EXECUTIVE COMMITTEE AGENDA

Friday, June 14, 2002
9 a.m. to 10 a.m.
SANDAG
401 B Street, 8th Floor
Conference Room A
San Diego, CA 92101

AGENDA HIGHLIGHTS

• LEGISLATIVE UPDATE: SAN DIEGO REGIONAL AGENCY
• RESPONSE TO GRAND JURY REPORTS
• REGIONAL LEADERSHIP ACADEMY

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, and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG! The regularly scheduled meeting of the San Diego Association of Governments Executive Committee has been called by its Chair for **Friday, June 14, 2002, starting at 9 a.m. in the SANDAG offices, 401 B Street, Suite 800, Conference Room A, San Diego.** The Executive Committee may take action on any item appearing on the agenda.

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) 595-5300 in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 595-5300 or fax (619) 595-5305.

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## EXECUTIVE COMMITTEE AGENDA

Friday, June 14, 2002

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### CONSENT ITEMS (1 through 3)

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<th>RESPONSES TO THE SAN DIEGO COUNTY GRAND JURY REPORTS (Eric Pahlke)</th>
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<td><strong>A. “REGIONAL TRANSPORTATION PLANNING - DOES IT EXIST?”</strong></td>
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<td><strong>B. “TRANSPORTATION IN NORTH COUNTY - DEAD ENDS AND LACK OF FORESIGHT”</strong></td>
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Responses to the recommendations to SANDAG from the two San Diego County Grand Jury reports on transportation are presented for Executive Committee approval.

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<th>REQUEST FOR CO-SPONSORSHIP OF UCLA SYMPOSIUM ON THE TRANSPORTATION - LAND USE - ENVIRONMENT CONNECTION (Craig Scott)</th>
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SANDAG has been asked to co-sponsor the Fall 2002 Arrowhead Symposium. This year’s topic is Congestion. The symposium will be held October 20-22, 2002 at the UCLA Conference Center at Lake Arrowhead and is organized through the UCLA Extension Public Policy Program. SANDAG has been a co-sponsor of the symposium the past nine years. The Symposium is consistent with the Board established criteria for conference sponsorship. Funds for co-sponsoring the Fall 2002 symposium have been included in the approved FY 2003 Budget.

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<th>SPONSORSHIP OF NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) WORKSHOP ON COASTAL HAZARDS (Steve Sachs)</th>
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It is recommended that SANDAG sponsor this workshop for interested parties in the San Diego region. The workshop is consistent with the Board established criteria for conference sponsorship. SANDAG sponsorship does not require monetary commitment.
4. PUBLIC COMMUNICATIONS/COMMENTS

Members of the public shall have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Executive Committee. Anyone desiring to speak shall reserve time by filing a written request with the Clerk of the Executive Committee prior to speaking. Speakers are limited to three minutes.

REPORTS

5. LEGISLATIVE UPDATE: SB 1703 (PEACE) AND AB 2095 (KEHOE) - SAN DIEGO REGIONAL AGENCY (Debra Greenfield)

Staff will report on the status of the bills and any actions related to them.

+6. SUPPORT FOR FEDERAL FUNDING FOR THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA) STATEWIDE TECHNICAL STUDIES (Lori Pfeiler, Chair, San Diego Regional High-Speed Rail Task Force; Linda Culp, SANDAG Staff)

The California High-Speed Rail Authority has requested that SANDAG send a letter of support for a $4.8 million federal appropriation in fiscal year 2003 to continue the agency's statewide technical studies. The appropriation is intended to continue study of the statewide high-speed passenger rail system and would have benefits for San Diego's two corridors that are currently under study by the Authority. The San Diego Regional High-Speed Rail Task Force will discuss this at their June 13, 2002 meeting and provide a recommendation to the Executive Committee.

+7. REGIONAL LEADERSHIP ACADEMY (Ramona Finnila)

Executive Committee members are being asked to consider the concept of SANDAG instituting a Regional Leadership Academy. The academy could afford local elected officials the opportunity to enhance skill sets in leadership, regional stewardship, lobbying, negotiating, and consensus building. Voluntary participation in the academy could be accomplished in four, half-day sessions over the course of a year. The report outlines a basic framework for the establishment of the academy.
+8. EXECUTIVE DIRECTOR PERFORMANCE EVALUATION

Pursuant to the employment agreement with the Executive Director, an annual evaluation is required. If the Executive Director’s performance is deemed to have been satisfactory over the past year, his contract amount is automatically revised. The Chair recommends that the Executive Committee determine that this requirement has been met. In addition, the Chair recommends that the Executive Director be provided a fringe benefit in the manner of a bonus award as is currently available to all staff in the amount of 7% based on accomplishment of performance goals over the past year.

Attachment 1 is the Executive Director’s Performance Review for the past year (July 2001 to July 2002). Attachment 2 presents the objectives for the Executive Director for the coming year.

+9. REVIEW OF DRAFT BOARD AGENDA FOR JUNE 28, 2002

GARY L. GALLEGOS
Executive Director

+ next to an agenda item indicates an attachment
RESPONSES TO THE SAN DIEGO COUNTY GRAND JURY REPORTS REPORTS

A. “REGIONAL TRANSPORTATION PLANNING – DOES IT EXIST?”

B. “TRANSPORTATION IN NORTH COUNTY – DEAD ENDS AND LACK OF FORESIGHT”

Introduction

The San Diego County Grand Jury released two reports within the last month concerning transportation issues. The first report, “Regional Transportation Planning – Does It Exist?,” was released on May 23, 2002 and presented an evaluation of the methods used by SANDAG to plan and fund transportation projects. The second report, “Transportation in North County – Dead Ends and Lack of Foresight,” was released on June 11, 2002 and presents the results of the Grand Jury’s review of the transportation system serving the northern part of the County.

