developing some transferable tools and guidance that can be used by other MPOs or councils of government across the state should they be interested in entering into energy planning in their region.

The purpose of the RES update is to identify energy imperatives for the region in transportation, electricity, natural gas, and land use planning. The focus will be on measures that regional and local governments can either influence or implement on their own. The plan process includes developing the regional guiding principles as well as updating regional energy goals. Targets will be selected for each of those goals, policies, and actions that can be implemented in the region. In order to develop the results a lot of new energy analysis has been undertaken and input on new studies has been received from the Air Resources Board and the Energy Commission. Performance measures will also be included in the update to track progress on the update. There will be an expansion from the 2003 plan based on areas that the state is emphasizing on regional energy planning. Areas of emphasis include energy considerations of land use and transportation planning and petroleum reduction in the state. The draft guiding principles will serve as a framework for regional decision-making on energy. The draft regional energy goals will represent broad long-term goals for the region. Next steps include continuation of plan development at Energy Working Group meetings, returning with the first draft in June. A public workshop and public comment period will be held in the summer, and at the same time comments from peers at state agencies, including the CEC and CARB as well as the local government commission, will be sought. The final draft will be presented to the RPC for consideration and then presented to the Board in October.

Councilmember Downey added these are very high-level goals that were previously not technically possible. They are trying to make the goals achievable and realistic so they can be used in other plans that follow from the RES.

Councilmember Gronke asked if SDG&E has approached SANDAG or the County regarding a proposal to build a new nuclear facility in San Diego County.

Councilmember Downey said it has come up in discussions with Energy Working Group as a possibility; however, SDG&E sits on the Energy Working Group and has not brought it up. She asked Councilmember Gronke if it was something he would like them to look at as a possibility in the RES.

Councilmember Gronke stated he was not a great lover of nuclear energy because they have yet to find a way to get rid of the waste and, until they come up with that solution, there is no reason to go down that path, but it’s certainly something that this Administration seems receptive to.

County Vice Chairwoman Slater-Price commented this is an area of interest for her because it is clean energy in terms of generation and has been used other parts of the world for a long time without any significant problems, including Switzerland and France. She also heard about the Obama Administration wanting to put this forward; however, they are not moving forward on finding a place to store the spent rods and other items even though there is some recycling of the materials, which other countries are doing. She said personally
she thinks this is something that should be looked at as it is the technology that does deserve to receive some scrutiny if we really want to find a way to generate electricity and keep the air pollution down. She thinks more should be done in terms of rooftop solar and getting people involved in rooftop solar through building standards and building homes so that they don’t require a lot of extra generation. She said there are two things when talking about this issue: (1) That there will always be additional generation needed during times when wind or solar-generated power cannot be relied upon; and, (2) That unless there is some kind of mandate, everyone won’t be participating.

Councilmember Downey reported it has been part of the discussion at the working group; however, it is called “exceeding Title 24 building standards.” One of the things that comes along with that is new construction and what has been seen is a lot of energy savings if cities are willing to talk about zoning and code standards for upgrades to existing housing. Regarding nuclear, part of the problem is that there is still a moratorium in the state, so that is one of the reasons why SDG&E has not brought up the subject. She asked if she was suggesting, separate from this effort, that SANDAG join some of the organizations that are actually working to get rid of the moratorium.

County Vice Chairwoman Slater-Price said she did not think it was necessary to advocate as there is so much more to explore and learn about technologies which have been successful in other parts of the world, where they have been used for a long period of time without any significant mishaps or even any mishaps. She commented Germany has about 50 percent of the sunlight that California has, yet they’re one of the leaders in solar power and are also working on wind generation. Europe is ahead on solar and wind energy, and there are lessons that could be applied here. In terms of looking where we have the greatest need, it is individual cars.

Councilmember Downey said it is being looked at, and it is hoped that this RES will give everyone the flexibility to meet all the requirements that are coming.

Councilmember Heebner asked if there was a reason why renewable energy systems wasn’t included in the building strategies of the draft guiding principles.

Ms. Freedman reported by definition it was included and incorporated under the goal as part of distributed generation, which would include rooftop solar, small-scale wind, and fuel cells.

Councilmember Heebner said on page six, under goal “Energy Considerations for Land Use and Transportation Planning,” the first paragraph discusses “to increase the number of designated potential Smart Growth areas…” I would suggest that we do that, but in the transit priority areas because that is where we want to see the more frequency we know our transit companies are going to be focusing on keeping their routes and funding them.

