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From: Suzanne Seivright
To: CAP
Subject: CAP Comment Letter - CalCIMA
Date: Monday, September 25, 2017 3:59:17 PM
Attachments: CAP Comment letter - CalCIMA.pdf

Thank you!

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CalCIMA – The statewide voice for the aggregate, ready mixed concrete and industrial materials industries.

Response to Comment Letter O8

California Construction and Industrial Materials Association
Suzanne Seivright, Director, Local Governmental Affairs
September 25, 2017



California Construction and Industrial Materials Association

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September 25, 2017

Maggie Soffel
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Re: Comments - Draft 2017 Climate Action Plan (CAP) for the County of San Diego

Dear Ms. Soffel,

California Construction & Industrial Materials Association (CalCIMA) appreciates the opportunity to comment on the County of San Diego's (County) draft 2017 Climate Action Plan (CAP). The CAP aims to set forth strategies and measures to reduce the greenhouse gas (GHG) emissions in the County's unincorporated areas and from County operations and is structured to meet State mandates to further the General Plan's vision and guiding principles. CalCIMA is a statewide trade association representing construction and industrial material producers in California. Our members supply mineral resources such as construction aggregate inclusive of sand, gravel, crushed stone, slag, and recycled concrete that build our state's infrastructure, including public roads, rail, and water projects; help build our homes, schools and hospitals; assist in growing crops and feeding livestock; and play a key role in manufacturing wallboard, roofing shingles, paint, low energy light bulbs, and battery technology for electric cars and windmills.

Current and future extraction of the diverse mineral resources present within the County is important to the region's economy, implementation of successful regional projects, and reduced environmental impacts from aggregates used in the region. Therefore, protecting access to areas that contain valuable mineral resources is critical to the County. Currently, a large portion of construction aggregates are imported from adjacent regions resulting in increased environmental impacts from greater transport distances as compared to construction aggregate sources located within the County.

CalCIMA appreciates the CAP providing a regional vision and pragmatic foundation for the County to facilitate its general plan which is required to identify significant mineral resource areas and apply appropriate land use designations to ensure their future availability. In order to further supplement the CAP, CalCIMA has drafted the following comments and recommendations for your review and consideration pursuant to our stakeholder's interest as it relates to mineral resources, the regional economy, and reduced GHG emissions.

O8-1

O8-1 The comment provides introductory remarks and background information about the California Construction and Industrial Materials Association (CalCIMA). The comment also expresses support for the efforts of the Climate Action Plan (CAP) regional efforts to address GHG emission reductions, and the relationship to mineral resources in the unincorporated area. The County acknowledges this comment. However, the comment does not address the adequacy of the SEIR. Therefore, no further response is required or necessary. This comment will be included in the Final EIR and made available to decision makers prior to a final decision on the project.

California Public Resource Code – Division 2, Geology, Mines and Mining [2001 – 2815] / Chapter 9, Surface Mining and Reclamation Act of 1975 [2710 – 2796.5] (SMARA)

As the CAP identifies, California has a prominent role within the United States in taking action to reduce GHG emissions. California has expansive legislative framework to facilitate this role that addresses both land use and transportation elements. Our State’s commitment to reduce GHG emissions extends responsibilities to local governments to establish related planning as a core consideration. Accordingly, California’s Surface Mining and Reclamation Act (SMARA) finds that production and development of local mineral resources is essential to continued economic well-being of the state and to the needs of society, and vital to reducing transportation emissions. Section 2711(c) – (f) of SMARA make this clear as detailed below.

(c) The Legislature further finds that surface mining takes place in diverse areas where the geologic, topographic, climatic, biological, and social conditions are significantly different and that reclamation operations and the specifications therefor may vary accordingly.

(d) The Legislature further finds that the production and development of local mineral resources that help maintain a strong economy and that are necessary to build the state’s infrastructure are vital to reducing transportation emissions that result from the distribution of hundreds of millions of tons of construction aggregates that are used annually in building and maintaining the state.

