AGENDA HIGHLIGHTS

- SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT POLICY OBJECTIVES

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MESSAGE FROM THE CLERK

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231 · (619) 699-1900 · Fax (619) 699-1905 · www.sandag.org
Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Members of the public may address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Board of Directors may take action on any item appearing on the agenda.

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Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form available on the website. E-mail comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting. *Any handouts, presentations, or other materials from the public intended for distribution at the Board of Directors meeting should be received by the Clerk of the Committee no later than 12 noon, two working days prior to the meeting.*

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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: DRAFT POLICY OBJECTIVES (Lemon Grove Mayor Mary Sessom, Regional Planning Committee Chair; Muggs Stoll and Phil Trom)*

On May 10, 2013, the Board of Directors approved a vision and corresponding goals for San Diego Forward: The Regional Plan. This key step laid the policy foundation for the plan and identifies the “big picture” of what is to be achieved. The next step in the process is to develop policy objectives to provide a mechanism to achieve the plan’s goals. Feedback from the Regional Planning and Transportation Committees and from the public was used by staff to develop the draft policy objectives. The Board of Directors is asked to discuss the draft policy objectives 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.

+4. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - SIGNIFICANT EXPOSURE TO LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9 (d)(2) - ONE POTENTIAL CASE (John Kirk)

The Board of Directors will be briefed on a written claim filed by South Bay Expressway LLC alleging a breach of contract claim related to release of escrow funds associated with the purchase of the State Route 125 franchise.
5. UPCOMING MEETINGS

The next Board Business meeting is scheduled for Friday, July 26, 2013, at 9 a.m.

6. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego County Regional Transportation Commission item
SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT POLICY OBJECTIVES

Introduction

On May 10, 2013, the Board of Directors approved the vision and goals for San Diego Forward: The Regional Plan. This was a key step in the policy foundation for the plan and identifies the “big picture” for developing the plan. The next step in the planning process is to develop policy objectives to provide a mechanism to achieve the plan’s goals. In June, staff received feedback from the Transportation and Regional Planning Committees on several topic areas to inform the development of the policy objectives. In addition, input was collected from the public at the ongoing public outreach series focusing on the policy areas of the plan. Feedback from the Transportation and Regional Planning Committees and from the public was used by staff to develop the draft policy objectives included in this report. The Board of Directors is asked to discuss the draft policy objectives for the Regional Plan for possible action.

Discussion

Background

To establish the policy foundation for San Diego Forward: The Regional Plan, the Board of Directors reviewed the results of a regionwide statistically significant survey that was conducted to gauge the general public’s priorities. The survey was conducted to complement the feedback received in 2012 and in early 2013 from the public, the local jurisdictions, focus groups, Policy Advisory Committees, and the SANDAG Board on the development of the Regional Plan. The Board discussed the results of the survey in April 2013 and subsequently adopted a vision and supporting goals for San Diego Forward: The Regional Plan. The adopted vision statement is as follows:

The Vision

To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.
The approved goals represent the major policy areas to be covered in the plan, as follows:

- **“Healthy Environment and Communities”** includes healthy, walkable, bikeable and vibrant communities with a variety of housing choices, access to goods, services, recreation, and jobs, as well as well-preserved open space, natural topography, agricultural lands, and rural areas.

- The **“Vibrant Economy”** goal is designed to include jobs, trade, borders, and goods movement, as well as the components of our region that foster and advance our economy.

- **“Innovative Mobility and Planning”** includes the transportation network and the planning decisions that are made at the regional level. This goal also includes preserving our existing system and maintaining a transportation network that is flexible and able to take advantage of emerging technologies to continue to expand mobility options.

### Development of Policy Objectives

On June 7, 2013, the Transportation and Regional Planning Committees reviewed and provided input on a list of 17 potential topics that could be developed into policy objectives for the Regional Plan. Some of the feedback received from the Committees included suggestions to:
- Group the topic areas where feasible (i.e. environmental stewardship) in order to develop a more manageable and intuitive list
- Include border wait times and the support of goods movement
- Include and expand upon mobility choices and provide deeper connections to the approved goals
- Include economic prosperity in the policy objectives
- Allow for the inclusion and development of existing and emerging technologies

Public feedback also was received on the topic areas at seven public outreach events during the months of May and June, which included rotating topical discussions of 20 minutes each yielding more than 50 hours of public feedback from these small group discussions. Some of the comments received from the public on the policy objective topic areas included:

- Promote a well-integrated, multimodal transportation system with an emphasis on transit access and frequent service, safe walkable streets for all ages, and bikeable communities to provide access to daily uses such as groceries, healthcare, and jobs, and to promote healthy lifestyles and a strong sense of family and community
- Create a more attractive pedestrian environment – wider sidewalks, places to sit, shaded areas and trees
- Encourage cooperation and crossborder economic development
- Prepare for the impacts of climate change on both the natural and built environments. Key concerns include increases in wildfires and heat waves, sea-level rise, water supply and demand, public health impacts, agriculture and food-security, and disproportionate impacts on senior, low-income, and minority populations
- Prioritize transportation investments based on their benefits to the environment
- Incorporate greenhouse gas (GHG) reduction and climate change efforts into the regional plan (including policy measures and funding opportunities)
- More urban forestry/vegetation can help reduce air and water pollution, and improve economic conditions in local communities
- Look at the inequities and health disparities between neighborhoods and focus the investments in areas of need
- Provide more transportation options to people as they age
- Plan transportation in a way that draws people to walking, biking, and using transit to get to places
Considering all of the input received during this process, the following eight proposed policy objectives were developed for the Board’s consideration:

**Proposed Policy Objectives**

<table>
<thead>
<tr>
<th>Topic Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mobility Choices</strong></td>
<td>Provide safe, healthy and convenient travel options with access to jobs, goods, services, education and recreation; maximize the use of the system; and reduce the times and costs associated with travel while making travel more reliable. Proactively explore and invest in the use of existing and emerging technologies from the transportation sector to take advantage of opportunities for increased mobility, enhanced traveler information, and reduced GHG emissions.</td>
</tr>
<tr>
<td><strong>Regional Economic Prosperity</strong></td>
<td>Promote transportation investments that support a variety of jobs with competitive wages and access to those jobs to help ensure a rising standard of living and facilitate sustainable freight and goods movement opportunities to promote regional economic prosperity.</td>
</tr>
<tr>
<td><strong>Complete Communities</strong></td>
<td>Create active and walkable communities with safe access to all modes of transportation, jobs, health care, housing, shopping services, and recreation and promote transportation investments that support a variety of housing types within the region.</td>
</tr>
<tr>
<td><strong>Habitat and Open Space Preservation</strong></td>
<td>Preserve, monitor, and restore open space, natural topography, and urban canyons; provide access and connections through these resources where feasible; promote clean water and resources for coastlines and healthy beaches; and encourage urban forestry and tree planting in the urbanized areas.</td>
</tr>
<tr>
<td><strong>Partnerships and Collaboration</strong></td>
<td>Collaborate with the Native American tribal governments, Mexico, the military communities, and our neighboring counties in an inclusive planning process to ensure our regional transportation system connects to the megaregion and national system; and collaborate with other regional infrastructure providers to ensure our infrastructure systems meet the region’s needs.</td>
</tr>
<tr>
<td><strong>Preservation and Safety of the Transportation System</strong></td>
<td>Maintain the transportation system to maximize travel benefits, protect the public’s investment, and enhance public safety while maintaining security.</td>
</tr>
<tr>
<td><strong>Environmental Stewardship</strong></td>
<td>In the coordination of transportation and infrastructure planning, work to meet or exceed standards for clean air, respect the environment, and emphasize conservation and efficiency.</td>
</tr>
<tr>
<td><strong>Energy and Climate Change Mitigation and Adaptation</strong></td>
<td>Prepare for local climate change impacts; reduce GHG emissions through energy efficiency and cleaner energy; and encourage infrastructure that takes advantage of emerging technologies.</td>
</tr>
</tbody>
</table>
**Next Steps**

Board direction on the proposed policy objectives will help in the development of evaluation criteria and performance measures to be used in the evaluation of the plan’s alternative transportation networks. In addition, the policy objectives will aid in the development of implementation actions for the regional plan.