Councilmember Gronke suggested considering the plug-in type of electrical units for cars as there are no places to recharge them if we are going to have transportation hub cores. It might be a place that we want to have a financial incentive to place those types of recharging units. It will be necessary to allow for some type of recharging areas in logical locations so that someone can go through the county and plug and play and move along.
Councilmember Downey commented that comes down to the individual community zoning to make that a possibility to improve, encourage, and provide the planning incentives to get them in each of the communities.

Ms. Freedman informed that Nissan and SDG&E have targeted San Diego, among four other cities around the country, to roll out as an early market their new five-seating sedan, which is an electric vehicle that will run 100 miles on a charge. SDG&E and Nissan have asked SANDAG for some help with possible stimulus dollars to help set up infrastructure.

Councilmember Gronke said it sounds like an opportunity, if SANDAG is the conduit for a lot of the stimulus money. If we are going to meet the needs of SB 375, then maybe we need to be that forward-thinking. He said he also thought the solar panel should be a component of a financial incentive whereby if we are going to give money to a mixed-use project or a transit-oriented project, then solar panels should be a part of that project; and if they are not, they don’t get our money.

Councilmember Kern remarked he thinks the biggest issue is going to be how electricity would be moved around the region.

County Vice Chairwoman Slater-Price commented that her issue with the Sunrise is they’re importing solar when solar is already here. She thought local solar should be used and buildings can be sustainable with their individual plan if it is done right.

Councilmember Kern said even if this building is self-sustainable and a person has his car plugged in downstairs, then it’s not actually self-sustainable because the car is draining the system. He said he thinks there are a lot of little things to worry about. It’s a laudable goal to have every building self-sustainable but we’re looking at a different way of transportation to get away from the hydrocarbon and go to electricity-based. Current buildings are unable to support enough solar panels to power a car for 100 miles.

Councilmember Downey stated it is actually going to be dealt with. The state and the Obama presidency are promoting the “Smart Grade Concept,” which deals with issues regarding how to infuse energy into one place, how energy gets around, and how it makes it more efficient. The RES does not attempt to do the state’s job of setting transmission corridors or the federal government’s job of establishing nuclear power. It talks about what this region’s goals are for the region, things we might actually have some control over.

Councilmember Kern asked how the power within the region will be distributed. There are some areas in eastern Oceanside where solar panels could be placed to be cost-effective, but how should they get them down to Carlsbad or Solana Beach or Encinitas, because that’s where more people have the cars. He said he thought it was not just the long-range big picture, but small range also.

Councilmember Downey said it would not be necessary.

Chair Janney commented they were going back and forth on energy philosophies.
Mr. Gallegos reported one of the possible alternatives that has been explored is the idea of infrastructure corridors. Right now, everything is still in silos, so energy companies are working on their transmission lines; highway companies are working on where the highways go; transit companies are working on the transit line; and water companies are working on their systems. Infrastructure corridors are a completely opposite model in which the right-of-way is shared along with expenses. This idea is beginning to be discussed at the higher levels at Caltrans, and has had a positive response.

Mr. Ovrum asked, regarding solar, if SDG&E’s policy to let the meter run backwards, yet never allowing it to go below zero, was unique to SDG&E.

Councilmember Downey responded it is not unique to SDG&E and is part of the discussion called the “Feed-In Tariff.” It has to do with making excess energy and where it goes, whether the owner should get paid for it or get a credit. There is legislation in Sacramento this year to address it as it is the same issue across all the regulated utilities. Once there is actual legislation, the Energy Working Group will review it and come back to recommend that SANDAG send a letter in support; however, that is not part of this right now.

Chair Janney questioned why build solar if you can’t sell it. He saw it as a priority to make it cost-effective. He liked the infrastructure sharing and thought SANDAG should be a leader.

County Vice Chairwoman Slater-Price favored putting the power lines underground, which is safer for the power lines, too.

Action: This item was presented for discussion only.

7. REGIONAL CLIMATE ACTION PLAN (RCAP): GUIDING PRINCIPLES AND POLICY MEASURES (DISCUSSION)

Councilmember Downey reported one of the other things that fell into the Regional Energy Working Group’s purview is the update of the Regional Climate Action Plan (RCAP). The Working Group is developing guiding principles and draft policies. This is new, and we are the first regional plan that’s going to be reviewed. The Working Group is trying to figure out how to address this at a regional level and feedback is necessary on some of the principles that have been developed and other ones the Committee wants considered. A final draft will be presented in the summer.

