



**BOARD OF DIRECTORS DISCUSSION AND ACTIONS**  
**APRIL 27, 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

Councilmember Crystal Crawford (Del Mar) noted a change to page 16 of the minutes for March 23, 2007. On the last line of the paragraph noting her comments, the reference to "they" should be "the SANDAG Board." She asked that this change be made to these minutes.

Action: Upon a motion by Mayor Mark Lewis (El Cajon) and a second by Councilmember Crawford, the SANDAG Board of Directors approved the minutes from the March 23, 2007, meeting as amended.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Mayor Cheryl Cox (Chula Vista) expressed concern about a letter by Senator Christine Kehoe related to Senate Bill (SB) 10 that implied the SANDAG Board had unanimously supported the bill, which is incorrect.

Chair Sessom indicated that there were discussions of SB 10 at the April Executive Committee meeting. SANDAG Board members and staff have had several meetings with Senator Kehoe's staff, San Diego County Regional Airport Authority Board members and staff, and others on the contents of this bill. The Executive Committee gave direction to staff, and she asked Gary Gallegos, Executive Director, to provide a status report.

Mr. Gallegos stated that the Executive Committee chose not to recommend action to the Board at this time but directed staff to work with the Airport Authority on the planning issues and how we can connect the planning decisions of the Airport Authority with SANDAG plans. The direction was to bring this matter back to the Executive Committee at its next meeting. This issue will come back to the SANDAG Board at its meeting in May.

3. ACTIONS FOR POLICY ADVISORY COMMITTEES (APPROVE)

This item summarizes the actions taken by the Borders Committee on March 23, the Transportation and Regional Planning Committees on April 6, the Executive Committee on April 13, and the Transportation and Public Safety Committees on April 20, 2007.

Action: Upon a motion by Mayor Mickey Cafagna (Poway) and a second by First Vice Chair Lori Holt Pfeiler (Escondido), the SANDAG Board approved Agenda Item No. 3, Actions from Policy Advisory Committees. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – National City.

### **CONSENT ITEMS (4 through 5)**

4. CALIFORNIA COASTAL COMMISSION MEMORANDUM OF AGREEMENT (APPROVE)

At its April 6, 2007, meeting, the Regional Planning Committee recommended that the Board of Directors authorize the SANDAG Executive Director to enter into a Memorandum of Agreement (MOA) with the California Coastal Commission, in substantially the same form attached to the agenda report. The MOA would establish a process for the administration of the newly established Public Recreational Beach Impact Mitigation Fund.

5. 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 February 2007.

Action: Upon a motion by Mayor Cafagna and second by First Vice Chair Holt Pfeiler, the SANDAG Board voted to approve Consent Item Nos. 4 through 5. Yes – 18. No – 0. Abstain - 0. Absent - National City.

### **CHAIR'S REPORTS (6 through 7)**

6. RECOGNITION OF REAR ADMIRAL (SELECT) MICHAEL GIORGIONE (INFORMATION)

Chair Sessom announced that the President of the United States has nominated Captain Mike Giorgione for appointment to the rank of Rear Admiral (Select) in the Navy's Civil Engineer Corps. Chair Sessom presented Rear Admiral (Select) Giorgione with a plaque recognizing his service on the SANDAG Board.

Rear Admiral (Select) Giorgione stated that SANDAG is a class act. He said he has enjoyed his affiliation with SANDAG. He will be leaving June 1 to go to Hawaii to head up the Pacific Engineering Command. He thanked the Board members for their efforts in the region and for this recognition.

Action: This item was presented for information only.

7. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (INFORMATION)

Chair Sessom stated that she attended the SANDAG Diamond Awards on April 11. The Diamond Awards honor local businesses and schools for their efforts to promote carpooling, vanpooling, transit use, and other commuter alternatives in the San Diego region. Through our RideLink program, the region now boasts more than 100 companies providing an employee commute program.

Chair Sessom recognized staff member Allison Richards-Evensen for her contributions to the successful RideLink program. Unfortunately, she will be leaving SANDAG and joining the Atlanta Regional Commission to lead its Transportation Demand Management program. We wish her well in this new endeavor. There were many participants at the Diamond Awards event who expressed concern that Allison was leaving and that this program would not receive the attention it is due. Chair Sessom said she assured the attendees at the event that this program is important for reducing transportation congestion and that it will be a continuing program.

Councilmember Crawford reported that she attended the California Biodiversity Council conference in San Jose, April 11-12, 2007. She will provide more details in a memo to the Board in May. The meeting focused on off-highway vehicle use. Conference attendees visited two recreational areas. She noted that San Diego as a county has the second highest number of green sticker (off-road) registrations. The attendees visited the Santa Clara County Park and Hollister Hills State Recreational Vehicle area. It was a unique experience to see off-road use alongside habitat preservation.

Chair Sessom stated that a number of SANDAG Board members attended a trip to Mexico City sponsored by the San Diego Regional Chamber of Commerce. The Mexican Consul set up meetings with important Mexican officials.

First Vice Chair Pfeiler agreed that the Consul General had set up some incredible meetings. The Mexican Administration is new, focused, and sophisticated. Everyone on the Mexican side was anxious and excited to partner with SANDAG, especially on the third border crossing.

Chair Sessom noted that Pedro Orso-Delgado, Caltrans District 11 Director, also attended.

Mr. Orso-Delgado mentioned that several SANDAG and local Caltrans representatives attended a California Transportation Commission (CTC) meeting in San Luis Obispo, California. One item on the meeting agenda was related to border infrastructure money. We ended up securing \$80 million to purchase right-of-way for SR 905.

