

## Board Members

Mickey Cafagna, Chair  
*Mayor, Poway*

Mary Teresa Sessom, First Vice Chair  
*Mayor, Lemon Grove*

Jack Dale, Second Vice Chair  
*Councilmember, Santee*

Matt Hall  
*Mayor Pro Tem, Carlsbad*

Steve Padilla  
*Mayor, Chula Vista*

Phil Monroe  
*Councilmember, Coronado*

Crystal Crawford  
*Deputy Mayor, Del Mar*

Mark Lewis  
*Mayor, El Cajon*

Christy Guerin  
*Deputy Mayor, Encinitas*

Lori Holt Pfeiler  
*Mayor, Escondido*

Patricia McCoy  
*Councilmember, Imperial Beach*

Art Madrid  
*Mayor, La Mesa*

Ron Morrison  
*Vice Mayor, National City*

Jim Wood  
*Mayor, Oceanside*

Jim Madaffer  
*Councilmember, San Diego*

Scott Peters  
*Councilmember, San Diego*

Pia Harris-Ebert  
*Vice Mayor, San Marcos*

Joe Kellejian  
*Councilmember, Solana Beach*

Morris Vance  
*Mayor, Vista*

Pam Slater-Price  
*Chairwoman, County of San Diego*

## Advisory Members

Victor Carrillo, *Supervisor*  
**Imperial County**

Will Kempton, *Director*  
**California Department  
of Transportation**

Leon Williams, *Chairman*  
**Metropolitan Transit System**

Jerome Stocks, *Chair*  
**North San Diego County  
Transit Development Board**

CAPT Dan King, *USN*  
**U.S. Department of Defense**

William Hall, *Commissioner*  
**San Diego Unified Port District**

Marilyn Dailey, *Commissioner*  
**San Diego County Water Authority**

Luis Cabrera C.  
*Consul General of Mexico*

Gary L. Gallegos  
*Executive Director, SANDAG*



# BOARD OF DIRECTORS POLICY AGENDA

Friday, July 8, 2005  
9 a.m. to noon  
SANDAG Board Room  
401 B Street, 7<sup>th</sup> Floor  
San Diego

## AGENDA HIGHLIGHTS

- **2030 REGIONAL TRANSPORTATION PLAN UPDATE**

**PLEASE TURN OFF CELL PHONES DURING THE MEETING**

**YOU CAN LISTEN TO THE BOARD OF DIRECTORS  
MEETING BY VISITING OUR WEB SITE AT [WWW.SANDAG.ORG](http://WWW.SANDAG.ORG)**

## MISSION STATEMENT

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

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231  
(619) 699-1900 · Fax (619) 699-1905 · [www.sandag.org](http://www.sandag.org)



Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Board of Directors may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at [www.sandag.org](http://www.sandag.org) under Meetings on SANDAG's Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Board of Directors meeting.

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

***SANDAG offices are accessible by public transit.  
Phone 1-800-COMMUTE or see [www.sdcommute.com](http://www.sdcommute.com) for route information.***



# BOARD OF DIRECTORS POLICY AGENDA

Friday, July 8, 2005

ITEM #	RECOMMENDATION
1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
<p>Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes. Board members also may provide information and announcements under this agenda item.</p>	
+ 2. 2030 REGIONAL TRANSPORTATION PLAN UPDATE (Mike Hix)	DISCUSSION
<p>The Board approved the work program for the 2030 Regional Transportation Plan (RTP) Update in April 2005. Scheduled for approval by March 2007, Board discussion and policy direction is desired on several major RTP topics. Topics include the RTP goals, additional capacity in major corridors, smart growth alternatives related to regional transit assumptions, and RTP revenue scenarios. Interactive technology will be used to pose survey questions and promote discussion.</p>	
3. UPCOMING MEETINGS	INFORMATION
<p>The next Board of Directors Business meeting is scheduled for Friday, July 22, 2005, at 9 a.m. A Board of Directors tour of Tijuana, Mexico, is scheduled for Friday, August 12, 2005. The next Board of Directors Policy meeting is tentatively scheduled for Friday, September 9, 2005, at 9 a.m.</p>	
4. ADJOURNMENT	

