



**BOARD OF DIRECTORS  
OCTOBER 27, 2006**

**AGENDA ITEM NO. 06-10-1A  
ACTION REQUESTED - APPROVE**

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**BOARD OF DIRECTORS DISCUSSION AND ACTIONS  
SEPTEMBER 8, 2006**

Chairman Mickey Cafagna (Poway) called the meeting of the SANDAG Board of Directors to order at 10:20 a.m. The attendance sheet for the meeting is attached.

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Don Stillwell, a member of the public, expressed concerns about the recent changes to Routes 13 and 14 bus schedules. He requested that the Route 13 terminal be restored at the Grantville Trolley Station.

**REPORTS**

2. CAPITAL PROJECT BUDGET TRANSFERS (APPROVE)

Mike Ruth, Senior Engineer, reported that on August 10, 2006, the Metropolitan Transit System (MTS) Board of Directors recommended approval of these capital project budget transfers. He showed a summary of the budget transfers being requested. He noted that the increases are proposed to come from the Imperial Avenue Division (IAD) Underground Tank Improvement Project and from the Kearny Mesa Division (KMD) Drop Table Project. Mr. Ruth reviewed the need, cost justification, budget source, and status of all five projects.

Chair Cafagna disqualified himself from voting on this item as he owns real estate nearby.

Councilmember Joe Kellejian (Solana Beach) mentioned that the Transportation Committee is authorized to approve budget transfers not exceeding \$500,000. Since the total of these budget transfers exceeded the Committee's threshold, the item was being brought forward for Board action.

Mayor Jerry Sanders (City of San Diego) asked if there are queue jumpers anywhere else in the region. Mr. Ruth replied that there is one on Fourth Avenue in downtown San Diego adjacent to Horton Plaza and one near the Old Town Transit Center. He added that the City of San Diego's Traffic Engineering department been involved in the development of the proposed queue jumper at First Avenue and Ash Street

Action: Upon a motion by First Vice Chair Mary Sessom (Lemon Grove) and a second by Vice Mayor Ron Morrison (National City), the SANDAG Board approved budget transfers for the following capital projects: (1) IAD/KMD Parking Lot Resurfacing Project; (2) KMD Compressed Natural Gas Fuel Station Project; (3) IAD/KMD Underground Tank Improvement Project; (4) Transit First Now Project for a bus queue jumper at First Avenue and Ash Street; and (5) KMD Drop Table Project. Yes – 16 (weighted vote, 98%). No – 0 (weighted vote, 0%). Abstain – Poway (2%). Absent – County of San Diego and Imperial Beach.

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS (Continued)

First Vice Chair Sessom recently attended an Association for Commuter Transportation (ACT) event in Boston, MA, to receive the Gold Level award as a “Best Workplaces for Commuters” from the Environmental Protection Agency for the SANDAG RideLink program. Our RideLink program is one of only eight Transportation Demand Management (TDM) programs to receive this award nationally. RideLink has helped more than 100 employers across the San Diego region create successful commuting programs, and about 75,000 employees are enrolled in these programs. With the help of RideLink, these programs are reducing traffic congestion, decreasing air pollution, and saving gas. Our latest annual figures show nearly 2 million cars have been taken off the roads and highways during rush hour. That’s a reduction of 105 million vehicle miles and a savings of 5 million gallons of gas. These efforts also have prevented 125 million pounds of global warming pollution. Our goal is to keep increasing our participation in the Best Workplaces for Commuters program. SANDAG was recognized with a medal, plaque, and acrylic award.

Chair Cafagna congratulated SANDAG staff on the RideLink program.

3. 2030 REGIONAL GROWTH FORECAST UPDATE (ACCEPT)

Ed Schafer, Senior Demographer, reported that the Regional Growth Forecast is a foundation of the Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP), and represents the best assessment of the changes we can anticipate for the region based on the most current information available. The forecast is meant to assist policy makers in preparing for the future, and it is not an expression for or against growth. The regional forecast is typically updated every three to five years. The last forecast was accepted by the Board of Directors in December 2003.