Councilmember Jim Madaffer expressed his appreciation to Consul General Luis Cabrera, Pedro Orso-Delgado, and Gary Gallegos for their efforts during the Mexico City trip. The existing relationship with Mexico has made a huge difference in our region. Chair Sessom, First Vice Chair Pfeiler, and Councilmember Madaffer were witnesses to that strong relationship. The trip also helped to build a stronger relationship between SANDAG and the Airport Authority Board members. Councilmember Madaffer said that for the first time, there is the potential for the region to move forward on some actions. He has met with

Mayor Sanders and there are ideas in the works to take what has been started and turn it into action to begin to build the East Otay Mesa Port of Entry.

Consul General Cabrera said that it was a pleasure to be part of this meeting. All agreed it was a successful agenda. The main purpose of this trip was to convey to the Mexican federal authorities that we need participation from Tijuana/Baja California and San Diego, and we have taken a major step forward in advancing projects for the region.

Action: This item was presented for information only.

## **REPORTS (8 through 13)**

### **8. 2007 REGIONAL TRANSPORTATION PLAN: DRAFT REVENUE CONSTRAINED AND REASONABLY EXPECTED REVENUE SCENARIOS (ACCEPT)**

Councilmember Madaffer stated that the Transportation Committee discussed the draft Revenue Constrained and Reasonably Expected Revenue scenarios for the 2007 Regional Transportation Plan (RTP). We had spirited discussion and agreed with the staff recommendation for a Revenue Constrained network, a \$41 billion scenario based on projects in the *TransNet* Early Action Program (EAP), and the highest ranking highway and transit projects. The Transportation Committee also considered options for a more aggressively funded Reasonably Expected scenario. The Transportation Committee recommended a total investment of \$58 billion for this scenario, which adds \$17 billion above the Revenue Constrained scenario. The additional investments include \$10 billion balanced between highway and transit improvements, \$3 billion for goods movement projects, \$2 billion for local agency transportation improvements, and building the Interstate 5 (I-5) and I-15 North center lanes with toll financing of \$2 billion. The balanced plan received the strongest support from several speakers of the Regional Planning Stakeholders Working Group. He introduced Principal Planner Mike Hix, who provided further information on the revenue scenarios for the RTP.

Chair Sessom noted that due to the number of public requests to speak, each person will have two minutes. She asked the public to think about their remarks while staff is going through the presentation.

Mr. Hix reviewed the process for the Revenue Constrained and Reasonably Expected Revenue scenarios. The Board direction at the end of March included: a commitment to the *TransNet* EAP and the high occupancy vehicle/managed lanes (HOV/ML) system; using final project evaluation results as the basis for priorities; evaluating a \$4 billion and \$10 billion level of investment for the Reasonably Expected Revenue scenario; and testing the balanced approach along with transit and highway emphases. He proceeded to explain the improvements contained in the Draft 2007 Revenue Constrained Highway Network and the Draft 2007 Revenue Constrained Transit Network. For the Reasonably Expected Revenue Scenario, there were two approaches: one with a \$4 billion investment level and another with a \$10 billion investment level. Four revenue options were examined: Option 1, \$4 billion balanced; Option 2A, \$10 billion balanced; Option 2B, \$10 billion Highway Emphasis; and Option 2C, \$10 billion Transit Emphasis. He described each of these options and their pros and cons.

Mr. Hix also described the recommended additions to the Reasonably Expected Revenue scenario that would bring the total investment to \$58 billion. He noted that the Transportation Committee recommended approval of Option 2A, the \$10 billion balanced investment. If this recommendation is accepted, it will give staff time to develop a detailed Draft RTP for release by the Board in June.

Chair Sessom asked for questions from the Board. She said that there are 13 requests to speak on this item.

Mayor Cafagna asked what staff has done to anticipate additional project cost increases and revenues over the life of the RTP. Jose Nuncio, Senior Engineer/Financial Programming, responded that the revenues are forecasted depending on the source of the fund. Sales tax revenues are based on a SANDAG forecasting model. There are different growth rates depending on the fund source. All forecasts have to be fairly conservative in terms of the Revenue Constrained Scenario per federal guidelines.

Mayor Cafagna asked about project cost increases. Mr. Nuncio replied that the forecasts are in 2006 dollars. Project costs are de-escalated to 2006 dollars to be consistent with the state fund estimate.

Mayor Cafagna asked if project costs are higher than what we originally estimated under the *TransNet* Extension. Mr. Nuncio answered that when we developed the 2003 RTP (on which the *TransNet* estimates were based), the typical growth rate for the past 25 to 30 years had been 2.6 percent. Starting four years ago, that growth rate spiked with the cost of construction. That was not something anyone could anticipate. Over time, we expect that this spike will come back down to that historical growth rate.

Councilmember Matt Hall (Carlsbad) asked if there is an assumption for an additional sales tax measure in any of these revenue forecasts. Mr. Gallegos stated that these are proposed investment levels. We have not addressed the issue of funding sources beyond those anticipated in the Revenue Constrained scenario. Once you determine the investment level then we will try to find the funding source. Mr. Gallegos added that we have brought everything to constant 2006 dollars and have been updating cost estimates working with Caltrans and the transit operators. For planning purposes, both costs and revenues are in constant 2006 dollars.

Mayor Jim Wood (Oceanside) asked staff to clarify the proposed improvements to SR 78. Mr. Hix stated that in the Reasonably Expected Revenue scenario, there would be two HOV lanes and a direct HOV-to-HOV connector at I-15, as well as a freeway-to-freeway connector from I-5 to SR 78.

Mayor Wood asked when the project would be built. Mr. Hix replied that the exact timing has not been determined.

