AGENDA HIGHLIGHTS

- SAN DIEGO FORWARD: THE REGIONAL PLAN: VISION AND GOALS

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BOARD OF DIRECTORS
Friday, May 10, 2013

ITEM #

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.” Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.

REPORTS (2)

+2. SAN DIEGO FORWARD: THE REGIONAL PLAN: VISION AND GOALS
   (Lemon Grove Mayor Mary Sessom, Regional Planning Committee Chair; Phil Trom)

   In April, the Board of Directors reviewed the results of a regional survey conducted for San Diego Forward: The Regional Plan. The Board also provided input on a preliminary framework for the vision and goals for the plan. The Board of Directors is asked to discuss the attached vision and goals options for the regional plan for possible action.

3. CONTINUED PUBLIC COMMENTS

   If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

   (Julie Wiley)*

5. UPCOMING MEETINGS

   The next Board Business meeting is scheduled for Friday, May 24, 2013, at 9 a.m. The next Board Policy meeting is scheduled for Friday, June 14, 2013, at 10 a.m.

6. ADJOURNMENT

   + next to an agenda item indicates an attachment
SAN DIEGO FORWARD: THE REGIONAL PLAN: 
VISION AND GOALS

Introduction

On April 26, 2013, the Board of Directors discussed results of a survey conducted to gauge public opinion on regional issues and inform development of the vision and goals for San Diego Forward: The Regional Plan. The Board also discussed a proposed vision and goals framework that was developed to address the feedback gathered from both the regional survey as well as a series of outreach efforts to the general public (through public workshops and meetings of our network of community-based organizations [CBOs]) and SANDAG Policy Advisory Committees and working groups. Based upon all of this input, a proposed vision and three sets of goal options have been drafted for the Board’s discussion.

Discussion

Background

A key component in setting the foundation for San Diego Forward: The Regional Plan is having a fundamental understanding of the definition of the vision, goals, and policy objectives used to build the plan’s foundation. Vision statements are typically aspirational and include the main themes to be covered throughout the plan. Vision elements are crosscutting and relay what the plan envisions, in its entirety.

The role of goals is to put a finer point on the vision and to set in motion the actions needed to achieve it. Goals or goal statements are typically oriented towards a desired conclusion. Policy objectives are more action-oriented, specific, and measurable, providing more detail on measures to achieve the goals. For example, when the goals are organized under a broad theme like environmental preservation, policy objectives could “drill down” on specific items such as preservation of habitat and open space preservation, air quality, and sustainable energy, among other issues.

At its April 26, 2013, meeting, the Board of Directors had significant feedback and discussion on the survey and goals of the plan. Feedback received from Board members is shown in Attachment 1. The Board input has been incorporated into the draft vision and two new goal options presented in the report. Option three (The Three Es) was presented to the Board at the April 26, 2013, meeting.
**Proposed Vision**

Building upon vision statements established in previous regional planning efforts, staff has developed the following vision statement for the Board’s consideration:

*To achieve a sustainable and healthy region with mobility choices, a vibrant economy, and an outstanding quality of life for all.*

**Proposed Goals**

Staff has developed three sets of options for goals for the Board to discuss. The purpose of the goals is to achieve the vision and set the stage for subsequent policy objectives.

**Option 1: Five Goals**

The first option is to expand upon the vision with five goals that build upon previous regional planning efforts and recent public input.
Option 2: Three Goals

A second option would consolidate the five goals listed in Option 2 into three goals.
Option 3: The Three Es of Sustainability

The third option relates most to what was initially presented to the Board of Directors on April 26, 2013: The “Three Es of Sustainability.”
Policy Objectives

With either the five goal, three goal or “Three E” goal options, potential topics could be developed into subsequent policy objectives and include (in no particular order):

- Emerging technologies
- System preservation and safety
- Walkable, bikeable, healthy and safe communities
- Housing choices
- Access to goods, services, private sector, education, and recreation
- Habitat and open space preservation
- Clean air
- Energy reliability
- Climate change and adaptation
- Shoreline preservation
- Variety of jobs
- International trade
- Goods movement
- Mobility choices
- Demand management
- Partnerships with Native American tribes, U.S. Military, Mexico, neighboring counties
- Coordination with infrastructure and service providers, educational institutions, and CBOs

Next Steps

Board direction on the vision and goals will set the stage for the development of subsequent policy objectives that are more specific and measurable, in order to track the progress of the plan. Staff will seek input from SANDAG Policy Advisory Committees, working groups, stakeholders, and the public to develop proposed policy objectives for anticipated presentation to the Board of Directors in July.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Board of Directors Feedback received on April 26, 2013

