

TRANSPORTATION COMMITTEE

January 16, 2009

AGENDA ITEM NO.: **1A**

Action Requested: APPROVE

JOINT MEETING OF THE SANDAG BOARD OF DIRECTORS AND TRANSPORTATION AND REGIONAL PLANNING COMMITTEES

DECEMBER 5, 2008

Chair Mary Sessom (Lemon Grove) called the joint meeting of the SANDAG Board of Directors, Transportation Committee, and Regional Planning Committee to order at 10 a.m. The attendance sheet for the meeting is attached.

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Mike Bullock, retired Lockheed Martin Systems Engineer, commented that the Energy Policy Initiatives Center (EPIC) study is technically correct, but its policy assumptions are questionable. He said that the June *Scientific American* stated that global warming is expected within a few decades to increase the world's temperature by 14 degrees Fahrenheit. This will pose a risk of "a devastating collapse of human population, perhaps even to extinction." He said that reducing our driving by more than 10 percent will reduce our risks of this occurring. SANDAG is producing Smart Growth Design Guidelines that do not include the costs of unbundling car parking, which has shown to reduce driving by 25 percent. He asked that SANDAG staff be directed to adopt an approach to greenhouse gas reductions, including unbundled parking cost, as part of the Smart Growth Design Guidelines.

2. WORKSHOP ON LONG-RANGE REGIONAL PLANNING EFFORTS (INFORMATION)

Chair Sessom said that there will be a short period of time after the presentations for questions. She asked that those wishing to ask questions should write them down. She introduced the first panelist, Scott Anders.

A. OVERVIEW OF EPIC GREENHOUSE GAS INVENTORY (Scott J. Anders)

Mr. Anders presented a brief overview of a greenhouse gas (GHG) inventory study recently conducted by EPIC. The purpose of the study was to estimate GHG emissions for San Diego County from 1990-2006, project emissions through 2020, calculate regional emissions reductions targets, and identify/calculate emissions reductions strategies to meet those targets. The study was funded in part by the San Diego Foundation, and SANDAG also contributed to this project. The scope of the project covered the San Diego region, including all economic sectors and the entire county population; however, we did not fully capture all data from the military.

Mr. Anders said that the method of the study followed that of the California Air Resources Board (CARB), which is based on the International Panel on Climate Change protocols. In some cases, we varied the method where we thought we would get better results. He showed the total GHG emissions for San Diego County. He noted that there were significant emissions from the wildfires in 2003 and 2007. Overall, emissions have gone up 18 percent. He showed a chart with a breakdown of emissions by sector. On-road transportation is the largest piece. Of the ten categories listed, the top two highest for emissions were light duty trucks and passenger cars. The message is that on-road transportation is the biggest contributor to GHG emissions.

Mr. Anders reviewed the GHG reduction policies in California, including AB 32 (Global Warming Solutions Act of 2006), which requires that we reduce our emissions to 1990 levels by 2020. Governor Schwarzenegger also signed Executive Order S-3-05 that includes a GHG reduction goal of 80 percent below 1990 levels by 2050. These targets were estimated and applied to San Diego County, and he displayed a graph showing the level of the 2020 and 2050 targets compared to GHG emissions under "business as usual."

Mr. Anders also listed a number of potential emission reduction strategies for San Diego County that could be implemented to meet the region's estimated AB 32 targets by 2020. This bundle of options included a 10 percent vehicle miles traveled (VMT) reduction as one measure that could help us get to the targets. The largest potential for GHG reduction comes from specific laws and policies. One example is the vehicle tailpipe emissions standards. We are now waiting for a waiver from the Environmental Protection Agency (EPA) to go forward with this standard for cleaner cars. President-Elect Barack Obama may sign such a waiver within his first 100 days in office. Another large potential reduction measure is implementation of a renewable energy portfolio standard. Investor owned utilities in California are required to get 20 percent of their energy from alternative sources. The Governor pushed the current statutory target from 20 percent to 30 percent. With regard to on-road emissions, there are three levels you can push to reduce emissions: fuel consumption, fuel type, and VMT. Mr. Anders reviewed several actions that the state has initiated to address these issues.

