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BOARD OF DIRECTORS AGENDA

**Friday, June 12, 2015
10 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego**

Beginning in February, the parking garage elevators at Wells Fargo Plaza will undergo a six-month mechanical modernization. During this period, only one garage elevator will be in service. Please allow yourself extra time to make your way up from the garage to the SANDAG offices and Board Room. For those requiring special assistance, please call the SANDAG front desk in advance of any meetings at (619) 699-1900.

AGENDA HIGHLIGHTS

- **OVERVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY**
- **PUBLIC HEARING: DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY**

A court reporter will be available at the public hearing to record the public testimony: Mazon and Associates, 2631 Imperial Avenue, San Diego, CA 92102, (619) 884-6828

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YOU CAN LISTEN TO THE BOARD OF DIRECTORS MEETING BY VISITING OUR WEBSITE AT SANDAG.ORG

MESSAGE FROM THE CLERK

In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) \$100, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws and the compensation rate for the RTC is set pursuant to state law.

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.



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.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email 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 Board no later than 12 noon, two working days prior to the meeting.**

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to webmaster@sandag.org.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

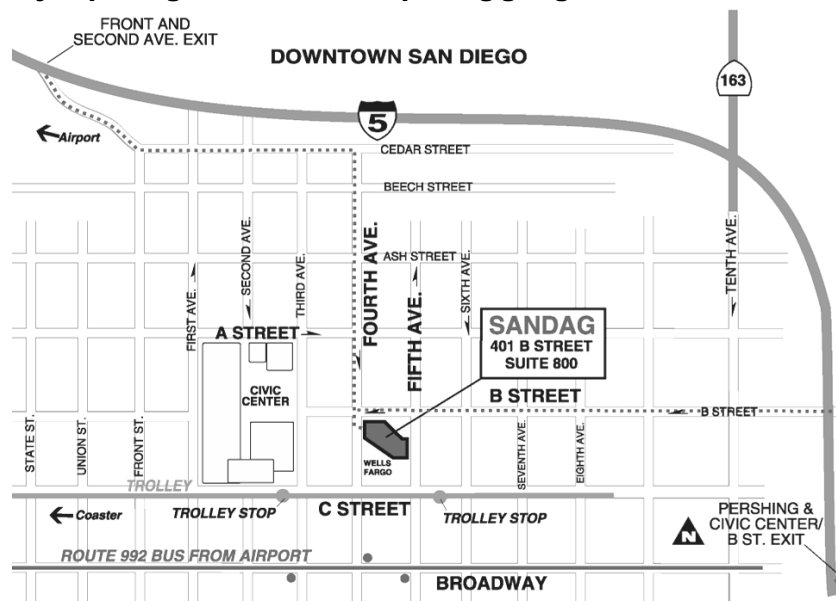
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如有需要, 我们可以把SANDAG议程材料翻译成其他语言.

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

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BOARD OF DIRECTORS

Friday, June 12, 2015

ITEM NO.

RECOMMENDATION

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. OVERVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Rob Rundle, Andrew Martin)

INFORMATION

On May 21, 2015, SANDAG released the Draft Environmental Impact Report (EIR) for San Diego Forward: The Regional Plan and its Sustainable Communities Strategy for a 55-day public review and comment period. Staff will provide the Board of Directors with an overview of the Draft EIR.

+3. PUBLIC HEARING: DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Philip Trom)

DISCUSSION

The Board of Directors is asked to accept public testimony on the Draft San Diego Forward: The Regional Plan (Draft Regional Plan) and its Sustainable Communities Strategy (SCS). The public comment period for the Draft Regional Plan, its SCS, and the Draft Environmental Impact Report will close on July 15, 2015.

4. 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.

5. UPCOMING MEETINGS

INFORMATION

The next Board Business meeting is scheduled for Friday, June 26, 2015, at 9 a.m.

