



**BOARD OF DIRECTORS  
SEPTEMBER 23, 2005**

**AGENDA ITEM NO. 05-09-1B  
ACTION REQUESTED - APPROVE**

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**BOARD OF DIRECTORS DISCUSSION AND ACTIONS  
July 22, 2005**

Chairman Mickey Cafagna (Poway) called the meeting of the SANDAG Board of Directors to order at 9:13 a.m. The attendance sheet for the meeting is attached.

Chairman Cafagna welcomed all for attending today's meeting. He also congratulated Chula Vista Mayor Padilla on his recent appointment to the California Coastal Commission.

1. APPROVAL OF JUNE 24, 2005, MEETING MINUTES (APPROVE)

Action: Upon a motion by Councilmember Peters (City of San Diego) and a second by Councilmember Kellejian (Solana Beach), the SANDAG Board of Directors approved the minutes from the June 24, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Chairman Cafagna pointed out that the agenda has been revised to add Item #16 - Amendment to Lease at 401 B Street - to the Consent Agenda.

Clive Richard, a San Diego resident, noticed that there are several mixed-used projects being planned, which include affordable housing and are also on bus and/or trolley lines. These types of projects should be used as a poster child for smart growth, user-friendly, and transit-friendly projects. However, he expressed concern with how these projects are being developed. When designs for projects are presented, too many faults are found with cosmetic attributes that prevent good projects from moving forward.

**CONSENT ITEMS (3 through 7, 16)**

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

4. 2004 CONGESTION MANAGEMENT PROGRAM UPDATE (APPROVE)

SANDAG is required by state law to update the Congestion Management Program (CMP) every two years. Major changes in the 2004 CMP update include an updated CMP roadway network level of service analysis, a new transit corridor analysis, and a proposed change in the process to address deficient roadway segments. The Transportation Committee recommends that the SANDAG Board of Directors approve the 2004 CMP Update.

5. TRANSITION OF A CITY OF SAN DIEGO POSITION TO A REGULAR AUTHORIZED SANDAG POSITION (APPROVE)

The City of San Diego has notified SANDAG that due to constraints in its FY 2006 Budget, the City has been required to consider staff reductions. This decision impacts the current City of San Diego Senior Planner liaison position, which is paid for in full by SANDAG. To preserve the position in the SANDAG budget, the Board of Directors is asked to amend the FY 2006 SANDAG budget to recategorize the position as a regular authorized SANDAG position. The position is fully funded in SANDAG's FY 2006 Program Budget, and therefore, the action would be cost-neutral. The Board also is asked to approve a revision to the Position Listing Table in the Program Budget to clarify three other positions that are City of San Diego positions paid for by SANDAG.

6. AGREEMENT TO ACCEPT A \$1,000,000 CONTRIBUTION FROM BARRATT AMERICAN, INC., TO WIDEN STATE ROUTE 52 (APPROVE)

To fulfill a commitment to voters as part of the recent approval to develop Fanita Ranch in the City of Santee, Barratt American, Inc., proposes to contribute \$1,000,000 to widen State Route (SR) 52 in the westbound direction between Interstate 15 and Mast Boulevard. The Transportation Committee recommends that the SANDAG Board approve authorizing the Executive Director to enter into an Agreement with Barratt American, Inc., to accept the contribution for the design of the SR 52 widening project.

7. QUARTERLY REPORT ON SANDAG COMMITTEES AND WORKING GROUPS (INFORMATION)

As required by SANDAG Board Policy No. 4, this item provides a quarterly report on the status of all standing and ad hoc committees and working groups.

16. AMENDMENT TO LEASE AT 401 B STREET (APPROVE)

SANDAG has the right of first refusal for any space adjacent to our current space at the 401 B Street facility under the terms of our current lease. Late last week, SANDAG was presented with notification of right of first refusal for a 3,021-square-foot space adjacent to our space on the 9<sup>th</sup> floor. SANDAG has 10 days to respond to this notice. The ability to bring on consulting groups scheduled to work on various SANDAG projects, particularly those for *TransNet* projects, over the course of the next several years to work in-house, would create an opportunity for efficiency and cost savings. The Board is asked to authorize the Executive Director to sign a lease amendment for additional space on the 9<sup>th</sup> floor in the event the Executive Director determines such an amendment is in the best interest of SANDAG based on opportunity, need, and cost savings.

Action: Upon a motion by Deputy Mayor Guerin (Encinitas) and second by Mayor Madrid (La Mesa), the SANDAG Board voted to approve Consent Items Nos. 1 through 7 and No. 16. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – El Cajon, National City, Santee, County of San Diego.

