



**BOARD OF DIRECTORS  
SEPTEMBER 23, 2005**

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

---

**BOARD OF DIRECTORS DISCUSSION AND ACTIONS  
JULY 8, 2005**

Chairman Mickey Cafagna (Poway) called the meeting of the SANDAG Board of Directors to order at 9:15 a.m., and asked for a moment of silence for those who lost their lives and were injured in the terrorist attack in London, England, and for the lives of the Navy Seals that were lost as a result of the global war on terror. The attendance sheet for the meeting is attached.

**1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS**

Jim Schmidt, a member of the public, stated that the Sierra Club was trying to block the widening of Interstate 95. The Sierra Club lost this lawsuit, but there was a settlement. If the Sierra Club had won that case in federal court, they would have been able to use that ruling in other similar situations.

**REPORTS**

**2. 2030 REGIONAL TRANSPORTATION PLAN UPDATE (DISCUSSION)**

Chair Cafagna stated that this is the first step in a multi-year process that begins the update of our Regional Transportation Plan (RTP). Today's meeting will include a policy discussion on what we want the next RTP to be. We'll be asked a series of questions that will help stimulate the policy discussion. Mike Hix, Principal Regional Planner, will provide a brief overview, and Garry Bonelli, Director of Communications, will facilitate the questions/discussion portion of the meeting.

Mr. Hix reported that staff is seeking Board guidance on some of the major issues for the upcoming 2007 RTP update. In April 2005, the SANDAG Board approved a work program for the RTP update. The current RTP, MOBILITY 2030, includes a vision to develop a flexible transportation system that focuses on moving people and goods – not just vehicles. MOBILITY 2030 contained several goals: accessibility, efficiency, environmental sustainability, equity, livability, mobility, and reliability. There are four components of mobility: land use/transportation connections, system development, systems management, and demand management. Transportation system issues for discussion include how we should provide capacity in new and existing corridors, the types of capacity improvements, and the importance of the regional arterial system.

Mr. Hix showed a graph of existing and planned development in the urbanized area. Added to that display were the desired travel paths for all 2030 trips in the county. This information should assist us in determining where to place additional corridor capacity. Another issue is how much flexibility we want to build into our system over the long term.

Mr. Hix described the benefits of Managed/HOV (high-occupancy-vehicle) lanes: more travel choices, competitive transit times, time savings for carpools and FasTrak users, and more flexibility for new technology. He provided a couple of examples of automated highways. Mr. Hix stated that two developed land use scenarios currently under consideration for the 2030 RTP update are the Current Plans and Policies scenario and the Enhanced Smart Growth scenario. The Current Plans and Policies 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. It includes the existing/planned smart growth areas identified by local jurisdictions on the Smart Growth Concept Map. He noted that the general plans do not accommodate all of the projected growth to the year 2030 and, therefore, under the Current Plans and Policies scenario, there will be interregional commuting. The Enhanced Smart Growth scenario builds upon Current Plans and Policies and will include assumptions for increased housing and employment development intensities in the "potential" smart growth areas identified in the Concept Map. Under this scenario, less interregional commuting is expected.

Mr. Hix stated that the last RTP included a mid-level revenue scenario called Reasonably Expected Revenue scenario. With the passage of *TransNet* and Proposition 42, a revised Revenue Constrained scenario would just about equal the previous mid-range revenue assumption. We need to decide if we should create a new mid-level Reasonably Expected Revenue scenario and determine how to fund it.

Chair Cafagna welcomed two new Board members: James Wood, Mayor of Oceanside, and Ann Kulchin, Carlsbad Councilmember.

Garry Bonelli provided instructions to the Board on how the preference process would work and tried a couple of test questions to calibrate the voting equipment.

Councilmember Joe Kellejian (Solana Beach) asked if the questions are intended to indicate the Board's preference for planning efforts between 2005 and 2030, rather than beyond 2030. Mr. Bonelli replied affirmatively.

Mayor Art Madrid (La Mesa) asked if there are certain topics that should not be discussed or called into question. Mr. Bonelli said there weren't any.