6. ADJOURNMENT

+ next to an agenda item indicates an attachment



**BOARD OF DIRECTORS
JUNE 12, 2015**

ACTION REQUESTED – INFORMATION

**OVERVIEW OF THE
DRAFT ENVIRONMENTAL IMPACT REPORT FOR
SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS
SUSTAINABLE COMMUNITIES STRATEGY**

File Number 3102000

Introduction

On May 21, 2015, SANDAG released the Draft Environmental Impact Report (EIR) for the Draft San Diego Forward: The Regional Plan (Regional Plan) (and its Sustainable Communities Strategy [SCS]) for a 55-day public review and comment period. Prepared in accordance with the California Environmental Quality Act (CEQA), the Draft EIR is designed to inform the Board of Directors and the public about the significant environmental impacts of the Regional Plan and its SCS, and to identify mitigation measures and alternatives to avoid or reduce those significant impacts. This report provides an overview of the Draft EIR and its contents, with emphasis on the analysis of certain environmental issues: air quality, greenhouse gas (GHG) emissions, transportation, mitigation, and alternatives. It also summarizes the process that will be used to present the Final EIR to the Board of Directors for its consideration prior to making a decision on the adoption of the Regional Plan in fall 2015.

Discussion

Contents of the Draft EIR

The Draft EIR is a program-level document that analyzes the impacts of the entire Regional Plan – both its planned investments in transportation network improvements and programs, as well as the San Diego region’s forecasted growth and land use pattern. These characteristics of the Regional Plan are described in the Project Description chapter of the Draft EIR. The impact analysis uses the best available information to project future environmental conditions under Regional Plan implementation out to the year 2050, and then compares them to existing environmental conditions in the year 2012, the starting point for preparation of the Regional Plan and this EIR.

In addition to the year 2050, the impact analysis looks at the years 2020 and 2035 in order to identify the incremental impacts to the environment that would occur as the Regional Plan is implemented over the next 35 years. Given the uncertainty and limitations inherent in predicting the environmental impacts of varied transportation capital projects, operational improvements, and programs, as well as land use changes resulting from the region’s forecasted growth across a long-term period for the entire region, the projections of future environmental conditions are

indications of relative changes that would be caused by the Regional Plan, based on the best information and tools that are available today; they are not precise predictions.

The impact analysis identifies significance criteria used to determine when the future change in the environment caused by the Regional Plan constitutes a “significant” impact. Where the analysis shows that the Regional Plan would cause significant impacts, the Draft EIR identifies mitigation measures that, if adopted, would avoid or substantially lessen the significant impact. In addition, a separate Draft EIR chapter identifies and evaluates alternative transportation and land use assumptions that would avoid or substantially lessen the significant impacts of implementing the Regional Plan, while still meeting the Regional Plan’s basic objectives.

The Draft EIR impact analysis addresses the impacts of the Regional Plan’s regional growth and land use change, and transportation network improvements and programs for 2020, 2035, and 2050 for the following 16 distinct resource areas:

- Aesthetics and Visual Resources
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Paleontological Resources
- Energy
- Geology, Soils, and Mineral Resources
- GHG Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise and Vibration
- Population and Housing
- Public Services and Utilities
- Transportation
- Water Supply

In addition to the impact analysis and alternatives analysis, the Draft EIR also addresses other topics required by CEQA, including cumulative impacts, growth inducement, and significant irreversible impacts.

While all aspects of the Draft EIR are important to understand the environmental impacts of implementing the Regional Plan, the following topics have been the subject of the majority of the discussion by the public: air quality, GHG emissions, transportation, mitigation, and alternatives.

Air Quality

The Draft EIR identifies five significance criteria to cover various issues related to air quality. Of particular note are significance criteria AQ-2 and AQ-4, which address the health impacts of exposure to particulate emissions and toxic air contaminant emissions, respectively. Both AQ-2 and AQ-4 account for emissions generated by the Regional Plan’s transportation network improvements and programs, and also where people within the land use patterns in the Regional Plan would be exposed to substantial pollutant concentrations. As described previously, both analyses use the best available tools and information, but given modeling limitations and the uncertainty of estimates, the results show relative exposure to pollution rather than precise predictions.

