



**BOARD OF DIRECTORS DISCUSSION AND ACTIONS**  
**MARCH 23, 2007**

Chair Mary Sessom (Lemon Grove) called the meeting of the SANDAG Board of Directors to order at 9:08 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Action: Upon a motion by Mayor Bud Lewis (Carlsbad) and a second by Mayor Jim Desmond (San Marcos), the SANDAG Board of Directors approved the minutes from the February 23, 2007, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Chuck Lungerhausen, a member of the public, solicited donations for the 2007 Multiple Sclerosis Walk for Water Walkers, on Friday, April 20, at the Mission Beach Plunge. He thanked Board members for their past support. He said that we need more low-floor trolleys and hoped that monies have been set aside for this purpose. He thought the increasing cost of gasoline would encourage consumers to use buses and the Trolley more frequently for some trips.

Clive Richard, a member of the public, said that the role of the internal audit function should be independent and professional in order to give honest and unbiased expressions of what is happening in the agency. It also is important that these independent audit reports be readily available to the public.

Pedro Orso-Delgado, Caltrans District 11 Director, announced that next week Caltrans will be finishing the construction on the Interstates 5/805 interchange. He mentioned that last week Caltrans went before the California Coastal Commission and received its approval for a coastal permit for the Interstate 5 (I-5)/Lomas Santa Fe interchange project.

Councilmember Phil Monroe (Coronado) announced that Communications Director Garry Bonelli has been selected for Admiral in the US Navy.

Chair Sessom announced that on February 22, 2007, RideLink, the SANDAG transportation demand management program (TDM), was recognized by the San Diego Regional Energy Office with a "SANDEE" award. This award is given to those projects that achieved significant energy savings in San Diego County. RideLink was recognized for its work assisting commuters looking for alternatives to driving alone. Our TDM program supports more than 550 vanpools that save 544,052 gallons of fuel each month. In addition, the vanpools carry 4,760 passengers, resulting in a reduction of more than 8,500 vehicle trips every day. SANDAG and the RideLink staff should be applauded for their efforts.

Chair Sessom recognized the attendance of Board members Commissioner Mike Bixler, from the San Diego Unified Port District, and Supervisor Victor Carrillo, from the County of Imperial.

3. **ACTIONS FOR POLICY ADVISORY COMMITTEES (APPROVE)**

This item summarizes the actions taken by the Transportation Committee on March 2, the Executive Committee on March 9, and the Transportation and Public Safety Committees on March 16.

Action: Upon a motion by First Vice Chair Lori Holt Pfeiler (Escondido) and a second by Councilmember Monroe, the SANDAG Board approved Agenda Item No. 3, Actions from Policy Advisory Committees. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – None.

**CONSENT ITEMS (4 through 7)**

4. **AMENDMENT TO THE FY 2007 PROGRAM BUDGET AND OVERALL WORK PROGRAM: STATE, REGIONAL, AND FEDERAL ENTERPRISE RETRIEVAL SYSTEM PROJECT (APPROVE)**

The State, Regional, and Federal Enterprise Retrieval System (SRFERS) is a grant-funded project with the primary objective of enhancing positive identification through the exchange of booking and driver's license photos between states. The Department of Homeland Security (DHS) has just awarded the Automated Regional Justice Information System (ARJIS) new grant funding for Phase II of the project. At its March 16, 2007, meeting, the Public Safety Committee recommended that the Board of Directors approve an amendment to the FY 2007 Program Budget and Overall Work Program to accept an additional \$999,760 in federal funding for the SRFERS project.

Escondido Councilmember Ed Gallo (North County Transit District [NCTD]), noted a discrepancy on page 4 of the report; the amounts are off by \$1.

5. **FY 2008 TRANSIT CAPITAL IMPROVEMENT PROGRAM (APPROVE)**

The Metropolitan Transit System (MTS) and the North County Transit District (NCTD) have developed their Capital Improvement Programs (CIPs) for FY 2008, which form the basis for the Federal Transit Administration (FTA) Section 5307; Urbanized Area formula fund grant; the Section 5309, Rail Modernization formula fund grant; and the Regional Transportation Improvement Program (RTIP) amendment for transit CIP projects. The Transportation Committee recommends that the SANDAG Board of Directors approve: (1) the FY 2008 Transit CIP for the San Diego region including the transfer of funds from MTS to SANDAG for planning studies; (2) the submittal of FTA Sections 5307 and 5309 applications for the San Diego region; and (3) Resolution No. 2007-19, adopting Amendment No. 3 to the 2006 RTIP.

Mayor Lewis noted that this report indicates that the capital projects to install additional parking at the COASTER stations would not be implemented for several years. He said that

Carlsbad has two COASTER stations, and parking is overflowing to adjacent areas. People parking in Carlsbad commercial areas will be heavily ticketed. He asked that funds be made available to increase the parking supply at the existing stations.

6. FISCAL YEAR 2006 AUDITED COMPREHENSIVE ANNUAL FINANCIAL REPORT (INFORMATION)

In accordance with SANDAG Bylaws, the Recommendations to Management and the FY 2006 Comprehensive Annual Financial Report, including the independent auditor's financial and compliance opinions, are presented for informational purposes. When complete, copies of the final report will be distributed to each member agency.

Councilmember Toni Atkins (City of San Diego) asked about the action item on No. 6. Chair Sessom replied that the Board is receiving the report but not approving it.

7. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (INFORMATION)

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy), 017 (Delegation of Authority), and 024 (Procurement and Contracting-Construction), this report summarizes certain delegated actions taken by the Executive Director during January 2007.