Mayor Wood was concerned about the impact on traffic congestion in the North County area with this work put off to later years. Mr. Gallegos said that once the Board determines the investment level, we will come back and try to figure out in what increment of time these individual projects will be constructed, given that this is a long-range plan to the year

2030. Not everything can be done in the first year of the plan. The next level of detail is to bring back those projects that can be done given the investment level chosen and the available revenues.

Supervisor Ron Roberts (County of San Diego) asked about the proposed toll lanes on I-15 and I-5 north of SR 78. He wondered if staff used criteria to determine when a toll road should be the solution. Mr. Gallegos responded that there are no specific criteria; staff is recommending toll lanes on the I-15 and I-5 north of SR 78 so that we have a funding source for improvements, given constrained revenues. Most of the projects that we are funding under *TransNet* are within the urban core of San Diego. For improvements north of Escondido or Oceanside, there is no likely revenue stream. Staff is recommending that toll roads are one of the options to consider for new capacity in these northern corridors.

Supervisor Roberts asked why we aren't using toll lanes in other areas. Mr. Gallegos reiterated that toll roads are options for the Board as policymakers to consider. Other projects are tied back to *TransNet*, while pieces in other areas that we are trying to get done without *TransNet* or other revenues are being recommended as toll roads.

Supervisor Roberts noted that there are a lot of highway improvements in Option 2B that are not in Option 2A. Mr. Hix stated that there are a lot of things we cannot build without additional revenues.

Supervisor Roberts asked why we don't add more toll roads since that is what staff has opted to do for I-5 and I-15.

First Vice Chair Pfeiler stated that toll roads could be an option, but in the examples today a partner has already stepped up. If other partners step up, other toll roads could be built.

Supervisor Roberts asked who has put up money in the process. First Vice Chair Pfeiler replied that Riverside County has discussed with us improvements to I-15. Mr. Gallegos added that we have had the same conversation with Orange County for I-5.

Supervisor Roberts said that it seems like toll roads should be more universal. With these funding constraints, how are we getting to the list of projects.

Mayor Ron Morrison (National City) stated that the areas on I-5 north of Oceanside and I-15 north of Escondido are nonurban areas. Another such area could be I-8 east of El Cajon. The question on I-8 would be, do we have any projections of traffic congestion anywhere near the level forecasted for I-5 and I-15. Mr. Gallegos stated that additional improvements to I-8 east of El Cajon are included in the Unconstrained Revenue scenario.

Councilmember Crawford mentioned that at the Regional Planning Stakeholders Working Group (SWG) meeting a couple of weeks ago, the members heard a proposal from the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) to shift half a billion dollars in bus route funding from Option 2A to Option 1 in order to improve future bus frequencies. She wondered what happened to that proposal at the Transportation Committee meeting. Linda Culp, Senior Planner, stated that that change has been incorporated.

Councilmember Crawford asked if SR 241 is still included in the draft plan, if there is funding indicated, and what is the source of funding for this highway. Mr. Gallegos said the funding is coming from the proponents of this toll road.

Councilmember Crawford asked about the environmental review of SR 241. Mr. Gallegos said that that project has been to the Transportation Committee several times and to the Board. It is going through the normal reviews for any project. Mr. Hix added that SR 241 is currently going through the legal and planning process.

Mayor Jim Desmond (San Marcos) asked if there would be any time savings with HOV lanes on SR 78. Mr. Hix replied that during the evening peak period on SR 78 in the eastbound direction, speeds would increase by 40 percent and travel times would decrease by 30 percent between I-5 and I-15.

Mayor Desmond noted that one immediate project is the connection between I-5 and I-15 and SR 78. There is traffic congestion just getting onto I-15 from SR 78. He asked how it would work getting from one HOV lane to another. He asked staff to look into the possibility of improving the interchange of SR 78/I-15. Mr. Hix agreed to acknowledge that concern in the RTP.

Mayor Art Madrid (La Mesa) said that escalating costs are expected to increase by about 3 percent. China is currently building several large energy generating plants that will require building materials. He asked what the difference is between the costs included in our funding scenarios and those being experienced on a worldwide basis. Mr. Nuncio replied that our RTP forecasts are the same over a long period of time. The cost of materials has escalated. Significant increases have been included in the project costs to account for these increases, particularly in the early years of the RTP.

Mayor Lesa Heebner (Solana Beach) noted that in 2030 the COASTER headways are expected to be reduced from 34 to 20 minutes in the peak period and from 2 hours to 1 hour in the nonpeak period. The RTP also assumes double tracking and the Del Mar tunnel. She asked if there would be a headway reduction without the tunnel and double tracking. Ms. Culp said that 52 trains a day are operating on that line and 40 percent of the line is single tracked. There is no additional capacity in the peak period, and therefore no place to add trains during the weekday.

Mayor Heebner asked if there are other opportunities to increase capacity during nonpeak hours. Ms. Culp answered that according to NCTD, there may be a midday slot, but we will need to take a more focused look at that question.

Mayor Heebner mentioned that there has been a successful partnership with NCTD and the University of California at San Diego (UCSD) on bus Route 101. UCSD is helping to subsidize that service. She hoped we could pursue more of that kind of partnership.

Supervisor Bill Horn suggested that we investigate a full toll road from Santee to north of Escondido.

Councilmember Ed Gallo (NCTD) pointed out that one solution to the congestion on SR 78/I-15 would be to finish Citracado Parkway as a bypass. Related to toll roads, there is

only one way to get to Orange or Riverside counties, and there has to be another avenue. He agreed with Supervisor Horn's suggestion to build an additional freeway.