## CHAIR'S REPORT

### 8. SAN DIEGO'S INDICATORS OF SUSTAINABLE COMPETITIVENESS

Chairman Cafagna stated that SANDAG and the San Diego Regional Economic Development Corporation (EDC) recently collaborated on a report analyzing three critical quality of life indicators – Economy, Environment, and Equity – that affect the region's long-term prosperity and competitiveness. He along with EDC's Chief Executive Officer, Julie Meier Wright, co-Chaired the Committee that helped to create this report. Unfortunately, Ms. Meier Wright was unavailable to attend today's meeting.

Chairman Cafagna noted that the "Indicators of Sustainable Competitiveness" study provides important data to see where the region is succeeding and where the region has opportunities to improve. The study was built upon emerging trends to define the region's collective quality of life, measure and monitor it, and provide a process to help ensure the region stays competitive with similar regions throughout the United States. San Diego scored in the middle of the range, which just isn't good enough. He added that he hopes that this information can act as a spark, igniting the political will and providing the momentum necessary to move forward with initiatives to improve the region's competitiveness and sustainability. Chairman Cafagna mentioned that SANDAG's Chief Economist, Marney Cox, was the staff lead on this project and has been helpful in looking at ways to change policies to help sustain livability in the San Diego region. He noted that Michael Schuerman, Director of Research for the EDC, was instrumental in collecting the data for this project.

Staff stated that the Indicators of Sustainable Competitiveness 2005 report is the second report that has been produced regarding this issue. The purpose of this report is to prepare for the 21<sup>st</sup> Century in the areas of globalization and competitiveness. The first report was produced in 2002.

SANDAG's research shows that to be competitive a region must have a high quality of life, and in many regions the "three Es" – Economy, Environment, and Equity – are being used as indicators of a region's quality of life. The three Es are inextricably linked and act synergistically to support or erode a region's quality of life. SANDAG staff has created a quality of life index by measuring the collective performance of the three Es, providing a tool we can use to determine our competitive position and whether that position is sustainable.

There are four steps in putting together the Indicators report: (1) to identify regions that are similar to the San Diego region; (2) to agree upon a set of indicators for the three Es; (3) to gather information on those indicators; and (4) to measure our relative performance by comparing the San Diego region against the other competitor regions.

Each indicator was selected because it represents one of the three E areas and because its performance can be influenced by civic and/or public policy actions. Staff outlined the grading scheme for the indicators. Once all the information is gathered and regions are compared and graded through rank ordering, three questions can be answered: (1) How are we doing? (2) How do we compare? and (3) Have we improved? Based on the answers

to these questions, the advisory committee identified a number of challenges facing our public and civic leaders.

Staff reviewed the Sustainability Index for 2005 with the Board. Seattle and Denver received the highest quality of life index scores, making them the most sustainable regions, while the least sustainable locations were Orange County and Washington, DC. Overall San Diego was ranked 9<sup>th</sup>, a score that puts us in the middle of the pack.

San Diego's performance for each of the three E areas was mixed: the environment is San Diego's best quality of life area, ranking us at the top tied with Seattle; our economy's performance is ranked in the middle of the pack; and equity is San Diego's worst quality of life area, ranking us 16<sup>th</sup> and near the bottom.

To address the question, "Have we improved?" scores from 2002 were compared to scores in 2005; the results show that for over one-half of the indicators, our performance since 2002 has gotten worse. Especially troubling is the combined results for the equity area, where San Diego was ranked near the bottom when compared with similar regions and our trends since 2002 show equity conditions are getting worse.

Based on the report's information, the advisory committee felt that the region's current competitive position is not sustainable, placing the region's quality of life at risk. No region can sustain a high quality of life without a balanced performance of the three Es, and the ratings for San Diego's three Es are unstable.

Staff showed examples of collaborative, regional solutions that contributed to the improvement of all three Es, including transportation (*TransNet*); water supply; and the Base Realignment and Closure (BRAC) program. Staff also showed examples of issues where the proposed solutions will improve one of the three E areas at the expense of another area.

The advisory committee identified four major challenges: (1) achieving a balanced performance in all of the three Es; (2) establishing regional priorities for our limited resources; (3) initiating collaborative solutions; and (4) continuing to evaluate our performance and progress. The status quo is not an option because, in an increasingly competitive world, not to advance would mean our region's quality of life would fall further behind our competitors.