+ next to an agenda item indicates an attachment



**BOARD OF DIRECTORS  
JULY 8, 2005**

**AGENDA ITEM NO. 05-07- 2  
ACTION REQUESTED - DISCUSSION**

---

## **2030 REGIONAL TRANSPORTATION PLAN UPDATE**

File Number 3000400

### **Introduction**

In April 2005, the SANDAG Board of Directors approved the work program for the 2030 Regional Transportation Plan (RTP) update. Scheduled for approval by March 2007, this comprehensive RTP update will be based on an updated 2030 Regional Growth Forecast and will incorporate the results of the Independent Transit Planning Review and the strategic initiatives from the adopted Regional Comprehensive Plan (RCP). The RTP work program also includes a number of issue papers that will highlight major topics under development for the plan.

This is the first RTP to follow the approval of the RCP, the long-term planning framework for the San Diego region. The RCP better integrates our local land use and transportation decisions and contains an incentive-based approach to encourage and channel growth into existing and future urban areas and smart growth communities. The RTP contains specific public policies, strategies, projects, and programs aimed at meeting the diverse mobility needs of our growing region through the year 2030. The Plan's vision for transportation supports the region's comprehensive strategy to promote smarter, more sustainable growth.

The existing RTP is also known as MOBILITY 2030. When work on MOBILITY 2030 was initiated in 2001, the Board of Directors established a new vision and goals to guide the development of the RTP. Along with developing a vision and goals, the Board of Directors provided direction for major Transportation System and Land Use Distribution Policies. As staff begins its development of the 2030 RTP Update, and in light of the adopted RCP and voter approval of the *TransNet* sales tax extension, the Board is again requested to provide policy direction for the plan.

The Board should provide policy direction in four general areas: (1) goals; (2) transportation system issues; (3) land use distribution issues; and (4) revenue scenarios. As in the past, interactive technology will be used at the meeting to pose survey questions and help the Board discuss and debate these major policy issues.

### **DISCUSSION TOPICS AND GENERAL POLICY QUESTIONS**

#### **1. GOALS**

Seven policy goals were adopted by the Board of Directors to guide the development of the present RTP, MOBILITY 2030. They are:

- **Mobility** – *Improve the mobility of people and freight*

- **Accessibility** – *Improve accessibility to major employment and other regional activity centers*
- **Reliability** – *Improve the reliability and safety of the transportation system*
- **Efficiency** – *Maximize the efficiency of the existing and future transportation system*
- **Livability** – *Promote livable communities*
- **Environmental Sustainability** – *Minimize impacts on the environment*
- **Equity** – *Ensure an equitable distribution of the benefits among various demographic and user groups*

While all goals were considered interrelated and important, Mobility was considered the prior RTP's highest goal.

- a. Should the 2030 RTP Update strive to accomplish these same goals?
- b. Are there any additional goals?

## 2. TRANSPORTATION SYSTEM ISSUES

### Additional Capacity in Major Transportation Corridors

As San Diego and the surrounding regions grow, the demand for east/west and north/south regional travel grows with it. Most of these trips occur in existing major transportation corridors: on freeways, highways, and regional arterials, or on regional rail or bus services. Transportation facilities and services in some of these corridors have been improved to meet demand, and additional improvements are either underway or planned. However, given right-of-way or environmental constraints, even planned facilities in some cases may not accommodate the growing volumes.

Looking at the origins and destinations of travelers in the year 2030 indicates that they too would like to use these same existing/planned corridors. New corridors outside the desired travel paths do not draw well. In addition, locating and constructing an entirely new corridor that would not have significant impacts to sensitive habitat areas or existing and planned development will be very difficult. This became evident in the initial analysis completed for the North/South Transportation Facility Study. Therefore, the focus for additional capacity anywhere may come back to what we can do in our existing corridors.