Councilmember Phil Monroe (Coronado) asked about the baseline when you talk about congestion relief. Mr. Hix said that the baseline would be performance of the Revenue Constrained \$41 billion level scenario versus the performance of the higher revenue scenarios.

Councilmember Monroe said he would like to know what improvements the individual driver will see in 2030 based on these plans versus today. It appears commuters could see more traffic congestion and time delays than what they see today. Mr. Hix stated that following the Board's investment decision, staff will report back with a comparison of existing conditions and future conditions.

Councilmember Monroe noted that even with all of the improvements, traffic congestion may get worse.

Mr. Orso-Delgado said that all of this information will feed into the RTP. He asked when the next RTP update will occur. Mr. Hix replied that it is on a four-year cycle so the next update would be in 2011.

Mr. Orso-Delgado said that we should not look at this as a one-shot thing. We will be continuously refining this plan.

Chair Sessom said that public comments would be heard at this time.

Councilmember Druker, Del Mar, advocated for Option 2C, which has the transit emphasis. One concern with transit is that there is not enough density in San Diego County. If we are going to do smart growth then we need transit. People are asking for more transit service. He agreed that we need to have the roads improved, and that there are some critical road projects. He strongly suggested that the Board move forward with Option 2C. This will be a solution to the transit/transportation needs of this county. By doing so, we are sending a clear message to the population about providing them with an alternative to get off the freeway and promoting smart growth.

Chair Sessom noted that there was an organized presentation by Save Our Forests and Ranchlands (SOFAR).

Duncan McFetridge, SOFAR, urged the Board to reconsider the advice of the Transportation Committee. Take the advice from Councilmember Druker and take another look at Option 2C. Residents are telling you that time is running out and that now is the time to invest more transportation dollars into transit. It is not right to have \$5 billion for transit and \$5 billion for roads as a balanced expenditure. Transit has been underfunded for decades and has not been allowed to demonstrate its full potential to serve transportation needs and the needs of diminishing resources. There also is a land use consequence, and we do not have an uninterrupted flow of oil. If we had 10 percent transit ridership, we could reduce our dependence on foreign oil.

Jana Clark, SOFAR, spoke on the Passenger Rail Investment and Improvement Act of 2007, which will provide additional resources for Amtrak. She stated that more highways bring about induced travel demand, which in turn results in more traffic congestion.

Juan Antonio Ramirez, representing the City Heights Community Development Corporation (CHCDC), indicated that there were several representatives that would be speaking. He stated that the Draft 2007 RTP update includes funding for the CenterLine Rapid Transit System and Stations through Mid-City San Diego and for connector lanes to I-805 and SR 94. The current RTP and the proposed 2007 RTP continue to include designations of HOV lanes and a designation for goods movement lanes through the Mid-City I-15 corridor. Caltrans studies have determined that the incorporation of HOV lanes through the Mid-City segment of I-15 are not needed through 2030, and that designation of HOV lanes and/or goods movement lanes in this constrained corridor would conflict with the commitment to provide dedicated transit lanes, stations, and enclosed platforms for the CenterLine BRT (bus rapid transit). He concluded by expressing support for Option 2C with an emphasis on transit.

Amina Adan, CHCDC, said that the community has been working hard with SANDAG and MTS to develop the Mid-City Transit Plan. Mid-City has the highest ridership of any area in San Diego. We need freeway connections to job centers in both the north and south directions.

Xochitl Codina, CHCDC, stated that she works with residents, and there is a gap in the transportation system. It is a struggle to get to job centers, medical services, and schools and community colleges off of I-15. Residents in this ethnically diverse community need improved access to quality jobs and educational facilities to help them be self-sufficient. We need quality transit stations with fast connections to job centers. She asked that the Board fulfill the commitment that was made to the residents in Mid-City.

Joyce Brown, CHCDC, works at Metro Villas, a transit-oriented, smart growth development and is speaking on behalf of the residents and their children. Due to schools in proximity to I-15, we are concerned about the Goods Movement Action Plan and possible adverse effects on air quality and the health of children. The children of City Heights have the highest asthma rating in the county. Diverting truck traffic to I-15 would increase these impacts in this community.

Mr. Ramirez concluded that their recommendation and requests are summarized in the action sheet distributed to the Board. He presented four recommended actions: support for the 2007 RTP recommendation to include full funding for the CenterLine Rapid Transit dedicated lanes and stations and enclosed platforms to be accessed from the newly constructed Mid-City transit gateways on the transit plazas at the University Avenue and El Cajon Boulevard crossings of I-15; support for the 2007 RTP recommendation to phase in connector lanes and facilities from I-15 to I-805 and SR 94 as necessary; adoption of a Goods Movement Plan that includes alternatives to additional truck traffic through the Mid-City segment of I-15; and elimination of the HOV designation on additional lanes created for rapid transit in the Mid-City I-15 corridor. He added that he is a student at San Diego State University (SDSU) and a public transit user. It takes more than an hour from the 12th & Imperial Station to SDSU. With the requested improvements, it would take Route 210 less than 30 minutes to get to SDSU.

Councilmember Crawford indicated that Kristin Kjaero left the meeting before she could provide comments, but she will incorporate Ms. Kjaero's concerns into her comments about the SWG meeting. SWG members favor Option 2C. This option will help to create a balance to decrease congestion, make transit competitive with the automobile, and add transit improvements for operations. She encouraged the Board to adopt Option 2C.

Larry Glavinic, SWG member, stated that for the last two years we have been trying to get out the message. He wondered where the capacity is for the one million new people. The RTP is only a gridlock avoidance plan. The current proposed RTP is a strategic plan for the 19<sup>th</sup> Century and we need 21<sup>st</sup> Century solutions. New technology exists. The solution is for 2 percent of the funding in the RTP to be targeted for visionary solutions.