Health Impacts from Exposure to Particulate Emissions

In AQ-2, the Draft EIR identifies the areas along the San Diego region's freeways and highways where, under Regional Plan implementation, localized concentrations of particulate matter (called PM₁₀ and PM_{2.5}) would exceed air quality standards. The Draft EIR estimates the number of residents, housing units, and schools in these areas, and describes the health impacts associated with short-term and long-term exposure to PM₁₀ and PM_{2.5}, including aggravated asthma, chronic bronchitis, and decreased lung function. By 2050, the Draft EIR estimates that approximately 8,000 people, 2,500 housing units, and 5 schools would be located in areas in which PM₁₀ concentrations exceed the 24-hour California standard. These areas are located throughout the region, including along Interstate 15 in Fallbrook, State Route 125 in Otay Mesa, Interstate 805 in southeastern San Diego, Interstate 5 (I-5) near State Route 56, and State Route 78 near I-5.

Cancer Risk and Noncancer Health Impacts from Exposure to Toxic Air Contaminants

In AQ-4, the Draft EIR identifies locations where the Regional Plan is expected to expose people to substantial concentrations of toxic air contaminants (TACs), the resulting cancer risks, and noncancer health impacts. To conduct this analysis, SANDAG asked the following three questions, which are used in EIRs prepared by agencies throughout California:

1. Does the Regional Plan increase cancer risk by more than 10 chances in 1 million compared to the total risk in 2012?
2. Does the Regional Plan expose sensitive receptors¹ to total cancer risks above 100 in 1 million?
3. Does the Regional Plan increase noncancer health impacts as measured by a total hazard index above 1.0?

The cancer risk of a given area is a measure of any one person's likelihood of contracting cancer; it is not a measure of how many people will contract cancer. For example, for an area with an increase in cancer risk of 10 in 1 million, any one person's likelihood of contracting cancer would increase by 10 chances in 1 million (i.e., increased likelihood of contracting cancer would increase by 0.001 percent); for an area with a total cancer risk of 100 in 1 million, any one person's likelihood of contracting cancer is 100 in 1 million, or 0.01 percent. In estimating any one person's cancer risk, the analysis assumes, in accordance with State of California guidelines, that person would stay in the same place for 30 years, 7 days a week, 24 hours a day, 350 days a year. The analysis follows the most recent state guidance and utilizes conservative assumptions to calculate exposure to TACs. Accordingly, it is designed to provide a conservative estimate of cancer risk and likely overestimates actual impacts that would occur.

Similar to AQ-2, the Draft EIR estimates the number of residents, housing units, and schools in these areas. By 2050, the Draft EIR estimates that approximately 220,000 people, more than 74,000 housing units, and 93 schools would be exposed to increases in cancer risk that exceed 10 chances in 1 million; about 164,000 people, more than 58,000 housing units, and 86 schools are expected to be exposed to total cancer risks that exceed 100 chances in 1 million. By 2050, these

¹ Sensitive receptors include but are not limited to hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are thought to be more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants.

areas would be located throughout the region along significant portions of most major freeways and highways.

Greenhouse Gas Emissions

The Draft EIR identifies four significance criteria to address GHG emissions impacts, including GHG-2 and GHG-3, in which the analysis concludes the Regional Plan would not conflict with Assembly Bill 32 (Pavley, 2002) or Senate Bill 375 (Steinberg, 2008). Of particular note is significance criterion GHG-4, which examines whether the Regional Plan is inconsistent with the goals of two Executive Orders: one which calls for reduction of California's GHG emissions to 40 percent below 1990 levels by 2030, and the other for 80 percent reduction below 1990 levels by 2050 (EO-B-30-15 and EO S-3-05). While noting that there is no requirement that the San Diego region's emissions be reduced by the same percentages ("equal share") called for in the Executive Orders' statewide goals for all emission sectors, the analysis identifies 2035 and 2050 emissions reduction reference points for the region using the Executive Orders' statewide reduction goals. It concludes that while total regional emissions in 2035 and 2050 would be about 28 percent and 27 percent lower, respectively, than the 2012 emissions level, total GHG emissions would be higher than the region's "equal share" of statewide emissions reduction goals expressed in the Executive Orders. Therefore, the region's total GHG emissions levels are considered significant impacts in 2035 and 2050 under GHG-4.