(e) The Legislature further finds and recognizes the need of the state to provide local governments, metropolitan planning organizations, and other relevant planning agencies with the information necessary to identify and protect mineral resources within general plans.

(f) The Legislature further finds that the state’s mineral resources are vital, finite, and important natural resources and the responsible protection and development of these mineral resources is vital to a sustainable California.

Because aggregate is a low unit-value, high bulk weight commodity, it must be obtained from nearby sources to minimize economic and environmental costs associated with transportation. If nearby sources do not exist, then transportation costs can quickly exceed the value of the aggregate. Transporting aggregate from distant sources results in increased construction costs, fuel consumption, GHG emissions, air pollution, traffic congestion, and road maintenance.

The CAP outlines strategies and reduction measures that support the County in achieving GHG targets by focusing on local reduction actions and declares on-road transportation is the largest source of GHG emissions and proposes several measures to reduce the number and length of vehicle trips. Accordingly, it is recommended that the CAP include a strategy and/or reduction measure that addresses the universal need, increasing demand, the economic and environmental costs of transportation, and multiple land-use pressures related to construction aggregates in the County. Known mineral resources should be protected from competing development until the mineral resource is utilized and land is reclaimed for a new use such as development or open space.

It should be noted that San Diego Association of Governments (SANDAG) has created an overlay map showing mine locations, documents mineral resource zones, and the relative scarcity of

08-2
08-3

08-2 The comment suggests that the CAP include a measure related to protecting access to local mineral resources. This comment is acknowledged. The 2011 GPU is the primary County land use planning document that has established policies related to the preservation of and access to mineral resources. Please refer to Goal COS-10 and associated policies on pages 5-23 and 5-24 of the 2011 GPU. The CAP is not a land use planning document and does not recommend land use changes. Rather, it plans for the reduction of GHG emissions based on adopted land use plans. Nonetheless, the CAP does not include any actions or strategies that would change current policies of the 2011 GPU pertaining to the protection of and access to mineral resources.

08-3 The comment provides information related to the location of known and accessible mineral resources in the unincorporated County. The 2011 GPU includes a figure showing the mineral resource zones within the unincorporated County, please see Figure 2.10-3 within the 2011 GPU PEIR. The comment does not address the adequacy of the SEIR. Therefore, no further response is required or necessary. This comment will be included in the Final EIR and made available to decision makers prior to a final decision on the project.

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| | <p>individual aggregate demands and whether those activities could comply with GHG Reduction Measures in the CAP Consistency Checklist or whether additional mitigation would be required.</p> |
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CAP GHG Emissions / SB 375:

The CAP is a multi-objective plan that balances environmental, economic, and community interests; implements the County's General Plan; and aligns with multiple County initiatives. In coordination with the General Plan, the '2010 California Regional Transportation Plan Guidelines' compiled by the California Transportation Commission (CTC) recommends that the largest of metropolitan planning organizations incorporate goods movement and commodity flow analysis. Specifically, page 46 of this document recognizes that "Freight models should be implemented in the short term commodity flows models within a few years." CalCIMA would like to encourage the County to implement this modeling recommendation to educate decision makers and the public regarding how related various options would potentially affect trip making, travel modes, vehicle miles traveled, land use plans, and GHG emission issues. More specifically within this CAP, the County of San Diego could analyze the commodity flows of construction aggregate from the mineral facilities identified within the CAP as current and future sites to proposed transit infrastructure projects and development areas proposed for growth as well as analyze the emissions of this commodity movement within the CAP. Consideration of these GHG emissions would enable the projects to avoid additional analysis at the project level under California Environmental Quality Act (CEQA) requirements.

08-5

SB 375, 'Transportation planning; travel demand models; sustainable communities strategy; environmental review,' was signed by the Governor on September 30, 2008. According to the Governor's press release:

Senate Bill 375 (Darrell Steinberg, D-Sacramento) requires the ARB to develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. The 18 [metropolitan planning organizations] MPOs in California will prepare a "sustainable communities strategy" to reduce the amount of vehicle miles traveled (VMT) in their respective regions and demonstrate the ability for the region to attain ARB's targets.