James Justice, SWG member, said that he has a special interest in the Goods Movement Action Plan. The Transportation Committee accepted the Reasonably Expected funding scenario that includes goods movement projects recommended by the Freight Working Group. He requested that the Board support this option. Without these improvements at the ports, the demand for goods will not be handled.

Clive Richard, SWG member and strong transit advocate, expressed support for Option 2A, a balanced program. The RTP is not chiseled in stone, but will be revised over time.

Steve Otto, SWG member, said that you can't build your way out of congestion. Transit must be a large part of the solution. Transit must attract choice riders with increased frequency and faster service. The South County is experiencing major growth. He urged the Board to adopt Option 2C.

Sandor Shapery, Vice Chair of SWG and an advisory member of the Transportation Committee, stated that the SWG concluded that Option 2A has an emphasis on transit. There is a need for new service, and additional resources for bike, pedestrian, smart growth, and transportation demand management improvements. We also should secure funds for the Goods Movement Action Plan and for toll roads, particularly in the North County. He encouraged a proactive look at new technology, support for the shift of bus routes, and money for the maintenance of improvements for existing routes. There also is a need for improvements at transit stops/Trolley stations with regard to signage, user-friendly ticket machines, and coordination between routes and parking.

Councilmember Crawford clarified that the SWG does not take formal votes on any item. She mentioned that Mr. Shapery was not in attendance at the last SWG meeting.

Kathy Keehan, representing the San Diego County Bicycle Coalition and co-Vice Chair of SWG, commended SANDAG staff and fellow SWG members for the hard work on the RTP. When we looked at this plan compared to previous plans, there appears to be less money for transit and more for highways. That throws off the balance of the RTP. We need to make up that difference between the cost increases of highways and the lack of increased funding for transit projects. There are a lot of criteria in the RTP, but there is no consideration for air quality and public health impacts. We have not talked about those impacts. We need more money for alternatives such as bike/pedestrian projects and technology.

Maria Cortez, who works at Franklin Elementary School in City Heights, indicated that the school is supportive of the CHCDC recommendations. She said that area residents cannot afford toll lanes. We have the bridge decks built that are not being used. There are no bus time schedules on El Cajon Boulevard and University Avenue. Additional security should be placed on the Trolley.

Chair Sessom clarified that the toll lanes are only for those areas north of Escondido and north of Oceanside.

Chair Sessom said that that concluded public comments.

Councilmember Toni Atkins (City of San Diego) mentioned that one speaker talked about the Goods Movement Action Plan. She wondered where members of the public can go to express concerns about the environmental- and health-related issues from truck traffic. Mr. Gallegos stated that when the Board adopted the Goods Movement Action Plan, staff was asked to come back with an environmental health component. We have been partnering with the Port of San Diego on a "green port" initiative. We will bring that back to the Transportation Committee and Board. The RTP will have an environmental document with it, and goods movement issues will be addressed as part of that program-level document.

Supervisor Roberts noted that the land port at the border was added to the state's Air Resources Plan that focuses on air quality issues. San Diego will be the first to meet the eight-hour ozone levels. There will be a heavy analysis of those air quality issues associated with goods movement in the state air quality plan.

Councilmember Atkins asked about mitigation for congested areas.

Supervisor Roberts said the land port is now recognized as one of the four corridors in the state that is necessary in order to get money for this effort. Caltrans will be planning specific improvements to those roads and processing environmental documents, so it will probably be a place for the public to contact.

Councilmember Atkins said that the statewide goods movement plan is really a state issue and a state-supported project. She wanted to make sure as this moves forward that people such as those representing CHCDC can get their issues addressed.

Councilmember Madaffer mentioned that the CHCDC gave a presentation of their issues to the City of San Diego.

Mr. Gallegos said that we are well aware of their issues and will try to respond. Their recommendations are included in Option 2A but not in Option 2C. Ms. Culp added that I-15 BRT service will be in the Revenue Constrained Plan.

Chair Sessom thanked the public for their input on this item.

Mayor Cox expressed gratitude to SANDAG and Caltrans for the HOV lanes south of Palomar Street and for SR 905. These projects are incredibly important to the South County. We are still getting feedback on the SR 125 toll road. She expressed support from

Chula Vista for the \$2 billion for local improvements proposed in the Reasonably Expected Revenue scenario. She suggested a modification to the table on page 9 of the staff report, and staff agreed to correct the reference from H Street to Telegraph Canyon Road.

Councilmember Crawford stated that she is Chair of the SWG. We spent two meetings looking at the Revenue Constrained and the Reasonably Expected Revenue scenarios. At the last meeting, she was impressed with the level of understanding of the issues and the complexity of the choices we would face as a Board on the decision of the RTP. About 80 percent of the SWG meeting focused on transit improvements. The SWG has about 20 members and they are not asked to take votes on options. The group's purpose is to provide feedback and input to the Board. The clear focus of the SWG comments was how we think for the future, how to make more visionary plans, and get people out of the cars. We cannot maintain the status quo, and building more freeways is not the solution. There is a need for more effective and coordinated transit for the future, transit improvements at transit stations, and coordination between trolleys and buses. We will meet again to discuss the draft environmental document. This group is a good example of the average voter.

Port Commission Chair Sylvia Rios (San Diego Unified Port District) expressed support for the balanced plan. Goods movement impacts the Port of San Diego tremendously. We are encouraged by the incredible amount of cargo that is coming into the Port of San Diego and know that demand will increase. The Port is a great economic boost to the region. If goods cannot come through the Port of San Diego, then they would have to come from Los Angeles and Long Beach and be trucked to San Diego. This would result in a significant number of trucks on the freeways. We are working with the various communities on the goods movement issues.