Pedro Orso-Delgado, Caltrans District 11 Director, asked why 2030 rather than 2040. Gary Gallegos, Executive Director, responded that land use plans don't go out that far.

Chuck Anders, a consultant with Strategic Initiatives, led the interactive polling for the RTP questions and explained that this is an anonymous process to get the Board's opinions on a number of RTP-related policy issues.

**Question 1: Evaluate the seven goals in paired comparisons. The result was the following priority listing: Livability (62.3), Mobility (60.0), Efficiency (59.1),**

**Accessibility (50.5), Reliability (48.9), Environmental Sustainability (41.8), and Equity (25.1).**

Chair Cafagna asked where Livability came out in the ranking the last time this survey was conducted. Mr. Bonelli responded that it was ranked in fifth place.

Mayor Madrid stated that the definition of Equity says to “ensure an equitable distribution of the benefits among various demographic and user groups.” He asked what “benefits” mean in this goal. Mr. Hix replied that we have to look at whether we are providing environmental justice and social equity fairly. Equity is a goal to try and address that problem.

Mayor Holt Pfeiler (Escondido) asked how Livability translates in the context of our RTP. Mr. Hix said that transportation project evaluation criteria will play a big factor in where we put our dollars to promote livability. However, we will have to better define what that means.

Chair Cafagna commented that livability describes good quality of life. Mr. Bonelli stated that on the last survey Mobility was the number one goal. The higher ranking for Livability might be a result of all of the work done with the Regional Comprehensive Plan (RCP).

Councilmember Phil Monroe (Coronado) suggested an additional goal: flexibility to accommodate new technology. He wondered where this would fit in. He didn't think there is a national push for new technology in our region as there is in other areas around the world. Mr. Gallegos responded that this is one of the struggles we continue to face. Another is how we get people out of their cars and onto transit. He agreed there is not enough being done at the national level to promote changes in transit technology.

Mr. Orso-Delgado commented that we will be building managed lanes, and one of the things that would be nice to look at is how we can plan today for the future.

Deputy Mayor Christy Guerin (Encinitas) thought that the concept of flexibility could be incorporated into the Efficiency goal. The description of Efficiency is to maximize the efficiency of the existing and future transportation system, which incorporates Councilmember Monroe's concept of new technology. She agreed that we should keep new technology in the forefront to address in the existing goals.

Question 2: In order to provide additional capacity to serve 2030 population and employment, the region should focus on: existing corridors or new corridors. **The result was 15 votes (71 percent) for existing corridors and 6 votes (29 percent) for new corridors.**

Councilmember Kellejian said the problem is that we don't have enough information to be able to answer this question. Between now and 2030, there doesn't seem to be a demand for a new corridor, and existing corridors like Interstate 15 (I-15) can be improved to meet the 2030 demand. We ought to be doing both and perhaps there are some other choices that we should be considering to meet demand beyond 2030.

Supervisor Pam Slater-Price (County of San Diego) said that one option evaluated was to double deck I-5, which is the only option that would improve the level of service in that corridor. It is expensive, but if you are talking about tunneling or going through environmentally sensitive areas, it doesn't look so bad.

Councilmember Kellejian noted that you will have huge public acceptance problems along the coast, and you cannot double-deck I-5 because there is not enough right-of-way. Mr. Gallegos commented that the current RTP maximizes today's corridors. The challenge of double-decking is in terms of construction because you can't shut down the I-15 freeway during construction. He agreed that it will be tough to get approval from the California Coastal Commission and environmental agencies for right-of-way for freeway expansion along the coast.

Mayor Holt Pfeiler stated that part of the alternatives is to look for new corridors.

Chair Cafagna noted that we never anticipated the need for another corridor and did not set aside the right-of-way.

Mr. Gallegos asked the consultant if we could include a choice to add both existing and new corridors.

Deputy Mayor Guerin pointed out that if we are going to choose to make improvements in both existing and new corridors, we will need to identify the new corridor areas quickly because our constituents will be concerned

Mayor Madrid said that he voted for new corridors. Political will is the most important thing in determining new corridors.