Chair Sessom asked if there were any questions for Mr. Anders.

Mayor Art Madrid (La Mesa) respectfully disagreed with the term "anomaly" with regard to wildfires. One report talks about the potential for more frequent and extensive wildfires in the future, and that information should be considered. Mr. Anders acknowledged that was a good point. Those GHG emission spikes in 2003 and 2007 may not be anomalies.

Harry Mathis, Chair, Metropolitan Transit System (MTS), asked if the calculations for the emission strategies were per capita or overall. Mr. Anders said that the strategies result in absolute reductions.

MTS Chair Mathis said then that you have to clarify the magnitude in the terms of increased pollutants. MTS Chair Mathis thought it might be useful to relate that information on a per capita basis.

Mr. M. A. Mareck, representing TRIP, said that this is great information. He noticed at the outset that there was a disclaimer for the military, and wondered about that. Mr. Anders replied that under natural gas, there is a category called national defense. We did not capture emissions from military aviation nor from military maritime activities. He acknowledged there is a possibility that GHG emissions for certain categories could increase.

Mr. Bullock said that he was aware of an addendum to the RTP guidelines that discusses converting existing freeway lanes to congestion pricing. He suggested that the pricing of car parking is the most important way to reduce driving. Mr. Anders said that they did not get into specific details with this study about how to reduce VMT, but are working on a follow-on study.

Mr. Bullock questioned the selection of a particular percentage for emission reductions. Mr. Anders said there is nothing on this list that is new. An 80 percent reduction by 2050 is going to require some serious consideration of all sorts of policies.

Mr. Rafael Muilenburg, representing Sheppard Mullin, asked about the genesis of the 10 percent reduction of VMT. How was that percentage chosen? Mr. Anders replied that in each sector we looked at the AB 32 targets for San Diego County, and for every sector we asked what would it take to reduce the transportation sector to the 1990 level. This was not done within any specific kind of modeling. We are working with SANDAG to model some of these potential measures. We will look at the details in the next report.

Acting NCTD Chair Dave Roberts (North County Transportation District) asked how impacts from the City of San Diego's bond initiative on photovoltaics would affect the EPIC study. Mr. Anders said they were aware of that effort. He agreed that public financing under AB 8811 could dramatically increase the number of customers who would install photovoltaics. You also can implement other energy efficiency measures. Everything makes a difference. There is a California Solar Initiative where San Diego County is allotted a certain amount of funding over ten years. That will lead to 100,000 megawatts of distributed photovoltaics. We currently have 40 billion megawatts installed in the region. This is more than doubling that expectation in four years. The only way to meet that goal is if the California Solar Initiative works and the price decreases so much that you don't need financial incentives to encourage people to implement photovoltaics.

B. OVERVIEW OF SENATE BILL 375 AND RELATED LONG-RANGE REGIONAL PLANNING (SANDAG Staff)

Rob Rundle, Principal Planner, provided background information, including a summary of Executive Order S-3-05, the California Global Warming Solutions Act of 2006 (AB 32), the proposed AB 32 Scoping Plan, the California Energy Commission Agreement, the Attorney General comments on the SANDAG RTP, and SB 375 (Steinberg, 2008). He said that SANDAG and local agencies have a significant role to play in implementing SB 375. He reviewed the major provisions of this bill including the Regional Growth Forecast, the RTP Update, the Regional Housing Needs

Assessment (RHNA), and climate change planning. He reviewed five key provisions in SB 375. It creates regional targets for GHG emissions, requires regional planning agencies to create a Sustainable Communities Strategy (SCS), it connects regional housing allocation planning with the RTP, requires regional transportation planning funding decisions to be consistent with the RTP, and streamlines and creates new California Environmental Quality Act (CEQA) exemptions for certain projects.

He also discussed the regional GHG targets for transportation and land use. CARB is required to set up a regional targets advisory committee by January 31, 2009, regional targets are to be based on the total GHG attributable to cars and light duty trucks, Metropolitan Planning Organizations (MPOs) may recommend their own regional GHG targets, and CARB will revise targets at least every eight years.