Councilmember Madaffer noted that given the fact we don't have a lot of money, we have to answer to our constituency on the road system and not ignore transit. We don't have enough money in this region for transit. He pointed out that Los Angeles has a full one-cent of its sales tax dedicated for transit. In San Diego, we have a half-cent sales tax and transit gets about one-third of that half-cent. We need to take care of our local streets and roads, highways, and transit. Option 2A makes the most sense.

Mayor Desmond suggested that the RTP revisit a rapid transit or rail transit connection to the SPRINTER and the COASTER in the I-15 corridor. As an Airport Authority Board member, he also said that the Authority is coming up with a new master plan with a transportation node that will include transit service to the San Diego International Airport.

Chair Sessom asked if we are including Mayor Desmond's suggestion in the Revenue Constrained Plan. Mr. Hix replied affirmatively.

Mayor Madrid said that we continue to hear that we ought to look at new technology. This should be defined. Given these revenue sources, this is what we can achieve.

Councilmember Crawford said she will take the comments back to SWG. She mentioned that Mr. Hix has been at those meetings. We should take advantage of think tank activities and have money set aside to fund thinking that is outside of the box.

Mr. Hix stated that Linda Culp completed a White Paper on technology. Ms. Culp said there were two main categories, new technology regarding autos and capacities for transit. With each new RTP, we would review new technology as it comes up.

Councilmember Gallo asked if any of the recommendations from the CHCDC presentation are addressed in the options. Mr. Hix responded that the HOV/BRT lane on I-15 through Mid-City is included. At this point in time, the RTP preserves all of the options in that corridor.

Mr. Gallo commented that whatever the Board decides, we need to follow through with the decision.

Mayor Pro Tem Judy Ritter (Vista) agreed with Councilmember Madaffer's comment that there is not enough money. She supported Option 2A.

Mayor Heebner said that she will not support Option 2A, but will support Option 2C. She stated that density for smart growth has to be supported by transit.

Supervisor Roberts expressed support for Option 2A as it is a good balance between transit and roads; however, he doesn't support the toll lanes on I-15 north of Escondido and on I-5 north of Oceanside. Of the likely scenarios, the emphasis should be on management of the individual corridors and better utilization of the lanes.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Hall, the SANDAG Board accepted the recommended Revenue Constrained Scenario and Option 2A for the Reasonably Expected Revenue Scenario for use in developing the Draft 2007 RTP. Yes – 17 (weighted vote, 98%). No – 2 (Del Mar, Solana Beach) (weighted vote, 2%). Abstain – 0 (0%). Absent – 0.

## 9. OVERVIEW OF URBAN PARTNERSHIP AGREEMENT AND BUS PROGRAM PROPOSALS (APPROVE)

Councilmember Madaffer reported that the Urban Partnership Agreement (UPA) is a new program from the United States Department of Transportation (USDOT) that will channel discretionary funding to projects throughout the country to reduce traffic congestion. It will provide a region with the opportunity to leverage our *TransNet* investments, accelerate projects already underway or are ready to go, and deploy innovative solutions for improving mobility through technology. The USDOT has announced the first \$1.2 billion in funding for the regions selected as urban partners. We had an opportunity to meet with USDOT Assistant Secretary Tyler Duvall and feel that SANDAG will be very competitive in this program. The proposals are due on April 30 with projects specific to Bus and Bus Facilities programs due on May 22. The MTS and NCTD Boards have approved our participating in this. He introduced Sam Johnson, Integrated Information Systems Manager.

Mr. Johnson provided an overview of this opportunity. The USDOT has asked regions to present comprehensive strategies and explain how the investments will work together to reduce traffic congestion. They are looking for partners with innovative, bold, and comprehensive approaches. Partners are given priority access to funding, and these will be large-scale deployments and pilot projects with a focus on effects. He noted that more than

\$1 billion is available for this program. He noted that the UPA Agreement does not carry any direct funding. This program is an umbrella for 12 discretionary funding sources. He described the types of programs for which SANDAG is eligible. We will take a balanced and comprehensive approach in developing our proposal. He provided a brief overview of the ten concepts: value pricing on managed lanes, connectors, and ramps; SWOOP; smart parking; flexible transit and alternative services; smart vehicles; regional wireless data network; enhanced 511 services; universal transportation account; congestion avoidance rewards; and integrated performance management.

Mr. Johnson said that for Bus Program Funds, there are three Federal Transit Administration (FTA) programs: Fixed Guideway Modernization – Formula, Fixed Guideway New Starts – discretionary for full funding grant agreements, and Bus and Bus-Related Facilities – discretionary. There is \$438 million in unearmarked funds for the Bus and Bus-Related Facilities Program available. There are two notices/calls for projects: one will support the UPA and a second is the Standard Bus Discretionary Program. The Bus Program funds are limited to bus/bus-related capital projects. He reviewed the next steps. Staff will report back at the May 11 Policy Board meeting for action on the Bus Program applications.

First Vice Chair Pfeiler indicated there were several requests to speak on this item.

Jake Peters said that he invented the SWOOP project. This product will allow more capacity on your highway system, and it starts with BRT. This product also will attract private capital investment.

Navin Lamba, with IBM, expressed support for the application. He said that a lot of the concepts are innovative solutions, and we should come up with a plan for San Diego.

Ken Nordholm, representing Motorola, supported the recommended action.

Linus Isabel, representing Parking Karma, Inc., expressed support for the proposal, specifically for the smart parking technology.