Chairman Cafagna indicated some things that need to be looked at that will challenge the region are environmental issues that are sometimes directly related to quality control. If one decision is made in one direction, it has the ability to sway the other categories other ways. He mentioned that it may be good to have a policy that would affect these indicators and/or indexes in one way or another.

Councilmember Madaffer (City of San Diego) indicated that it is great to see this report again. He originally saw it at an EDC event where the business leaders were very receptive. He thanked staff and EDC for thinking ahead for the region regarding this issue. This type of information is helpful for the region to move forward with its decision-making.

Councilmember Monroe (Coronado) noted that when you take any group of any thing and measure it, you'll have half above and half below the median range, which is really no big

deal. The language used is the key. He added that based on the information presented, the region is chasing something that is impossible. There needs to be an acceptable range and actual numbers need to be used. *Staff replied that in most cases, actual numbers are being used so the absolute value is being reported.*

Mayor Madrid expressed concern regarding the environmental elements and asked why the water quality indicator was dropped from the report. Water supply in the region also is a challenging problem and a key issue, even though an agreement was signed with the Imperial Irrigation District to ensure a more reliable water supply for the region. He expressed concern that water quality is an element that is not being considered and is on the back burner. *Staff stated that the Mayor is correct about the water quality area, which was in the previous report. However, the Environmental Protection Agency (EPA) no longer tracks water quality by region, so the indicator was dropped from the index. In terms of water quality, the past index showed San Diego's water quality to be better than most other regions. Also, the data from the EPA measured the quality of water within watersheds and excluded the ocean. As for water supply, our needs are currently being met and the San Diego County Water Authority has embarked on a strategy designed to improve and increase the region's access to additional sources of water, including the Imperial Irrigation District, desalination, and reclaimed water. Over the next 15 years as much as one-third of the water we consume will come from new sources.*

Chairwoman Slater-Price (County of San Diego) noted that regarding water quality, there is a "yuck factor" perception that we must overcome when dealing with the use of reclaimed water. The public needs to be made aware that water that comes from inside the region is just as clean as that from outside the region.

Councilmember Madaffer noted that there are 185 sewage plants between Colorado and San Diego, which is where San Diego gets its water supply from.

Councilmember Jones (Lemon Grove) asked why pre-school through 4<sup>th</sup> grade was used as indicators regarding education. *Staff indicated that within the educational community, there is wide agreement that early childhood education is a significant factor in ensuring the future success of the student, and for this reason preschool enrollment and test scores from the fourth grade were chosen as indicators. Also, the San Diego region is challenged with relatively high, high school drop-out rates, which in turn lead to difficulty in filling jobs from an internal labor force. The bottom line is that San Diego needs to do a better job with its own kids to prevent businesses from being forced to import labor with better skills to fill the vacant jobs.*

Councilmember Jones noted that there are no elementary educators on the list of advisory board members. In his opinion, there is a big disconnect between elementary and high school indicators. He suggested looking at those areas in future reports. He added that there is a problem with the math scores between 4<sup>th</sup> and 5<sup>th</sup> grades, and between 7<sup>th</sup> and 8<sup>th</sup> grades. California has taken a big hit in those areas.

Chairman Cafagna mentioned that not every area keeps the same type of statistics. There was a need to compare the San Diego region with other areas that had comparable attributes.

Marilyn Dailey (San Diego County Water Authority - SDWCA) stated that every day, new technology becomes available, and water quality will continue to improve over time. The SDWCA is looking out to 2050 to resolve these issues.

Chairwoman Slater-Price commented that a big initiative at the County is pre-school for all. The importance for pre-school is becoming well known throughout the state. Studies have shown that by the 4<sup>th</sup> grade, if children are not at the appropriate level in reading and comprehensive skills, they will begin to fall off. Another turning point is 8<sup>th</sup> grade, which will determine whether a child will graduate from high school and go on to college. The County has created a program where there will be three pre-school test sites implemented to evaluate this issue. The schools will be diversified and will include children with different languages and different backgrounds. The sites will be located in South Bay, the Centre City San Diego area, and in Escondido. The purpose of this program is to better learn what the challenges are and the comparison of Head Start versus other programs. The program will be available to children of all income levels.

*Staff stated that there is an effort statewide to make pre-school mandatory. The question is how to fund the program. The big picture concept is to come up with solutions that will increase the region's quality of life.*

Deputy Mayor Guerin commented that Public Safety is also an issue. If people don't feel safe, the quality of life will be lower. *Staff replied that Public Safety was included in the 2002 report and was inadvertently left out of the 2005 report; crime rates will be added as an indicator to the next report.*

Deputy Mayor Guerin indicated that Public Safety is a large part of most local jurisdiction budgets. In addition, living wage and health care issues also have become important in other areas.