California Penal Code 933 (c) requires that SANDAG comment to the Presiding Judge of the Superior Court on the findings and recommendations pertaining to matters under its control. Attachment 1 presents suggested responses to the findings and recommendations in the May 23, 2002 report, and Attachment 2 includes responses for the June 11, 2002 report.

SANDAG’s comments on the findings and recommendations in these two Grand Jury reports are due no later than 90 days after they are published. Therefore, it is my

RECOMMENDATION

that the Executive Committee, subject to concurrence from the Board of Directors, approve the responses to the findings and recommendations in the two Grand Jury reports released on May 23, 2002 and June 11, 2002, detailed in Attachments 1 and 2, respectively.

GARY L. GALLEGOS
Executive Director

Attachments (2)

Key Staff Contact: Eric Pahlke, (619)-595-5323; epa@sandag.org
SANDAG RESPONSES TO MAY 23, 2002 GRAND JURY REPORT
“Regional Transportation Planning - Does It Exist?”

Findings:

I. SANDAG has developed and uses formal criteria-driven processes to identify, evaluate, and prioritize highway projects. The criteria for “compatibility with adopted habitat plans” and “service to major employment areas” are qualitative rather than quantitative.

SANDAG agrees with this finding.

SANDAG first used a formal criteria based evaluation process in 1997 for prioritizing highway improvement projects. The criteria were adopted by the Board of Directors in April 1997. This process has been refined over the years (September 2000 and March 2002) and currently uses two quantitative and eight qualitative evaluation criteria. Even though qualitative criteria are, by definition, subjective in nature, all eight criteria are scored against quantifiable choices. For example, “compatibility with adopted habitat plans” is scored on whether a project “avoids preserve areas and natural areas as defined by habitat preserve plans.” A further refinement that has been discussed is to quantify the number of acres of preserve and other natural areas impacted by a project.

II. Formal criteria-driven processes to evaluate and prioritize interchange projects exist, but require revision to make this criteria more consistent with highway project evaluation criteria.

SANDAG disagrees partially with this finding.

Freeway-to-freeway interchange projects and mainline freeway/highway projects are significantly different in both cost and operational characteristics. SANDAG’s adopted criteria for these two types of projects recognize these differences. These two evaluation processes are already consistent to the extent that cost-effectiveness criteria are included in both approaches.

SANDAG has used a formal criteria based evaluation process since 1998 for ranking projects to install missing freeway-to-freeway connector ramps. This process uses one quantitative criterion (one of the two criteria used for highway projects) and six qualitative criteria. As was the case for the highway evaluation process, the qualitative criteria are scored against quantifiable factors. Staff has developed some refinements to these criteria which have been discussed with the Transportation Committee. These refinements will be presented to the Committee and Board for action once a land use alternative is selected for the 2030 Regional Transportation Plan.
III. Formal criteria-driven processes to identify, evaluate, and prioritize transit projects are under development.

**SANDAG agrees with this finding.**

The SANDAG Board adopted Transit Services Evaluation Criteria in March 2002. These criteria were developed in cooperation with the Metropolitan Transit Development Board and the North San Diego County Transit District.

IV. Formal criteria-driven processes to identify, evaluate, and prioritize arterial transportation projects that involve multiple jurisdictions do not exist. Formal criteria-driven processes are used for freeway, highway, and transit projects that cross-jurisdictional boundaries, while regional arterial projects are normally nominated for funding on a jurisdictional basis.

**SANDAG disagrees with this finding.**

SANDAG’s Cities/County Transportation Advisory Committee (CTAC) first developed criteria for ranking arterial street projects in 1995. These criteria were refined in 1998 and adopted by the SANDAG Board for use in ranking arterial projects for funding purposes. These criteria have been refined over the past four years, most recently in April 2002.

The current project prioritization process utilizes 13 quantitative and six qualitative criteria that can be applied to projects regardless of their length or location within one or more jurisdictions. As noted in the finding, under the current process local jurisdictions nominate arterial projects for funding, but projects that contribute to the “continuity” of the regional arterial system receive additional points.

V. There is no formal process utilized by SANDAG to allocate funding, especially discretionary funding, among alternative transportation mode projects, like arterial vs. highway vs. freeway vs. transit vs. bike routes.

**SANDAG agrees with this finding.**

SANDAG staff has evaluated the feasibility of developing a criteria based process for ranking dissimilar projects, discussed this issue with consultants and other experts, and have done a limited amount of research. Staff’s conclusion is the same one expressed by the County Auditor: “... it is not feasible to develop a single system that combines and ranks all types of projects vis-à-vis each other in terms of funding priorities.”

VI. SANDAG’s ability to conduct effective regional transportation planning is impeded by its lack of authority to override local governments which oppose a project, even when SANDAG determines such a project to be in the best interest of the regional transportation system. The proposed “San Diego Regional Agency” will cause SANDAG to become much more effective in its regional transportation planning function.
SANDAG agrees with this finding.

The ability to override a local decision blocking a “regionally significant transportation project” would facilitate the development of the regional network. This override should only be applied to projects that are important to regional mobility.

Recommendations:

02-25 Modify the highway evaluation process to include more formal, data-driven criteria for “compatibility with habitat plans” and “service to employment areas.”

SANDAG’s existing process has already implemented this recommendation.

Refinements to the current evaluation criteria will be implemented as needed, perhaps within the next year as the 2030 Regional Transportation Plan (RTP) is developed. All of the qualitative evaluation criteria should be continually refined to be as quantifiable as possible. The process should be as objective as possible, but in the final analysis, it is only a tool that the policy makers can use to guide their decisions.

02-26 Update the criteria for evaluating freeway interchange projects and prepare a revised priority ranking for such projects.

SANDAG will implement this recommendation.