Mayor Madrid commented that telecommuting is going to be an important aspect in the future and asked for information on this. Mr. Johnson said that the goal is to reduce the number of vehicles on the road, and telecommuting is key to that. While the majority of employers support telecommuting, they don't actively implement it. We want to develop a program to incentivize them to promote telecommuting and flexible work schedules, and to renew programs to help meet air quality goals.

Action: Upon a motion by Mayor Wood and a second by Councilmember Madaffer, the SANDAG Board approved the SANDAG submittal of proposals for the Urban Partnership Agreements and other supporting grant opportunities. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Lemon Grove.

First Vice Chair Pfeiler noted that agenda item No. 13 would be moved up and heard at this time.

### 13. STATE ROUTE 52 CORRIDOR UPDATE (APPROVE)

Councilmember Madaffer said that we will hear an update on SR 52 and options for closing the funding gap. The expansion and extension of SR 52 is one of our *TransNet* Early Action projects. The Transportation Committee has reviewed and discussed this item and has recommended full funding to complete the SR 52 extension from SR 125 to SR 67. The completion of SR 52 is one of our top priorities from the original *TransNet* measure. This item also was presented to the Independent Taxpayer Oversight Committee (ITOC) for review and discussion, and the ITOC has provided a recommendation. Because of construction cost increases, staff has taken a hard look at options to keep the project moving forward and delivering the extension by 2010. Councilmember Madaffer introduced SR 52 Corridor Director Joel Haven and Dan Martin, SR 52 Project Manager. He added that there was a recent ribbon cutting ceremony on SR 52. Hamid Bahadori, representing ITOC, will provide comments following the staff report.

Mr. Haven provided an SR 52 project update and indicated that the corridor improvements extend ten miles from I-15 in the City of San Diego to SR 67 in Santee. There are three projects in this corridor: the SR 52 operational improvements, the SR 52 Extension, and the SR 52 Managed Lanes projects. The segment of SR 52 between I-15 and the Mast Boulevard interchange in Santee experiences traffic congestion in both the morning and evening commute periods. SR 52 has two through lanes and a third lane for truck climbing purposes in the steep uphill stretches in each direction. Two projects are being developed to address freeway operational deficiencies in this area: SR 52 Westbound Auxiliary Lane (a third westbound lane currently under construction and will extend the existing lane from just west of the Mission Trails Summit to Santo Road), and SR 52 Eastbound/Westbound Auxiliary Lane (the third westbound lane will be extended from Santo Road to I-15). There will be an opening ceremony for the Westbound Auxiliary Lane to be held on Saturday, April 28, at 10:30 a.m. This project cost \$6 million and came in under budget. The environmental document on the second operational project was completed this week. The budget for that project is \$43.2 million.

The SR 52 HOV/Managed Lane segment between I-805 and SR 125 is under development. The segment between I-15 and SR 125 is part of the *TransNet* Early Action Program. This segment would be widened to provide three general purpose lanes in each direction, and two reversible managed lanes. The reversible managed lanes would operate westbound in the morning and eastbound in the evening. The Project Study Report was approved on March 27, 2007. The cost estimate for this project is \$283 million, \$91.8 million over the \$191.2 million budget.

Mr. Haven stated that the SR 52 Extension is a new freeway segment through the City of Santee. We have completed the environmental process on the entire segment. This segment has been broken down into three projects. The current status of right-of-way is that we have acquired all right-of-way for Unit 4 and 80 percent of the right-of-way for Unit 5. Demolition is underway. The largest project risk is the grade crossing at Cuyamaca Street; it will operate at-grade across the Trolley line. It required a California Public Utilities Commission (CPUC) permit. We were told that it would take us 12 months to obtain this permit; however, with the support of the City of Santee, MTS, and SANDAG, we were able to accomplish this in seven months. There is a cost increase on this project due to the

increases in the Caltrans Construction Index, construction materials costs, and scope revisions. He reviewed cost reduction strategies and project options (A and B).

Option A would construct the entire SR 52 Extension project from SR 125 to SR 67, including the freeway-to-freeway interchange at SR 67. Funds would be moved from the SR 52 Managed Lanes project to this project to cover the cost increases. The SR 52 Managed Lanes project would retain funding for the preliminary engineering phase, including the completion of the environmental document. However, the design, right-of-way, and construction phases for the Managed Lanes project would be unfunded. Regional funding priorities would be reestablished with the update to the RTP.

Option B would down-scope the SR 52 Extension project by deferring the construction of the SR 52/SR 67 freeway-to-freeway interchange. Under Option B, an at-grade traffic signal controlled intersection would be constructed at SR 52 and Magnolia Avenue. A southbound SR 67 on-ramp from SR 52/Magnolia Avenue also would be constructed. Option B would require additional studies to assess project changes and impacts, resulting in a one-year delay to the project.

Mr. Haven said that staff and the Transportation Committee is recommending Option A.

Hamid Bahadori, ITOC, stated that over the last two years we have made a deliberate effort to share our views about projects of regional significance. Part of our deliberations was consideration of these two options. It is our recommendation that Option A, with full freeway interchanges, would best serve the county's transportation needs. We respectfully request you approve Option A to avoid traffic congestion in East County areas.

Mr. Bahadori shared the serious concerns of ITOC about an alarming trend, which is the high rate in project cost increases compared to the original project estimates. He requested that in conjunction with approval of Option A, the Board also direct staff to conduct a comprehensive review to assess the full implications of these uncontrollable cost increases and ensure that the *TransNet* projects can be implemented.