SB 375 creates a new element for the RTP, a Sustainable Communities Strategy. This new land use element will be based on current planning assumptions. There will be close coordination between land use and transportation elements. This coordination can help result in significant GHG reduction. The SCS must show how the GHG targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies that are determined to be feasible. Additionally, the SCS must address the protection of sensitive resource areas, including those protected under Habitat Conservation Plans (HCPs), provide consideration for rural sustainability to preserve farmland and resource lands, and direct growth to cities. Mr. Rundle noted that General Plans are not required to conform to the SCS. If a SCS does not meet the regional target, an Alternative Planning Strategy (APS) must be developed.

Mr. Rundle stated that another issue is alignment with RHNA. SB 375 changes the housing element law by aligning regional housing planning with regional transportation planning. All transportation and housing planning processes are put on the same 8-year cycle. RHNA allocations must be consistent with the SCS and the RTP. If a local jurisdiction must rezone property as a result of the housing element, it must do so within three years.

Mr. Rundle then briefly reviewed the housing element law. The state's responsibility is to determine the regional housing need and review housing elements. The regional responsibility consists of consulting with the state's Housing and Community Development department on the regional housing need. Housing need would then be allocated by jurisdiction and income category. The local responsibility includes assisting SANDAG with the RHNA allocations, updating housing elements, and rezoning land, if necessary.

Mr. Rundle stated that the SCS is one element of the RTP and all elements must be internally consistent. RTP projects and funding decisions must be consistent with the SCS. To qualify for CEQA streamlining, projects must be consistent with an SCS (or APS) that meets GHG reduction targets. There are two types of CEQA exemptions: qualifying residential or mixed-use projects, and qualifying transit priority projects.

Councilmember Jerry Kern (Oceanside) said that the City of San Diego shares an air basin with Tijuana. How is that going to affect hitting these targets? Mr. Rundle answered that our emission inventory is based on what we can measure within our

region. While the air basin includes south of the border, actual GHG emissions are what are generated here.

Mr. Anders said it makes sense to think about the bi-national region in terms of climate change planning, but in terms of actual emissions, the location doesn't really matter. What matters is that emissions go into the atmosphere.

Councilmember Teresa Barth (Encinitas) asked who enforces the APS, and would a city lose control to a regional group like SANDAG. Mr. Rundle replied that the APS has to be prepared but it doesn't have to be adopted. The SCS is part of the RTP and is based on planning assumptions from adopted General Plans. The General Plans don't go to 2050, but the RTP may, so we will have to coordinate that with your local jurisdictions. We will have to meet the GHG reduction target either in an SCS or an APS.

Councilmember Barth clarified that an SCS does not have overriding authority. Mr. Rundle replied affirmatively.

Councilmember Maggie Houlihan (Encinitas) stated that the SCS does not address the projection of Habitat Conservation Plans (HCPs). While we may have habitat areas identified, we have many habitat areas that are not purchased, monitored, or managed. What does that mean when we are not protecting all the land in those habitat areas? Mr. Rundle responded that we are ahead of the curve on that. We have identified the sensitive areas, and while they are not all purchased they are in the plan. It is assumed in our Regional Comprehensive Plan (RCP) and RTP that those preserve areas will be preserved.

Mr. Chris Cate, San Diego County Taxpayers Association, asked about the consistency between the RTP and SB 375. Because there is a funding gap in the RTP, will SANDAG consider these changes? Mr. Rundle stated that there is a provision in the bill that relates to projects within the RTP that are covered in *TransNet*. We assume we will build the projects in *TransNet*. Other projects are dependent upon Board approval. We don't yet know what our target is at the state level. We know we may need to make some difficult decisions in order meet long-term GHG reduction targets.

Gary Gallegos, Executive Director, said the key to understanding is that there are three different financial strategies to the RTP: the Revenue Constrained, Reasonably Expected Revenue, and Unconstrained Revenue scenarios. We will have to build under the Revenue Constrained scenario, according to federal law, but the Board's goal is to get to the Reasonably Expected Revenue scenario.