The types of physical improvements in existing corridors can vary widely. In MOBILITY 2030, the emphasis for capital improvements was constructing the high occupancy vehicle (HOV)/Managed Lane network, providing the flexibility to control access and serve carpools, bus rapid transit, toll customers, and potential new technology users. The I-15 Managed Lane system is already under construction, with other Managed Lanes to follow on other major corridors. Another option for additional capacity is new general purpose lanes, open to all highway users. The Managed Lane network supports quicker commutes and faster travel speeds for users and even single occupant vehicles (SOVs), provides more travel choices, and moves people, not just vehicles, more efficiently.

Except for specific lanes on State Route 54 and I-15, in the past all freeway lanes in San Diego County were constructed as general purpose lanes.

When freeway expansion is limited, parallel arterials can provide additional capacity options. Both the freeways and the regional arterials can work together to improve the overall flow in a major corridor. The prior RTP identified a Regionally Significant Arterial Network that provides critical links to the highway network and serves as alternative routes themselves. Regional arterials serve many purposes, and their design standards can encourage or discourage their use for longer subregional trips. Interconnecting signals, limiting access, accommodating bus rapid transit, and completing the planned regional arterial network are all important aspects for a regional arterial to contribute to corridor capacity.

### **Flexibility in Long-Range Planning**

Improvements in the RTP are normally based on proven and implemented technology. However, the RTP has a long life span. Between now and the year 2030, technology advancements will occur, some sooner, some later. The region may wish to be in a position to take advantage of these opportunities, adding capacity to the improvements we've already made. An example of this type of opportunity could be lanes designed to accommodate automated vehicles. Decisions about today's projects could consider leaving the door open for developing technology that's around the corner.

- a. Should the region focus its resources on ways to provide additional capacity to existing transportation facilities or services versus exploring the development of new corridors?
- b. Should corridor improvements continue to focus on Managed Lanes versus general purpose lanes?
- c. Should completion and improvements to the Regional Arterial System be given more emphasis in constrained corridors?
- d. Should our long-range vision provide maximum flexibility for new technology in our transportation system?

### **3. LAND USE DISTRIBUTION POLICIES**

The adopted RCP contains policy objectives and actions aimed at improving transportation and land use coordination, and establishing a new approach to planning in the San Diego region. Emphasis is given to:

1. Improving connections between land use and transportation plans using smart growth principles;
2. Using land use and transportation plans to guide decisions related to environmental and public facility investments; and
3. Focusing on collaboration and incentives to achieve regional goals and objectives.

To advance these concepts, SANDAG, in collaboration with local jurisdictions, is identifying smart growth areas and hoping to encourage development in those areas by placing a higher priority on

transportation and other infrastructure investments in those areas. A preliminary draft Smart Growth Concept Map is under development to illustrate the location of existing, planned, and potential smart growth areas. This map will be used to develop land use scenarios and refine transit network alternatives for the 2030 RTP update, and determine eligibility to participate in the longer-term smart growth incentive program funded by *TransNet*.

The RCP identifies seven smart growth place types, ranging from the most intense area in the region—the Metropolitan Center—to the least intense areas, Rural Villages. Each of the place types has recommended land use characteristics, intensity targets, transportation system characteristics, and public transit service levels. In order to ensure a wider range of transportation choices within the region, the RCP promotes a strong link between land uses, urban design principles, and transportation networks, particularly transit services. Recently, the Peer Review Panel of the Independent Transit Planning Review (ITPR) emphasized the importance of land uses and pedestrian connections to the success of transit. The Smart Growth Concept Map and the recommendations of the ITPR will be used in the development of the alternative land use scenarios and transit networks developed for the RTP update.