Mr. Schafer stated that in May 2006 the SANDAG Board discussed policy issues raised by the 2030 Regional Growth Forecast Update. This forecast reflects the probable growth of the region and the expected distribution of the growth to jurisdictions and other areas based on currently adopted plans and policies. This forecast has been vetted with the region’s planning directors and staff members serving on the Regional Planning Technical Working Group (RPTWG).

Mr. Schafer said that the forecast is developed through collaboration with experts in demography, housing, the economy, and other disciplines, and close cooperation and input of the local planning directors and their staffs. The forecast is developed in two phases. The first phase is a forecast of the entire region produced largely on economic trends and the associated demographic characteristics. The second phase allocates these overall forecasts to jurisdictions and smaller geographic areas based upon the region’s general and community plans and their relationships with the regional transportation system. The forecast update is based on the general and community plans as they stand today. Basing our forecast on existing plans and policies provides us with a valuable tool to help monitor progress in maintaining and improving the region’s quality of life.

Mr. Schafer reviewed the key findings from the forecast: the 288,700 new homes needed by 2030 is roughly equivalent to the entire remaining housing capacity under today’s general and community plans and the County’s general plan update known as GP2020; 35 percent of the anticipated growth in housing units will be on currently developed land, and 65 percent

will be on vacant land; 68 percent of new housing units will concentrate within two jurisdictions, the City of San Diego and the unincorporated area; and interregional commuting will increase substantially. About 26 percent of all residential units need to house the expected population growth needed. Mr. Schafer also noted that per capita income is expected to increase by 39 percent, and there will be significant aging of the population. Mr. Schafer said that later this fall the Board will discuss smart growth concept alternatives and how they will be used in development of the 2007 RTP update.

Action: Upon a motion by Deputy Mayor Mackin (Oceanside) and a second by Councilmember Kellejian, the SANDAG Board accepted the 2030 Regional Growth Forecast Update for use in the 2007 RTP and for other planning purposes. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – County of San Diego and Imperial Beach.

#### 4. THE DRAFT REGIONAL GOODS MOVEMENT ACTION PLAN (ACCEPT)

Chair Cafagna recognized Commissioner John Chalker, California Transportation Commission (CTC), to provide remarks.

Commissioner Chalker provided an update on the CTC progress on developing criteria to allocate the transportation infrastructure bond proceeds from the proposed bond measure (Proposition 1B) on the November 7, 2006, ballot. He stated that SANDAG should be aware of the aggressive timelines so that the region can be prepared to meet the project submittal deadlines established by the CTC. He said that if the bond measure is approved, it will be the first time in California's history that money will be set aside for trade corridors and goods movement issues. Projects will be selected based upon criteria that are under development by the CTC and its various statewide working groups, on which SANDAG staff has been actively participating. If this bond measure passes, the CTC is required to approve the criteria by December 1, 2006. Projects will need to be submitted in January 2007, and the CTC must select projects and have funding recommendations and allocations to the State Legislature by March 2007. Projects submitted must be ready for implementation by 2012. He said that many stakeholders are advocating that the CTC complete project selection in March 2007 for the entire \$20 billion bond measure. In other words, if you don't have a project submitted in January 2007, you may not get a second chance. This is extremely important. He urged SANDAG to move forward on its recommendation for selecting and prioritizing the projects it wants to submit for consideration to the CTC in January 2007. This will be a competitive process and action will happen quickly. We want to be sure this region is represented.

Mike Hix, Principal Planner, provided an overview of the following items: goods movement trends and SANDAG's draft Freight Intermodal Strategy, the proposed list of projects recommended by the Freight Working Group (FWG), the proposed freight project evaluation criteria, and the need for a policy discussion about a long-term freight strategy. He said the objective is to develop a Regional Freight Intermodal Strategy for the 2007 RTP, which will include the initial development and adoption of a regional Goods Movement Action Plan (GMAP) and a list of goods movement projects to meet the schedule for potential state transportation infrastructure bond funding. He reviewed the schedule for development of the Regional GMAP.