Action: Upon a motion by Mayor Mickey Cafagna (Poway) and a second by First Vice Chair Pfeiler, the SANDAG Board voted to approve Consent Item Nos. 4 through 7, including Resolution No. 2007-19. Yes – 19. No – 0. Abstain – 0. Absent – None.

### **CHAIR'S REPORTS (8 through 9)**

8. BIKE TO WORK DAY 2007 (APPROVE)

Chair Sessom said that the SANDAG Board is being asked to approve a resolution in support of Bike to Work Day, which is Friday, May 18. Bike to Work Day raises awareness of commuting alternatives, which in turn, helps reduce growing traffic congestion. Biking is only one of the many transportation choices available to commuters. She urged member agencies to approve similar proclamations. She asked Caltrans to post a notice of this event on the changeable message signs around the region. She further suggested that the City and County of San Diego and other public service cable networks post the information on this event on their community television outlets.

Action: Upon a motion by Councilmember Patricia McCoy (Imperial Beach) and a second by Mayor Cafagna, the SANDAG Board approved Resolution No. 2007-21 proclaiming Friday, May 18, 2007, as Bike to Work Day and encouraged member agencies to approve similar proclamations. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – None.

9. STATUS REPORT ON SENATE BILL 10: AIRPORT AUTHORITY REFORM ACT OF 2007 (INFORMATION/POSSIBLE ACTION)

Gary Gallegos, Executive Director, reported that in terms of Senate Bill (SB) 10, the staffs and policymakers have had several meetings with the San Diego County Regional Airport Authority to coordinate efforts. We are continuing to work with Senator Christine Kehoe and her staff on this bill. The discussions to date have been productive, but questions remain on which agency should prepare and fund the airport land use compatibility plan updates and the new requirement for a regional aviation system plan. We are still meeting to determine how these responsibilities should be assigned.

Chair Sessom added that we continue to follow the Board's direction to work with the Authority, Senator Kehoe, and others, and staff will bring a back formal position to the full Board in the coming months.

Mayor Jerry Sanders (City of San Diego) thanked the SANDAG Board for allowing the City to continue to work on this. He has met with the SANDAG Chair and two Vice Chairs on this item. He is confident that we will develop a good solution.

Chair Sessom said that Senator Kehoe is asking for SANDAG to take a position on this bill by May.

Action: This item was presented for information only.

## **REPORTS (10 through 16)**

### **10. PROPOSED CHANGES TO OPERATIONS OF FasTrak® PROGRAM (APPROVE)**

Councilmember Jack Dale (Santee), Vice Chair of the Transportation Committee, stated that over the past couple of months, the Transportation Committee has directed staff to revise the operations plan for the I-15 FasTrak program. These adjustments will provide the program with the ability to accomplish several policy objectives, including: ensuring facility operations help reduce growing traffic congestion for I-5 commuters, improving our facility's parity with other toll agencies throughout the state, and establishing a business model that accomplishes three goals: covering the program's fixed costs, providing incentives for commuters to use the facility, and minimizing impacts to our most active users. The Transportation Committee believes that these adjustments are necessary to both improve the program and provide for the sustainable operations of the facility. He introduced Derek Toups, Manager of the FasTrak program, to provide additional information.

Mr. Toups presented an overview of the program including background, proposed changes, and recommendations. He discussed the I-15 FasTrak value pricing approach, total program costs, fixed contractor costs, and account facts. He also provided information related to SANDAG FasTrak accountholders residing in other counties, and a benchmarking analysis conducted against our closest peers. Mr. Toups presented the Transportation Committee's proposed business model and gave examples of the account fee proposal from the patron's perspective.

Mayor Cafagna asked about the current average revenue and asked what these program changes would do to current revenues. Mr. Toups responded that if these changes are

approved, there will be some immediate loss of accounts with the return of transponders; but those are expected to be the least active accounts.

Mayor Pro Tem Judy Ritter (Vista) asked about monitoring the life expectancy of transponders. Mr. Toups said that the usual transponder life expectancy is five years, and we use a series of measures to track activity. We will be doing a mass recall to ensure that all current transponders have a full battery life.

Mayor Desmond asked how this program is going to improve traffic for people on I-15. Mr. Toups replied that this program focuses on use of the I-15 Express lanes, rather than on the general purpose lanes. It is intended to provide another alternative to congested traffic conditions.

Mayor Desmond said that as a user of I-15 it's difficult to determine whether to use the high-occupancy-vehicle (HOV) lanes or not. As a driver, what would be an incentive for me to use it, and how much time could I save? If the pricing information could be up on the screen, that would be an incentive to use the system. Mr. Toups stated that we will be going to per-mile pricing as the facility expands, and with the new I-15 Managed Lanes system, we plan to show both the toll and travel time to destinations.

Mr. Gallegos said that if you look at the carrying capacity of a typical freeway lane, an accepted number is 2,000 vehicles per hour. When looking at the I-15 Managed Lanes and the fact that they are carrying HOV with double occupancy and transit, and selling the excess space for single users during peak periods, those same lanes have a carrying capacity of nearly 3,000 people per hour. When compared against general purpose lanes in terms of people movement, Managed Lanes do very well. One of the concerns with this program is that we have been the only agency that hasn't been charging minimum usage fees for accounts and transponders. The SR 125 toll road will be opening soon, and the proposed program changes will bring us up to parity with the new toll road as well as other peer toll agencies around the state.