Chair Sessom asked if there were other questions.

Mr. Bullock asked if there is a list of transportation demand management measures for reducing GHG emissions. Mr. Rundle said that information would be provided later on in the presentation.

Regional Growth Forecast, Series 12

Ed Schafer, SANDAG Forecast Project Manager, stated that SANDAG produces forecasts for the RCP, RTP, RHNA, and other local uses. He provided some history of the growth forecast, which showed how closely our forecasts have mirrored actual population growth. Currently, we are working on Series 12 of the forecast. Jurisdictions use the SANDAG growth forecast for planning and infrastructure needs. Overall error in this forecast is within a half percent per year. The reason we are so accurate is that we are constantly updating and revising our models. We form an advisory committee for each update using both state and local experts. We bring those experts in and have them review our methods, models, and outcomes. That really goes a long way toward ensuring that our forecasts remain accurate. For the next RTP update, we expect this forecast will go out to 2050 and will present some challenges to the agency and the region. The biggest challenge will be housing capacity. Our forecast will go beyond the horizon of our adopted local general plans. Our current plans accommodate population increase to approximately 2030 or 2035. We will need to come up with a strategy to accommodate growth past that time. We will need a lot of close cooperation between SANDAG and the jurisdictions in order to do that. We have to provide enough housing capacity in the SCS.

Carolyn Chase, representing Move San Diego, asked how the public can get a copy of the forecast model documentation. She also asked what version of the Downtown San Diego plan will be included—the newly adopted one or the old one? Mr. Schafer replied that we will use the most recent update. (Note: Subsequent to the meeting, staff assisted Ms. Chase with obtaining a copy of the forecast document.)

Next Regional Transportation Plan Update

Elisa Arias, Principal Planner, provided an overview of the 2030 RTP Update including the seven policy goals of livability, mobility, efficiency, sustainability, equity, accessibility, and reliability. There are four components including the land use-transportation connection, demand management, systems management, and systems development. She provided details related to each component. The adopted 2030 RTP includes the Reasonably Expected scenario with revenues anticipated at \$57 billion. The Revenue Constrained (federal requirement) is \$41 billion. The Unconstrained Revenue scenario needs a total of \$88 billion. For the 2050 RTP, SANDAG will be working on a number of key areas: the RTP Environmental Impact Report (EIR) settlement agreement including the Urban Core Transit Plan, and new emerging issues such as SB 375 implementation, and airport multimodal planning.

Regional Energy/Climate Planning

Mr. Rundle reported on various activities SANDAG has been involved in: development of a Regional Climate Action Plan; an update to the Regional Energy Strategy; a Sustainable Region Program; and a Regional Assessment of Alternative Fuels, Vehicles, and Infrastructure. He reiterated the GHG inventory for San Diego County.

Mr. Rundle stated that the AB 32 Scoping Plan calls for 5 million metric tons of CO₂ reductions statewide from passenger vehicles and light duty trucks by 2020. The Scoping Plan defers to SB 375 for setting regional targets for 2020 and 2035 horizon years. The Regional Climate Action Plan is a long-range policy plan that established GHG baselines and projections. We started this process before SB 375. This plan identifies measures to reduce GHG emissions in transportation and land use, and focuses on measures that regional and local governments can influence. He reviewed plan elements including the EPIC study GHG inventory (1990 to current), business as usual forecasts to 2030, GHG test targets (based on AB 32 estimates), GHG reduction scenarios, and policy development. He reviewed 2030 projected transportation emissions, and regional GHG reductions for transportation.

The land use and transit assumptions that were tested included build-out of the Smart Growth Concept Map, new circulator bus service in central San Diego, and shorter headways for the COASTER, light rail, bus rapid transit, and regional buses. The Transportation Demand Management (TDM) assumptions included telecommuting, pay-as-you-drive insurance, a regional carbon fee, and parking pricing.