GARY L. GALLEGOS  
Executive Director  

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org
Draft Policy Objectives
July 12, 2013

Process and Timeline

We Are Here

Vision Goals Objectives
2050 Regional Growth Forecast

Policy Area Development

Project Evaluation
Ranked Projects by Category

Network Development
Revenue Projections

All Modes

Alternative Land Use and Transportation Scenarios

Unconstrained Network

Network Performance

Revenue Constrained/SCS Network Scenarios

All Modes

Apply Performance Measures

2016 Regional Growth Forecast

Ongoing Public Involvement

Spring 2013 Fall 2013 Winter 2014 Spring 2014 Fall 2014 Spring 2015

Draft San Diego Forward Regional Plan

Regional Policy Area Scenarios

Alternative Land Use and Transportation Scenarios

Unconstrained Network

Projected Projects by Category

Network Development

Revenue Constrained/SCS Network Scenarios

All Modes

Apply Performance Measures

2016 Regional Growth Forecast

Ongoing Public Involvement
Vision, Goals, and Policy Objectives

Vision

Goal

Goal

Goal

Policy Objectives

San Diego Forward: The Regional Plan

Vision & Goals

To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.
Transportation and Regional Planning Committee Feedback

- Group the topic areas where feasible
- Expand upon mobility choices
- Include economic prosperity
- Include border analysis and goods movement
- Consider emerging technologies

Feedback from Subregional Workshops

- Promote a multimodal transportation system with access to daily activities
- Create a more attractive pedestrian environment
- Encourage cross border economic development
- Prepare for the impacts of climate change and incorporate greenhouse gas (GHG) reduction efforts
Feedback from Subregional Workshops

- Consider the environment in project prioritization
- Expand urban forestry and vegetation programs
- Focus investments in areas of need and consider health disparities
- Provide more transportation options to people as they age

Draft Policy Objectives – Innovative Mobility and Planning

Mobility Choices
Draft Policy Objectives – Vibrant Economy

Regional Economic Prosperity

Partnerships and Collaboration

Draft Policy Objectives – Healthy Environment and Communities

Complete Communities

Habitat and Open Space Preservation
Draft Policy Objectives – Healthy Environment and Communities

Environmental Stewardship

Energy and Climate Change Mitigation and Adaptation

Next Steps

Summer/Fall 2013

• Subregional forecast
• Transportation project evaluation criteria
• Unconstrained multimodal transportation network
• Transportation network performance measures
July 10, 2013

Hon. Jack Dale, Chair
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101-4321

Comments on "San Diego Forward: The Regional Plan: Draft Policy Objectives" (July 12, 2013 SANDAG Board Item 13-07-02)

Dear Chair Dale and Board of Directors:

The Nature Conservancy (TNC) and Endangered Habitats League (EHL) have participated in SANDAG’s Public Involvement Plan (PIP) process for obtaining public input to assist with the preparation of the next iteration of its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Previously, SANDAG had committed to integrate the state-mandated RTP/SCS with its Regional Comprehensive Plan, a non-regulatory, regional planning document, and the joint document will be “San Diego Forward: The Regional Plan.” The SANDAG Board of Directors has approved three overarching goals for the Regional Plan: Healthy Environment and Community, Vibrant Economy, and Innovative Mobility and Planning. To help achieve those goals SANDAG is now considering policy objectives that will facilitate the development of evaluation criteria and performance measures to evaluate alternatives and implementation actions in that plan.

Based on input from the Regional Planning and Transportation committees and the public, SANDAG staff proposes eight policy objectives for the plan. We agree that the policies must address all three overarching goals. Based on TNC and EHLs experience and ongoing work with natural resource conservation issues, including climate change, we are focusing our comments on the policy objectives that have the most direct relevance to environmental resource concerns. However, we also have two general issues that we urge SANDAG staff and its constituent jurisdictions address as the plan is prepared.

1. General Comments:
   a. The Board voted to have the Regional Plan combine the RTP/SCS and Regional Comprehensive Plan. It must address both RTP mandated issues, which focus on using land use/planning to have growth directed to existing development through compact/denser development that handles the region’s growth and transportation while reducing VMT, and the RCP’s more visionary planning aspects. The former requires GHG reduction targets per SB 375, whereas the latter expands the focus to include, among other concerns, more general land use planning, environmental and social issues. The draft Regional Plan should clarify the differences in approach, treatment, specificity for “RTP/SCS” and
"RCP"-oriented goals, objectives and measures with credible levels of detail—and present implementation (actionable) measures, as appropriate.

b. The jurisdictions are continuing to process projects while SANDAG is preparing the Regional Plan. These projects may conflict with the Regional Plan's approved goals and (draft) policy objectives, but because SANDAG does not have land use authority, potentially conflicting projects are proceeding. However, the Regional Plan has a regulatory component (SB 375's regional GHG emission reduction levels) that will be implemented through changes at the jurisdictional (planning and development) level. We recommend that the jurisdictions (which comprise SANDAG) acknowledge this potential for conflict and agree—to the extent this is legally allowable—to include the Regional Plan's goals and policy objectives as part of their decision-making while this plan is being prepared. Also, as part of SANDAG's Intergovernmental Review role, incorporating the goals/objectives would ensure consistency of those projects with the Regional Plan\(^1\). This would not stop the processing of requests for new land use and (up) zoning changes, but it would provide additional relevant criteria for review and subsequent approval or denial of those projects by the jurisdictions.