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org
BOARD OF DIRECTORS FEEDBACK RECEIVED ON APRIL 26, 2013
REGARDING THE DEVELOPMENT OF THE VISION AND GOALS FOR
SAN DIEGO FORWARD: THE REGIONAL PLAN:

• Consider the economy and return on investment
• Focus on the activities that are under the purview of SANDAG purview such as developing multimodal transportation choices
• Maintain what we've built and consider transportation and other infrastructure
• Include the natural environment
• Take into account the emerging area of public health
• Equity needs to be defined
• Emphasize a high quality of life for all
• Understand how our priorities have changed over time
• The various priorities are not independent of each other
• Another way to look at the “Three Es” is the “Three Ps”: People, Place, and Prosperity
• The “Three Es” are values, not goals
• Understand where water (supply, infrastructure, etc.) is included under the vision and goals
• The plan should recognize the things that contribute to our current understanding of a high quality of life
• Understand how economic development and health care fit together
• Distinguish between values, objectives, and strategies
• Should recognize and capitalize on the positive responses to the survey quality of life question
Should Long-Range Plans Support Climate Stabilization?
If Yes, what does that mean?

*Hint: it’s a math problem*

Mike Bullock
mike_bullock@earthlink.net
760-754-8025

San Diego County Democratic Party Central Committee Resolution, Feb. 19, 2013

- Long-Range Plans *Should* Support Climate Stabilization
  - Regional Transportation Plans
  - Climate Action Plans
  - General Plan Updates
WHEREAS, on October 28th, 2011, the San Diego Association of Governments (SANDAG) Board of Directors voted to approve a $214B Regional Transportation Plan (RTP) that (1) apparently fails to meet the Executive Order S-3-05 greenhouse-gas (GHG) reduction trajectory (2000 levels by 2010, 1990 levels by 2020 and 80% below 1990 levels by 2050), which is designed to support climate stabilization; and

WHEREAS, stabilizing our climate is critical to our future wellbeing and so legislators need to create legislation and support that takes aggressive steps to mitigate negative impacts on climate; and

(Continued on the next slide)

WHEREAS, (1) SANDAG's RTP has been defeated, with its approval set aside, in Superior Court, as the result of a suit brought by the Cleveland National Forest Foundation (CNFF), the Center for Biological Diversity (CBD), CREED-21, and the Affordable Housing Coalition (AFC) and then joined by Sierra Club California (SCC) and the Attorney General of California; (2) having lost their suit, SANDAG is currently considering improving their RTP or appealing the Superior Court decision; (3) San Diego County's Climate Action Plan (CAP) is being challenged in Superior Court by the San Diego Chapter of the Sierra Club; and (4) cities, for example the cities of Vista and San Diego, are also preparing Climate Action Plans;

(Continued on the next slide)
Long Range Plans, Including Regional Transportation Plans, Climate Action Plans, and General Plans Should Support Climate Stabilization
Slide 3 of 3

THEREFORE BE IT RESOLVED: that the San Diego County Democratic Party is opposed to any long range plan that fails to achieve, at the very least, the greenhouse gas (GHG) reduction trajectory defined in Executive Order S-3-05;

BE IT FURTHER RESOLVED: that the San Diego County Democratic Party will communicate this position to SANDAG, the County of San Diego, the cities of San Diego and Vista, Attorney General Kamala Harris, CNFF, CBD, CREED-21, AFC, and SCC and also send a copy of this resolution to local newspapers.

Adopted by the San Diego Democratic Central Committee on 19 February 2013

The Climate Problem

Any Earth Science text book* contains the following facts:

• Atmospheric CO2 traps heat
  – CO2 Molecules absorb and then emit, in a random direction, infrared radiation, heat given off by the Earth's surface
  – This effect is significant
• Combustion of fossil fuels greatly increases our Earth's levels of atmospheric CO2
  – The amount of CO2 in the atmosphere is well known
  – Our yearly emissions are well known

Governor’s Executive Order S-3-05

Slide 1 of 4

http://www.dot.ca.gov/hq/energy/ExecOrderS-3-05.htm

- Signed in 2005
- Greenhouse gas (GHG) Emission Trajectory
  - 2000 levels by 2010
  - 1990 levels by 2020*
  - 80% below 1990 levels by 2050
- Achieved by Plans & Status

* AB 32 law mandate. Prop 23 would have suspended this.