Mr. Rundle also recapped ongoing development consisting of existing analysis conducted for 2006 and 2030, with 2020 milestones to be added in the next work on the Regional Climate Action Plan; expansion of applicable regional and local GHG reduction measures; Smart Growth enhancements to the Transportation Model; and additions and refinements to TDM measures modeled. It is expected that a draft plan would be released in May 2009.

He reviewed the integrated regional planning work plan and schedule for the next RTP update. Next steps related to SB 375 are to request a SANDAG representative on the Regional Targets Advisory Committee, work with CARB on the San Diego regional targets, and align the RTP and RHNA cycles.

Chair Sessom opened the floor for questions.

Councilmember Houlihan asked Mr. Rundle to define "shorter headways." He answered that if a service is currently operating every 15 minutes, a shorter headway would be every 7.5 minutes.

Councilmember Lesa Heebner (Solana Beach) stated that she expects that SANDAG will have to do an APS. She asked if the SCS that SANDAG will conduct will include the TDM measures or will those measures be in the APS. Mr. Rundle said that we are optimistic that our SCS will meet the regional GHG targets, but we don't yet know what that target is. We hope to implement strategies will get us in the right direction. We also want to look at other scenarios that might provide further GHG reductions over the long-term.

Councilmember Heebner asked if a jurisdiction doesn't have a proposed development, how can we offer CEQA streamlining to something that hasn't been proposed yet. Mr. Rundle said there are two levels of CEQA streamlining in the bill. If we, in the RTP EIR, adequately analyze the GHG reductions for the region and a development is developed consistent with what is assumed in that environmental

document and the RTP modeling, we've already done that analysis for GHG emissions. There would be no benefit from doing another analysis for that local project.

Councilmember Heebner asked how could the commercial portions of that proposed development be considered, as those are typically the biggest traffic generators. Mr. Rundle replied that our land use assumptions are for all land uses. We assume trip generation based on different land use types that are encompassed in the General Plan.

Councilmember Heebner mentioned that one portion of the CEQA streamlining is to prevent lawsuits. This is taken care of in the RTP EIR. Mr. Rundle said that we base the assumptions on the jurisdiction's land use types and densities in the General Plan. We know a development will generate approximately "X" number of trips based on the densities in the General Plan. and we assume that for both commercial and individual development. For every specific site, there may be some trip generation we hadn't anticipated. SB 375 enables regions to identify regional mitigation for GHG emissions that then can be applied to local projects. There are other options that may be a better solution regionwide. We don't know exactly how everything will work out. The point of SB 375 is that we have to do things differently.

Councilmember Heebner said she looks forward to working with SANDAG on this. Mr. Rundle said that we typically review the need for regional impact mitigation through our intergovernmental review process, identifying what fair share contributions would be required for regional facilities. Each city would look at what would be fair for a particular project.

Marilyn Dailey (San Diego County Water Authority) asked for clarification regarding pay as you drive insurance. Is this the same as miles per year driven? Mr. Rundle replied that we looked at how many miles were driven in a year and what insurance companies were paid. The assumption is that if you paid a per-mile fee you would drive less.

Councilmember Barth asked how water fits in with all of the modeling. Mr. Rundle said that our growth projections are incorporated into the San Diego County Water Authority's water planning efforts.

Councilmember Barth stated that she believed what we need is a baseline of how much water we will receive in the future and then plan for growth around that amount. We are modeling our water backwards. Water uses energy to move it around. Water has to be the driving force of growth.

Bob Leiter, Director of Land Use and Transportation Planning, said that the County Water Authority is currently updating its urban water management plan, including demand management strategies. SANDAG has been working closely with the Water Authority on those planning approaches. In the next RTP update and the SCS, not only will the projected water supply be included, but the relationship between growth and water demand would be addressed in the EIR. Your point is well taken and we are moving in that direction.

Second Vice Chair Jerome Stocks (Encinitas) asked if congestion relief is factored in, since more fuel is used during congestion. Ms. Arias replied that we do address congestion in our travel demand model. All of the different transportation improvements are factored within our model.