Councilmember Dale noted that Commissioner Bixler championed this project when we first started it.

Mayor Cafagna stated that he travels on the I-15 FasTrak lanes every day, and no one drives less than 75 miles per hour (mph). If we made 75 mph the legal speed limit that would be an incentive for drivers to use the lanes.

Councilmember Monroe expressed support for this program. He asked whether the return of unused transponders would save on any of the program costs. Mr. Toups responded that the current contract is not structured to do so. The next contract, which is scheduled to begin in July, will include new policies regarding program maintenance and operations costs per account.

Commissioner Bixler commented that by reducing expenses and raising revenue, the net proceeds are used to fund and make available the Inland Breeze express bus service. To the extent that the program changes work as expected, SANDAG is allowed to increase the Inland Breeze bus service. That is one kind of benefit Mayor Desmond is looking for.

Mayor Cafagna asked if a transponder is still required for each vehicle. He asked how the fees would work if a family has three vehicles and three transponders and actively uses only two transponders. Mr. Toups explained that for that scenario the monthly minimum would be \$6 per month less toll fees.

Action: Upon a motion by Councilmember Dale and a second by Mayor Cafagna, the SANDAG Board: (1) approved Resolution No. 2007-20, authorizing staff to update the FasTrak Value Pricing Policy for the I-15 Corridor; and (2) authorized the Executive Director to execute a Memorandum of Understanding and Fund Transfer Agreement with MTS, in substantially the same form as described in the report, in order to provide I-15 FasTrak funding to support I-15 corridor transit services for FY 2008 to FY 2012. Yes – 18 (weighted vote, 98%). No – 1 (San Marcos) (weighted vote, 2%). Abstain – 0 (0%). Absent – None.

11. 2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM AUGMENTATION (APPROVE)

Councilmember Dale stated that this program would add nearly \$164 million to high priority highway and transit projects around the region. The recommended projects include: State Route 52 extension to Highway 67, the I-15 South Managed Lanes and Bus Rapid Transit Stations, and improvements to the Blue Line Trolley. The Transportation Committee urged the Board's approval of this item.

Jose Nuncio, Senior Engineer/Financial Programming, reported that this is a five-year program of projects that is updated every two years. In the past two STIP cycles (2004 and 2006) because of the state budget crisis no new money was added to this program. Proposition 1B, the infrastructure bond measure, included almost \$2 billion for the STIP account. This \$2 billion will augment the STIP, and we can program these additional dollars to projects. The California Transportation Commission (CTC) provides money for each county. For San Diego County, \$163.7 million will be available.

Recommendations taken to the Transportation Committee were consistent with past Board policy: will finish what has been started and will focus on the *TransNet* Early Action Program (EAP) and on projects that are ready to go. He showed the options for *TransNet* EAP highway and transit projects and non-*TransNet* EAP projects. Mr. Nuncio also requested approval for a funding exchange that will provide a concurrent dollar-for-dollar exchange between STIP, *TransNet*, and the federal Regional Surface Transportation Program (RSTP). This exchange would maintain funding levels approved by the Board for all projects, would improve the alignment between SANDAG and CTC priorities, would reduce the administrative burden, and would get projects that are "ready to go" out to construction sooner. The deadline for submittal to the CTC is April 2, with CTC adoption of the statewide STIP scheduled for June 8.

Action: Upon a motion by Councilmember Dale and a second by Mayor Cafagna, the SANDAG Board approved programming \$163.7 million in 2006 STIP Augmentation funding for certain high-priority projects and approved a funding exchange, as detailed in the staff report, to reduce the administrative burden to program these projects. Upon Board approval, staff will award contracts for these projects as soon as they are ready to further accelerate the delivery of these 2006 STIP Augmentation projects. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – None.

12. DRAFT FY 2008 BUDGET (INCLUDING THE OVERALL WORK PROGRAM) (APPROVE)

First Vice Chair Pfeiler stated that this item has gone to the Executive Committee over the past three months to develop a draft Overall Work Program (OWP) and associated Budget for the coming fiscal year. We started our discussions by reviewing the agency's strategic goals and priorities. We looked at specific work elements to advance these goals and to meet our priorities for FY 2008. Each task or product within each work element is aligned with our annual priorities, agency mandates, and interagency commitments.

Tim Watson, Budget Program Manager, provided a budget recap that indicated federal planning funds are down slightly, local sales tax revenues are up slightly, member fees and assessments are unchanged (with the possible exception of Automated Regional Justice Information System [ARJIS] fees to be determined in April), the use of dedicated funds is up 7 percent for FY 2008, and total OWP expenses are up 5.5 percent. He reviewed the proposed focus areas for FY 2008 and a status report on the Contingency Reserve fund.

Mr. Watson presented a compensation proposal that would include a merit pool of 3 percent (down from 4 percent last year), a general salary increase (GSI) of 2 percent, and a proposal to fully fund the agency's retirement obligation. He described proposed new positions for FY 2008 including one new position, Human Resources Analyst II, two conversions from limited-term to regular, and a conversion of a contract staff position to a regular position. In addition, there are proposed position changes for FY 2007: a Principal Management Internal Auditor and the conversion of two limited-term positions to regular positions. He reviewed the next steps leading to final action on the FY 2008 Budget at the May 25 Board meeting.