Andrew Martin, Associate Planner (SANDAG), stated the factors driving the development of the Plan include the AB 32 Climate Change Scoping Plan, and SB 375. Furthermore, state law requires metropolitan planning organizations, including SANDAG, integrate the transportation network with development patterns in a way that achieves greenhouse gas reduction targets for passenger cars and light-duty trucks in the next update of the RTP. Targets for 2020 and 2035 are yet to be established and will be done through the implementation of SB 375 that’s going on right now. Additionally, the Plan is being prepared as part of the partnership agreement with the CEC, and is also required as part of mitigation requirement adopted in the environmental impact report for the 2007 RTP.
The primary purpose of the Plan is to assist in the development of the SCS for the next RTP to help achieve greenhouse gas reduction targets required by SB 375. The Plan will focus on reducing emissions from on-road transportation, electricity generation, and natural gas end uses. The Plan will look out to 2030 to analyze recommended policies that SANDAG and its member agencies can support to address climate change, with an emphasis on measures that regional and local government can influence. Major components of the draft Plan include the development of overarching guiding principles; a summary of the region’s greenhouse gas emissions profile from the GHG emissions inventory for San Diego County, which was prepared by the Energy Policy Initiative Center at the University of San Diego, which SANDAG helped prepare and supports. It will include climate change impacts and adaptation measures specific to the region from the Regional Focus 2050 Study prepared by the San Diego Foundation, along with goals and policies developed to reduce emissions and identification of performance measures in order to gauge the effectiveness of these policies over time and monitor progress. Draft guiding principles are being developed to guide decision-making in a manner that ensures the region will achieve the required greenhouse gas reductions and regional impacts of climate change. The guiding principles will form the goals and policies for the Plan and have been developed with input from the Energy Working Group and the Regional Planning Technical Working Group. They emphasize the need to improve community design and mobility, provide funding for public transit, and support the transition to alternative transportation fuels among others. They communicate a responsibility for SANDAG and its member agencies to address climate change and their commitment to do so.

Staff conducted a literature review and will investigate methods of quantifying the potential to reduce emissions in order to inform decision-making so when future policies are presented, there is a way to gauge the policies. Reduction policies are characterized as quantitative and qualitative to assist in modeling in order to explore alternative methods to reduce emissions. SANDAG is a member of the Regional Targets Advisory Committee (RTAC) and will help CARB pick the methodology to set the targets. The modeling analysis in the Climate Plan will help inform SANDAG’s recommendations to the Committee and support the efforts to develop the SCS in the next RTP. The RCP includes annual performance monitoring of key quality of life indicators for the region; however, new measures expressly related to the GHG emissions and climate change are proposed in order to evaluate the success of these reduction policies over time. The current draft is focused on urban form and transportation measures. Next steps include returning to the Energy Working Group to continue development of the Plan and continued work on modeling and calculating the various greenhouse gas reduction policies. A draft Plan will be presented to the Regional Planning Technical Working Group and this Committee this summer. A public workshop will also be held to receive comments from state and local staff and peers. The final draft Plan will be presented to the Committee this fall, and presented to the Board in November 2009.

Councilmember Downey said some of these aren’t going to be easy, especially if there is an increase in parking fees, or a congestion fee, or a vehicle travel fee. It is necessary to find ways to get people out of their cars and one of the things that can be done is curb behavior to make it uneconomical. Some of these things are options, so it is not suggested that every jurisdiction is going to be asked to adopt them.
Councilmember Gronke said the Governor has already taken an approach of trying to increase vehicle mileage for light trucks and cars, and asked if SANDAG has taken an approach of trying to increase vehicle mileage for light trucks and cars. He asked if the agency, along with other agencies, could send letters supporting the Governor’s position, which would give him something to battle with when he meets with the federal government.

Councilmember Downey stated increasing mileage was actually modeled and it is known as the “Padley Standards” and the “Padley II Standards.” The SANDAG models and EPIC models that were run showed it still would not get the reductions needed.

Mr. Anderson suggested considering trip reduction along with vehicle miles traveled. It is important to emphasize reduction of short trips by eliminating trips with a better transit service, more housing closer to jobs, bicycling, and other forms of transportation.

Councilmember Downey said she would take it back to look at it. She noted actual avoidance of trips will have to be stressed also, and it is a very important distinction that perhaps has not yet been made.

Mr. Anderson stated we are trying to build more housing around transit, but most people who take the trolley drive to their trolley stop.

Councilmember Downey said this is a very good point.

Mr. Anderson said it’s the decision of cost benefit. Do we spend the resources to get that one person to avoid driving 20 miles or do we spend the resources to get five people to avoid driving three miles each.