Action: The Board received this report for information.

## **REPORTS (9 through 13)**

### **9. REVISED WORK PROGRAM AND SCHEDULE FOR THE 2006 REGIONAL TRANSPORTATION PLAN UPDATE (APPROVE)**

Staff noted that in April 2005, the SANDAG Board of Directors approved the work program and schedule for updating the Regional Transportation Plan (RTP), MOBILITY 2030. The last RTP update was completed in March 2003, and the next regularly scheduled update is due to be completed in March 2006. The approved work program includes both a 2006 Revenue Constrained RTP update (a technical update), and a more comprehensive 2007 RTP update that will incorporate funding scenarios beyond the Revenue Constrained Plan and strategic initiatives from the Regional Comprehensive Plan. The 2006 Revenue Constrained RTP would meet existing federal law that requires SANDAG to update its long-range transportation plan and air quality conformity analysis every three years.

Pending federal transportation reauthorization legislation that would change the update cycle for SANDAG to four years looked promising in April. As a result, staff focused on the

comprehensive 2007 RTP update. However, the legislation has stalled, and SANDAG must move forward at this time with a technical 2006 RTP update. The 2006 RTP update will be a technical update only to meet federal requirements. A more comprehensive update of the RTP will occur in 2007.

Action: Upon a motion by Chairwoman Slater-Price and a second by Councilmember Kellejian, the SANDAG Board approved the revised 2006 RTP work program and schedule. Yes – 14 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Chula Vista, El Cajon, Encinitas, Lemon Grove, Poway, and Santee.

10. VEHICLE LICENSE REGISTRATION FEES FOR EMISSION REDUCTION PROGRAMS AND PROJECTS (INFORMATION/POSSIBLE ACTION)

Councilmember Kellejian stated that his business has received prior funding under the Vehicle License Fee (VLF) program. The VLF program has funded the Vehicle Buy Back Program run by his company. A report about his program is currently in the process of being given to the County of San Diego. He noted that because his company is a recipient of the VLF program funds, he will have to excuse himself from the room and the discussion of this issue.

Dick Smith, Air Pollution Control Officer with the Air Pollution Control District (APCD), provided the Board with an overview of the Vehicle Registration Fund Draft Allocation Plan. Assembly Bill 2766 (AB 2766) authorized local air pollution control districts to levy an annual motor vehicle license fee of up to \$4 per vehicle, which is paid to the Department of Motor Vehicles (DMV). The purpose of the fee is to fund projects that reduce air pollution caused by motor vehicles. In the San Diego region, the Air Pollution Control Board (APCB) collects an annual registration fee of \$2 per vehicle. The APCB is the County Board of Supervisors. The APCB allocates these funds every two years. Recently, AB 693 allowed the APCB to increase the VLF to \$6 per vehicle, and some other parts in the state are allowed to go up to \$7 per vehicle.

The APCD is authorized to use the DMV monies to match state funds (i.e., Carl Moyer Program) locally up to a cap of \$552,000. DMV monies also can be used for old vehicle buy-back and other programs. DMV monies can also be used for school buses, heavy-duty truck fleet modernization, transportation control measures, and assistance for agricultural equipment. The monies can also be used for projects and programs that help reduce vehicle miles traveled, such as vanpools, guaranteed ride home programs, and shuttles.

Funds are allocated into two project categories. Category 1 projects provide short-term, easily quantifiable emission reductions, typically using technology to reduce pollution. Category 2 projects generally provide less emission reductions than those in Category 1, but implement measures included in the Regional Air Quality Strategy (RAQS) and have the potential for increased reductions over time. Several SANDAG and transit agency projects, such as the Regional Vanpool Program, Guaranteed Ride Program, and Sorrento Valley COASTER Connection, received prior funding as Category 2 projects. Projects with higher return on investment (i.e., reduce the most pollutants per dollar spent) are the ones that are recommended to be funded first. Mr. Smith reviewed with the Board the 2002-2003 Vehicle Registration Funding Allocation Plan including the Funding Plan, the Emission Reduction

Projects recommended, the Emission Reduction Projects evaluated, as well as the projects not recommended for funding.

Currently, the fee level of \$2 per vehicle brings in approximately \$4.7 million per year. However, APCD's program implementation and monitoring costs are consuming most of that money. By next fiscal year, all of those monies will be consumed by the APCD's ongoing costs.