Councilmember Crystal Crawford (Del Mar) stated that the Orange County Transportation Authority (OCTA) has embarked on an Orange County Major Investment Study and will be initiating a study of weekend traffic congestion on I-5 from El Toro to the county line with San Diego. She thought we should add our participation in that study to the OWP. This would be consistent with several work elements we already have. It might make sense for us to piggyback on the OCTA weekend traffic congestion study. Study results would allow us to improve COASTER scheduling on the weekend.

Councilmember Gallo asked if there had been any thought or discussion about outsourcing new positions. Renée Wasmund, Director of Finance, replied that we use limited-term positions so we are not limiting ourselves to funding ongoing staff expenses year to year. When it is determined that a position is needed on an ongoing basis, consideration is made to convert it into a regular position. Limited term positions are "at will" employees.

Mayor Art Madrid (La Mesa) commented that he and Chair Sessom (on behalf of SANDAG) attended a conference recently with information about the concept of reducing greenhouse gases. The Governor is embracing this concept, which means that local jurisdictions also will have to embrace this concept. About 41 percent of greenhouse gases are created by vehicles, and in San Diego County it is 50 percent. He asked that at some point in the future a discussion of greenhouse gases be brought to the Executive Committee.

Supervisor Ron Roberts (County of San Diego) noted that he also attended that same presentation. We ought to have an informed presentation at this Board. There is a lack of understanding of what is going on in California.

Supervisor Roberts expressed concern about the salary proposal that includes an automatic step increase. He doesn't like to see that in budgets, and he asked that the Board be provided specific information on which jurisdictions have step increases. He stated that the County reviews salary ranges on an annual basis and makes adjustments to the ranges, but does not approve an across-the-board increase in the ranges.

First Vice Chair Pfeiler stated that SANDAG is one of the only agencies that has a merit pool, not a step increase. There is a recommendation for a 2 percent across-the-board general salary increase. The merit increase is not an automatic step increase. There is a salary range and periodically, the range may be increased; however, there is no an automatic salary increase.

Mayor Mark Lewis (El Cajon) asked why we are looking at an internal auditor position rather than an outside auditor. Ms. Wasmund responded that we have external auditors that perform audits on an annual basis. However, they are precluded from doing the type of work that this person would perform. Having an internal auditor can help improve our project delivery. We currently are required to undergo pre-award audits for our major consultant contracts and have to wait for Caltrans' internal auditors to conduct audits of our consultant contracts. We think we can use an internal auditor for that purpose and turn around the pre-award audit much quicker than the current Caltrans' turnaround time of five to seven months.

Mayor Mark Lewis asked if this is acceptable to Caltrans. Second Vice Chair Jerome Stocks replied that it is acceptable to Caltrans. We wanted to make sure we were not replacing true independent audits. We are including internal improvements to our process.

Mayor Madrid asked if the other large councils of governments (COGs) have internal auditors. Mr. Gallegos said he didn't know but would check on that. All COGs are different. One reason for this position is that we have gotten into project implementation. Other transit agencies have internal auditors that do this kind of work. We also want to make sure our internal processes are working.

Mayor Madrid suggested that we obtain Caltrans' agreement in writing that allows SANDAG to use an internal auditor for the pre-award audit work. He noted that if you can cut five months from a project's schedule, you can save a significant amount of money.

Supervisor Roberts asked if there is a survey that shows how many cities have automatic salary step increases and indicates the limits on the steps themselves. Mr. Gallegos answered that many of the area cities have been polled. One challenge is that a lot of the cities and the County are negotiating with their labor unions and may not want to release information about salary increases.

Supervisor Roberts asked how many area jurisdictions have automatic step increases today. First Vice Chair Pfeiler stated that SANDAG is different from the cities in that it doesn't have an automatic step increase process.

Supervisor Roberts said he was asking about the automatic increase in the limits of the salary ranges.

Mayor Cafagna commented that if there was no room in a classification range, an employee would stay at the same pay rate. If there is room in the salary range, then a merit increase can be paid.

Ms. Wasmund said that the salary range only increases if the GSI is approved. The SANDAG Board has approved a 2 percent GSI over the past two years.

Supervisor Roberts reiterated that the salary range limit goes up with the cost of living increases.

Chair Sessom stated that staff will bring this matter back.

Supervisor Roberts also asked for a list of the cities that have this automatic step increase salary program.

Supervisor Horn explained that at the County a vote is required to increase a salary range. He wondered how many jurisdictions have an automatic override on the salary range.

Councilmember Monroe said that if he was an employee at the top of his/her salary range, he would not receive a merit increase unless the range is changed. First Vice Chair Pfeiler agreed that was correct.

Supervisor Roberts said that the County does not approve an automatic increase for all of the ranges, they are increased individually as needed.

Action: Upon a motion by First Vice Chair Pfeiler and a second by Councilmember Crawford, the SANDAG Board approved: (1) the Draft FY 2008 Budget, including the OWP, (2) the hiring of an internal auditor position and conversion of two limited-term positions to regular positions in FY 2007, and (3) directed staff to report back with information on the salary process of the area jurisdictions as it relates to automatic step/salary range increases. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – None.

### 13. LAKE HODGES BICYCLE AND PEDESTRIAN BRIDGE FUNDING (APPROVE)

Stephan Vance, Senior Planner, reported that this item is a request for additional funding to complete construction of the Lake Hodges Bicycle and Pedestrian Bridge. The bridge will provide an alternative route for bicyclists that now have to cross I-15. It would be the only access for pedestrians. This project is included in the regional bicycle corridor network in the adopted Regional Transportation Plan. The bridge will be 990 feet long and is a stress ribbon bridge with only two piers in the water. He reviewed the cost estimate and revenues. To date, SANDAG has provided \$2.5 million for this project. About \$4.5 million of state funding for this bridge will be lost if a construction contract is not awarded by June of this year. This project was reviewed by the Bicycle-Pedestrian Advisory Working Group and the Independent Taxpayers Oversight Committee (ITOC). The ITOC suggested approval with

conditions. The Transportation Committee recommended approval of this request with concerns about the level of contingency funding for this project.