SANDAG’s Transportation Committee has already discussed an update to the current evaluation process for prioritizing missing connector ramps for freeway-to-freeway interchanges. The intent is to complete this update process in conjunction with the 2030 RTP.

02-27 Formulate a ranking system for transit projects and prepare a ranked list of future transit projects.

SANDAG has implemented this recommendation.


02-28 Adopt a ranking methodology for evaluating and funding regional transportation projects.

SANDAG’s existing process has already implemented this recommendation.

The SANDAG Board of Directors has adopted project prioritization criteria for ranking regional arterial system projects. The latest version of these criteria were adopted on April 26, 2002.
Develop a ranking methodology for prioritizing funding between alternative transportation mode projects (e.g., arterials vs. highway vs. transit).

**SANDAG cannot implement this recommendation.**

Although the concept sounds good, research performed to date, by both SANDAG and the County Auditor, indicate that it may not be possible to develop a criteria based process for comparing very dissimilar transportation alternatives to achieve one master list of projects. The County Auditor concluded that “… it is not feasible to develop a single system that combines and ranks all types of projects vis-à-vis each other in terms of funding priorities.”
SANDAG RESPONSES TO JUNE 11, 2002 GRAND JURY REPORT
“Transportation in North County - Dead Ends and Lack of Foresight”

Findings:
I. Based upon population numbers, North County needs a greater level of highway infrastructure. This is due, in large part, to the defeat of future east-west highway plans by the County and the City of Encinitas. The expansion of I-5 and I-15 and the improvement of interchanges with SR78 are essential to correcting this imbalance.

SANDAG disagrees partially with this finding.

Approximately 26% of the population in 2000 lived in North County while 27% of the highway lane miles are located within this area. Improved mobility in North County will depend upon a multi-modal approach, including highway improvements, new and expanded arterial streets, and increased transit service.

SANDAG’s 2020 Regional Transportation Plan (RTP) envisions significant improvements along both the I-5 and I-15 corridors. Improvements along the I-5 coastal corridor include the double tracking of the rail facility to accommodate expanded Coaster and intercity rail service. The addition of both general purpose and high occupancy vehicle (HOV) lanes, in conjunction with interchange upgrades and auxiliary lanes between interchanges, is also scheduled for I-5. A similar, multi-modal approach is anticipated along the I-15 inland corridor. Several auxiliary lanes are already being added and the first phase of the new HOV / Managed Lane project in the median of I-15 will be under construction next spring. This new project will add four lanes with a moveable barrier to help maximize capacity in the peak flow direction. This new facility will also accommodate an expanded regional express transit service along the entire length of the I-15 corridor. Several local interchange improvements are planned for the SR 78 corridor between I-5 and I-15. Upgrades to the freeway-to-freeway interchanges at both ends of SR 78 will be timed to coincide with the planned improvements to these two north-south freeways.

II. Because of environmental and political constraints, no new major north-south highways will be built in North County between I-5 and I-15, even though the population of North County is expected to grow by 25% by 2015.

SANDAG disagrees partially with this finding.

The environmental and community impacts of a new freeway of a size similar to the existing I-5 and I-15 facilities would be quite significant. A combination of regional arterial street improvements and highly efficient transit services may provide sufficient additional capacity to compliment the planned improvements to the I-5 and I-15 corridors. During 2003, SANDAG is going to analyze a wide range of alternatives for a new north-south facility (e.g., regional arterial, expressway,
freeway, or transit service) either east or west of I-15 as part of its ongoing planning work.

III. The proposed North County Parkways Plan has the potential to reduce traffic congestion significantly in the near term at a reasonable cost. The Parkways Plan will reduce congestion 5 times more than the Oceanside-Escondido Rail Project for approximately the same amount of public funds.

**SANDAG disagrees partially with this finding.**

SANDAG is currently following up on the initial efforts led by Supervisor Pam Slater in developing the Parkways Plan. The North County Cities and the County are preparing cost estimates for all of the arterial street improvements identified in the Plan. Based upon the estimates received to-date, the cost of the entire Plan could be almost $1 billion. The current cost estimate for the Oceanside-Escondido project is $351.5 million. Caltrans estimated a travel time savings of 5.7 million vehicle hours in the year 2020 if just the arterial projects in the Parkways Plan were all built by 2020. NCTD estimated an annual travel time savings of approximately 1.4 million hours once the Oceanside-Escondido line is fully operational. Although these estimates are not directly comparable, it appears that the Oceanside-Escondido Rail Project is probably as cost effective as the Parkways Plan.

IV. Ridership potential for the Oceanside-Escondido Rail Project is hampered by the lack of “smart growth” planning by the cities and the County around most of the transit stations.

**SANDAG agrees with this finding.**

SANDAG’s 2020 RTP assumed that local land use actions would facilitate higher and/or mixed use development around all of the major transit stations in the region, including the Oceanside-Escondido corridor. As part of its REGION2020 effort, SANDAG has been actively encouraging the local jurisdictions to implement land use policies consistent with the 2020 RTP. SANDAG will continue to encourage increased coordination of land use decisions with transportation planning and programming activities in the development of the new 2030 RTP and Regional Comprehensive Plan (RCP).

V. A number of the Oceanside-Escondido Rail Project transit stations have only limited shuttle bus or fixed route bus connections to the surrounding communities, especially the industrial areas of Oceanside and South Vista, which further hampers ridership potential.

**SANDAG disagrees with this finding.**

With the opening of the Oceanside-Escondido line, NCTD is planning to eliminate duplicative bus service in favor of new shuttle services providing connections to nearby major destinations and bus feeder services that are timed to make transfers to the rail line.
Recommendations

02-53 Study the need to upgrade the connecting ramps of SR78/I-5 and SR78/I-15 and the corresponding need to complete such upgrades no later than the corresponding widening of the I-5 and I-15 in these areas.