Councilmember Jerry Jones (Lemon Grove) asked about CEQA streamlining. Mr. Rundle stated that if a project exceeded certain thresholds in CEQA, it would be required to prepare an EIR, or Negative Declaration, or if it did not exceed the thresholds, a lesser intense document could be prepared. With GHG emissions, all projects are going to have a cumulative impact toward climate change. What SB 375 provides is the ability for certain projects to rely on the GHG analysis in the RTP EIR, rather than having to prepare a full EIR if GHG emission thresholds are exceeded. There also is a provision for certain, limited projects as being exempt from CEQA, but meeting the criteria for that exemption would be very difficult.

Councilmember Jones said it could mean the difference between a full EIR and an initial study (Negative Declaration). Mr. Rundle replied affirmatively.

Councilmember Houlihan asked about the streamlined CEQA process for density that has been recognized, identified, and conforms to habitat plans. A density bonus project would be kicked into a CEQA review. Mr. Rundle said he didn't know enough details of the density bonus laws to reply to that.

Councilmember Bob Emery (Poway) asked if the growth projections include "bumps" along the way, such as the current economic climate with transit cuts and lack of water. He asked if those kinds of things are included, since there are so many unknowns in the forecasting. Mr. Schafer said that the forecast numbers shown are very preliminary, and the estimates were before the current economic climate. Our model is focused on the long-term and looks at historical trends. When we estimate the trends we consider the ups and downs in the economy. We take all housing units developed over a period of time and figure out the overall long-term trend. It is called the "trend forecast." However, the forecast cannot foresee every and all bumps that may happen in the future.

Evelyn Shields, unofficially representing the building industry, noted an omission related to the building industry regarding green issues. She said that the building industry is doing a lot of work to reduce energy consumption. Mr. Rundle said that Mr. Anders' presentation mentioned other categories, and "building" is included in that. We focused on the transportation element for this presentation.

Ms. Chase said she didn't see the number of vehicle miles traveled in the San Diego Foundation study "Focus 2050" in the RTP presentation. She commented that the Smart Growth Concept Map is not smart enough. She asked if the Focus 2050 report has been distributed to Board/Committee members. Mr. Rundle replied that to his knowledge it had not, but it could be distributed.

Ms. Chase introduced the new Move San Diego Executive Director, Elyse Lowe. She said that they believe SB 375 and creation of a Sustainable Community Strategy component in the RTP are important and will greatly impact the reduction of GHG.

Bold action is needed to meet the climate change targets. We will need to provide a more effective and sustainable transportation network. She understands there is a goal of 10 percent reduction in VMT. She thought this percentage is too small, but that goal will require rethinking transit plans to have an impact on both reducing VMT and traffic. She urged the SANDAG Board to implement global best practices.

Mr. Josh Gelfand, President, School of Congestion Management, noted that San Diego was a leader in establishing a light rail system; however, since then we have fallen short. He asked how aggressive we are in addressing mass transit and the way it can be used. He didn't see where we are looking at establishing an electric vehicle infrastructure. He asked if we are addressing the issue of rising ocean waters. Mr. Rundle replied that as far as alternative-fueled vehicles, we are addressing it in a grant with the California Energy Commission, and we will be incorporating that in the next RTP update. For the transit component of the RTP, we will develop an Urban Core Transit Plan in the next several months to determine what type of transit system we could provide, what we can afford, and looking at a transit vision for the future.

Mr. Gelfand asked if SANDAG is still defining Managed Lanes as mass transit. Mr. Rundle answered that the strategy of bus rapid transit (BRT) and where it operates is part of the answer. But there is more to public transit than just Managed Lanes.

Supervisor Pam Slater-Price (County of San Diego) commented that Supervisor Ron Roberts said that all of this will change at the CARB meeting next week.

Mr. Rundle said that the draft Scoping Plan will be heard before CARB next week and it is likely there will be further refinements.

Mr. Bullock asked about a congestion pricing report by the California Transportation Commission (CTC) and why that information was not part of this discussion. Mr. Rundle responded that the purpose of our analysis was not to provide a policy recommendation. We looked at some TDM measures that could reduce emissions. Congestion pricing is one of many possible options to consider.

