



**BOARD OF DIRECTORS  
SEPTEMBER 26, 2003**

**AGENDA ITEM NO. 03-09- 1-B  
ACTION REQUESTED - APPROVE**

**SUMMARY OF THE POLICY DEVELOPMENT BOARD MEETING**

Meeting of August 8, 2003

The meeting of the SANDAG Policy Development Board was called to order at 10:21 a.m. by Chair Ron Morrison. Attendance was as follows:

**SANDAG Board Voting Members**

- City of Carlsbad ..... Bud Lewis, Mayor
- City of Chula Vista ..... Steve Padilla, Mayor
- City of Coronado ..... Phil Monroe, Mayor Pro Tem
- City of Del Mar ..... Crystal Crawford, Councilmember
- City of El Cajon ..... Mark Lewis, Mayor
- City of Encinitas ..... Absent
- City of Escondido ..... Absent
- City of Imperial Beach ..... Patricia McCoy, Councilmember
- City of La Mesa ..... Art Madrid, Mayor
- City of Lemon Grove ..... Jerry Jones, Councilmember
- City of National City ..... Ron Morrison, Councilmember
- City of Oceanside ..... Jack Feller, Councilmember
- City of Poway ..... Absent
- City of San Diego ..... Jim Madaffer, Councilmember
- City of San Marcos ..... Corky Smith, Mayor
- City of Santee ..... Absent
- City of Solana Beach ..... Joe Kellejian, Deputy Mayor
- City of Vista ..... Bob Campbell, Councilmember
- County of San Diego ..... Greg Cox, Supervisor

**Advisory Members**

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| California Department of Transportation          | Bill Figge,<br>Deputy District Director for Planning |
| Metropolitan Transit Development Board           | Absent   |
| North San Diego County Transit Development Board | Absent   |
| U.S. Department of Defense                       | Absent   |
| San Diego Unified Port District                  | Absent   |
| San Diego County Water Authority                 | Absent   |
| Mexico   | Absent   |

## **PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS**

There were no general public comments.

### **SAN DIEGO'S INTEGRATED REGIONAL INFRASTRUCTURE PUBLIC POLICY & FINANCING STRATEGY (IRIS)**

Staff stated that the purpose of today's presentation was two fold: first, to bring the Board up-to-date on our progress and second, to identify three policy-related issues that staff felt were important for the Board to discuss and offer direction to staff.

Staff presented three issues for discussion: the relationship between local and regional plans, the transportation funding evaluation process, and the influence of transportation funds on Capital Improvement Programs (CIPs). Staff explained the relationship between the Regional Comprehensive Plan (RCP) and the IRIS. The RCP consists of a vision, a set of core values, and a public outreach program. The role of IRIS is to carry out that vision through public investments and public policies, and then monitor the progress to determine achievement of the goals and objectives. Two areas were identified as connection points between the RCP and the IRIS: urban form and urban design.

Staff identified four financing and public policy options that can be used to address the region's infrastructure needs: the current CIP programs, public policy changes, a smart growth pilot program, and new revenue sources. Today's presentation focused on the first area, current CIP programs. Eight infrastructure or CIP areas are being analyzed as part of this strategy: transportation (includes international ports of entry), water, energy, storm water, wastewater, open space (includes habitat preservation, parks and recreation, and beach sand replenishment), education, and solid waste. An additional goal of the IRIS is to identify ways to synchronize infrastructure area expenditures to meet the goals and objective stated in the RCP.

Staff presented the first issue area to the Board in the form of a question: How can transportation funds be used to strengthen the relationship between local and regional plans? One way to accomplish this objective is discussed in the current Regional Transportation Plan, MOBILITY 2030, which suggests that a closer link be established between transportation and the local jurisdictions' land use plans. The current link is the process and procedures that result in the Regional Transportation Improvement Plan (RTIP). The current 2002-2007 RTIP is a \$4.4 billion plan. One way to strengthen the local-regional plan connection is to consider changing the current RTIP process, with a greater emphasis on land use plans that can be evaluated for their support of the urban form and design goals identified in the RCP. The RTIP process has three important characteristics that will help strengthen the transportation land use link and the relationship between local and regional plans. The RTIP process uses quantitative criteria to prioritize transportation projects. The process is competitive, not all projects are funded due to limited resources, and the process is incentive-based, jurisdictions know in advance what criteria will be used to prioritize projects, allowing them an opportunity to match their projects with the evaluation criteria.

Staff presented the second issue area to the Board in the form of a question: Should the current transportation funding evaluation process be changed to include a greater emphasis on land use?

Staff showed that the current process consists of four distinct parts and that at most land use criteria makes up approximately 12 percent of the evaluation criteria weight that is used to prioritize transportation projects that are in competition for limited funds. One way to strengthen the local-regional plan connection and the land use-transportation connection is to consider changing the current RTIP process to reflect a better balance between transportation and land use criteria.

Staff presented the third issue area in the form of a question: Can we use transportation funds to help synchronize capital improvement programs? Building on the suggestion of changing the current RTIP process, staff stated that most other capital improvement program expenditures follow land use decisions of the local jurisdictions. This will allow the transportation-land use link to help lead and synchronize most forms of capital improvement expenditures. Developing a closer working relationship between various CIP providers could also help reduce duplicative expenditures, and meet the urban form and design goals identified in the RCP.