Chair Sessom noted that there were several requests to speak.

Maryam Babaki, Chair of ITOC, noted that this issue was heard last Wednesday. Following discussion the members suggested conditions of approval: SANDAG should be actively involved in project oversight starting with the bid process, staff should document the action on this issue regarding impacts on the use *TransNet* funds, and staff should provide quarterly progress reports on the bridge construction process.

Dick Bobertz, Executive Director, San Dieguito River Park, stated that when they started this project they wanted to link the trail system between two areas and realized it was a regional project. They have struggled with increased construction materials costs. He expressed gratitude for the role of SANDAG in keeping this project alive. He understood that SANDAG will be in a major funding position in this project, and if the low bid comes in over the funds allotted, he will have to seek funding elsewhere. When they went through the analysis with SANDAG staff engineers, they indicated some problem with the total cost of the project as estimated. We don't have a large contingency reserve for four reasons: the estimate usually includes 6 percent administrative cost, the current estimate is based on a detailed analysis of the rejected bid so we're able to fine-tune the cost estimate, we have information that we will have more than one bidder, and we are sensitive to cutting costs. If you take this action, it will facilitate your Bike to Work Day program through Escondido and the west Rancho Bernardo area.

Kathy Keehan, Executive Director of the San Diego County Bicycle Coalition, spoke in support of the staff recommendation. This project will provide a crucial link. Currently, there is a 25-mile detour around Lake Hodges. This project meets the goals that SANDAG set in terms of funding transportation projects in the region. It is contained in the plans and provides routine accommodation. It is ready to go to construction. This project leverages almost \$5 million in outside money into this county.

Mayor Cafagna supported this project as it is a crucial link. It is important for us as we are building the bicycle corridor that we analyze the usage to see how this kind of project is attracting and increasing bicycle traffic. He was surprised we didn't include this project in the expansion of I-15 work. We should analyze that in the future to provide for pedestrian and bicycle necessities as part of major corridor-widening efforts.

Mayor Mark Lewis asked if the bridge will be lit at night and how will emergency vehicles be able to respond to an accident half way across the bridge. Mr. Vance responded that the bridge does not include lighting. Emergency access is a structural question. Mr. Bobertz added that lighting was taken off as a cost-cutting measure. The bridge will only be open during daylight hours. The south bridge abutment adjoins West Bernardo Drive, and it is a 10-foot-wide bridge so an accident victim could be picked up either by an emergency vehicle or by foot by emergency personnel.

Mayor Madrid asked who will maintain and operate this project. Mr. Vance replied that the River Park will be the owner and operator of the bridge.

Captain Michael Giorgione (Department of Defense) said the first issue is whether we really need this bridge. It appears we bought a design and put it out on the street. He wondered why this project was not attached to an existing project. He asked how the River Park conducted its market survey to achieve only one bid. He thought that perhaps SANDAG should go with a design/build process. He asked if the bridge is made from concrete. He noted that there are a number of innovative ways to build a project.

Mr. Vance said that the project has already received its environmental clearance and is ready to go. The issue of attaching to an existing bridge came up at the ITOC meeting this week and at some point there was some consideration of that, but the price to go back and add it now would not be feasible. Steel and concrete prices were high last summer. SANDAG has not been directly involved in the project development.

Captain Giorgione asked Mr. Bobertz if he felt comfortable that the right people bid on the project the first time. Susan Carter, Project Manager, said that when they went out to bid they had a wide net. There was a lot of interest among potential bidders, but in the end there was only one. We have begun a portion of the bridge construction. This funding will get us into the next phase. We did consider attaching this project to the existing I-15 bridge, but that idea was rejected by Caltrans and other parties. It would be difficult now to start over.

Mayor Jim Wood (Oceanside) commented that this is an important regional project, and we should move forward with it. We have a lot of other bike trails being proposed and should look at these issues in the future.

Councilmember McCoy supported this project. She mentioned that we also have to look at the hidden costs related to health.

Councilmember Gallo stated that he supported this project, and we have been working on this project for eight years. Rising costs have been one issue. We now have the opportunity to get this project completed.

Captain Giorgione noted that there are other projects on the list to be built. Mr. Vance said that we are involved in several regionally significant projects. We are taking advantage of the kinds of things that were suggested. We are about to embark on development of a regional bicycle plan. One effort will be to identify the corridors and to develop bicycle projects in conjunction with other SANDAG transportation projects.

First Vice Chair Pfeiler said she was pleased to be able to move forward with this project, but she clarified that SANDAG does not have any more money for this project.

Supervisor Horn moved approval and said that the action on this item will include the conditions from the ITOC.

Captain Giorgione asked about design-build contracts. Mr. Gallegos stated that we haven't been successful in getting state approval to use all the project procurement methods (e.g., design build) that the Department of Defense has current authority to use.

Mayor Cheryl Cox (Chula Vista) suggested that the Board consider a report on the Bayshore Bikeway.

Mr. Gallegos said that there will be a cost to conduct project oversight on the Lake Hodges Bicycle and Pedestrian Bridge. Staff will report back on the cost for that work.