Governor’s Executive Order S-3-05

Slide 2 of 4

California's S-3-05 C02_e
Emissions, MMT Per Year

The world is currently above its trajectory. The world will need to get emissions below the trajectory to make up for this.
How Bad Could it Get?

• *Scientific American* June 2008 issue
  – 550 PPM CO2 possible in several decades
  – This could (5% probability) lead to 8 Deg. Celsius of warming
  – 8 Deg. Celsius could lead to “a devastating collapse of the human population, perhaps even to extinction”

• December 24/31 2012 Issue of Nation magazine:

> A recent string of reports from impeccable mainstream institutions—the International Energy Agency, the World Bank, the accounting firm of PricewaterhouseCoopers—have warned that the Earth is on a trajectory to warm by at least 4 Degrees Celsius

[4 Degrees Celsius] would be incompatible with continued human survival.

Winter, *UU World* magazine (p. 57) "Lags in the replacement of fossil-fuel use by clean energy use have put the world on a pace for 6 degree Celsius by the end of this century. Such a large temperature rise occurred 250 million years ago and extinguished 90 percent of the life on Earth. The current rise is of the same magnitude but is occurring faster. We must reduce or eliminate all uses of fossil fuels.

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Climate Data

• Keeling Curve:

http://en.wikipedia.org/wiki/An_Inconvenient_Truth#Scientific_basis

![Atmospheric Carbon Dioxide Measured at Mauna Loa, Hawaii](chart.png)
Our Climate Crisis

- From: http://en.wikipedia.org/wiki/An_Inconvenient_Truth#Scientific_basis

**Current Level of CO₂ is 394 PPM**

S-3-05’s goal is to cap CO₂ at 450 PPM

- Earth & Space Research (ESR) website:
  http://www.esr.org/outreach/climate_change/mans_impact/man1.html

Current level = 394 PPM

S-3-05’s Goal is to cap CO₂ at 450 PPM, which is off this chart.
SB 375, Passed in 2008

- Authored by Speaker Pro Tem Darrell Steinberg
- Only for cars and Light-duty trucks
- Key provision
  - California Air Resources Board (CARB) Provides vehicle-miles-travelled (VMT) reduction targets
    - For years 2020 and 2035
    - To Metropolitan Planning Organizations (MPO)
    - Computed in Regional Transportation Plans (RTP)
    - Local MPO, San Diego Association of Governments (SANDAG), produced the first post-SB375 RTP

How to Solve a Problem

- Define the solution: at least S-3-05
- Compute what is needed (driving reduction)
- List attainment strategies

We can’t just “do real good”.
The physical world doesn’t care about our problems.
It will kill us if we fail here.
Trajectories to Support Calculations

Purple (Low carbon fuel), Green (C02/Mile), & Gold (S-3-05)

In San Diego County, 41% of GHG emissions come from cars and light-duty trucks.

SB 375’s Per-Capita VMT Reduction for 2035, to Support S-3-05

<table>
<thead>
<tr>
<th>Variable Name</th>
<th>Definition</th>
<th>Taken From</th>
</tr>
</thead>
<tbody>
<tr>
<td>f</td>
<td>net factor of the emissions of Greenhouse Gas</td>
<td>Gold Line¹</td>
</tr>
<tr>
<td>f_Pavley</td>
<td>factor of the average statewide mileage</td>
<td>Green Line¹</td>
</tr>
<tr>
<td>f_Fuel</td>
<td>factor of the reduction of GHG due to low-carbon fuels</td>
<td>Purple Line¹</td>
</tr>
<tr>
<td>f_Population</td>
<td>factor of the population in the region of interest</td>
<td>CARB²</td>
</tr>
<tr>
<td>f_PerCapitaVMT</td>
<td>factor of per capita driving</td>
<td>Computed</td>
</tr>
</tbody>
</table>

¹From the Chart constructed by Steve Winkleman, as shown in the “Guide to SB 375” report.

\[
f = f\_PerCapitaVMT \times f\_Population \times f\_Pavley \times f\_Fuel
\]

\[
f\_PerCapitaVMT = f / (f\_Population \times f\_Pavley \times f\_Fuel)
\]
Per-Capita VMT Reduction for 2035, as Required by S-3-05

\[ f_{\text{PerCapitaVMT}} = \frac{f}{(f_{\text{Population}} \times f_{\text{Pavley}} \times f_{\text{Fuel}})} \]

\[ f_{\text{PerCapitaVMT}} = \frac{0.525}{(1.313 \times 0.685 \times 0.9)} \]

\[ f_{\text{PerCapitaVMT}} = 0.649 \]

This is a 35.1% decrease in per-capita VMT.