Chairman Cafagna asked why the program dedicates so much funding to re-powering diesel engines and equipment. *Mr. Smith commented that both state and federal governments are requiring cleaner diesel engines as a means to improve air quality and re-powering older diesel engines has been shown to be cost-effective for projects.*

Mayor Madrid stated that the City of La Mesa is in need of two new fire trucks. He asked if funding for new engines can be requested under this program. *Mr. Smith responded that the state guidelines indicate that if there is a regulation that specifically requires that certain types of vehicles reduce emissions, they are ineligible for funding from the VLF program.*

Mayor Madrid asked if a separate funding program can be made available to allow public agencies to purchase cleaner vehicles. *Mr. Smith indicated that there is not significant support at the state level for a separate funding program. The State doesn't want to provide a separate funding source at this time because there is a program in place. The problem is that the older cars are currently causing the most pollution – the focus is on getting those cars off the road.*

Mayor Pro Tem Hall (Carlsbad) mentioned that there are monies being invested to reduce emissions from motor vehicles. He also asked what is being done to reduce emissions from airplanes. *Mr. Smith replied that state law has no control over the federal government. The federal government regulates emissions from airplanes, and it has been reluctant to deal with the issue.*

Mayor Pro Tem Hall asked what the benefit is after the monies are spent. *Mr. Smith stated that there are a lot of pieces to the puzzle, but it is evident that progress is being made. The overall benefit to air quality is measured.*

Mayor Pro Tem Hall stated that the benefit of the dollar regarding reducing vehicle emissions is minimal. He stated that he would really like to know the effects of the emissions of airplanes.

Chairman Williams (Metropolitan Transit System - MTS) stated that he read an article where vegetable oil can be used in lieu of diesel fuel. If that information is correct, it could create clean diesel engines. *Mr. Smith indicated that the process is called bio diesel, which does involve the usage of vegetable oil. The use of soy oil is another option. The State of California is looking at that and has pilot projects in Los Angeles.*

Councilmember Monroe mentioned that the MTS Board just completed their budget cycle, and he noticed that there is a timing disconnect between the APCD funding approval

process and the submittal of funding requests by the transit agencies. *Mr. Smith agreed there is a need to try to coordinate the timing of the budget and funding schedules.*

Staff commented that they have been working with APCD staff and Chair of the County Board of Supervisors. There are two pending issues: one that looks at previously funded projects, and one that looks at how to fund future projects. If those issues don't get resolved, certain transportation services will have to be discontinued.

Councilmember Madaffer credited Mr. Smith for his efforts. However, he was disturbed that the staff report does not concur with APCD's track record. He added that he has a problem with increasing the VLF fee to \$6 per vehicle, because there isn't any supporting documentation on how the funds will be spent. Councilmember Madaffer requested that the APCD provide a report showing where the monies will be spent and what services the public will receive for the increased funding. *Mr. Smith stated that in his report, there is a table that shows where the past funding has been spent.*

Councilmember Madaffer asked if the VLF were raised to \$4 per vehicle, how long would the additional funding be available to fund projects that reduce air quality emissions. *Mr. Smith responded that there's no way to determine how long that increase would last, because it hasn't happened yet.*

Councilmember Madaffer stated that he supports the goals and ideas of the VLF increase but expressed concern about whether the public will see a corresponding decrease in emissions if this additional investment is made. He didn't see anything in the report that indicated this.

Councilmember Peters made a motion to support the Industrial Environmental Association's (IEA's) recommendation to support an increase in the VLF. Councilmember McCoy (Imperial Beach) seconded the motion.

Chairwoman Slater-Price thanked Mr. Smith for this report. She provided the Board with her perspective that in 1993 when the program was created, the San Diego region was not doing nearly as well as it's doing now in the area of air quality. The Los Angeles air basin is impacting San Diego's air quality but is on a different schedule to receive attainment. Los Angeles is allotted a much longer time to attain air quality standards, which adds to the problem. In looking at the problem, transport from the Los Angeles air basin has been 100 percent of the San Diego air basin's problems in certain years. San Diego County is only allowed to regulate approximately 14 percent of stationary sources, which is a small part of the problem. The bottom line is the issue of money. Chairwoman Slater-Price does not believe that the County Board of Supervisors will vote in favor of increasing the VLF at this time because they don't feel that the residents should be charged monies "just because." She felt that there should be an incentive-based program, but the County Board of Supervisors cannot develop that. That type of program has to come from the state and would be far more palatable, because those that are causing the problems will pay the most. Having said that, she indicated that she would have to vote no on this issue.

Mayor Padilla asked for clarification of the motion on the floor.