Action: Upon a motion by Supervisor Horn and a second by Mayor Cafagna, the SANDAG Board approved an additional \$1.875 million in FY 2009 *TransNet* Bicycle, Pedestrian, and Neighborhood Safety funds for the Lake Hodges Bicycle and Pedestrian Bridge, with the conditions suggested by the ITOC. The allocation would be subject to the establishment of an appropriate agreement between Escondido (the pass-through local agency) and the San Dieguito River Park covering the administration of the *TransNet* grant funding. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – None.

14. BUDGET INCREASE FOR AUTOMATED FARE COLLECTION PROJECT (APPROVE)

James Dreisbach-Towle, Automated Fare Collection Project Manager, presented a project overview with main goals: to make transit payments as simple as possible and easy to use for our patrons, to improve the information and revenue flow for our transit operators, and to develop future payment options. He reviewed the project scope with a focus on developing a universal “smart card” system. This project has been developed with three different implementation phases: Phase 1 is for NCTD/San Diego Transit Corporation (SDTC) buses; Phase 2 is for rail (Trolley, COASTER, and SPRINTER), and Phase 3 is for MTS contract buses.

Mr. Dreisbach-Towle said that we will start some pilot programs, and he asked the Board’s help in testing the smart card product, known as Compass Card. In 2005, we deployed electronic validating fareboxes collecting cash, coin, and tokens, and we are now ready for the smart card operation. We have installed equipment that is smart-card compliant. This new system will allow travel anywhere in the county with a single payment option. Machines will vend tickets, add value, and validate the smart cards. Patrons would only need to bring a smart card within an inch of the reader, and it doesn’t have to be removed from a pocket or purse. Code enforcement officers have handheld devices for enforcement purposes. We have purchased point-of-sale equipment for the transit stores. He noted that we have a Web system as well.

Mr. Dreisbach-Towle reviewed the project schedule. He said that final system acceptance is scheduled for May 2007. Many of the Board and staff are already transit system users. Before public launch of the system, we will have several pilot programs and survey results. We will replace the paper transit passes, and it will take 12 to 18 months to do this.

He stated that we had a very aggressive schedule that the contractor was unable to meet. This item is requesting a budget increase to fund the transition cost, staff time, administrative time, and consultant costs to complete the project. The increase will be funded through \$700,000 in bond interest. The MTS Board has authorized the use of that bond interest for this project. There also is \$2.8 million in STIP Augmentation funds, which was approved today as part of another agenda item. He noted that staff will come back with a project update in the summer.

Action: Upon a motion by Mayor Wood and a second by Second Vice Chair Stocks, the SANDAG Board approved an increase in the budget for the Automated Fare Collection Project, known as the Compass Card Project, in order to complete the project and fund the settlement with Cubic approved by the Board. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – La Mesa.

15. 2007 REGIONAL TRANSPORTATION PLAN: INITIAL REVENUE CONSTRAINED AND REASONABLY EXPECTED REVENUE SCENARIOS (INFORMATION)

Mike Hix, Principal Planner, reported that in preparing for the 2007 Regional Transportation Plan (RTP) staff prepared the Unconstrained Revenue Network, which represents the region's needs for transit, highway, and arterial improvements, and operations to meet travel demand in 2030. Recognizing that transportation funds are limited, the Unconstrained Revenue Network establishes the baseline for identifying two funding scenarios that will build, operate, and maintain as much of the network as possible, given revenue availability, flexibility, and project commitments. The two funding scenarios are the Revenue Constrained scenario, which is limited to traditional funding sources, and the Reasonably Expected Revenue scenario, a more aggressive approach that includes additional funding. The MOBILITY 2030 RTP was based on a Reasonably Expected Revenue scenario.

Mr. Hix said that the updated Revenue Constrained scenario is \$40.6 billion, including projected revenues from the state transportation infrastructure bond measure (Proposition 1B). This scenario remains intact from the previous RTP and includes the *TransNet* Early Action Program (EAP). He and Linda Culp, Senior Planner, reviewed the changes to highway and transit projects included in the 2006 Revenue Constrained RTP compared with the proposed projects in the 2007 RTP Revenue Constrained scenario. A preliminary analysis indicates that without modifying the projects included in the previous Revenue Constrained scenario, future revenues appear to be about \$2 billion short to complete all of the projects. This increase is due to rising costs in construction and rights-of-way.

The philosophy for creating both the Revenue Constrained and the Reasonably Expected Revenue scenarios is to focus on priority corridor investments, improvements in those corridors, and to incorporate other high-ranking improvements throughout the region. Individual project priorities are determined using objective evaluation criteria to rank each category of RTP improvements: transit, highways, HOV/Bus Rapid Transit (BRT) connectors, direct freeway connectors, and goods movement projects.

Mr. Hix stated that two investment scenarios are suggested for consideration as part of the Reasonably Expected Revenue scenario: (1) increase the investment by about \$4 billion, and (2) increase the investment to \$10 billion. The initial options for the Revenue Constrained and Reasonably Expected scenarios have been created through collaboration among the staffs at SANDAG, Caltrans, and the transit agencies, as well as review and input from stakeholder groups, the Transportation Committee, and the Board. Based on these discussions, staff will bring back specific Revenue Constrained and Reasonably Expected Revenue networks along with performance measures to the Transportation Committee and Board in April.