Mr. Hix discussed general findings which included a shift in the global economy and the flow of trades internationally; the emergence of new global gateways for trade; unprecedented growth in international trade; existing constraints in the regional freight systems, which leads to increasing delays; and the fact that agencies worldwide are unprepared for the projected trade growth. He said that we can't ignore the expected impacts of the projected growth in trade. The national freight policy vision is to develop a freight system which ensures the efficient, reliable, and secure movement of goods and one that supports the nation's economic growth while improving environmental quality.

Mr. Hix said that the FWG has three tasks: identify the needs for each freight system, demonstrate how systems can work together, and integrate with adjacent regions and the national supply chain. The study approach has been to document existing freight systems and operations; evaluate system gaps, integration requirements, and opportunities; identify improvements and concepts to provide future capacity; evaluate connectivity between Southern California and Baja California, Mexico; and prepare a draft Regional Freight Intermodal Strategy for the RTP.

Mr. Hix reviewed the general findings for the San Diego region in response to the trade shift and the existing conditions. He reviewed issues with our existing conditions which include problems with domestic goods circulation and international trade movement. He noted that what is happening here mirrors what is occurring around the state and the nation.

Mr. Hix posed two questions: (1) what is the region's desired role as a gateway for binational and international trade? and (2) what improvements are needed until the long-range vision is evaluated? He said that the draft regional GMAP will include an initial baseline strategy until the region's long-term role is defined. The intent of this initial strategy is to provide reasonable expansion of the region's freight capacity, based on incremental improvements to meet existing and forecasted needs. He reviewed four scenarios to serve the existing growth trends, which included three near-term scenarios and one long-term scenario to provide capacity beyond 2030. The three short-term scenarios are: Business I, serve existing bottlenecks and unserved demand; Business II, serve some of the latent demand, and Business III, serve all of the latent demand.

Mr. Hix said that the FWG has identified a number of projects to meet the needs in the region. He reviewed projects in each of the following categories: border crossing, maritime, rail, truckway, pipeline, and air cargo. He noted that all projects total more than \$21 billion.

Mr. Hix reviewed two recommended actions: (1) accept for planning purposes the recommended list of freight projects, to be prioritized as part of the initial regional GMAP and to be submitted to the state for potential funding through the pending transportation infrastructure bond measure; and (2) accept for planning purposes the recommended freight project evaluation criteria, to be used to prioritize the proposed projects.

Councilmember Phil Monroe (Coronado) asked if one of the region's objectives is to expand the maritime facilities. He mentioned that we also may need to address the issue of a new Chargers stadium along our waterfront. He asked whether all affected local jurisdictions had been participating in the discussion of expanding freight facilities.

Gary Gallegos, Executive Director, said that he had a recent opportunity to meet with National City representatives and we have been meeting with the staff of Chula Vista. Within the next 45 days we will have connected with all of the players. Beyond the goods movement issues, there are major land use developments planned in Chula Vista and National City. In order to make improvements to regional transportation facilities along the south Interstate 5 (I-5) corridor, the region will need to coordinate how the public rights-of-way are used. We are committed to trying to bring all of the players together in order to initiate a corridor study in that area.

Councilmember Monroe was glad to hear that, but stated that current conditions are changing at a very fast pace. Mr. Gallegos replied that that is the challenge and the opportunity. What is proposed today will enable us to develop an initial action plan; without one, we won't effectively compete for goods movement infrastructure funding at the state level. The Board will have many future opportunities to reevaluate and refine our goods movement priorities.

Councilmember Jerome Stocks (North County Transit District [NCTD]) said that NCTD is physically maxed out due to the lack of double tracking. He said that we need to increase the rail capacity for reasons outlined in the report. Improving the quality of life and mobility for our residents will require that we add rail capacity to our existing corridors. If we don't increase the rail capacity, our roads will get overloaded with trucks. This is an important component of our RTP.

