



**BOARD OF DIRECTORS
OCTOBER 28, 2005**

**AGENDA ITEM NO. 05-10-1
ACTION REQUESTED - APPROVE**

**BOARD OF DIRECTORS DISCUSSION AND ACTIONS
SEPTEMBER 23, 2005**

Chairman Mickey Cafagna (Poway) called the meeting of the SANDAG Board of Directors to order at 9:11 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Action: Upon a motion by Vice Mayor Harris-Ebert (San Marcos) and a second by Mayor Lewis (El Cajon), the SANDAG Board of Directors approved the minutes from the July 8, 2005, Policy Board Meeting and July 22, 2005, Business meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Chuck Lungerhausen, a resident of San Diego, commented that with the current tragedies of Hurricanes Katrina and Rita, the U.S. government should take advantage of the train and Amtrak services to move large numbers of people, as they did after the tragedy of 9/11. It seems that train tracks are being abandoned today and are not being utilized as they have been in the past, which is not a wise or energy efficient idea.

CONSENT ITEMS (4 through 8, 10 and 11)

4. ANNUAL INVESTMENT POLICY UPDATE (APPROVE)

The California Government Code requires that the Board of Directors, at a public meeting, annually review and approve a statement of the agency's investment policy and consider any changes to that policy. The Board is asked to approve Resolution No. 2006-06, approving a revised investment policy for SANDAG.

5. APPROVAL OF DEAL POINTS FOR SUPPLEMENT TO MASTER AGREEMENT BETWEEN CALTRANS AND SANDAG (APPROVE)

Staff has been negotiating terms and conditions for supplementing SANDAG's current Master Agreement with Caltrans in order to incorporate the *TransNet* Early Action Program projects. A summary of the innovative deal points staff plans to incorporate into the Supplement is provided. The Board of Directors is asked to delegate authority to the Executive Director to execute a Supplement that incorporates these deal points.

6. APPOINTMENT OF NEW MEMBERS TO THE REGIONAL PLANNING STAKEHOLDERS WORKING GROUP (APPROVE)

Last November, the SANDAG Board of Directors approved the creation of the new Regional Planning Stakeholders Working Group (RPSWG) to review and provide input into key activities associated with the implementation of the Regional Comprehensive Plan and the update of the Regional Transportation Plan. Two members of the RPSWG recently have resigned. The Regional Planning and Transportation Committees recommend that the SANDAG Board of Directors approve two new members and two back-up members from the original candidate list.

7. CALIFORNIA REGIONAL BLUEPRINT PLANNING GRANT PROGRAM (APPROVE)

The California Business, Transportation, and Housing Agency is awarding \$5 million during FY 2006 to Metropolitan Planning Organizations to initiate or enhance the implementation of regional comprehensive plans in the state. The grants will be administered by Caltrans, with assistance by the Department of Housing and Community Development. The Board of Directors is asked to approve Resolution No. 2006-04, authorizing the submittal of SANDAG's application for funding from the program to implement various strategic initiatives from the Regional Comprehensive Plan.

8. QUARTERLY INVESTMENT REPORT - PERIOD ENDED JUNE 30, 2005 (INFORMATION)

State law requires that the Board of Directors be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of June 30, 2005.

10. U.S. DEPARTMENT OF DEFENSE PROJECTS AFFECTING THE SAN DIEGO REGION (INFORMATION)

Each year, the Defense Department provides SANDAG a summary of its activities related to implementing smart growth strategies and a listing of military construction projects for the current fiscal year and the next two fiscal years. This report is provided to the SANDAG Board of Directors for information.

11. STATUS REPORT ON SMART GROWTH CONCEPT MAP AND PUBLIC OUTREACH WORKSHOPS (INFORMATION)

The Regional Comprehensive Plan calls for the preparation of a Smart Growth Concept Map illustrating the location of existing, planned, and potential smart growth areas. The Concept Map will be used in the comprehensive 2007 Regional Transportation Plan update and to determine eligibility to participate in the longer-term smart growth incentive program funded by *TransNet*. This item provides a status report on the draft map, which is being developed in conjunction with staff from the 19 local jurisdictions, the Regional Planning Committee, and its working groups. Preliminary information about upcoming public workshops in January also is provided.