Mr. Hix indicated that the MOBILITY 2030 RTP adopted in 2003 assumed the extension of *TransNet*, additional state and federal gas taxes, and additional state and federal discretionary revenues, as new sources of funding for the Reasonably Expected Revenue scenario. The *TransNet* extension monies were included in the adopted 2006 Revenue Constrained RTP and also are included in the 2007 RTP Revenue Constrained scenario. Unfortunately, the *TransNet* funding gain has been offset by rising project costs and lower-than-expected revenues from the state and federal sources. As a result, the limited resources in the 2007 Revenue Constrained scenario would not provide all of the planned improvements identified in the region's priority corridors.

If additional funds were available, the investment strategy would be to finish the high-priority corridor improvements and to package complementary projects. There are choices on where to apply additional funds: a balanced distribution option and options for either a highway or transit emphasis. The first option for available revenues would be a \$4 billion balanced approach with \$2 billion for highway and \$2 billion for transit improvements. A second option would be about \$10 billion, again with a balanced approach between highway and transit improvements.

Mr. Hix stated that over the past several months, a variety of new sources of local transportation funding for expanded RTP investments have been discussed. The sources that fared well with the public were 62 percent in favor of another quarter cent sales tax, a nonresidential development impact fee, and an increase in the vehicle license fee. The Board indicated a willingness to consider toll facilities, nonresidential development impact fees, parking assessment districts, an increase in the vehicle license fee, and a fee for shipping containers at the seaports and border crossings. At the March 16, 2007, Transportation Committee meeting, there was strong opposition to any inference that SANDAG showed any support for an additional sales tax for regional transportation facilities. Staff is suggesting that SANDAG first focus on determining the level of investment, if any, above the \$40.6 billion Revenue Constrained Plan for the 2007 RTP.

Mr. Hix indicated that staff is requesting direction on the development of the draft networks related to the commitment to the *TransNet* EAP as the basis for the Revenue Constrained Plan, use the project evaluation results as the basis for the priority ranking, determine a level of investment for the Reasonably Expected Revenue scenario, and confirm a balanced investment approach in the Reasonably Expected Revenue scenario.

Chair Sessom said that some Board members did not receive this report so it will be treated as a discussion item today.

Chair Sessom noted that there were several requests to speak on this item.

Kathy Keehan, Regional Planning Stakeholders Working Group, commented that staff has done an excellent job in outlining the issues. She wondered given these levels of costs if we are spending the money in the places we should. We cannot build our way out of traffic congestion. Spending money on highways rather than transit is a concern. The proposal is a balanced approach, but she feels that we are losing money on the transit side. We are not investing enough in transit, transit is not meeting the needs, and we need to do better. She hopes that when the Board looks at the evaluation criteria it also will include criteria related to reduction in air quality emissions and greenhouse gases.

Clive Richard, a member of the public, said that he attended the Regional Planning Stakeholders Working Group meeting, and the discussion was about spending as much as we do on highways. He shared thoughts that we are rapidly becoming a one-person, one-car region. It seems to him that while it is politically easier to build freeways, ultimately we leave our children the heritage for these actions.

Mayor Lesa Heebner (Solana Beach) expressed appreciation for Ms. Keehan's comments. She was distressed to see how much was proposed for highway improvements and the lack of projects in the North County area. She wondered if there is any consideration for transit service level improvements and transit infrastructure improvements. She agreed with the concerns regarding air quality improvements.

Supervisor Roberts asked for information on proposed improvements to SR 67. Mr. Hix responded that improvements to SR 67 are not included in the Revenue Constrained Plan. Staff is going to look at how that project ranks in the analysis using the Board-approved evaluation criteria. Mr. Gallegos said that this project is currently in the Unconstrained Revenue scenario. As we run through the project evaluation criteria, we will be able to bring all of the projects back to the Board for review.

Supervisor Roberts asked that SANDAG respond to the letter he received from Supervisor Dianne Jacob regarding SR 67. Mr. Gallegos agreed to that request.

Mayor Cox suggested that the Board consider a funding option that is one-third highway, one-third transit, and one-third local streets.

Mayor Bud Lewis (Carlsbad) expressed concern about the lack of parking for two COASTER line stations in Carlsbad. We are looking at drastic measures on how to resolve parking issues. There doesn't appear to be any project related to resolving these parking challenges. It seems that nothing will be done in his area for 10 years. He hoped that SANDAG will try to get money for the parking situation. NCTD has land available that a parking garage could be built on.

Ms. Culp noted that Attachment 5 lists by time period the major capital projects, and transit parking structures are included there. We do have funds in each time period for those projects. The short-term period is 2005-2010.

Mayor Bud Lewis said that timing is not fast enough.

Commissioner Mike Bixler complimented staff on the report. He didn't see any real thought in this report of establishing a freight transit right-of-way from San Diego Bay inland to the Otay Mesa area. As manufacturing expands in the area, now is the time to talk seriously about right-of-way for freight, transit, and bike paths that might be established before this area gets built up.

Second Vice Chair Stocks was gratified to hear of the commitment to acquire parking in downtown Carlsbad. The NCTD Board has a priority where they want to look at projects that could go on their properties. However, since they are not all transit projects, they have to go through the cities along the COASTER and SPRINTER corridors.

Mayor Cafagna suggested working on public/private partnerships for parking garages. He agreed that we don't have adequate parking facilities for our transit stations.

Mr. Gallegos pointed out that we have two active transit-oriented projects in development. The first one is at the Grossmont Trolley Station in La Mesa, and that project has broken ground. The second is at the Solana Beach COASTER station, and the Solana Beach City Council is considering the Environmental Impact Report for that project.