Mayor Pro Tem Matt Hall (Carlsbad) stated that if we aren't proactive then we will be faced with reacting to what develops. He supported moving forward to address our goods movement needs.

Mayor Steve Padilla (Chula Vista) said that there is general consensus with moving forward. The priorities presented are appropriate, and we need to increase our freight capacity and compete for available funding. This is the right step. In the south I-5 corridor, discussions have been occurring and we are doing our best to collaborate on a plan that will align all of our different priorities and timelines.

Supervisor Victor Carrillo (Imperial County) complimented staff on the report. He said that one obstacle to overcome is the provincialism that sometimes exists between local jurisdictions and regions. He wants to see how our priorities relate to those of the Southern California Association of Governments (SCAG). We need to look at infrastructure development in a comprehensive fashion in order to accommodate the amount of existing trade both in Southern California and throughout the state. In Imperial County, we want to have freight truck traffic operate from 10 p.m. to 8 a.m. to relieve truck congestion during the day.

Councilmember Kellejian said that we should explore the feasibility of the potential new "blue line" for goods movement. Traffic congestion in the I-5 and I-15 corridors will increase in the future. This new freight line will take a tremendous amount of truck traffic off the roadways and onto rail. We should look at opportunities like this sooner rather than later.

Councilmember Henry Abarbanel (Del Mar) asked whether the “blue line” freight corridor would be precluded in the future if we adopt an initial plan. Mr. Hix said that it is a long-term concept at this point. We need additional rail capacity beyond what is anticipated in the RTP. If we want to evaluate the feasibility of this line, we will have to add a new transportation study into the Overall Work Program (OWP). He noted that from this list of 90-100 projects, only a limited number of projects will qualify for infrastructure bond money. This master list is our first cut.

Councilmember Abarbanel expressed support for Councilmember Kellejian’s comments about the need to support our regional economy. He stated that we should not forget it.

Chair Cafagna noted that there were several requests to speak.

Dan Wilkins, Executive Vice President, Port of San Diego, supported the staff recommendation, and indicated that the Port has been engaged in this process. He noted that the Port is in the process of updating its business plan, which would define the agency’s needs in the out-years. However, they are in support of the near-term project recommendations. They also collaborated with staff to ensure that goods movements was included in the transportation infrastructure bond measure on the ballot, and noted that Mr. Gallegos was very helpful in this effort. They support the systems approach and look forward to working collaboratively with all freight stakeholders.

Patti Krebs, Industrial and Environmental Association, wanted to acknowledge SANDAG’S role, early action, and leadership in the goods movement issue. She said that her association agrees with the need for additional freight capacity. They also support the conversations of the FWG on trends, existing conditions, and the shift toward a global economy with great potential for economic growth in this region. She agreed that the criteria will address the region’s needs in the short term. She stated that ensuring proper mitigation strategies as part of the development of the freight project also is an important component.

Harry Mathis, Metropolitan Transit System (MTS) Chair, said that if the bond measure passes, prioritization will be a critical factor for funding. He hoped that an analysis of goods movement issues will take into account the continued reliance on shared use between MTS and the railroads. He noted that the shared use of the railroad right-of-way is one constraint in the system.

Pedro Orso-Delgado, Caltrans District 11 Director, said that they are working with folks at the Imperial Valley Association of Governments to incorporate the goods movement needs of Imperial County into the statewide goods movement action plan.

Councilmember Jack Dale (Santee) asked how Magnetic Levitation (Maglev) fits in with this. He also wondered how having more cruise ships coming into the port relates to this issue. Mr. Gallegos said that today’s Maglev technology does not serve freight. However, that might change in the future. We are working with Congressman Bob Filner on getting the federal legislation amended to allow SANDAG to conduct a Maglev study for the north-south corridors.