Mr. Leiter added that staff does have that CTC guidance document. We provided input into it and will be using it with the next RTP update.

Chair Sessom commented her thanks to Caltrans District 11 Director Pedro Orso-Delgado and Caltrans District 11 Planning Director Bill Figge for allowing us to use this facility and for providing support staff.

Mayor Cheryl Cox (Chula Vista) thanked Rob Rundle and SANDAG staff for the outreach they have done.

Councilmember Crawford asked when will we be bringing this back to the Board for further discussion. Chair Sessom responded that we will meet with staff and schedule that discussion for a future Board meeting.

Councilmember Crawford responded to the question posed by Councilmember Kern regarding our relationship with Tijuana. We do have great opportunities to work with our partners to the south, and we now have an advisory position on the IMPLAN Board of Directors.

Council President Pro Tem Jim Madaffer (City of San Diego) commended staff for putting this workshop together. As policymakers this is new and will fundamentally change the way we do business in the future. One of the things we will have to focus on for the next two years is a greater investment in transit. He implored the policymakers to ensure they incentivize transit-oriented development and reward those jurisdictions that implement that type of development. He also commented on how woefully under-funded transit is in the San Diego region. He pointed out that the City of Los Angeles has one full cent in sales tax dedicated for transit and just recently passed another half-cent for transit. That's a total of 1.5 cents of sales tax destined for transportation in the Los Angeles region. For comparison purposes, we have a half-cent divided three ways. Only one-sixth of a cent goes to public transportation in San Diego. As we come across new land use opportunities, transit has to be considered along the way. The region needs to be very serious about a Quality of Life measure. We have to get everyone to support that. Otherwise, we will not meet the GHG reduction standards.

3. UPCOMING MEETINGS

The next Board Business meeting is scheduled for Friday, December 19, 2008, at 9 a.m. The next Board Policy meeting of the SANDAG Board of Directors is scheduled for Friday, January 9, 2009, at 10 a.m.

4. ADJOURNMENT

Chair Sessom noted that the Regional Planning Committee will remain in this room and the Transportation Committee meeting will be held in the Wallace Room.

The meeting was adjourned at 12:01 p.m.

DGunn/M/DGU

**CONFIRMED ATTENDANCE
SANDAG BOARD OF DIRECTORS MEETING
DECEMBER 5, 2008**

JURISDICTION/ ORGANIZATION	NAME	ATTENDING
City of Carlsbad	Matt Hall (Member)	Yes
City of Chula Vista	Cheryl Cox (Member)	Yes
City of Coronado	Al Ovrom (1st Alternate)	Yes
City of Del Mar	Crystal Crawford (Member)	Yes
City of El Cajon	Mark Lewis (Member)	Yes
City of Encinitas	Jerome Stocks, 2nd Vice Chair (Member)	Yes
City of Escondido	Lori Holt Pfeiler, 1st Vice Chair (Member)	Yes
City of Imperial Beach	Jim Janney (Member)	Yes
City of La Mesa	Art Madrid (Member)	Yes
City of Lemon Grove	Mary Sessom, Chair (Member)	Yes
City of National City	Ron Morrison (Member)	Yes
City of Oceanside	Jerry Kern (1st Alternate)	Yes
City of Poway	Bob Emery (1st Alternate)	Yes
City of San Diego – A	Tony Young (1st Alt.)	Yes
City of San Diego - B	Jim Madaffer (Member B)	Yes
City of San Marcos	Rebecca Jones (2nd Alternate)	Yes
City of Santee	Jack Dale (Member)	Yes
City of Solana Beach	Lesa Heebner (Member)	Yes
City of Vista	Judy Ritter (Member)	Yes
County of San Diego - A	Pam Slater-Price (Alternate)	Yes
County of San Diego - B	Bill Horn (Alternate)	Yes
Caltrans	Pedro Orso-Delgado (Alternate)	Yes
MTS	Harry Mathis (Member)	Yes
NCTD	Dave Roberts (Primary Tent.)	Yes
Imperial County	Victor Carrillo (Member)	No
US Dept. of Defense	CAPT Steve Wirshing (Member)	No
SD Unified Port District	Laurie Black (Member)	No
SD County Water Authority	Marilyn Dailey (Member)	Yes
Baja California/Mexico	Remedios Gómez-Arnau (Member)	No
Southern California Tribal Chairmen's Association	Robert H. Smith (Member)	No