Deputy Mayor Crystal Crawford (Del Mar) said the dilemma that we face relates to the fluidity of the government process. This is a constant struggle. Whatever decisions are made today are subject to 20/20 hindsight. We cannot evaluate the "both" option without looking at it from past commitments. For example, Del Mar chose to keep Camino del Mar south of Via de la Valle off of the Regional Arterial System to maintain community character. Other jurisdictions also have made decisions to eliminate planned roadways that could have provided opportunities for new corridors.

Vice Mayor Pia Harris Ebert (San Marcos) commented that her constituency supports new capacity in the north-south corridor.

Chair Cafagna stated that in the *TransNet* polling, the question of new corridors came out mostly last in the ratings. The public wants us to fix the existing corridors.

Mayor Mark Lewis (El Cajon) said that travel demand and traffic congestion also relate to timing. If schools and employers were on different schedules, there would be less traffic congestion. We should evaluate this as part of our RTP.

Deputy Mayor Patty Davis (Chula Vista) said that we need to do the right thing. There are people in Bonita who signed a petition against State Route (SR) 125, and they are now in favor of it. The reality is that not planning a third north-south corridor has been a disservice

to the San Diego region. SR 125 North is the perfect answer. We need to do the right thing to solve the long-term problem.

Councilmember Jerome Stocks (Encinitas) stated that if you built enough roads and transportation systems so that peak period demand was handled, everything will be covered in asphalt. There is no land that is currently not being used. This regional body needs to get serious about maximizing the efficiencies for what we have.

Councilmember Kellejian said that we need to keep our minds open when considering new corridor choices. He agreed that there have been battles before that have been fought; however, that should not stop us from looking at new technologies to resolve the problems. We should also be looking at the type of transportation provided in these corridors.

Councilmember Patricia McCoy (Imperial Beach) stated that until we come to grips with the issue of sustainability we will not solve our problems. Some of the goals are subsets of one or the other and are intertwined.

Chair Cafagna felt that it is impractical to consider another corridor, but it would be irresponsible of us not to consider it. At some place in the future, we will come to a saturation point. He called for an indication on the question of the "both" choice. The result was that the "both" choice received 52 percent, existing corridors received 43 percent, and new corridors received 5 percent.

Question 3: Evaluate using a paired comparison for the following capacity improvements in major corridors: Regional Transit Service, Toll lanes, HOV lanes, Managed lanes, General Purpose lanes. **The resulting priority was: Managed lanes (70.2 percent), HOV lanes (60.7 percent), Regional Transit Service (46.4 percent), Toll lanes (39.3 percent), and General Purpose lanes (33.3 percent).**

Chair Cafagna noted that this is consistent with the *TransNet* polling results.

Councilmember McCoy stated she felt we have to stick true to the findings of what people expected from *TransNet*.

Chair Cafagna pointed out that Managed lanes can be used for the other uses as well.

Question 4: Funding priority for regional transit service should focus on providing: Regionwide Local service, or Corridor Commuter/Express service. Jack Limber, General Counsel, provided a detailed explanation of this question. **The result was: 62 percent in favor of Corridor/Express service, and 38 percent for Regionwide Local service.**

Deputy Mayor Guerin said that she voted for Corridor/Commuter/Express service; however, we need to keep in mind that one of the biggest complaints we receive is the difficulty in getting to the Coaster and parking when you do.

Deputy Mayor Crawford stated that we have seen the success of commuter service, so we have data to back up people's preferences for that service.

Leon Williams, Metropolitan Transit System (MTS) Chair, commented that MTS is going through a Comprehensive Operational Analysis (COA) to determine where to use its resources. The thrust that seems to be in the making now is to concentrate on certain corridors to make them efficient and not try to service everyone. Economic models will show the efficiency of that tactic.

Question 5: Regional arterials should not be deleted from adopted circulation elements and should be completed as soon as possible to support major corridor and subregional movements. **The results showed 57 percent strongly agree with that statement, 38 percent somewhat agree, and 5 percent strongly disagree.**

Councilmember Stocks stated that one of the things about San Diego County is that you can't get anywhere without getting on a freeway. You don't have an option of staying on surface streets. He thought regional congestion could be relieved if we had better connectivity. Mr. Gallegos agreed the lack of redundancy in our freeway and regional arterial systems is our most significant weakness.

