



**BOARD OF DIRECTORS
APRIL 23, 2010**

**AGENDA ITEM NO. 10-04-1A
ACTION REQUESTED - APPROVE**

BOARD OF DIRECTORS DISCUSSION AND ACTIONS

MARCH 12, 2010

Chair Lori Holt Pfeiler (Escondido) called the meeting of the SANDAG Board of Directors to order at 10:15 a.m. The attendance sheet for the meeting is attached.

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Clive Richard, a member of the public, commented on the plans made 20 years ago for the Otay Ranch area in Chula Vista to have a dedicated transit lane that would allow residents to choose a transit option. He bemoaned the fact that those plans had not yet come to pass.

Emily Young, San Diego Foundation, stated that Senate Bill 375 (SB 375) includes the development of a Sustainable Communities Strategy (SCS), and SANDAG will be the first major Metropolitan Planning Organization (MPO) to include this SCS in its Regional Transportation Plan (RTP). She has been contacted by governments outside of California that are looking at San Diego County as a model for efficient land use, transportation planning, economic development, environmental protection, and the equitable distribution of growth.

Mike Bullock, a member of the public, expressed concern that SANDAG does not have a goal of meeting the California Air Resources Board (CARB) greenhouse gas (GHG) emission reductions within the implementation of the RTP. He said that staff should focus on meaningful strategies and how they can be made politically acceptable.

REPORTS (2 through 3)

2. OVERVIEW OF CALIFORNIA AIR RESOURCES BOARD ACTIVITIES RELATED TO SENATE BILL 375 (INFORMATION)

Supervisor Ron Roberts, CARB Board member, introduced Lynn Terry, CARB staff.

Ms. Terry provided an overview of statewide activities underway to address the implementation of SB 375 (Steinberg, 2008). It is expected that draft GHG emission reduction targets will be issued in June 2010 for the target years of 2020 and 2035, with CARB Board approval scheduled for September 2010. Targets will be tailored to the various regions around the state.

Chair Pfeiler noted that there was one public comment request for this item.

Mike Bullock, a member of the public, stated that CARB and SANDAG are failing to provide sufficient leadership in Sacramento. He said that we need to price parking if we are going to meet the GHG emission reduction targets. He also suggested “a comprehensive and variable road-use fee pricing system.”

Board member discussion ensued.

Action: This item was presented for information only.

3. SENATE BILL 375 IMPLEMENTATION: CHALLENGES AND NEXT STEPS (DISCUSSION)

SANDAG is in the process of developing its first RTP subject to the provisions of SB 375. At the same time, staff has been coordinating with the state's other major Metropolitan Planning Organizations and CARB to develop a GHG emissions target that will be used to develop the 2050 RTP, including its Sustainable Communities Strategy.

Rob Rundle, Principal Planner, provided the Board of Directors with an overview of the progress made to date and the approach to develop a GHG reduction target for the San Diego region.

Bob Leiter, consultant, described three scenarios for the Board's discussion: Scenario A – Demand Management and System Efficiency, Scenario B – System Development and Land Use, and Scenario C – strategies that focus primarily on pricing. We would look at the best outcome of each of these scenarios and expect to develop a hybrid scenario that could address the most achievable target for the region. The results of these scenario analyses would be submitted to CARB as part of the GHG target-setting process.

Mr. Rundle reviewed the target-setting timeline.

Chair Pfeiler noted there were several requests to speak on this item.

Myles Pomeroy, a member of an advisory committee of the San Diego Housing Federation, and an ardent bicyclist, said that SB 375 offers an unprecedented opportunity to coordinate transportation planning with land use in a way that has never been done before. For the first time, transportation decisions will be made on the basis of consistency with land use plans and the SCS, and projects that are consistent with the SCS will be able to obtain some California Environmental Quality Act (CEQA) relief. The SCS will require that attention be given on how to retain a true jobs/housing fit. The SCS also provides an opportunity to promote and achieve meaningful social equity and environmental justice goals. The SCS should include policies for attaining those goals, such as minimum mode split goals for biking and walking.

Tom Scott, Executive Director of the San Diego Housing Federation, indicated that they received a grant from the Ford Foundation to work on the social equity parts of SB 375. Included in SB 375 are requirements to address affordable housing. A focus on affordable housing achieves two goals: it brings a greater return on transit use from that investment, and reduces the use of cars to get to work. The jobs/housing fit analysis will show how to better locate affordable housing with jobs in neighborhoods. The Housing Federation has organized an advisory group to develop policies and best management practices. The Ford Foundation is interested in choosing a border community to work on a cooperative effort including transportation, housing, and jobs. We hope SANDAG would help take the

lead in going after that funding. Also, the US Housing and Urban Development (HUD) agency has provided funding for a Sustainable Communities Planning grant. We need to work together to go after that funding.