#### Public comments:

Ms. Paula Forbis representing the Environmental Health Coalition (EHC) and a member of the RCP stakeholders working group, said that EHC is supportive of the IRIS strategy. She expressed concern that the stakeholders group would not be involved in the development of the strategy criteria. She said that we need to identify mechanisms to assist older areas with funding to replace the crumbling infrastructure in their neighborhoods. She asked how the other important components of the RCP will be promoted.

Walt Brewer, a member of the public, endorsed the IRIS concept. He thought the most important thing is to develop a long-term land use plan on which all of the jurisdictions and interest groups can concur. The transportation plan should emphasize the reduction of traffic congestion rather than only emphasizing land use. He has difficulty with the process of mitigating land use based on improvements that go into any infrastructure, particularly transportation. Productive use of land should not be mitigated.

Mayor Pro Tem Monroe (Coronado) said that the County's General Plan seems primarily concerned with the development in rural and unincorporated areas. He expressed concern for those areas that are already built out and how they will fit in this plan. *Staff replied that the RCP is being designed to help the county meet its evolving General Plan goals. Also, the Plan envisions that an increasing proportion of the region's future growth will occur as urban infill or redevelopment, so we must figure out a way to ensure that these areas receive adequate infrastructure resources, such as the process we presented today.*

Supervisor Cox (County of San Diego) stated that the County's focus is to have a less intensive plan for the future in terms of the number of housing units in the unincorporated areas. They want to focus on existing towns and discourage growth through a variety of mechanisms to preserve as much as the back country as possible.

Staff stated that the development of the criteria will require a broad base of input. Our current process includes planning directors, and we are in the process of expanding it to include public works directors and at some point city managers.

Councilmember Feller (Oceanside) indicated his support for the strategy as it will expedite the process towards meeting the regional goals. He agreed that the development of the criteria will be very important, and expressed his support of densification and transit within cities.

Mayor Lewis (Carlsbad) stated that their constituents may have a problem with increased density. He also said that traffic congestion on major highways and freeways is a major challenge in his city. *Staff stated that any changes to the transportation project evaluation process may need to differentiate between regional infrastructure and subregional infrastructure. There may need to be two sets of criteria.*

Mayor Madrid (La Mesa) suggested that those transportation projects that will present an environmental challenge should be identified so that we can focus efforts on addressing those issues in order to expedite project implementation.

Chair Morrison pointed out that the environmental criteria for projects as part of the *TransNet* measure in 1987 are very different from the environmental criteria required for projects today.

Mayor Smith asked about prioritizing transportation projects. *Staff replied that the prioritization process will depend on the evaluation criteria, which will be developed with support and input from a broad base of professionals, and finally approved by the SANDAG Board.*

Chair Morrison mentioned that traffic congestion is interjurisdictional. *Staff commented that one of the objectives of the RCP is to develop a better commute plan in the future by connecting employment and housing and removing trips from the network.*

Councilmember Jones (Lemon Grove) asked about the funding competition between maintenance programs and new programs. *Staff answered that the RCP will also include information on the cost of operations and maintenance (O&M). Specifically related to transportation, the RTP recognizes that the region's choice of a transportation network and facility design will impact O&M costs. The RTP suggests ways to meet these O&M costs, including increased productivity of our current facilities through technology, and systems and demand management*

Mayor Padilla (Chula Vista) said that we have to develop a system that takes into account smart growth opportunities and infrastructure needs not only in redevelopment projects, but also in newly developing areas.

Deputy Mayor Kellejian (Solana Beach) emphasized that the IRIS allows communities to define smart growth in their own terms.

Councilmember Crawford (Del Mar) asked about how the elected officials can explain the benefits of the goals and objectives of the RCP to the individual jurisdictions. *Staff replied that the benefits will be improved quality of life, housing choices, and adequate transportation. We will be able to use the criteria to determine how a particular project will be competitive toward meeting regional goals and objectives.*

Mayor Lewis (El Cajon) agreed that there will be a need for balance between regional and local issues. He noted that infill housing is expensive and does not coincide with income levels. He also said that arterial streets are important as transportation alternatives to freeways.

Councilmember McCoy (Imperial Beach) pointed out that there are limitations to growth and these should be recognized and included in the RCP. She stated that unrestricted growth will destroy our quality of life. She asked how the advisory committee fits in the criteria development process. *Staff explained the public outreach and review process, and added that we are including more community and interest groups in that review.*

Councilmember Campbell (Vista) asked if staff is looking at models from other areas from which we can learn. *Staff replied that the review of processes in other areas is an ongoing and long-term objective.*

Chair Morrison summarized the discussion and indicated that staff was on the right track in developing updated transportation project criteria that take into account opportunities for smart growth along with the transportation-related considerations. He said that the Board was looking forward to seeing the recommendations of the working groups regarding how this can be accomplished.

The meeting was adjourned at 11:58 a.m.

Respectfully submitted for approval.

GARY L. GALLEGOS  
Secretary