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
DECEMBER 5, 2008**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	City of Carlsbad	Matt Hall	Member	Yes
	City of Del Mar	Dave Druker	Alternate	No
North County Inland	City of Escondido	Lori Holt Pfeiler	Member	Yes
	City of Vista	Bob Campbell	Alternate	Yes
East County	City of Santee	Jack Dale (Vice Chair)	Member	Yes
	City of La Mesa	Art Madrid	Alternate	Yes
South County	City of Coronado	Phil Monroe	Member	No
	City of Chula Vista	Jerry Rindone	Alternate	Yes
City of San Diego	----	Jim Madaffer (Chair)	Member	Yes
	----	Toni Atkins	Alternate	No
	----	Ben Hueso	Alternate	No
County of San Diego	----	Ron Roberts	Member	Yes
	----	Greg Cox	Alternate	No
	----	Bill Horn	Alternate	Yes
Metropolitan Transit System	City of Poway	Bob Emery	Member	Yes
	MTS	Harry Mathis	Alternate	Yes
North County Transit District		Dave Roberts	Member	Yes
		Jerome Stocks	Alternate	Yes
		Chris Orlando	Alternate	No
San Diego County Regional Airport Authority		Charlene Zettel	Member	Yes
		Jim Desmond	Alternate	No
		Ramona Finnila	Alternate	No
ADVISORY/LIAISON Caltrans	----	Pedro Orso- Delgado	Member	Yes
	—	Bill Figge	Alternate	Yes
SCTCA	—	Albert Phoenix	Member	Yes
		Shane Chapparosa	Alternate	No

**CONFIRMED ATTENDANCE
SANDAG REGIONAL PLANNING COMMITTEE MEETING
DECEMBER 5, 2008**

SUBREGIONAL AREA	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Inland	City of Escondido	Lori Holt Pfeiler	Member	Yes
	City of Vista	Steve Gronke	Alternate	No
South County	City of Imperial Beach	Jim Janney, Vice Chair	Member	Yes
	City of Coronado	Al Ovrom, Jr.	Alternate	Yes
North County Coastal	City of Oceanside	Jerry Kern	Member	Yes
	City of Solana Beach	Lesa Heebner	Alternate	Yes
East County	City of Lemon Grove	Jerry Jones, Chair	Member	Yes
	City of Lemon Grove	Jerry Selby	Alternate	Yes
City of San Diego	----	Toni Atkins	Member	No
	----	Jerry Sanders	Alternate	No
County of San Diego	----	Pam Slater-Price	Member	Yes
	----	Bill Horn	Alternate	Yes
Advisory Members	Caltrans, District 11	Pedro Orso-Delgado	Member	Yes
		Bill Figge	Alternate	Yes
Advisory Member	San Diego County Water Authority	Howard Williams	Member	No
Advisory Member	Department of Defense	Susanah Aguilera	Member	No
Advisory Member	San Diego Unified Port District	Laurie Black	Member	No
		Michael Najera	Alternate	No
Advisory Member	MTS	Harry Mathis	Member	Yes
		Bob Emery	Alternate	Yes
Advisory Member	NCTD	Dave Roberts	Member	Yes
		Ed Gallo	Alternate	No
Advisory Member	Regional Planning Technical Working Group (TWG)	Bill Anderson	Member	No
		Jonathon Brindle	Alternate	Yes
Advisory Member	Southern California Tribal Chairmen's Association	Johnny Hernandez (Iipay Nation of Santa Ysabel)	Member	No
		Allen Lawson (San Pasqual)	Alternate	No