Transportation

The Draft EIR identifies four significance criteria to address transportation issues. Of particular note is significance criterion T-1, which addresses changes in per capita and total Vehicle Miles Traveled (VMT). While noting that average daily VMT per capita decreases under the Regional Plan, from about 25.2 miles per day in 2012 to 23.4 miles per day in 2050, the analysis reports that total VMT would increase under the Regional Plan from about 79 million miles per year in 2012 to just over 95 million miles per year in 2050, an increase of about 20 percent, which is lower than the forecasted population increase of 29 percent by 2050. While population growth is the main cause of the total VMT increase and the amount of driving per person would decrease under the Plan, the analysis nevertheless concludes that the total VMT increases are considered a significant impact.

Mitigation Measures to Reduce Significant Impacts

For each issue area analyzed in the Draft EIR, a conclusion is made to indicate if the Regional Plan would have a significant impact on the environment. For those issue areas where a significant impact has been identified, mitigation measures or project alternatives are identified to reduce the significant impact. For the issue areas described above (Air Quality, GHG Emissions, and Transportation), many of the mitigation measures outlined in the Draft EIR would relate to all three impact areas due to their interconnected nature. Described in detail in the Draft EIR, some of the mitigation measures include:

- Modify grant criteria to award projects that reduce GHG emissions
- Adopt a Mobility Hub Strategy to reduce GHG emissions
- Fund electric vehicle charging infrastructure
- Adopt Plan for Alternative Transportation Fuels

- Assist local agencies with the preparation of climate action plans

In addition to the measures outlined above, the Draft EIR identifies measures that SANDAG will implement to reduce impacts associated with construction projects. Further, the Draft EIR identifies mitigation measures that local agencies can and should adopt during planning, design, and implementation of the projects they approve. SANDAG has identified these measures, because the Regional Plan addresses impacts of regional growth and transportation, which includes implementation of projects over which SANDAG will not have authority.

Alternatives

In Chapter 6.0, the Draft EIR examines alternative transportation and land use assumptions that would avoid or substantially lessen the significant impacts of implementing the Regional Plan, while still meeting the Regional Plan's basic objectives. In addition to the CEQA-required 'No Project' Alternative, the Draft EIR considers seven alternatives in detail (Attachment 1). The characteristics of the alternatives are in large part based on major transportation investments and policy options that members of the public and stakeholders suggested would lead to major reductions in VMT and related reductions in GHG emissions and air quality impacts, including but not limited to:

- Advancing public transit (capital and operations) and active transportation investments to 2025 (the first 10 years of the Regional Plan)
- Including investments from the unconstrained transit network (e.g., investments for which available funding was not identified in the Regional Plan)
- Delaying and eliminating general purpose highway and Managed Lane investments
- Converting existing general purpose lanes to Managed Lanes
- Providing more compact land use patterns
- Substantially lowering transit fares
- Substantially increasing the price of parking
- Substantially increasing the cost of driving

Alternative 5D is considered the environmentally superior alternative, and would achieve the greatest reductions in total VMT, GHG emissions, and air pollutant emissions, although total VMT would still increase by about 7.2 million miles per year, or 9 percent, by 2050, compared to an increase of about 15.7 million miles per year, or 20 percent, under the Regional Plan. To be implemented, however, Alternative 5D would require a major state road pricing policy change, and major changes in land use policies, parking policies, and transit funding. The results indicate that total reductions in VMT below the 2012 level are not feasible in light of the forecasted increase of nearly one million more people in the region by 2050.

Process to Complete the Final EIR

The public review period for the Draft EIR ends on July 15, 2015. At that time, SANDAG will prepare written responses to all comments received regarding the adequacy of the Draft EIR. SANDAG will make any appropriate modifications to the Draft EIR, and along with the public comments and responses, will present the information to the Board of Directors for its consideration prior to making a decision on the adoption of The Regional Plan.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Summary of Action Alternatives Considered in the EIR

Key Staff Contacts: Rob Rundle, (619) 699-6949, rob.rundle@sandag.org
Andrew Martin, (619) 595-5375, andrew.martin@sandag.org

**Summary of Action Alternatives Considered in the Draft EIR for the
Regional Plan and Sustainable Communities Strategy (SCS)**