Councilmember Crawford, Chair of the Regional Planning Stakeholders Working Group, noted there was a very good discussion of this item on Tuesday. That discussion showed a noticeable increase in sensitivity to and concern for future planning, and a growing desire to see us include transit alternatives in this RTP update. She summarized the comments made at the last Working Group meeting: concerns about the existing headways for current transit services; the increased cost of gasoline and the impact to the environment from building more roads; overemphasis on highways and underfunding improvements for smart growth, environment, etc.; and the need to use 21<sup>st</sup> century technology to make public transit more user friendly with more information signage at bus stops, providing additional shelters, and increasing trip frequency to make transit a more workable option for daily activities. She stated that the Working Group members do not believe the SANDAG Board is going to change the way SANDAG is planning for the future.

Chair Sessom stated that one thing that staff is looking for today is direction on two investment-level options for the Reasonably Expected Revenue scenario.

Mayor Ron Morrison (National City) said that to increase transit ridership, we need to increase density. He asked about transit projects that are not in the Revenue Constrained scenario. Ms. Culp replied that several transit projects were moved to the Reasonably Expected Scenario.

Councilmember Gallo said that we have to be more cognizant of the I-8 area. We will have more and more people on this freeway commuting from Imperial County.

Mayor Wood acknowledged that there is only so much money, and he is impressed with the San Diego region as whole. The only negative is the traffic. He wondered about a light rail connection from Riverside County to San Diego County, with a possible connection to the SPRINTER. That would help take traffic off of the freeways in the North County area.

Councilmember Dale pointed out the increased cost of construction due to the cost of materials. We are restrained by the source of the money and the commitments that have already been made.

Mr. Gallegos suggested that both options be kept on the table, and staff will bring back more detail at the next meeting. Almost everything staff is proposing is to better manage the freeway systems to meet demands; not to pit the modes against each other but to allow them to work together. If we manage correctly, there is room for various types of modes. Staff is trying to implement the land use and transportation vision that is set in the Regional Comprehensive Plan.

Councilmember Crawford suggested that there needs to be a better understanding in the presentation of information about how the Managed Lanes will work for both highways and transit, and how they will relate with each other.

Action: This item was presented for information only.

16. FY 2007 BUDGET AMENDMENT: CALIFORNIA REGIONAL BLUEPRINT PLANNING PROGRAM (APPROVE)

There was no discussion on this item.

Action: Upon a motion by First Vice Chair Pfeiler and a second by Mayor Cafagna, the SANDAG Board approved an amendment to the FY 2007 Program Budget and Overall Work Program to accept a \$200,000 California Regional Blueprint Planning Grant to continue Regional Comprehensive Plan implementation activities. Action by the Board would adjust current Work Element No. 30060 (*California Blueprint Planning Program*) and provide the required \$50,000 local match as part of the FY 2008 Program Budget. Yes – 13 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Carlsbad, Chula Vista, County of San Diego, La Mesa, City of San Diego, and Solana Beach.

17. UPCOMING MEETINGS

The next Business meeting of the Board of Directors is scheduled at 9 a.m. on Friday, April 27, 2007.

18. ADJOURNMENT

The meeting was adjourned at 12:22 p.m.

DGunn/M/DGU

## ATTENDANCE SANDAG BOARD OF DIRECTORS' MEETING MARCH 23, 2007

JURISDICTION/ ORGANIZATION	NAME	ATTENDING	IN	OUT	COMMENTS
City of Carlsbad	Bud Lewis (Alternate)	Yes			
City of Chula Vista	Cheryl Cox (Member)	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	Jerome Stocks, 2nd Vice Chair (Member)	Yes			
City of Escondido	Lori Holt Pfeiler, 1st Vice Chair (Member)	Yes			
City of Imperial Beach	Patricia McCoy (1st Alternate)	Yes			
City of La Mesa	Art Madrid (Member)	Yes			
City of Lemon Grove	Mary Sessom, Chair (Member)	Yes			
City of National City	Ron Morrison (Member)	Yes			
City of Oceanside	James Wood (Member)	Yes			
City of Poway	Mickey Cafagna (Member)	Yes			
City of San Diego - A	Jerry Sanders (Member A)	Yes			
City of San Diego - B	Toni Atkins (Member B)	Yes			
City of San Marcos	Jim Desmond (Member)	Yes			
City of Santee	Jack Dale (Member)	Yes			
City of Solana Beach	Lesia Heebner (Member)	Yes			
City of Vista	Judy Ritter (Member)	Yes			
County of San Diego - A	Ron Roberts (Member A)	Yes			
County of San Diego - B	Bill Horn (Member B)	Yes			
<b>ADVISORY MEMBERS LISTED BELOW (ATTENDANCE <b>NOT</b> COUNTED FOR QUORUM PURPOSES)</b>					
Caltrans	Pedro Orso-Delgado (Alternate)	Yes			
MTS	Harry Mathis (Member)	Yes			
NCTD	Ed Gallo (Member)	Yes			
Imperial County	Victor Carrillo (Member)	Yes			
US Dept. of Defense	CAPT Michael Giorgione (Member)	Yes			
SD Unified Port District	Michael Bixler (Alternate)	Yes			
SD County Water Authority	Marilyn Dailey (Member)	Yes			
Baja California/Mexico	Ricardo Pineda (Alternate)	Yes			
Southern California Tribal Chairmen's Association	Robert H. Smith (Member)	Yes			