Mr. Gallegos commented this is why SANDAG is advocating through the CARB process. Tools and flexibility are necessary because the solutions are not going to be “one size fits all” throughout California, and even within San Diego, as there may be certain parts of the region where certain tools will work better than other parts. We need to continue to do environmental impacts and the Board has also bought into doing an economic impact study in order to understand those trade-offs in terms of what it means to the different economies.

Councilmember Kern said the bottom line is behavior modification and asked if sociologists and others had been consulted to find how to get people to change the way they do things.

Scott Peters (San Diego Unified Port District) said there is a lot of evidence from this past year on what changes behavior, and it’s price. Of course we need to do, and should do, whatever we can locally, but when we decide how to respond to things like whether to pay for plug-ins for cars, we ought to consider in our assumptions what the price will be for fossil fuels. The final thing is that this can’t be done locally because it would be irrational and would put us at a real competitive disadvantage with the rest of the country. It would be beneficial to think about whether we want to engage the state or the nation in helping to provide the incentives that would assist in moving away from carbon fuel.
County Vice Chairwoman Slater-Price spoke on behalf of the County Department of Planning and Land Use saying they have reviewed the information and appreciate the work to date. She said they are concerned that without having it clearly defined in the title, the Plan primarily deals with transportation, and they think it would be better to have the complete package. Two recommendations for good examples are San Diego EPIC and San Diego Foundation, as they use those recommendations to say this should be flushed down and they think water is a big issue that no one wants to address because even though we go through drought periods, there is always an availability letter that can be obtained for a development. People are sick of being told to save water when they see new developments and they want to know why it is that we continue to approve new development. She reiterated the message from DPLU that it would be even more effective if it were clearer in its aim and broader in scope. She also said she noticed that water was not in any of the programs covered.

Mr. Gallegos informed that staff will be meeting with EPIC and the Foundation to collaborate so that work is not being duplicated. Locally, the EPIC inventory has been used statewide as a tool, and he said he thinks there are advantages when a third independent party is involved that has done the inventory. SANDAG will share with them what is needed to comply with all the plans and look for opportunities for collaboration.

Councilmember Downey reported both are on the Committee, with Scott from EPIC as the Vice Chair, so the Committee receives their input and appreciates it at every meeting.

Councilmember Gronke suggested asking developers of hybrid cars to build a facility within the jurisdiction as a trade-off because we are going to give them business and would ask for their business in return. He said he thinks it might be true for a lot of the green technologies, particularly solar, and suggested experimenting with solar panels on some of the mixed-use projects to encourage them to build their businesses within the community.

Mr. Chavez said he used to live in the Dakotas, where plug-ins are very common. The reason they do it is because they want people to use the stores. He does not think that the government is always the answer for things. Regarding the measurements in miles, we have seen in other countries that five-year plans don’t always work; you can’t structure it out. The challenge regarding public transportation is what it is that public transportation did right. To influence the public, the North County Economic Development Group said charging more money doesn’t work. The greatest way to influence people to be efficient with water is with education and peer pressure. A five-year plan is not going to work because we are a market society. Education will show the reason why you want to do it. And then you need to give them options like the toolbox so that people actually can be efficient and do it the right way.

Mr. Martin stated the idea is for it to be a long-term plan to 2030, not a five-year plan, and to have an increment at 2030 that is tied to the SB 375 target. Regarding behavior change and modification, a lot of factors drive behavior change. The whole idea of the study and modeling is to put some research behind the different influences on behavior.

Chair Janney thanked Councilmember Downey for chairing the Working Group and tackling the two major issues. Personally, he noted that everything presented was extremely
expensive except for ridesharing. Everything else is going to cost money to provide, and the costs are huge. He said he did not think the general public had any idea of what was in front of them and he could not see how it could be achieved in the current economy as it is enormous. Regarding the 55 mph speed limits, he said that personally, time is more valuable than anything else.

Chair Janney recognized new members attending the meeting, Deputy Mayor Don Higginson of Poway, Elsa Saxod of the San Diego County Water Authority, and Scott Peters of the San Diego Unified Port District.

**Action:** This item was presented for discussion only.

8. **UPCOMING MEETINGS**

The next meeting of the Regional Planning Committee is scheduled for May 1, 2009, at 12 noon.

9. **ADJOURNMENT**

Chair Janney adjourned the meeting at 1:57 p.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDBAG REGIONAL PLANNING COMMITTEE MEETING
**April 3, 2009 - 12:00 p.m. to 2:00 p.m.**

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