Alternative	Assumptions ¹				
	A. Transit ²	B. Active ³	C. Managed Lanes ⁴	D. Highway ⁵	E. Land Use
2	All revenue constrained by 2025	All projects by 2025	If support <i>Rapid</i> , same as column A. If not, same as column D.	No change	SCS Land Use
3	All revenue constrained by 2025	All projects by 2025	If support <i>Rapid</i> , same as column A. If not, same as column D.	Delay all to 2050	SCS Land Use
4	All revenue constrained and unconstrained by 2025	All projects by 2025	If support <i>Rapid</i> , same as column A. If not, same as column D. Reduce scope of MLs: Eliminate proposed increases to 4ML where 2ML already exist, reduce proposed increases to 4ML to 2ML	Eliminate	Smart Growth Area Intensification
5A	All revenue constrained and unconstrained by 2025	All projects by 2025	Eliminate. Convert existing general purpose lanes to MLs to operate proposed <i>Rapid</i> routes.	Eliminate	SCS Land Use
5B	Same as Alternative 5A				Dense Cores
5C	Same as Alternative 5A + New Transit and Parking Policies				Dense Cores
5D	Same as Alternative 5A + New Transit and Parking Policies + Increased Auto Operating Cost				Dense Cores

¹ Each action alternative makes the following assumptions: Advance Urban Core bus route 10-minute all-day frequency improvements to 2025 (2035 under proposed Regional Plan). New toll lanes remain the same as the proposed Regional Plan. Removal of tolls on State Route 125 remains the same as the proposed Regional Plan.

² Transit = COASTER, SPRINTER, Trolley, *Rapid*, Streetcar, San Marcos Shuttle, Airport Express, Intermodal, and Other (vehicles, system rehabilitation, regulatory compliance, park-and-ride).

³ Active = Regional Bike Network Project List.

⁴ Managed Lanes (ML) = managed lanes and managed lane connectors.

⁵ Highway = general purpose lanes, operational improvements, freeway connectors.



**BOARD OF DIRECTORS
JUNE 12, 2015**

ACTION REQUESTED - DISCUSSION

**PUBLIC HEARING: DRAFT SAN DIEGO FORWARD:
THE REGIONAL PLAN AND ITS
SUSTAINABLE COMMUNITIES STRATEGY**

File Number 3102000

Introduction

The Draft San Diego Forward: The Regional Plan (Regional Plan) combines the big-picture vision for how our region will grow over the next 35 years, with an implementation program to help make that vision a reality. On April 24, 2015, the Board of Directors accepted the Draft Regional Plan, including its Sustainable Communities Strategy (SCS), and Draft Air Quality Conformity Determination (AQCD) for distribution for public review and comment. The Draft Environmental Impact Report (EIR) was released for public review and comment on May 21, 2015. The close of the public comment period for the Draft Regional Plan and Draft EIR is July 15, 2015.

Two public hearings in June will provide additional opportunity for public comment on the Draft Regional Plan, its SCS, and Draft AQCD. They include today's public hearing at SANDAG and one on June 18, 2015, at 11:30 a.m. in the North County Transit District (NCTD) Board Room. Attachment 1 provides the dates, times, and locations of the public hearings.

Discussion

Draft San Diego Forward: The Regional Plan

The Draft Regional Plan and its SCS outline nearly \$204 billion in transportation investments, paid for by local, state, and federal tax dollars. The investment strategy focuses heavily on expanding public transit and active transportation (biking and walking), while also reconfiguring existing highways to promote carpooling, public transit, and other alternatives to driving alone.

All transportation improvements outlined in the Draft Regional Plan are designed to serve new patterns of land use – a future with increasingly compact communities that demand a mix of easy-to-use and efficient public transit, more opportunities to walk and bike, and more efficient roadways.

Meeting these demands will support healthier communities, while protecting the environment and preserving more open space. Air quality has improved significantly over the past four decades, and the transportation investments detailed in the Regional Plan, coupled with improvements in fuel and vehicle technologies, will continue to help improve air quality throughout the San Diego region while lowering greenhouse gas emissions.