SANDAG will implement this recommendation.

SANDAG is working with Caltrans analyzing the need for improvements to all of the freeway-to-freeway connecting ramps in the region including these two locations. At the SR 78/I-5 interchange two of the movements (south to east and west to south) are not currently served by “connector ramps,” but rather depend upon traffic signal control. A 1998 study of missing “connector ramps” identified both of these movements as being in the top five locations in the region that need to be addressed. This study will be updated as part of the 2030 RTP.

Caltrans is currently improving the north to east ramp at the SR 78/I-5 interchange. In addition, several months ago Caltrans temporarily closed the east to north loop ramp to eliminate the conflict with the heavy south to east movement. Caltrans is evaluating the impact of this closure on the local street system. Upgrading the west to south move has been more problematic because any project to increase the capacity for that movement, without a corresponding increase in southbound I-5 capacity, would achieve very little benefit. Caltrans is, however, reviewing this movement to determine if some additional improvements could be made prior to the planned widening of I-5 south of SR 78.

There are no missing “connector ramps” at the I-15 interchange, but some improvements may be warranted at this location to the existing ramps. Caltrans is reviewing this location to determine if any interim improvements are warranted or if adjustments should be scheduled at the time that I-15 is expanded as part of the ongoing HOV / Managed Lane project.

02-54 Study the need for North San Diego County arterial streets to be completed and improved on an expedited schedule.

SANDAG will implement this recommendation.

SANDAG is already working with the nine cities and the County involved in the North County Parkways Plan. Work completed to-date includes a detailed 2020 traffic forecasting effort to ascertain potential congestion relief associated with each of the 37 specific projects identified by the jurisdictions. A planning-level cost estimate also is being prepared for all of the arterial street projects identified in the Plan.

02-55 Create a revolving loan fund to enable key roads to be completed in advance of private development.

SANDAG’s existing policies already implement this recommendation.
The TransNet Program already contains loan provisions that could serve this purpose. Any member agency can borrow money to advance the completion of a project. The agency has to identify an adequate payback provision with sufficient guarantees that the loan will be repaid by no later than the end of the TransNet Program in 2008. The Metropolitan Transit Development Board has taken advantage of these provisions. Although two cities have initiated this process in past years, neither city consummated the loan.

02-56 Modify the distribution of transportation funding among modes (e.g., transit, highways, arterials) to reflect more closely a project’s ability to reduce congestion.

SANDAG will not implement this recommendation.

A project’s ability to reduce congestion cannot be the only criterion for distributing funding to transportation projects. SANDAG has adopted evaluation criteria for the ranking and funding of transit, highway, and arterial street improvement projects that consider traffic congestion relief as one of many relevant factors.

Many of the funding sources for major transportation projects are restricted by purpose and/or mode. For example, the Oceanside-Escondido Rail Project is funded from five distinct sources. Some of the sources, such as Federal Transit Administration (FTA) and Proposition 108, can only be used for transit improvements. Some of the sources, such as Traffic Congestion Relief Program (TCRP) were specifically earmarked for this one project. And, some of the funding comes from the TransNet Program which can only be used for transit improvements only for this project. Of the $351.5 million programmed for this project only $11.5 million from the region’s share of the State Transportation Improvement Program (STIP) are truly “flexible dollars” that could have been used for highway, arterial street or other transportation purposes. This is a good example of leveraging local funds to secure additional state and federal transportation dollars for a project that benefits the San Diego region.

As complicated as the funding of major transportation projects may be today, the current funding situation is much more flexible than it was several years ago. The last two federal programs (ISTEA and TEA-21) and recent state legislation have simplified this process, but even more funding flexibility is needed. SANDAG has consistently lobbied at both the state and federal level to increase the flexibility of transportation funding and will continue to do so during the next year as the federal program is being renewed.
REQUEST FOR CO-SPONSORSHIP OF UCLA SYMPOSIUM ON THE
TRANSPORTATION - LAND USE - ENVIRONMENT CONNECTION

Introduction

SANDAG has been asked to co-sponsor the Fall 2002 Symposium on the Transportation - Land Use - Environment Connection. This symposium is part of an annual series coordinated by the UCLA Extension Public Policy Program since 1991. The topic of this year’s symposium is Congestion and will focus upon the definition and measurement of congestion, the effectiveness of various congestion reduction strategies, and potential new innovative approaches. A letter from UCLA further describing the co-sponsorship request and a draft agenda for the upcoming symposium is included as Attachment 1.

The symposium will be held October 20-22, 2002 at the UCLA Conference Center in Lake Arrowhead. SANDAG has participated in this symposium series and has co-sponsored the event since 1993. Other past co-sponsors have included the Southern California Association of Governments (SCAG), the Los Angeles Metropolitan Transportation Authority (MTA), the Orange County Transportation Authority (OCTA), the Bay Area’s Metropolitan Transportation Commission (MTC), Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), Caltrans, the Automobile Club of Southern California, and several other agencies and organizations.

The UCLA symposium is consistent with the established criteria for conference sponsorships. Board members that would be interested in attending the symposium, or that have recommendations for others outside of SANDAG that would be appropriate to nominate for attendance, should contact the Executive Director. Limited space is available.

Therefore, it is my

RECOMMENDATION

that the Executive Committee, subject to concurrence of the Board of Directors through the approval of the Executive Committee Actions, approve SANDAG’s co-sponsorship of the UCLA Symposium on the Transportation – Land Use – Environment Connection, including $5,000 in financial support which was included in the adopted FY 2003 Budget.
Discussion

The following discussion evaluates the UCLA Symposium co-sponsorship request against SANDAG’s adopted criteria for sponsorship of events.