Chairman Cafagna noted that there was a request to pull two agenda items from the consent calendar for discussion. Those items were Item No. 3 – Actions From Policy Advisory

Committees and Item No. 9 – Quarterly Progress Report on Transportation Projects – April to June 2005.

Action: The SANDAG Board voted to approve Consent Item Nos. 4 through 8, 10 and 11, including Resolutions No. 2006-06 and No. 2006-04. Yes – 14 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Chula Vista, La Mesa, Lemon Grove, Oceanside, San Diego B, County of San Diego.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

Councilmember Monroe (Coronado) pointed out that the Grossmont Trolley Station project is a joint project between the City of La Mesa and the Metropolitan Transit System (MTS), which received a \$2 million award through the Pilot Smart Growth Incentive Program. He has supported this project from the beginning and thinks that it's a great project. However, lately there have been discussions between La Mesa and MTS regarding this project, which may affect whether or not the project is "ready-to-go." One criteria of the pilot program is that monies be awarded to ready-to-go projects. Councilmember Monroe asked what the process would be for a project that was awarded pilot program funding, but was later found not to be ready-to-go.

Mayor Madrid (La Mesa) stated that what is being reported is only one version of the issue. The issues of the project have been discussed in closed session by the MTS Board, and neither the SANDAG Board of Directors nor the City of La Mesa have been privy to that information. He noted that he cannot make a decision until he knows all the facts.

Councilmember Peters (City of San Diego) commented that he is not informed about what the problem is. He requested an explanation of what has gone wrong. The funding will not be available until next July, and he would be inclined to support the project and let the agencies work the details and the issues out.

Councilmember Monroe stated that part of the Grossmont project deals with land that was dedicated to the project by the City of La Mesa. The City of La Mesa now is requesting payment for that land.

Staff stated that the Board has adopted a Use-it-or-Lose-it policy for the Pilot Smart Growth Incentive Program. This policy includes specific provisions regarding projects that do not meet key milestone deadlines.

Staff added that the projects approved under the Pilot Smart Growth Incentive Program would be included in a future Regional Transportation Improvement Program (RTIP) amendment, and that staff can bring back a status report to the Transportation Committee or Board of Directors along with the processing of the RTIP amendment if needed.

Councilmember Monroe mentioned that there are good discussions going on between the two groups.

Councilmember Stocks (North County Transit District) commented that regarding the Use-it-or-Lose-it policy, the City of Encinitas has a project that would be eligible for funding should this project lose its funding.

Councilmember Kellejian (Solana Beach) indicated that he doesn't know what's happening with this project. And, if there is a problem, this issue should be brought to the Transportation and Regional Planning Committees for discussion. It would only be appropriate that if the Board has questions regarding the Committees' recommendation, then that item should be pulled and sent back to the Committees. He added that on the other hand, he doesn't mind approving the item with the caveat that if there is a problem, it be referred back to the Transportation and Regional Planning Committees for further consideration.

Councilmember Kellejian made the motion to approve this item with the stipulation that it be referred to the Transportation and Regional Planning Committees if the Grossmont Trolley Station project cannot move forward.

Mayor Holt Pfeiler (Escondido) seconded the motion.

Leon Williams (MTS) commented that this project should not be held up. He requested that the project proceed as originally designed and requested. If the agreement has to be changed, then the project would not be considered as ready-to-go.

Chairman Cafagna stated that this is not the appropriate venue to discuss this issue.

Mayor Madrid replied that La Mesa is ready to break ground on this project next month. He noted that the discussions that are being held regarding this project do not require a mediator. He added that this project has been in negotiation for seven years and commitments made should be commitments honored.

Councilmember Rindone (Chula Vista) stated that this project needs to move forward. He commented that correspondence between the MTS and the City of La Mesa that have just been distributed to the SANDAG Board is new information which was just received by the MTS Board this week.

Action: Upon a motion by Councilmember Kellejian and a second by Mayor Holt Pfeiler, the SANDAG Board voted to approve Item No. 3 – Actions from the Policy Advisory Committees with the condition that if the Grossmont Trolley Station Project experiences problems, it will be brought back to a joint meeting of the Transportation and Regional Planning Committees for further discussion. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Oceanside, San Diego B.

9. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - APRIL TO JUNE 2005
(INFORMATION)

This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and transportation demand management projects in SANDAG's five-year Regional Transportation Improvement Program (RTIP) for the period April 1, 2005 to June 30, 2005.