SANDAG General Counsel re-stated the motion.

Chairman Cafagna indicated that he has problems with this issue, how the money is being allocated and how the money is being distributed. It is not clear how the program works in the case of engine re-powering. Mr. Smith stated that, typically a company would come in stating that they have a piece of equipment that needs to be repaired and are willing to re-power it. From that point, APCD staff would determine whether or not the equipment qualifies to receive monies from the program. If funding is approved, a contract is executed between APCD and the funding recipient to complete the work and ensure that the re-powered engine continues to be in service for an agreed-upon period of time.

Staff noted that in conversations with APCD staff, more and more of the money is being used to do the required work to facilitate the district's air quality planning and monitoring programs, which results in less money for actual projects. There are certain projects such as the Sorrento Valley COASTER Connection that are currently receiving funding today but may not receive funding in the future. If this APCD funding is not continued, these or other services would need to be cut. Mr. Smith commented that next year all of the funding will be used for the district's planning and monitoring programs and that no monies will be available for projects. However, APCD has an additional \$4 million in reserve that could be made available for projects.

Councilmember Madaffer asked if the motion fails, can the APCD come back before the Board in the future.

Chairman Cafagna stated that this is a great program, but he is not prepared to vote on this issue today. He requested to see additional information, including details of the program and proposed use of the additional funding, and to have the item brought back to the Board before making a decision.

Action: Upon a motion by Councilmember Peters and a second by Councilmember McCoy, the SANDAG Board voted to support the IEA recommendation to the APCD to increase the VLF from the current level of \$2 per vehicle to the maximum \$6 per vehicle allowed under state law. Yes – 8 (weighted vote, 41%). No – 8 (weighted vote, 58%). Abstain – 1 (weighted vote, 1%). Absent – El Cajon, Santee, and Solana Beach. The motion failed.

#### 11. BORDERSAFE PROJECT (INFORMATION)

Mayor Padilla, Chair of SANDAG's Public Safety Committee (PSC), stated that the PSC is the newest of SANDAG's Policy Advisory Committees. The PSC is currently in the process of assessing the region's needs and is embarking on some innovative and exciting projects. The PSC is the combination of the efforts of SANDAG and the region's Automated Regional Justice Information System (ARJIS). Mayor Padilla Introduced Pam Scanlon, the Executive Director of ARJIS. She will present information on the BorderSafe Project.

Pam Scanlon, Executive Director of ARJIS, introduced Dave Decker, the Project Manager of the BorderSafe project. This project could not be possible without the \$761,000 in grant funds received from the Department of Homeland Security (DHS). Other partners in this collaborative effort include the Corporation for National Research Initiatives (CNRI), the Space and Naval Warfare Systems Center San Diego (SPAWAR), the San Diego Supercomputer Center at the University of California, San Diego (UCSD), U.S. Customs and

Border Protection, the University of Arizona Artificial Intelligence Lab, and the Tucson Police Department.

Ms. Scanlon provided the Board with an overview of the BorderSafe project and the project's next steps, noting that Public Safety is a 24/7 issue. BorderSafe is an interregional and inter-state data-sharing effort to support Homeland Security efforts, including real-time information sharing to target violent and homeland security criminal activity, wireless field access to expand officers' capability to effectively communicate, a test bed to evaluate new technologies and solutions, and the ability to implement solutions that provide the most timely and accurate information for the San Diego region. Accomplishments of ARJIS and BorderSafe include: (1) field access to ARJIS data using wireless technology and Personal Digital Assistants (PDAs); (2) ARJISNet agency access expansion; (3) Coplink Investigative Tool; (4) data sharing with Arizona and DHS; and (5) privacy impact assessments. BorderSafe is important to the region because it has a positive impact on field operations providing better officer safety; it is a critical tool for positive identification because it reduces "false positives"; it has expanded the data sharing of agencies; it has proven to be cost-effective; and it has placed the PSC governance in a leadership position, serving now as a national model.

DHS is looking to address the national security failures demonstrated by the attacks on September 11, 2001. It has been suggested that such failures were related to the lack of interagency communication, both locally and federally. DHS has turned to those existing cooperative efforts that show promise as models for a national rollout. ARJIS is the oldest, largest, and most successful of these projects in the nation, and its success has DHS looking to it for leadership. ARJIS is constantly examining new ways and technologies to effectively integrate member agency data and to distribute such data regionally to benefit public safety in the San Diego region.

Mayor Pro Tem Hall asked if photo identification can be done with the PDAs. Ms. Scanlon stated that PDA technology, in addition to retinal and eye scans, is currently being investigated.