SANDAG Sponsorship Criteria Evaluation

Substantive:

- The subject matter of the conference is within SANDAG’s purview and is regionally significant. This year’s topic of Congestion is consistent with SANDAG’s efforts in developing the 2030 Regional Transportation Plan and the Congestion Management Plan update.
- The results of the symposium should be consistent with SANDAG policy.
- The results of the symposium should not conflict with the authority of any SANDAG member agency.
- This symposium is not related to any proposed ballot measure.

Procedural:

- UCLA Extension requested funding commitments as soon as possible for their conference planning and budgeting purposes.
- Attachment 1 provides the draft agenda for the upcoming symposium.
- SANDAG’s funding commitment would be $5,000 and is contained in the adopted FY 2003 Budget, as well as staff participation in the symposium.
- UCLA is currently in the process of obtaining commitments from the list of sponsors that have supported the symposium series in the past, as summarized above.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Craig Scott, (619) 595-5326; csc@sandag.org
Traffic congestion is among the most enduring and vexing public issues. Congestion was the focus of the first American planning conference in the 1920s, and public opinion polls today consistently rank congestion as one of the most significant problems of metropolitan life. Many believe that chronic traffic congestion – on streets and highways, and at airports and seaports – is a significant drag on the economy, costing American households and businesses billions of dollars each year. Vehicles stuck in traffic increase emissions, exacerbating air quality problems. And some argue that time spent in congestion exacts a psychological toll on travelers, which may contribute to stress-related health problems.

The 2002 UCLA Lake Arrowhead Symposium focuses on congestion: How is it defined? What are its causes? What are its economic, social, and environmental consequences? And, importantly, what are its remedies? This last question will be given particular attention because the proposed solutions to chronic congestion are many, though consensus about which to pursue has proven elusive. The most obvious solution has been to increase the capacity of the transportation system – more highway lanes, more parking spaces, more harbor berths, more runways, and so on. But a growing number of critics of such “supply-side” solutions argue that increasing capacity encourages more travel, and does little to reduce congestion in the long run. Others call for transportation capacity expansion, but of alternative travel modes: increase public transit instead of highways, add high-speed rail instead of expanding airports, etc. Some see the congestion problem rooted in patterns of development, and the solution in changing those patterns. Finally, others argue that congestion results from an inappropriate pricing of valuable transportation capacity. The presentations and discussions at the symposium will examine congestion mitigation efforts from many perspectives and from a variety of settings to help those in attendance better understand the potential, and limits, of various congestion reduction strategies.

Sunday Afternoon, October 20th

2:00 pm Traffic Congestion: Introduction and Symposium Overview

This overview of the symposium lays out the issues framing the sessions to follow by exploring many of the perspectives on the causes and consequences of congestion. Deciding on which congestion mitigation efforts to pursue, and the resources to be devoted to them depends largely on one’s perspective. Many believe that congestion exacts high economic, environmental, and psychological tolls on our quality of life, while others think such claims are exaggerated, that congestion is simply an unfortunate, but self-regulating, consequence of urban growth, development, and prosperity.
**2:30 pm**  
**Damn, This Traffic Jam: Defining, Measuring, and Understanding Traffic Congestion**

While nearly everyone has opinions on the definition and seriousness of traffic congestion, perceptions vary significantly from person to person and from place to place. This session builds a common working understanding of congestion about its definition and measurement. The first presentation discusses the traffic flow dynamics that underlie congestion, common misperceptions about congestion, and ways of measuring congestion. The second presentation examines trends in metropolitan trip-making and transportation capacity for roadway systems as well as other facilities (e.g. airports, ports, transit, etc.), trends in growth of congestion in rural areas, and implications for traffic congestion in the coming years.

- **Congestion 101: Transportation System Supply, Travel Demand, and Traffic Congestion**

**3:30 pm**  
**Break**

**3:45 pm**  
**The Economic Implications of Traffic Congestion**

Does traffic congestion hurt the economy? And, if so, under what conditions and by how much? The answer to this question is crucial to decisionmakers, who regularly justify transportation investments on their economic benefits. The economic impacts of traffic congestion are explored through three presentations. The first examines how traffic congestion affects the economy and reviews the estimates (often quite large) of its impacts. The second presentation challenges conventional wisdom regarding the costs of congestion. And the third examines the current debates over induced demand and what we know about the relationships between transportation capacity improvements and increased travel.

- **How Does Traffic Congestion Affect the Economy?**
- **Undercounting, Overcounting, and Doublecounting: How Much Do We Really Know about Congestion and its Costs?**
- **Induced Demand, Latent Demand: What Really Happens When We Expand Capacity?** This talk will explicitly acknowledge that there are many viewpoints on this issue, and overview the different perspectives.
- **Commentary: How Shippers View the Private Costs of Congestion**
5:30 pm  Check-in and Opening Reception
6:30 pm  Dinner

**SUNDAY EVENING, OCTOBER 20**

7:45 pm  **Stuck In Traffic: Coping with Peak Hour Traffic Congestion**
Understanding the social, spatial, and economic causes of traffic congestion helps us to understand short- and long-term policy interventions. Effectively addressing traffic congestion requires both a clear understanding of the policies and programs most likely to reduce congestion, and of the political constraints on the implementation of these policies and programs. Put simply, some popular congestion relief strategies are ineffective because they do not address the causes of congestion, while other potential strategies are ineffective because they are unpopular and unlikely to be implemented.

9:30 pm  Informal Reception and Continued Discussion

**MONDAY MORNING, OCTOBER 21**

7:30 am  Breakfast

8:45 am  **The Environmental Costs of Congestion**
What are the environmental costs of traffic congestion? In particular, does metropolitan street and highway congestion worsen air quality and energy consumption, and do capacity expansions to relieve congestion benefit air quality and energy usage? How do different congestion relief strategies compare with respect to their short and long term effects on the environment? These and related questions will be addressed in five short commentaries and ensuing panel discussion.