Mr. Bonelli asked why someone would strongly disagree with this statement. Deputy Mayor Crawford responded that communities that have deleted regional arterials could disagree with the statement.

Mayor Morris Vance (Vista) stated that in order for regional arterials to work, you need greater cooperation between jurisdictions.

Mayor Holt Pfeiler added that if you make it a regional priority then a regional arterial could be done as one project.

Chair Cafagna noted that if we can make the RCP work, then those kinds of things will be solved.

Supervisor Slater-Price stated that one example here of working together on a solution is called the North County Parkway Plan. This effort got every community together with elected officials and technical people. In the past, that factor was missing.

Question 6: To what extent should the RTP rely on new technology, such as lanes for automated vehicles to improve efficiency or provide additional corridor capacity? **The results showed: overwhelming preference (95 percent) for new technology as a major contributor in the RTP; 5 percent responded that it should be a minor contribution.**

Question 7: Current general plans do not meet the forecasted housing demand for the San Diego region. To accommodate the demand, we should: modify general plans for additional housing or accept and plan for more interregional commuting. **The results showed: 62 percent want to plan for interregional commuting, while 38 percent prefer modifying general plans to provide more housing opportunities.**

Deputy Mayor Davis said she voted to modify the general plan because you have to plan for reality.

Deputy Mayor Crawford stated that Del Mar is continuing to look for creative ways to provide additional housing.

Chair Cafagna called a break at 10:40 a.m., and reconvened the meeting into open session at 10:48 a.m.

Question 8: The primary focus of Regional Transit should be: to serve the existing smart growth areas or encourage new smart growth areas. **The results were: 55 percent thought we should serve existing smart growth areas, and 45 percent thought we should encourage new areas.**

Chair Williams said that we should do both but it comes down to money. We should focus on existing smart growth areas because of the lack of resources for new areas.

Councilmember Stocks commented that we are not serving our existing smart growth areas well enough. We should improve existing areas first, and then work on the new areas.

Councilmember Monroe noted that we have some new smart growth areas that exist that are not being served.

Mayor Holt Pfeiler said that we need to serve existing smart growth areas and then adjacent areas could be served as well.

Question 9: Are incentives or disincentives the most effective way to encourage commuters to ride transit, rideshare, bicycle, or walk to work? **The results showed that 86 percent said incentives are the way to go, while 5 percent cited disincentives.**

Question 10: The region should maximize the efficiency of our existing transportation system by placing a strong emphasis on better systems management. **The results showed that: the majority (71 percent) strongly agrees that there should be a strong emphasis on maximizing the efficiency of our existing transportation system with strong systems management. The remaining 29 percent somewhat agree with the statement.**

Mayor Vance said that one of the growing problems is trucks and freight movement, and it causes a great deal of traffic congestion, but there are no proposals to improve this situation.

Chair Cafagna noted that one of the managed lanes issues being evaluated is whether we can use these same lanes for trucks in the off-peak periods. Mr. Gallegos stated that the next RTP will have a stronger emphasis on freight movement in our region.

Mayor Madrid asked how other areas address this issue. Mr. Gallegos replied that we have been collaborating with the Southern California Association of Governments (SCAG) on that issue. SCAG is looking at trying to build truck-only lanes. Managed lanes could have trucks during off-peak periods.

Deputy Mayor Guerin said she attended a conference recently and a lot of the focus was on Long Beach truck traffic. We need to start addressing this issue; it is a constant issue at the Borders Committee meetings.

Deputy Mayor Crawford stated that included in the Borders Committee work program was a study done in conjunction with Caltrans on truck border crossings. As a result of this study, we can look at ways to change how truckers are doing business across the International Border. You have to change the time and the ways that people operate their businesses. If we could create incentives that affect people's pocketbooks, that would help improve the freeway congestion.