2. Specific Comments on the Draft Policy Objectives.

a. Because these are policy objectives, and acknowledging the staff report's clarification that the next steps will involve preparation of evaluation criteria and performance measures, these policies may not be appropriate to be presented in the SMART Criteria (Specific, Measureable, Attainable, Relevant, Time-bound) format. When presented as "thematic" objectives, they must convey the scope of the subsequent specific objectives and implementing actions.

b. "Energy and Climate Change Mitigation and Adaptation." As a major metropolitan region that contributes to the state's climate changing emissions, the objective should specifically reference and commit to reducing the region's greenhouse gas (GHG) emissions on a trajectory that is consistent with the State of California's reduction goals (i.e., AB 32, Governor's Executive Orders S-3-05 and S-13-08, etc.). Also, the objective should state that it will prioritize—or at least give equal consideration to—nature-based mitigation, adaptation and resilience approaches (a "green infrastructure" approach).

c. "Habitat and Open Space Preservation." We concur the Regional Plan should promote and provide a framework for regional preservation and conservation of habitat and open space. In line with the overarching goal of the RTP/SCS component, this objective should call for increased conservation of (and connectivity among) those resources by directing future growth/density into existing developed areas. This objective should be complemented by

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\(^1\)Per state law, SANDAG has the authority to determine whether a project or plan will need to be reviewed for regional significance. SANDAG staff reviews projects and determines if they are regionally significant based on the amount of traffic generated and other regionally significant issues. If significant, environmental review of projects should include consideration of applicable policy objectives contained in the Regional Comprehensive Plan (RCP) and the 2050 Regional Transportation Plan (RTP).
transportation/mobility choices, economic development and housing objectives that create functional, appealing and socially-responsible “smart growth” areas.

d. “Environmental Stewardship.” Stewardship implies management and this objective should add the phrase “provide for effective management, funding and responsible use of the region’s environmental resources.”

We look forward to working with SANDAG and other groups to develop a set of policy measures that will guide preparation of the Regional Plan.

Please have your staff Bill Tippets at btippets@tnc.org or (619) 209-5830 x14408 or Michael Beck at beckehl@cox.net or (619) 846-3003 if you wish to discuss our comments.

Sincerely,

Bill Tippets
San Diego Project Director

Michael Beck
San Diego Director

The Nature Conservancy
402 W Broadway, Suite 1350
San Diego, CA 92101

Endangered Habitats League
8424 Santa Monica Blvd., Suite A 592
Los Angeles, CA 90069-4267
Climate Mandate Outcomes
On 800,000 Years of Data

Mike Bullock
Sierra Club San Diego Transportation Chair
mike_bullock@earthlink.net
760-754-8025
July 12, 2013 SANDAG Board Meeting
Agenda Item 1

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

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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Governor’s Executive Order S-3-05*

- 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

* All Laws, Ballot Propositions, and Executive Orders in this paper are for the state of California

** AB 32 law mandate. Prop 23 (2010 ballot measure) would have suspended this.
The world is currently above its trajectory. The world will need to get emissions below the trajectory to make up for this.

Governor’s Executive Order S-3-05

- Designed to limit CO2 to 450 PPM, by 2050
  - Requires other countries to achieve similar reductions
  - Most developed countries have a similar plan
  - 450 PPM must then be brought down to safe levels

\[ 2050\_Level = 2010\_Level + f \times (\text{Area1} + \text{Area2}) \]
\[ \text{Area1} = \text{the Area under the S-3-05 trajectory from 2010 to 2020} \]
\[ \text{Area2} = \text{the Area under the S-3-05 trajectory from 2020 to 2050} \]
\[ f = \text{the fraction of emissions that go into the atmosphere} \]
\[ 1-f = \text{the fraction of emissions that go into the ocean} \]
S-3-05 Achievement

Temperature Change  (S-3-05 Slide 4 of 4)