- **Expanding Metropolitan Highways: An Update on Implications for Air Quality and Energy Use**

- **The CMAQ Program: Has it Helped Air Quality? Is it Being Used for Environmental Mitigation? (Include primer on CMAQ)**

- **Congestion Reduction Strategies: Which Produces the Most Environmental Benefit and/or the Least Environmental Cost?**

- **The Case for NOT Adding Capacity: An Environmental Perspective**

- **The Environmental Impacts of Congestion, and Environmental Justice**

10:15 am  Break
Urban Form: If It’s Part of the Problem, Can it be Part of the Solution?
Sprawling suburban development is often cited as a principal cause of auto dependence and endemic traffic congestion. Is traffic congestion really worse in suburbs than in central cities? Do less-congested suburbs exacerbate central city congestion? If poor land use and development planning are at the root of metropolitan traffic congestion, can better land use and development planning significantly relieve congestion? What urban form patterns work best for relieving congestion?

- Does Suburbanization Cause or Relieve Congestion? What are the Development Consequences of Congestion?
- Can Local Land Use Planning Change Travel Behavior to Reduce Congestion? An Assessment
- Commentary by Two Speakers

MONDAY AFTERNOON, OCTOBER 21ST

Can We Price Our Way Out of Congestion?
Better pricing of the transportation system, especially highways, has been cited for decades as a panacea for otherwise intractable traffic congestion. Why does pricing continue to be touted by so many transportation researchers, when the concept is so unpopular among the general population and elected officials? This session specifically examines the results of limited efforts to price road use to reduce delay, and whether recent efforts to adopt congestion pricing more broadly are a harbinger of increasing public and political acceptance of congestion pricing.

- Congestion Pricing in Practice: What Have We Learned? (Pricing concepts, followed by SR 91 & I-5 evaluations)
- A Very Big Experiment: Congestion Pricing in London
- The Politics of Congestion Pricing (What does it take to implement? Also, discuss recent Legislative bill for Bay Bridge)
- Discussant

3:00 pm  Free Time
5:30 pm  Reception
6:30 pm  Dinner
Monday Evening, October 21st

7:45 pm  Evaluating Congestion Mitigation Strategies: Reconciling Technical and Political Perspectives What Works? What Doesn't?
The evening session evaluates congestion mitigation from operational, institutional, and political perspectives. The presentation (and subsequent discussion) assess: (1) the most and least effective strategies to reduce traffic congestion and improve transportation system performance, (2) the effectiveness of local, regional, and state roles in managing congestion, (3) how popular perceptions of congestion drive transportation planning processes and constrain policy innovation.

9:30 pm  Informal reception/discussion

Tuesday Morning, October 22nd

7:30 am  Breakfast

8:30 am  High-Tech Traffic Management: A Status Report
Rapid technological advancement is changing every facet of life, including the management and operation of the transportation system. With respect to traffic congestion, new technologies have long been touted as a cost-effective means to squeeze more performance out of existing transportation systems. Are technological fixes the key to solving the congestion problem? Presenters evaluate recent efforts to use technology to better manage traffic flow and reduce delay.

• Coordinated Traffic/Signal Management Systems: How Effective?

• Ramp Metering as a Freeway Traffic Management Tool

• Using Information to Influence Behavior and Reduce Delay: The PEMS Program (Performance, Evaluation, and Management

• Using Technology to Manage Freeway Congestion

• Incident Management Technology

• Using Technology to Minimize Congestion Costs in the Private Sector

10:00 am  Break
10:15 am  Managing Regional Congestion: Putting Ideas into Practice
The symposium concludes with four short presentations evaluating recent efforts to put system management ideas into practice.

- **Recent Innovations in Transportation System/Demand Management** (Include trends in carpooling)
- **Developing Truck-only Freeway Facilities in California**
- **Transit Investments in Congested Corridors: With What Effect on Traffic Congestion?**
- **The El Monte HOV/Busway: A Policy-Driven Experiment in Congestion Management**

11:45  Concluding Comments and Synthesis: What Have We Learned?

12:15 pm  Concluding Lunch
Steering Committee Meeting
SPONSORSHIP OF NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) WORKSHOP ON COASTAL HAZARDS

Introduction

The National Oceanic and Atmospheric Administration (NOAA) has developed a day-long workshop on planning for and managing coastal hazards, including flooding and erosion. NOAA has offered to present the workshop to interested parties in the San Diego region. The workshop is designed to assist participants in the following:

- Understand how the federal Coastal Zone Management Act guides decision-making within the coastal zone;
- Understand the nature of the relationship of local, state, and federal partnerships in emergency management;
- Identify the major agencies involved in coastal hazards decision-making;
- Be familiar with other legislation and programs addressing coastal hazards;
- Describe the agencies and their roles at the national/state/local/regional levels; and
- Identify strategies for integrating multi-agency perspectives in coastal hazards mitigation planning.

The Shoreline Preservation Committee’s consensus at the June 6, 2002 meeting (quorum not present) was that SANDAG should consider being the local sponsor of the workshop. SANDAG sponsorship does not require monetary commitment.

If sponsorship is approved, NOAA would intend to present the workshop in September of this year. The proposed workshop agenda is attached. Sponsorship meets the criteria set forth by the Board in April 1999 (see discussion section).

Therefore, it is my

RECOMMENDATION

that the Executive Committee, subject to concurrence of the Board of Directors through approval of the Executive Committee Actions, approve SANDAG’s sponsorship of the National Oceanic and Atmospheric Administration workshop on managing coastal hazards.
Discussion

SANDAG Sponsorship Criteria Evaluation

Substantive:

• The subject matter of the workshop (management of coastal hazards such as erosion) is within SANDAG’s purview and is regionally significant.
• The results of the workshop should be consistent with SANDAG policy.
• The results of the workshop should not conflict with the authority of any SANDAG member agency.
• This symposium is not related to any proposed ballot measure.