Chair Sessom noted that Mr. Gallegos will work with Transportation Committee Chair Madaffer on that review of the *TransNet* Early Action Program.

Second Vice Chair Stocks (Encinitas), Councilmember Crawford, Mayor Cafagna, and Councilmember Monroe expressed support for Option A.

Mayor Desmond also supported the motion. He asked if there is money for the SR 52 Managed Lanes project in the Revenue Constrained scenario for the RTP. Mr. Nuncio stated that it is a matter of timing, but the SR 52 Managed Lanes project is still included in the Revenue Constrained Plan.

Action: Upon a motion by Second Vice Chair Stocks and a second by Councilmember Crawford, the SANDAG Board approved Option A, which will allow for the completion of the SR 52 Freeway Extension project (a Tier 1 *TransNet* project) and the completion of the environmental phase of the SR 52 Managed Lanes project. Regional funding priorities will be reestablished in the 2007 update to the RTP that is currently

underway. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Chula Vista and Oceanside.

10. FY 2007 BUDGET AMENDMENT: GOODS MOVEMENT POLICY MANAGER (APPROVE)

Bob Leiter, Director of Land Use and Transportation Planning, reported that the FY 2007 Budget includes a new Senior Transportation Planner position to coordinate SANDAG goods movement planning activities. Following approval of the budget, SANDAG conducted a recruitment process for this position, but it was unsuccessful. As a result, the SANDAG and Port District Executive Directors discussed the concept of hiring a “goods movement policy manager” at a higher classification who would provide policy level support to both SANDAG and the Port District. SANDAG and the Port District would share the costs of funding this position. Action on this item would result in an agreement between these two agencies. He noted that Dan Wilkens from the Port District is present to answer questions.

Action: Upon a motion by Mayor Cafagna and a second by Councilmember Monroe, the SANDAG Board approved the proposed amendment to the FY 2007 Budget to change the classification of a Senior Transportation Planner position (Class No. 22) to Goods Movement Policy Manager (Class No. 30), and to authorize the SANDAG Executive Director to enter into an agreement with the Port District in substantially the same form as attached to the report. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Chula Vista, Imperial Beach, and Oceanside.

11. INTERSTATE 15 INTERREGIONAL PARTNERSHIP: PHASE II FINAL DRAFT REPORT (APPROVE)

Councilmember Patricia McCoy, Borders Committee Chair, recommended that this item be deferred to the next meeting.

12. FY 2007 BUDGET AND OVERALL WORK PROGRAM AMENDMENT: REGIONAL ENERGY PLANNING PROGRAM (APPROVE)

Mayor Madrid reported that he and Del Mar Councilmember Henry Abarbanel Co-Chair the Energy Working Group (EWG). The EWG and staff have developed a partnership between SANDAG and the California Energy Commission. The Energy Commission is the lead state agency for energy policy and planning and has just committed \$450,000 in funding for our regional energy planning efforts. The Commission chose to work with SANDAG because it understands that SANDAG is the organization that provides leadership in transportation, land use, and smart growth, as well as regional energy strategies. In April 2006, the SANDAG Board made a long-term commitment to our energy planning program and to pursue external funding sources for this effort. He recommended that the Board approve acceptance of these funds.

Action: Upon a motion by Mayor Madrid and a second by Supervisor Horn, the SANDAG Board amended the FY 2007 Budget and Overall Work Program to accept \$450,000 in funding, from the California Energy Commission (CEC) to assist in implementing the Regional Energy Planning Program. The Board of Directors also authorized the Executive Director to enter into a revenue agreement with the CEC. Yes – 15 (weighted vote, 100%).

No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Chula Vista, Imperial Beach, Oceanside, and the City of San Diego.

14. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL PURSUANT TO GOVERNMENT CODE SECTION 54956.9 SUBDIVISION (b): ANTICIPATED LITIGATION – ONE POTENTIAL CASE

This item was deferred to May 11 Board Policy meeting. Chair Sessom asked Board members to give any closed session materials to Julie Wiley, General Counsel.

15. UPCOMING MEETINGS

The next Board of Directors Policy meeting is scheduled for Friday, May 11, 2007, at 10 a.m. The next Business meeting of the Board of Directors is scheduled for Friday, May 25, 2007, at 9 a.m.

16. ADJOURNMENT

The meeting was adjourned at 11:56 a.m.

DGunn/M/DGU

## ATTENDANCE SANDAG BOARD OF DIRECTORS' MEETING APRIL 27, 2007

JURISDICTION/ ORGANIZATION	NAME	ATTENDING
City of Carlsbad	Matt Hall (Member)	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	Jim Janney (Member)	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) (8:50-10:03 a.m.) Toni Atkins (Member A) (10:03-11:57 a.m.)	Yes/ Yes
City of San Diego - B	Toni Atkins (Member B) (8:50-10:03 a.m.) Jim Madaffer (Member B) (10:03-11:57 a.m.)	Yes/ Yes
City of San Marcos	Jim Desmond (Member)	Yes
City of Santee	Jack Dale (Member)	Yes
City of Solana Beach	Lesa 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
Caltrans	Pedro Orso-Delgado (Alternate)	Yes
MTS	Jerry Rindone (1st Alternate)	Yes
NCTD	Ed Gallo (Member)	Yes
Imperial County	Victor Carrillo (Member)	No
US Dept. of Defense	CAPT Michael Giorgione (Member)	Yes
SD Unified Port District	Sylvia Rios (Member)	Yes
SD County Water Authority	Marilyn Dailey (Member)	Yes
Baja California/Mexico	Luis Cabrera Cuaron (Member)	Yes
Southern California Tribal Chairmen's Association	Allen Lawson (Alternate)	Yes