- **A 50% chance** that temp change stays below 2°C
  - 2°C means
    - Loss of 97% of Coral Reefs
    - 1 to 3 Billion (of 7B) people experience water stress
    - Elimination of summer ice at North Pole
    - 58% unstable tundra

- **30% chance** of more than 3°C
  - Exponentially worse than 2°C
  
  James Hanson: Present level of CO2 “already in the dangerous zone” (385 PPM when written)

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Climate Data

- Keeling Curve:

  Currently 400 PPM

  Atmospheric Carbon Dioxide
  Measured at Mauna Loa, Hawaii
Our Climate Crisis

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

Our Climate Crisis

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

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

Current Level of CO2 is 400 PPM

S-3-05 Achievement Outcomes

- X% chance > 4 (Extinction)
- 30% chance > 3 (exponentially worse)
- 50% chance > 2 (bad)

Current level = 400 PPM

S-3-05’s Goal is to cap CO2 at 450 PPM, which is off this chart.
Support Climate Stabilization
Objective or Requirement?

Your Adopted Vision

To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.

Fact: If the region is sustainable, the VMT of its cars and light-duty trucks (which emit 41% of our GHG) must support the S-3-05 trajectory, which is to say, must support climate stabilization.
Here are your adopted goals.

Note that it says “Healthy” Environment and Communities; not “Sustainable and Healthy” Environment and Communities.

Of course climate destabilization is the opposite of “healthy” since it will kill off most species, including our own. So maybe “Sustainable” is contained in “Healthy”.

The approved goals represent the major policy areas to be covered in the plan, as follows:

• “Healthy Environment and Communities” includes healthy, walkable, bikeable and vibrant communities with a variety of housing choices, access to goods, services, recreation, and jobs, as well as well-preserved open space, natural topography, agricultural lands, and rural areas.

Note 1: The word “sustainable” is gone. Therefore, supporting climate stabilization is gone. How convenient, for a freeway-expanding organization, clinging to the fantasy that GHG emissions don’t matter and so VMT doesn’t matter.

Note 2: “healthy, walkable, bikeable and vibrant” should be replaced with “VMT-reducing”. “VMT-reducing” is quantifiable.
From SANDAG Agenda May 10, 2013

• Some San Diego Forward Objectives
  • Housing choices
  • Habitat and open space preservation
  • Clean air
  • Energy reliability
  • Climate change and adaptation
  • Shoreline preservation
  • Variety of jobs

From SANDAG Agenda May 10, 2013

• Some San Diego Forward Objectives
  • Housing choices
  • Habitat and open space preservation
  • Clean air
  • Energy reliability
  • Climate change (???) and adaptation
  • Shoreline preservation
  • Variety of jobs
From SANDAG Agenda May 10, 2013

• Some San Diego Forward Objectives
  • Housing choices
  • Habitat and open space preservation
  • Clean air
  • Energy reliability
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  • Adaptation
  • Shoreline preservation
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  • Support Climate Stabilization (???)
  • Adaptation
  • Shoreline preservation
  • Variety of jobs
From SANDAG Agenda May 10, 2013

• Some San Diego Forward Objectives
  • Housing choices
  • Habitat and open space preservation
  • Clean air
  • Energy reliability
  • Achieve S-3-05 (Help avoid extinction)
  • Adaptation
  • Shoreline preservation
  • Variety of jobs

Hypothetical List of Objectives

Maiden Voyage of the Titanic

• Clean sheets
• Not hitting an iceberg and sinking
• Nutritious meals
• Good entertainment
Hypothetical List of Objectives
*Maiden Voyage of the Titanic*

- Clean sheets
- Not hitting an iceberg and sinking
- Nutritious meals
- Good entertainment

More Appropriate List of Objectives
*Maiden Voyage of the Titanic*

- Clean sheets
- Nutritious meals
- Good entertainment

**Operational System Requirement**
Not hitting an iceberg and sinking
From SANDAG Agenda May 10, 2013

- Appropriate San Diego Forward Objectives
  - Housing choices
  - Habitat and open space preservation
  - Clean air
  - Energy reliability
  - Adaptation

**Transportation and Land-Use System Requirement**
Achieve S-3-05
*Help avoid human extinction.*

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
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
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  - 80% below 1990 levels by 2050
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* AB 32 law mandate. Prop 23 would have suspended this.
Governor’s Executive Order S-3-05

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?

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  - 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."