Councilmember Jones commented that this is good work, and staff has a lot to be proud of. He added that ARJIS has come a long way since he was on its Board.

Mayor Pro Tem Guerin stated that BorderSafe is contingent upon the legal ramifications of sharing law enforcement data with other agencies, and the privacy impact assessment developed under the BorderSafe project was a key tool. She commended staff for all their hard work in developing a model that the entire country can look at.

Chairman Cafagna agreed.

Action: The Board accepted this item for information.

12. SAN DIEGO GAS & ELECTRIC LONG-RANGE PLANS AND SUMMER 2005 OUTLOOK (INFORMATION)

Staff noted that JC Thomas, Public Affairs Manager for San Diego Gas & Electric (SDG&E), will provide the Board with SDG&E's long-range plans and its 2005 summer outlook.

Mr. Thomas thanked the SANDAG Board members regarding the Department of Water Resources (DWR) issue that resulted in saving the region a large sum of money. Looking to the future, SDG&E has identified three major challenges: (1) there is increasing demand for energy and population growth in the region; (2) existing power plants are getting older and transmission lines are congested, driving up the cost of power; and (3) there is a need to supply 20 percent of the region's energy with renewable power (i.e., wind, solar, and geothermal). SDG&E's long-term resources plan relies on a balanced strategy for a safe, reliable energy supply, including reduced demand, renewable energy, generation, and new transmission.

SDG&E is increasing renewable power sources in the region and received support for needed energy infrastructure. SDG&E is working towards increasing renewable power sources and gaining support for needed energy infrastructure, which includes adding additional transmission lines, adding local infrastructure for grid reliability, and building three new local power plants. However, there is still the need for a new transmission line in the region. It will allow SDG&E to access lower cost power outside the region and improve grid reliability. Transmission doesn't just transmit energy. Transmission lines are the vital links between reliability, economics, and renewables. Local support and input is vital. SDG&E will be coming back to the Board requesting that a member of SANDAG sit as part of a stakeholders group that will provide input regarding energy issues throughout the region. Mr. Thomas showed the Board a DVD that highlighted SDG&E's current and future work.

Mr. Thomas requested that the SANDAG Chairman and Mayor Art Madrid join him at the podium. He presented to them both a plaque for their assistance and support for the new Miguel-Mission transmission line. The plaque contained a portion of the line's conductor, which can operate at very high temperatures and carry significantly more power than other conductors of similar size. This project is just one of the innovative solutions in which SDG&E utilizes new technology to meet today's energy needs. Both Chairman Cafagna and Mayor Madrid thanked SDG&E, on behalf of the SANDAG Board.

Marilyn Dailey asked if SDG&E owns the right-of-way for the proposed power lines. *Mr. Thomas stated that SDG&E does not own the right-of-way needed. He noted that will be a long process, which they are currently working on.*

Mayor Madrid congratulated the Board on the relationship that has been developed with SDG&E. He added that the monies SDG&E has contributed to the Energy Working Group (EWG) have been greatly appreciated. He thanked SDG&E for their efforts and collaboration to date.

Action: The Board accepted this item for information.

13. 2005 REGIONAL PUBLIC OPINION SURVEY (INFORMATION)

Staff provided the Board with an overview of SANDAG's 2005 Regional Public Opinion Survey. The survey was conducted to identify high-priority regional issues, including the public's preferred approaches to relieving traffic congestion, perceived trade-offs between commute times and housing choices, relationship between the public's desires and SANDAG's actions, and trends since 2002. A company called True North Research conducted

a telephone survey consisting of 900 residents throughout the region. Topics of questions asked included regional issues, such as transportation, housing, environment, economy, public safety, and priorities for the future.

Comparisons were made between the 2002 Public Opinion Survey and the results of the 2005 survey .The following are some of the key results:

1. Traffic was listed as the region's top problem;
2. The top priority for utilizing tax dollars was increasing the use of renewable energy sources, followed by protecting the environment from pollution and improving the region's freeways;
3. Replenishing sand on the beach was given the lowest priority for tax dollars among the 15 items listed;
4. The top suggestions for traffic solutions were flexible work hours, new freeway lanes, and telecommuting;
5. More residents were satisfied with living in the region in 2002 as opposed to 2005; and
6. The region's report card grading of major topic areas, such as transportation, housing, and the economy, stayed fairly consistent from 2002 to 2005.