Pamela Epstein, representing the Sierra Club, San Diego Chapter, said that as you move forward with the RTP process, the Sierra Club encourages you to do so by thinking globally but acting locally. They realize that efforts to slow the warming of the planet through reductions in greenhouse gas emissions will take patience, persistence, and determination, especially in the face of economic and operational setbacks. The RTP must place great emphasis on efforts to ensure smart growth with accessible mass transit options. There is a need for comprehensive regional action. The Sierra Club would welcome the opportunity to facilitate a presentation to answer questions behind the science of climate change and global warming. Lastly, she said that the RTP must abide by the AB 32 reduction targets.

Elyse Lowe, Executive Director of Move San Diego, said they are advocates for more effective public transit in our region. She supported SANDAG in its decision, in general, to run the scenarios suggested. She also suggested the creation of a Scenario D, which would be more intensive land use scenarios. Move San Diego acknowledges that SANDAG has no land use authority. However, SANDAG can use this SCS as a visioning tool. In the long-term, increases in vehicle miles traveled (VMT) threaten GHG emissions levels. We need to set our own regional VMT reduction targets and an aggressive transit ridership goal. It's critical that we take the right steps in the development of the SCS as it will be a model for the rest of the country.

Mike Bullock, a member of the public, provided statistics regarding GHG emission reductions. He stated that CARB targets need to be in line with AB 32 reductions. We need to drive significantly less to meet the targets. Staff Scenarios A, B, and C are needed simultaneously. He also provided comments regarding various parking pricing strategies.

Supervisor Pam Slater-Price (County of San Diego) recommended that an additional strategy be evaluated within one of the existing strategies to encourage the purchase and use of low and zero-emission vehicles due to the spread-out nature of the county. We have existing long-time communities in the back country, and VMT reduction alone is not a viable strategy as there will not be efficient transit from those areas to downtown San Diego.

Councilmember Carrie Downey (Coronado) announced that next Friday the Senate Select Committee on Climate Change and Assembly Bill 32 Implementation will be holding a public workshop here in San Diego.

Board discussion ensued.

4. UPCOMING MEETINGS (INFORMATION)

The next Business meeting is scheduled for Friday, March 26, 2010, at 9 a.m.

5. ADJOURNMENT

The meeting was adjourned at 11:43 a.m.

DGunn/M/DGU

ATTENDANCE SANDAG BOARD OF DIRECTORS MEETING MARCH 12, 2010

JURISDICTION/ ORGANIZATION	NAME	ATTENDING
City of Carlsbad	Matt Hall (Member)	Yes
City of Chula Vista	Cheryl Cox (Primary)	Yes
City of Coronado	Carrie Downey (Primary)	Yes
City of Del Mar	Crystal Crawford (Primary)	Yes
City of El Cajon	Mark Lewis (Primary)	Yes
City of Encinitas	Jerome Stocks, 1st Vice Chair (Primary)	Yes
City of Escondido	Lori Holt Pfeiler, Chair (Primary)	Yes
City of Imperial Beach	Jim Janney (Primary)	Yes
City of La Mesa	Art Madrid (Member)	Yes
City of Lemon Grove	Mary Sessom (Primary)	Yes
City of National City	Ron Morrison (Member)	Yes
City of Oceanside	James Wood (Member)	Yes
City of Poway	Don Higginson (Primary)	Yes
City of San Diego – A	Jerry Sanders (Primary, Seat A)	No
City of San Diego - B	Ben Hueso (Primary, Seat B)	Yes
City of San Marcos	Jim Desmond (Primary)	Yes
City of Santee	Jack Dale (2nd Vice Chair)	Yes
City of Solana Beach	Lesia Heebner (Primary)	Yes
City of Vista	Judy Ritter (Primary)	Yes
County of San Diego - A	Bill Horn (Primary, Seat A)	Yes
County of San Diego - B	Pam Slater-Price (Primary, Seat B)	Yes
Caltrans	Laurie Berman (1st. Alt.	Yes
MTS	Harry Mathis (Member)	Yes
NCTD	Bob Campbell (Primary)	Yes
Imperial County	Wally Leimgruber (Member)	No
US Dept. of Defense	CAPT Keith Hamilton (Member)	No
SD Unified Port District	Scott Peters (Member)	No
SD County Water Authority	Mark Muir (Primary)	Yes
Baja California/Mexico	Remedios Gómez-Arnau (Member)	No
Southern California Tribal Chairmen's Association	Allen Lawson (Member)	Yes