Public Outreach and Involvement

To obtain public input on the development of the Draft Regional Plan and its SCS, a broad range of media and communication avenues are being utilized to provide information, solicit participation and input, and allow for ongoing feedback and updates. In May, SANDAG hosted a series of seven public meetings throughout the San Diego region to obtain public input. Spanish translation was available at all of the workshops, and one workshop was conducted entirely in Spanish. Three workshops also were streamed live over the internet, allowing for remote access. The workshops schedule was as follows:

May 2015 Public Meetings on the Draft Regional Plan and its SCS

Date	Location	Venue	Time
Tuesday, May 12th	North County Inland	Escondido City Hall	6 to 8:30 p.m.
Wednesday, May 13th	East County	La Mesa Community Center	6 to 8:30 p.m.
Thursday, May 14th	Central	Caltrans District 11 Headquarters	1 to 3:30 p.m.
Wednesday, May 20th	North County Coastal	Oceanside City Hall	6 to 8:30 p.m.
Thursday, May 21st	South County	Casa Familiar	6 to 8:30 p.m.
Wednesday, May 27th	Mid-City/Southeast	Jacobs Center	6 to 8:30 p.m.
Thursday, May 28th	Central	University Town Center Forum Hall	6 to 8:30 p.m.

Simultaneous to SANDAG staff efforts, Community Based Organizations working with SANDAG to engage disadvantaged populations (lower-income, senior, and minority communities) are conducting outreach throughout the region.

Next Steps

At the June public hearings, comments may be provided in person and directly to the Board of Directors or its public meeting officer. Until July 15, 2015, the public also can make comments using the following methods:

- Online at SDForward.com
- Telephone at (619) 699-1934, toll free (877) 277-5736, and TTY (619) 699-1904
- Fax to (619) 699-1905
- Mail to:

Attn: Regional Plan
401 B Street, Suite 800
San Diego, CA 92101

- In person at the SANDAG offices at the address above
- Email to sdforward@sandag.org

The anticipated major milestones for the Draft Regional Plan, its SCS, and Draft EIR include the following:

- June 18, 2015, 11:30 a.m.: Public hearing overseen by a SANDAG public hearing officer at the NCTD, Board Room, 810 Mission Avenue, Oceanside, CA 92054
- July 15, 2015: Close of public comment period for the Draft Regional Plan and its SCS
- Fall 2015: Board of Directors certifies Final EIR, approves air quality conformity finding, and adopts Final Regional Plan and its SCS

Note: The Draft Regional Plan, SCS, and Appendices may be obtained from the SANDAG website at www.sandag.org or from the San Diego Forward: The Regional Plan website at www.sdfoward.com. CDs of the entire document are available free of charge by contacting the SANDAG Public Information Office at (619) 699-1950. Copies of the Draft Regional Plan and Appendices A through C in printed format may be purchased for the cost of reproduction.

GARY L. GALLEGOS
Executive Director

Attachment 1: San Diego Forward: The Regional Plan Public Hearings Flyer

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org

Provide Your Opinion on the Plan for our Region's Future



San Diego Forward: The Regional Plan – Public Hearings

For almost three years now, you — community members, stakeholders, and local agencies — have helped the San Diego Association of Governments (SANDAG) develop San Diego Forward: The Regional Plan.

Your input helped shape the Draft Regional Plan's vision, goals, and policy objectives as well as the transportation investments that will serve the region for many years to come.

The Draft Regional Plan proposes a strategy for a more sustainable future which includes investing in transportation projects that will provide people more travel choices, protecting the environment, creating healthy communities, and stimulating the economy.

The SANDAG Board released the Draft Regional Plan on April 24, 2015. A series of workshops were held in May that provided the public a chance to learn about the Draft Regional Plan and provide comments on the record. Additionally, SANDAG has scheduled two public hearings in June to give everyone a chance to make comments directly to the Board and SANDAG staff. The first hearing will occur during a SANDAG Board meeting and the second hearing will occur in front of a SANDAG hearing officer in the North County Transit District board room.



SANDAG is offering two additional chances for the public to provide oral and written comment on the Draft Regional Plan, in addition to its Sustainable Communities Strategy, the Draft Environmental Impact Report, and the Draft Air Quality Conformity Analysis.

Public Hearing Dates

Central

June 12, 10 a.m.