The population factor of 1.313 is specific to San Diego County.

Because \(0.649 \times 1.313 = 0.8515\), in 2035, the people in San Diego County must drive 15% less than they did in 2005, even with the 31.3% increase in population. Therefore, why add lanes?

Status of Regional Transportation Plan

- As shown, a 35.1% driving reduction is needed
- The RTP, approved on 10/28/11, achieves 13%
- Need new policies to get an additional 22.1%
Strategies to Get 22% More

- Stop expanding freeways
  - No need; we must drive less
  - Eliminate congestion with following strategies
- Reallocate freeway-expansion funds to transit 2%
- Pricing, to increase fairness & choice 15%
  - Parking demonstration projects to unbundle cost
  - Legislation
    - Unbundle the cost of all “free” or underpriced parking
    - Equitable and environmentally-sound road-use fees
- Smart growth, complete streets, bike classes 3%

*The state must do this; it is infeasible and would go in the APS. 22%

A Plan to Efficiently and Conveniently Unbundle Car Parking Costs
Simple Example: 10 Employees and $5 Per Day to Park

- All 10 drive: $50 per day collected
  - Each employee gets $50/(10 employees) = $5
  - Each employee pays $5 to park
  - Each employee breaks even

- Only 9 drive: $45 per day collected
  - Each employee gets $45/(10 employees) = $4.50
  - Each driver losses 50 cents
  - The non driver get $4.50

Simple Example: 10 Employees and $5 Per Day to Park

- If 9 drivers losing 50 cent bothers the employer
  - Employer could give all employees that need it, an “add in”
  - Earnings (here $4.50) plus “Add in” (here $.50) = Parking Charge
  - This is unfair to non-drivers (lose $.50, because the lost wage for everyone is $5 per day)
  - This is less unfair to the non driver than “free parking” which costs the non-driver $5 per day
  - Unbundling has cut the non-drivers loss 90%
Motivation

• Fairness to individuals
  – Costs no longer hidden
  – Costs mostly recovered, by not using parking
• Less driving, to reduce environmental harm
  – Motivates choosing alternative modes
  – Less driving to find parking
• More Efficient Development
  – Less parking needed reduces land and building costs

Comprehensive Road-Use Fee Pricing and Payout System

• “Comprehensive”
  – Full cost: Road operations, Health & Environmental costs
  – Equitable
    • Protects privacy
    • Protects low-income drivers
  – Environmentally sound
    • Rewards efficient cars, at least as much as gas tax
    • Congestion pricing to defeat congestion
Vision and Goals
May 10, 2013 Board of Directors

Our Regional Plans
Board Feedback

- Consider the economy and return on investment
- Maintain what we’ve build and consider transportation and other infrastructure
- Include the natural environment
- Emphasize a high quality of life for all
- Understand where infrastructure is included under the vision and goals
- Take the emerging area of public health into account

Developing the Vision

Vision: Articulates the priorities and provides a long-term view that concentrates on the future. Can be abstract.

Goals: Focused on what is intended to be accomplished. Are often tangible and activity oriented.

Policy Objectives: Contribute to the fulfillment of specified goals.
To achieve a sustainable and healthy region with mobility choices, a vibrant economy, and an outstanding quality of life for all.

Goal Option: “Three Es”
Goal Option: Five Goals

- Vision
- Healthy Environment
- Sustainable Communities
- Strategic Partnerships
- Innovative Mobility
- Vibrant Economy

Goal Option: Three Goals

- Vision
- Healthy Environment and Communities
- Innovative Mobility
- Vibrant Economy
**Policy Objectives**

- Emerging technologies
- System preservation and safety
- Walkable, bikeable, healthy and safe communities
- Housing choices
- Access to goods, services, private sector, education, and recreation
- Habitat and open space preservation
- Clean air
- Energy reliability
- Climate change and adaptation
- Shoreline preservation
- Variety of jobs
- International trade
- Goods movement
- Mobility choices
- Demand management
- Partnerships
- Infrastructure coordination

**PROPOSED VISION**

To achieve a sustainable and healthy region with mobility choices, a vibrant economy, and an outstanding quality of life for all.

**GOAL OPTIONS**