Two or more land use scenarios should be developed for evaluation for the 2030 RTP update. The scenarios currently under consideration are:

- ***Current Plans and Policies Scenario*** – This baseline scenario includes the adopted general plans from each of the 18 cities, and the County of San Diego's land use inputs based on its General Plan 2020 update effort. The scenario will include the "existing/planned" smart growth areas identified by local jurisdictions on the Smart Growth Concept Map. Note that the adopted general plans do not accommodate all of the growth to the year 2030 projected for San Diego County, resulting in interregional commuting.
- ***Enhanced Smart Growth Scenario*** – This scenario builds upon the Current Plans and Policies scenario described above, and will include assumptions for increased housing and employment intensities in the "potential" smart growth areas identified by local jurisdictions on the Concept Map. Under this scenario, less interregional commuting is expected compared to the Current Plans and Policies scenario,

It's expected that the regional transit network laid out earlier in MOBILITY 2030 and the final Smart Growth Concept Map may reveal a disconnect in some areas. The planned transit network may not serve some potential smart growth areas, and it may show transit lines in areas that have relatively few identified smart growth opportunities. In a separate study related to the RTP, the ITPR will be analyzing the overall transit plan and, as a result, may recommend some changes to the regional transit system.

- a. How should the RTP evaluate a revised regional transit network that better serves the identified potential smart growth opportunity areas?
- b. Are there other land use scenarios that should be evaluated in relation to the RTP?

#### **4. REVENUE SCENARIOS**

In the last RTP, three revenue forecast scenarios were developed. A mid-range revenue forecast was added to the normal high and low scenarios to incorporate the revenues and projects that would

result from the passage of a *TransNet* sales tax extension. The previous scenarios are described below.

- **Revenue Constrained Scenario** – Required by state and federal planning regulations, this revenue forecast was based only on current sources and levels of federal, state, and local transportation revenue projected to 2030. The total amount was \$30 billion in MOBILITY 2030.
- **Reasonably Expected Revenue Scenario** – This revenue scenario built upon the Revenue Constrained forecast and also included additional sources of transportation revenue that were reasonably expected to become available through 2030. The *TransNet* half-cent local sales tax extension, higher levels of state and federal discretionary funds, as well as increases in state and federal gas taxes based on historical trends were among these additional funding sources. Totalling \$42 billion, this revenue scenario was used to define the adopted transportation network for MOBILITY 2030.
- **Unconstrained Revenue Scenario** – This scenario identified a desired list of projects that required funding beyond the levels assumed for the Reasonably Expected Revenue Scenario. For MOBILITY 2030, this scenario totaled \$67 billion.

For the 2030 RTP update, the passage of the *TransNet* extension will result in the addition of the projected sales tax revenues from 2008 through 2030 in the Revenue Constrained Scenario. In addition, the *TransNet* extension requires local jurisdictions levy a \$2,000 fee on new housing units that will go towards improvements on the regional arterial system. These additional revenues will result in a new Revenue Constrained Scenario that will be close in dollars to the previous Reasonably Expected Revenue Scenario.

However, a large revenue gap would still separate the funding needed for the Unconstrained Revenue Scenario. Several other types of funding sources such as toll financing of new facilities, or additional sales tax or gas tax measures, could partially fund the additional transportation facilities and services.

- a. Should a mid-range revenue forecast be generated for the 2030 RTP update? If so, what additional sources of transportation revenue should be included in the Reasonably Expected Revenue Scenario?
- b. What potential sources of funding should be included in the Unconstrained Revenue Scenario? Should an increase in the *TransNet* local sales tax be considered?
- c. To what extent should user fees, such as tolls, be pursued in order to finance and expedite major capital improvements?

GARY L. GALLEGOS  
Executive Director

Key Staff Contact: Michael Hix (619) 699-1977; [mhi@sandag.org](mailto:mhi@sandag.org)

Funds are budgeted in Work Element #3000400

## MOBILITY 2030 GOALS

At the core of MOBILITY 2030 are seven policy goals:

- **Accessibility** – *Improve accessibility to major employment and other regional activity centers*
- **Efficiency** – *Maximize the efficiency of the existing and future transportation system*
- **Environmental Sustainability** – *Minimize impacts on the environment*
- **Equity** – *Ensure an equitable distribution of the benefits among various demographic and user groups*
- **Livability** – *Promote livable communities*
- **Mobility** – *Improve the mobility of people and freight*
- **Reliability** – *Improve the reliability and safety of the transportation system*