Procedural:

• Sponsorship of the workshop does not entail financial support, but will include providing the invitations for the event.
• The attachment provides the proposed agenda for the workshop.
• SANDAG is the sole local sponsor of the event.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Steve Sachs, (619) 595-5346; ssa@sandag.org
The Coastal Zone Management Role in Managing Hazards
A Workshop for Coastal Resource and Emergency Managers

Presented by the
National Oceanic and Atmospheric Administration
Coastal Services Center

PROPOSED WORKSHOP AGENDA

9 – 9:30 a.m. Introductions, review of objectives, and housekeeping
9:30 – 10 a.m. The Legal Structure of Coastal Hazard Mitigation at the Federal Level
10 – 11:15 a.m. The Major Players in Coastal Hazard Mitigation
10:30 – 10:45 a.m. Break
11:15 – 12 Noon Strategies for Integrating Multiple Agencies, Authorities, and Disciplines
12 – 1 p.m. Lunch
1 – 2 p.m. The State and Local Players in Coastal Hazard Mitigation
2 – 3:45 p.m. Local Case Study: Mitigation Planning and Implementation at Home
3:45 – 4 p.m. Conclusions and Evaluations
SUPPORT FOR FEDERAL FUNDING FOR THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA) STATEWIDE TECHNICAL STUDIES

Introduction

The CHSRA has requested that SANDAG send a letter of support for a $4.8 million federal appropriation in Fiscal Year 2003 to continue the agency’s statewide technical studies. The appropriation is intended to continue the study of the statewide high-speed passenger rail system. Specifically, these funds will be used for the development of an implementation plan, new ridership forecasts, design concepts for high-speed trains that can meet or exceed all Federal Railroad Administration (FRA) requirements for shared use operations, and public outreach. These are statewide studies and would benefit both the Coastal and Inland Corridors that serve the San Diego region. The CHSRA expects that the source for this appropriation will be funding dedicated to high-speed ground transportation.

The San Diego Regional High-Speed Rail Task Force, made up of members of the Transportation Committee and regional transportation agencies, is charged with monitoring this work and advising the SANDAG Board of Directors. The Task Force will meet on June 13, 2002 to discuss this issue and will report to the Executive Committee at the June 14, 2002 meeting.

Recommendation

The San Diego High Speed Task Force will consider a recommendation to the Executive Committee to support this request by sending a letter to key members of Congress by mid-June 2002.

Discussion

The CHSRA was created by the state Legislature in 1996 to develop a plan for the construction, operation and financing of a statewide, intercity high-speed passenger rail system. The Authority has developed a 700-mile system that consists of five corridors connecting the major metropolitan areas of the state. Trains could reach speeds in excess of 200 miles per hour on a dedicated, fully-grade separated system, making it possible to travel from San Diego to San Francisco in under four hours, according to preliminary travel time analysis.

San Diego is connected with this system via two corridors. The Coastal Corridor runs from Los Angeles to downtown San Diego via Orange County using the existing coastal rail corridor used by Metrolink and Coaster commuter rail operations, Amtrak intercity passenger service and Burlington Northern Santa Fe freight operations. The Inland Corridor runs from Los Angeles to San Diego via
Riverside County and Interstate 15. In November 2001, the CHSRA Board concurred with its staff recommendation that only “non-electric” technology be looked at along the Coastal Corridor south of Irvine. SANDAG also has supported this and sees that an incrementally improved Coastal corridor would provide improvements not only for high-speed rail but also for existing intercity, commuter, and freight services.

The San Diego Regional High-Speed Rail Task Force was appointed by the SANDAG Board of Directors in early 1999 to monitor this work and to advise the Board on the high-speed rail project. Members are representatives from the Transportation Committee, I-15 Policy Advisory Committee, LOSSAN, NCTD, MTDB, Caltrans, the Department of Defense, and cities along both corridors.

Since late 2000, the CHSRA has been developing initial screening evaluations on route and station location alignments for each of five potential high-speed rail corridors. The Task Force and SANDAG Board made official comments on this work effort in the Coastal and Inland Corridors. In July 2001, the CHSRA learned that they did not receive continued funding in the FY 2002 state budget for the detailed environmental and engineering studies, which would have been the next step in each corridor once the screening evaluations were completed.

In August 2001, Caltrans asked and received funding for a detailed and technical study of the Los Angeles to San Diego Coastal Corridor. This study will support a programmatic environmental impact report/environmental impact statement (EIR/EIS) for each of these agencies. The CHSRA will be able to continue progress toward a statewide EIR/EIS by late 2003 and Caltrans will use these studies for an EIR/EIS of the Coastal Corridor to be used for incremental improvements to the existing rail line. Although Caltrans is taking the lead on this work, the two agencies are working closely together.

The CHSRA continues to seek funding to continue these detailed technical studies in the remaining corridors as well as on a statewide basis. In FY 2002, the CHSRA received a $1.25 million appropriation of federal funds. This $4.8 million request in FY 2003 would continue a number of activities by the Authority that would be a benefit to San Diego’s Coastal and Inland corridors. There also is financial support for this project in the preliminary FY 2003 state budget.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Linda Culp, (619) 595-5357; lcu@sandag.org
REGIONAL LEADERSHIP ACADEMY

Introduction

After serving as the Chair and Vice Chair for the past four years, I thought it would be beneficial to discuss the idea of starting a Regional Leadership Academy under the auspices of SANDAG. The goal of the academy would be to afford local elected officials the opportunity to enhance skill sets in regional stewardship, integration of local and regional planning, and increase problem solving between our four established policy committees.