SANDAG Board meeting
401 B Street, Suite 800
San Diego, CA 92101
Hearing conducted by SANDAG Board

North County

June 18, 11:30 a.m.

North County Transit District Board Room
810 Mission Avenue
Oceanside, CA 92054
Hearing conducted by SANDAG public meeting officer

If you require translation assistance or a disability accommodation assistance in order to participate, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. TTY: (619) 699-1904

All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information.

Submit Your Comments

Comments on the Draft Regional Plan also may be submitted through the following outlets:

- Via SDForward.com
- Directly through email at SDForward@sandag.org
- Via telephone at (619) 699-1934, toll free (877) 277-5736, and TTY (619) 699-1904
- Via fax at (619) 699-1905
- Through the mail to Attention: Regional Plan. SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101
- In person by dropping off written comments to SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101

View and comment on the Draft Regional Plan at SDForward.com

Brinde su opinión sobre el plan para el futuro de nuestra región



San Diego Forward: El Plan Regional – Audiencia Pública

Durante casi tres años, usted — miembros de la comunidad, partes interesadas y agencias locales — ayudó a la Asociación de Gobiernos de San Diego (SANDAG) a desarrollar San Diego Forward: El Plan Regional

Sus comentarios ayudaron a darle forma a la visión, las metas y los objetivos de las políticas del Borrador del Plan Regional, así como a las inversiones en transporte que ayudarán a la región por muchos años venideros.

El Borrador del Plan Regional propone una estrategia para un futuro más sustentable, que incluye inversiones en proyectos de transporte que le brindarán a la gente más opciones de viaje y, al mismo tiempo, protegerán el medio ambiente, crearán comunidades saludables y estimularán la economía.

La Mesa Directiva de SANDAG publicó el Borrador del Plan Regional el 24 de abril de 2015. Una serie de talleres se llevaron a cabo en mayo que dieron al público la oportunidad de saber más sobre el Borrador del Plan Regional y brindar comentarios.

Adicionalmente, SANDAG ha programado dos audiencias públicas en junio para dar a todos la oportunidad de brindar opiniones directamente a la Mesa Directiva y al personal de SANDAG. La primera audiencia se llevará a cabo durante una junta de la Mesa Directiva de SANDAG y la segunda audiencia se llevará a cabo frente a un oficial de audiencia de SANDAG en la sala de juntas en North County Transit District.



SANDAG está ofreciendo dos oportunidades adicionales al público para que brinde comentarios orales y escritos sobre el Borrador del Plan Regional, aunado a su Estrategia de Comunidades Sustentables, el Borrador del Reporte de Impacto Ambiental, y el Análisis de Conformidad de Calidad del Aire.

Fechas de Audiencias Públicas

Central

12 de junio, 10 a.m.

SANDAG Board meeting
401 B Street, Suite 800
San Diego, CA 92101
Audiencia dirigida por la Mesa Directiva de SANDAG

North County

18 de junio, 11:30 a.m.

North County Transit District Board Room
810 Mission Avenue
Oceanside, CA 92054
Audiencia dirigida por oficial de audiencia pública de SANDAG

Si usted necesita servicios de traducción o servicios especiales para discapacitados con el fin de participar, por favor contacte a SANDAG al (619) 699-1900 con al menos 72 horas de anticipación. TTY: (619) 699-1904

Todas las ubicaciones son accesibles vía transporte público. Llame al 511 o visite 511sd.com/transit para información de rutas.

Envíe Sus Comentarios

Comentarios sobre el Borrador del Plan Regional también pueden ser enviados a través de los siguientes medios:

- A través de SDForward.com
- Directamente a través del correo electrónico a SDForward@sandag.org
- Llamada telefónica al (619) 699-1934, gratis al (877) 277-5736, y TTY (619) 699-1904
- Vía fax al (619) 699-1905
- A través de correo dirigido a Attention: Regional Plan. Oficinas de SANDAG al 401 B Street, Suite 800, San Diego, CA 92101
- En persona al dejar comentarios escritos en las oficinas de SANDAG en 401 B Street, Suite 800, San Diego, CA 92101

Vea y comente sobre el Borrador del Plan Regional en SDForward.com