In conclusion, traffic and housing continue to top the list of concerns; residents are less optimistic about the region than they were in 2002; and there was public support for approaches and strategies identified in both the Regional Comprehensive Plan and the Regional Transportation Plan.

Ricardo Piñeda (Deputy Consul General of Mexico) asked staff to elaborate on the questions that were asked relating to Mexico. *Staff responded that the question asking respondents about the importance of improving relations with Mexico was the only one on this survey that specifically related to Mexico.*

Mr. Pineda stated that the relationship between Mexico and the United States is an important one. Anything that can be done to strengthen that relationship will be helpful.

Vice Mayor Harris-Ebert (San Marcos) asked why there were conflicting answers from the polls during the *TransNet* campaign and the Public Opinion Survey. *Staff indicated that it could be that different solutions to traffic were evaluated in each survey, and/or the questions were asked in a different manner. In addition, staff noted that during the polling for the TransNet campaign, the public was asked how they wanted dollars to be spent.*

Action: The Board accepted this item for information.

#### 14. UPCOMING MEETINGS (INFORMATION)

Chairman Cafagna noted that a Board of Directors tour of Tijuana, Mexico will be held on Friday, August 12, 2005; and that the Board of Directors Meeting scheduled for Friday, August 26, 2005, has been cancelled. The next Policy Board meeting is tentatively scheduled for Friday, September 9, 2005, and the next Board of Directors meeting will be held on Friday, September 23, 2005.

15. CLOSED SESSION: PENDING LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9: CC MEYERS V. STATE AND FCI CONSTRUCTORS V. STATE; CASE NUMBERS 11-0019U4 AND 11-001934; REGARDING STATE ROUTE 125 SWEETWATER SEGMENT; CONFERENCE WITH LEGAL COUNSEL

Chairman Cafagna noted that the Board will now be convening a closed session pursuant to Government Code Section 54956.9. The purpose of the closed session item is to discuss pending litigation regarding State Route 125 Sweetwater. When the discussion in the closed session is concluded, the Board will reconvene to open session to report the action taken.

The Board took a five minute break at 11:43 a.m., prior to the closed session. The Board reconvened from the closed session at 11:57 a.m.

The Board approved settlement authority in accordance with staff's recommendation.

17. ADJOURNMENT

The meeting was adjourned at 11:59 a.m.

DHenry/C/Board Reports

**ATTENDANCE  
SANDAG BOARD OF DIRECTORS' MEETING  
JULY 22, 2005  
9:00 a.m. to Noon**

JURISDICTION/ ORGANIZATION	NAME	ATTENDING	COMMENTS
City of Carlsbad	Matt Hall (Member)	Yes	
City of Chula Vista	Steve Padilla (Member)	Yes	
City of Coronado	Phil Monroe (Member)	Yes	
City of Del Mar	Dave Druker (Alternate)	Yes	
City of El Cajon	Mark Lewis (Member)	No	No Representation
City of Encinitas	Christy Guerin (Member)	Yes	
City of Escondido	Lori Holt Pfeiler (Member)	Yes	
City of Imperial Beach	Patricia McCoy (Member)	Yes	
City of La Mesa	Art Madrid (Member)	Yes	
City of Lemon Grove	Jerry Jones (Alternate)	Yes	
City of National City	Ron Morrison (Member)	Yes	
City of Oceanside	James Wood (Member)	Yes	
City of Poway	Mickey Cafagna, Chair (Member)	Yes	
City of San Diego – A	Jim Madaffer (Member A)	Yes	
City of San Diego - B	Scott Peters (Member B)	Yes	
City of San Marcos	Pia Harris-Ebert (Member)	Yes	
City of Santee	Jack Dale (Member)	No	No Representation
City of Solana Beach	Joe Kellejian (Member)	Yes	
City of Vista	Judy Ritter (1st Alternate)	Yes	
County of San Diego	Pam Slater-Price (Member)	Yes	
<b>ADVISORY MEMBERS LISTED BELOW (ATTENDANCE <b>NOT</b> COUNTED FOR QUORUM PURPOSES)</b>			
Caltrans	Pedro Orso-Delgado (Alternate)	Yes	
MTS	Leon Williams (Member)	Yes	
NCTD	Jerome Stocks (Member)	Yes	
Imperial County	Victor Carrillo (Member)	No	
US Dept. of Defense	CAPT Daniel King (Member)	Yes	
SD Unified Port District	William Hall (Member)	No	
SD County Water Authority	Marilyn Dailey (Member)	Yes	
Baja California/Mexico	Luis Cabrera Cuaron (Member)	No	Ricardo Pined and Lydia Antonio will attend