First Vice Chair Mary Sessom (Lemon Grove) noted that at the National Association of Regional Councils (NARC) conference, there were a lot of workshops dealing with freight movement. One statistic was that two lanes dedicated to trucks can give us capacity for four lanes of private cars. She was not sure that we understand the movement of goods and logistics and said we should educate ourselves to a greater level of understanding.

Mayor Madrid suggested that we bring the NARC presenter to a SANDAG Board meeting.

Councilmember Kellejian stated that truckers will be the first to admit they don't want to be sitting in traffic. He agreed that we need to start meeting with people who have trucks on the freeways to understand their problems. He would be willing to participate in listening to what the problems are and in finding solutions.

Question 11: Beyond the Revenue Constrained scenario, which of the potential revenue sources do you prefer to expedite capital improvements? **The results were as follows: Toll revenues for new lanes (75.0 percent), additional local gas tax (52.4 percent), nonresidential development fees for regional transportation facilities (45.2 percent), additional *TransNet* (40.5 percent), and additional residential development fees for regional transportation projects (35.7 percent).**

Deputy Mayor Guerin said she did not want to add more fees to new housing.

Supervisor Slater-Price added that if the gas tax is not locked in, Sacramento could take those funds, unlike *TransNet* monies which are controlled locally.

Councilmember Monroe noted that this is a change in the Board's position supporting nonresidential development fees for regional transportation facilities. The Board did not support these fees when discussed during the development of the *TransNet* measure.

Mr. Gallegos stated that the argument against levying the development fee on businesses was that it would hurt the business climate, and we are working with those businesses on efforts such as demand management, vanpools, and carpools.

Mayor James Woods (Oceanside) asked who at Riverside County handles this. Mr. Gallegos replied that Riverside County just started levying development impact fees as part of its sales tax measure. Generally our development impact fees are higher than in Riverside County.

Councilmember Monroe recognized the attendance of John Curriers, Chair of the Rincon tribe. He said that we ought to acknowledge that the arterial roads are needed to get to the gaming centers.

Mayor Madrid asked for a hard copy of all of the votes. Mr. Gallegos assured him that staff will make that information available to the Board.

### 3. UPCOMING MEETINGS

The Board of Directors Policy meeting scheduled on Friday, August 12, 2005, has been cancelled; however, there is a tour of Tijuana on that date.

The next Board of Directors Policy meeting is scheduled for Friday, September 9, 2005, at 9 a.m. The next Board of Directors Business meeting is scheduled for Friday, September 23, 2005, at 9 a.m.

### 4. ADJOURNMENT

The meeting was adjourned at 11:15 a.m.

DGunn/M/DGU

**ATTENDANCE  
SANDAG BOARD OF DIRECTORS' MEETING  
JULY 8, 2005**

JURISDICTION/ ORGANIZATION	NAME	ATTENDING	COMMENTS
City of Carlsbad	Ann Kulchin (Alternate)	Yes	
City of Chula Vista	Patty Davis (Alternate)	Yes	
City of Coronado	Phil Monroe (Member)	Yes	
City of Del Mar	Crystal Crawford (Member)	Yes	
City of El Cajon	Mark Lewis (Member)	Yes	
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	Mary Sessom, Vice Chair (Member)	Yes	
City of National City	Ron Morrison (Member)	No	
City of Oceanside	James Wood (Member)	Yes	
City of Poway	Mickey Cafagna, Chair (Member)	Yes	
City of San Diego - A	Jim Madaffer (Member A)	No	
City of San Diego - B	Scott Peters (Member B)	No	
City of San Marcos	Pia Harris-Ebert (Member)	Yes	
City of Santee	Jack Dale (Member)	Yes	
City of Solana Beach	Joe Kellejian (Member)	Yes	
City of Vista	Morris Vance (Member)	Yes	
County of San Diego	Pam Slater-Price (Member)	Yes	
ADVISORY MEMBERS LISTED BELOW (ATTENDANCE <b>NOT</b> COUNTED FOR QUORUM PURPOSES)			
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)	No	
SD Unified Port District	William Hall (Member)	Yes	
SD County Water Authority	Marilyn Dailey (Member)	No	
Baja California/Mexico	Luis Cabrera Cuaron (Member)	No	