Mr. Gallegos stated that the proposed freight list includes projects that would expand the marine terminals at both National City and at the Tenth Avenue terminal in San Diego. Currently, most of our freight moves by trucks, and the impact of these trucks is particularly evident at our international border with Mexico. To the extent that we can improve capacity

at the border, we only have a small time window to get freight to the port and shipped through rail. Mexico continues to be California's largest export and import market. Rail improvements might help reduce the numbers of trucks carrying goods up San Diego freeways.

Councilmember Dale said there are a lot of trucks shipping cargo from Los Angeles to south of the border and from south of the border to Los Angeles. Councilmember Dale asked if there is any economic gain to the region if these goods are just passing through. Mr. Gallegos replied that Caltrans did an analysis of this and found that 16 to 20 percent of trucks stay in San Diego, 25 percent leave the state, and 50 percent stay in the state and go to Orange, Los Angeles, or San Bernardino Counties. The economic study that analyzed border wait times showed positive economic impacts with regard to jobs in San Diego. We have some truck traffic that goes through the San Diego region; however, we recognize that goods movement also is a state and national issue.

Vice Mayor Morrison mentioned that National City is eight square miles large, and it includes one of the major industrial marine terminals in the nation. Our bayfront area is 3 miles long; 1.9 miles is Navy property, and the remaining 1.1 miles is port land and it is fenced off. The City does not have one inch of public access to its waterfront. There are a lot of government agencies that plan for this waterfront area independent from the City of National City. It is extremely important to consider how planning by others affects neighboring areas and if those plans make sense to a community. He expressed support for this item.

Mr. Gallegos said that if the Board agrees with the criteria, we will rank the projects and bring back the projects in rank order at the September 22, 2006, Board meeting.

Action: Upon a motion by Councilmember Kellejian and a second by Councilmember Abarbanel, the SANDAG Board of Directors accepted for planning purposes: (1) the list of potential freight infrastructure projects; and (2) the freight project evaluation criteria in order to prepare the San Diego Goods Movement Action Plan and inputs for the 2007 RTP. Yes – 12 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Chula Vista, County of San Diego, Encinitas, Imperial Beach, Oceanside, City of San Diego, and San Marcos.

## 5. UPCOMING MEETINGS

Chair Cafagna noted that a special Board meeting has been scheduled at 1 p.m. in Conference Room 8A. The next regularly scheduled meeting of the Board of Directors is Friday, September 22, 2006, at 9 a.m.

## 6. ADJOURNMENT

The meeting was adjourned at 11:31 a.m.

DGunn/M/DGU

Meeting Adjourned Time: 11:31 a.m.  
 Meeting Start Time: 10:11 a.m.  
 Minimum Time for Attendance Eligibility: 10:51 a.m.

**ATTENDANCE  
 SANDAG BOARD OF DIRECTORS' MEETING  
 SEPTEMBER 8, 2006**

JURISDICTION/ ORGANIZATION	NAME	ATTENDING
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	Henry Abarbanel (Alternate)	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)	No
City of La Mesa	Dave Allan (2nd Alternate)	Yes
City of Lemon Grove	Mary Sessom, Vice Chair (Member)	Yes
City of National City	Ron Morrison (Member)	Yes
City of Oceanside	Shari Mackin (Member)	Yes
City of Poway	Mickey Cafagna, Chair (Member)	Yes
City of San Diego – A	Jerry Sanders (Member A)	Yes
City of San Diego - B	Jim Madaffer (Member B)	No
City of San Marcos	Corky Smith (2nd Alternate)	Yes
City of Santee	Jack Dale (Member)	Yes
City of Solana Beach	Joe Kellejian (Member)	Yes
City of Vista	Judy Ritter (Member)	Yes
County of San Diego	Bill Horn (Member)	No
Caltrans	Pedro Orso-Delgado (Alternate)	Yes
MTS	Harry Mathis (Member)	Yes
NCTD	Jerome Stocks (Member)	Yes
Imperial County	Victor Carrillo (Member)	Yes
US Dept. of Defense	CAPT Michael Giorgione (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