My report to the Executive Committee outlines a basic framework for discussion of the potential establishment of the academy.

Background

The academy could provide a challenging and thought-provoking program, which would give elected leaders a more managerial look at their region as a whole. Curriculum might encompass core competencies, case studies, and simulations, which local and regional constituents and agency officials expect of their leaders.

Some of the competencies might include:

- accountability
- communication
- conflict resolution
- ethics
- geographic sensitivity
- lobbying
- meeting facilitation/ management
- negotiating
- organizational management
- regional decision-making
- resilience
- risk-taking
- team approaches
- visioning

Voluntary participation in the academy by groups of elected officials (10 to 15 individuals) could be accomplished in three or four half-day sessions over the course of a year, possibly in different locales around the region. Subject matter experts as well as informative and interesting speakers from both the private and public sectors would be used to stimulate the group’s dynamics and learning. SANDAG would provide a core facilitator to insure continuity and relevance throughout all the sessions.

Funding the academy could be shared through a mutual arrangement among SANDAG and its member agencies.
Conclusion

As we continue to grow together, the establishment of a Regional Leadership Academy could evolve to serve a variety of useful purposes. My vision is to offer new as well as long-serving elected officials a straightforward opportunity to prepare themselves to lead the new regional agency.

HON. RAMONA FINNILA
Chair, SANDAG Board of Directors
Agenda Item #8 can be obtained by contacting SANDAG's Public Information Office at (619) 595-5347.
San Diego Association of Governments

EXECUTIVE COMMITTEE

June 14, 2002

AGENDA REPORT NO.: 9

Action Requested: APPROVE

REVIEW OF DRAFT BOARD AGENDA FOR JUNE 28, 2002

ITEM #

#1. MINUTES OF THE MAY 24, 2002 SANDAG MEETING

#2. DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES
   A. EXECUTIVE COMMITTEE MEETING (June 14, 2002)
   B. BORDERS COMMITTEE MEETING (May 17, 2002)
   C. TRANSPORTATION COMMITTEE MEETING (June 13, 2002)
   D. REGIONAL PLANNING COMMITTEE MEETING (May 30, 2002)

#3. ADDITIONS AND DELETIONS

CONSENT ITEMS (4 through ___)

#4. NONDISPOSAL FACILITY ELEMENT AMENDMENT (Nan Valerio)

#5. TRANSPORTATION DEVELOPMENT ACT (TDA) (Sookyung Kim)
   A. FY 2003 ALLOCATIONS
   B. CLAIM AMENDMENTS

#6. APPROVAL OF JOBS ACCESS REVERSE COMMUTE GRANT APPLICATION BY
    METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB) AND NORTH COUNTY
    TRANSIT DISTRICT (NCTD) (Nan Valerio)

7. RESOLUTION OF SUPPORT FOR A CONTINUED AND STABLE FUNDING SOURCE FOR
   AMTRAK (Julianne Nygaard, Chair, LOSSAN Rail Corridor Agency; Linda Culp, SANDAG
   Staff)

#8. RESPONSES TO THE SAN DIEGO COUNTY GRAND JURY REPORTS (Eric Pahlke)
   A. “REGIONAL TRANSPORTATION PLANNING – DOES IT EXIST?”
   B. “TRANSPORTATION IN NORTH COUNTY – DEAD ENDS AND LACK OF FORESIGHT”
9. PROGRESS REPORT ON TRANSPORTATION PROJECTS (Jose Nuncio)

#10. FY 2003 WEIGHTED VOTING FORMULA (Wayne Sink)

#11. RESOLUTIONS TO AMEND SANDAG’S CONTRACT WITH THE CALIFORNIA PUBLIC EMPLOYEES RETIREMENT SYSTEM (PERS) (Wayne Sink)

12.

13.

14.

PUBLIC COMMENTS/COMMUNICATIONS

#15. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of the Board. Anyone desiring to speak shall reserve time by filing a written request with the Clerk of the Board prior to speaking. Speakers are limited to three minutes.

CHAIR’S REPORT

16. RECOGNITION OF CAPT GARY ENGLE, USN, CIVIL ENGINEER CORPS

17. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO) (Crystal Crawford, Chair, Borders Committee)
   A. PRESENTATION OF APPRECIATION TO MICHAEL BIXLER, PAST CHAIR, COBRO
   B. ANNUAL COBRO SUMMER CONFERENCE

#18. ELECTION OF BOARD OFFICERS (Councilmember Kellejian)

19.

20.

REPORTS

#21. LEGISLATIVE UPDATE: SB 1703 (PEACE) AND AB 2905 (KEHOE) – SAN DIEGO REGIONAL AGENCY (Debra Greenfield)

#22. PUBLIC HEARING: 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Mayor Shirley Horton, Chair, Transportation Committee; Sookyung Kim, SANDAG Staff)

#23. PUBLIC HEARING: ESTABLISHING THE COMMISSION’S APPROPRIATIONS LIMIT AND BUDGET FOR FISCAL YEAR 2003 (Wayne Sink)
#24. REPEAL OF EXISTING CONFLICT OF INTEREST CODE AND ADOPTION OF NEW CONFLICT OF INTEREST CODE (Julie Wiley)

25. SAN DIEGO’S INDICATORS OF SUSTAINABLE COMPETITIVENESS (Mayor Mickey Cafagna and Julie Meier-Wright, President, Regional Economic Development Corporation, Co-Chairs, Competitive Index Advisory Committee; Marney Cox, SANDAG Staff)

26. TRANSPORTATION PUBLIC OUTREACH (Garry Bonelli)

27. ADJOURNMENT

GARY L. GALLEGOS
Executive Director

# Items are on the agenda based upon Board policy, based on previous requests by the Board, or because of program requirements.