- ARB would later determine if each region is on track to meet their targets.
- Builders also would get relief from certain environmental reviews under California Environmental Quality Act if they build projects consistent with the new sustainable community strategies.
- In addition, cities would get extra time -- eight years instead of five -- to update housing plans required by the state².

08-6

SB 375 is primarily concerned with automobile and light truck traffic. However the goal of reducing GHG emissions covers all transportation sources based on the need for sustainable communities.

Each transportation planning agency ... shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to,

² Office of Governor Schwarzenegger. (October 2008). Fact Sheet – Senate Bill 375: Redesigning Communities to Reduce Greenhouse Gases. Retrieved from: https://www.mwecg.org/uploads/committee_documents/bF5dXVhZ20081016085919.pdf

08-5 The comment states the County should implement commodity flow modeling associated with the movement of construction aggregate. This comment is acknowledged, and the commenter should be made aware that SANDAG is the regional metropolitan planning organization (MPO) that is responsible for the Regional Transportation Plan (RTP) and would conduct appropriate goods movement modeling. Please refer to response to comment O8-4. The comment does not raise an environmental issue related to the adequacy of the Draft SEIR. The comment will be included in the administrative record and made available to decision makers prior to a final decision on the project.

08-6 The comment provides background information regarding SB 375 and suggests that an increased effort to make local mineral resources available will ensure greater success in achieving the goals of SB 375 by limiting the GHG emissions associated with transporting mineral aggregate. This comment is acknowledged, and the commenter should be made aware that SANDAG is the regional metropolitan planning organization (MPO) that is responsible for the SB 375 conformance and would conduct appropriate aggregate transport modeling based off of local land use designations of minerals resources or similar zones. The comment does not raise an environmental issue related to the adequacy of the Draft SEIR. The comment will be included in the administrative record and made available to decision makers prior to a final decision on the project.

*mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and service*³. (Section 65080(a), underline added.)

Resource areas include:

*...areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts*⁴.

SB 375 recognizes construction aggregate as a regionally significant resource that requires special consideration in transportation and land use planning efforts. Lastly, MPOs:

*...shall consider financial incentives for cities and counties that have resource areas*⁵.

Ensuring the protection of land with construction aggregates from impacts that would preclude the development of those lands as mineral resources to support the regions infrastructure would limit future GHG emissions by ensuring adjacent areas of construction aggregates suitable for use. The San Diego region is expected to implement over a billion tons of such materials during the next 50 years. Measures that reduce how far they will have to travel from mine to infrastructure project reduce emissions.

It is a shared goal to develop and adopt a CAP that represents the best in regional planning developed collaboratively with stakeholders. CalCIMA looks forward to working with the County of San Diego to achieve CAP goals to encourage land use and growth patterns that are truly sustainable, and appreciate the consideration of our comments. If you have any questions regarding this letter, please contact me at (951) 941-7981 or at sseivright@calcima.org.

Sincerely,



Suzanne Seivright
Director of Local Government Affairs

³ Government Code. (Retrieved on January 2016). Title 7. Planning and Land Use [Section 65080(a)]. Retrieved from: <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=65001-66000&file=65080-65086.5>.

⁴ Government Code. (Retrieved on January 2016). Title 7. Planning and Land Use [Section 65080.01(a)(4)]. Retrieved from: <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=65001-66000&file=65080-65086.5>.

⁵ Government Code. (Retrieved on January 2016). Title 7. Planning and Land Use [Section 65080(b)(4)(C)]. Retrieved from: <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=65001-66000&file=65080-65086.5>.

O8-6
cont.

O8-7

O8-7 The comment provides concluding remarks and expresses support to work with the County towards efforts to achieve climate planning targets. No further response is required.