Mayor Pro Tem Hall (Carlsbad), mentioned that on page 13 under Item 99, the status of Oceanside's Rancho Del Oro Drive/State Route 78 interchange now shows up as

“suspended.” He stated that the Carlsbad City Council would be discussing this project at a meeting next week, and he added that Carlsbad might be coming back to the SANDAG Board in the future to discuss the potential impacts of not completing this project.

Action: The SANDAG Board voted to approve Item No. 9 – Quarterly Progress Report on Transportation Projects – April to June 2005. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Chula Vista, La Mesa, Oceanside, and San Diego B.

CHAIR'S REPORTS

12. RECOGNITION OF MAYOR DICK MURPHY

Chairman Cafagna began by saying that Mayor Dick Murphy has been one of the hardest working Mayors from the City of San Diego to serve on the SANDAG Board. He thanked him for his leadership on the Board and for his contributions that helped SANDAG and the region accomplish a number of key milestones. While on the SANDAG Board, Mayor Murphy's accomplishments included the opening of State Route 56, the successful consolidation of SANDAG with the planning functions at the Metropolitan Transit System (MTS) and the North County Transit District (NCTD), the passage of *TransNet* – which will bring \$14 billion for transportation infrastructure to the San Diego region, the approval of the Multiple Habitat Conservation Program, the consolidation of the Automated Regional Justice Information System (ARJIS) into SANDAG, the development of a \$42 billion Regional Transportation Plan (RTP), and the approval of the first-ever Regional Comprehensive Plan (RCP). Chairman Cafagna noted that the Board has appreciated his efforts and work during his tenure and wished him good luck in his future endeavors.

Mayor Murphy thanked the Chairman and the Board for the recognition. He noted that he has been honored to serve on the Board during an era of enormous accomplishments. He added that he felt it was important that the Mayor of San Diego be a primary representative on the SANDAG Board for two reasons: (1) transportation has been the most important issue in the region; and (2) it made a statement that San Diego is a region that is interrelated and each city cannot continue functioning effectively alone. Passing *TransNet* was important to the region, but the time put into the consolidation of the three agencies (SANDAG, MTS, and NCTD) also was a major effort. He referred to himself as father of the electronic voting system, and indicated that the passage of the RTP and RCP demonstrated that the region finally recognized the importance of the transportation and land use connection. Mayor Murphy also commented that another significant accomplishment was the hiring of the current Executive Director, Gary Gallegos. He concluded that during his tenure on the SANDAG Board, he has made many good personal friends, with great talents and wonderful personalities, and this region is in good hands with the people on the SANDAG Board, and the future of the region is safe with them.

Action: The Board received this item as information.

13. REPORT ON CALIFORNIA BIODIVERSITY COUNCIL JULY 2005 MEETING (INFORMATION)

The California Biodiversity Council (CBC) is a statewide council established to design a strategy to preserve biological diversity and coordinate implementation of this strategy through regional and local institutions. Del Mar Deputy Mayor Crystal Crawford represents SANDAG on the Council, which is chaired by Resources Agency Secretary Mike Chrisman. This report summarizes the major discussions and conclusions of the July 22, 2005, California Biodiversity Council meeting in Long Beach, California.

Deputy Mayor Crystal Crawford reported that at the July meeting, she was briefed on findings from California's Ocean Economic Report, prepared by the National Ocean Economic Project. She learned that California has the largest ocean economy in the nation. This includes both what the economists refer to as the "ocean economy" and the "coastal economy." The coastal economy refers to all economic activity in the coastal regions, whereas the ocean economy includes such things offshore minerals, ship and boat repair, maritime transportation and ports, and tourism and recreation.

The benefit of the report is that now there is economic data to back up what has been observed for many years. Tourism and recreation are increasing along the coast; this creates job growth, yet the jobs typically pay lower wages. Higher wage jobs associated with the ocean-related sectors (such as commercial fishing) have declined.

Creating low wage jobs and providing more tourism and recreation opportunities along the coast causes housing and transportation issues, since these workers cannot afford to live near their jobs and the large number of people who come to the shore come for short period of time, either for work or recreation.

This requires coastal states to plan for and build transportation infrastructure to serve a much larger population in coastal areas than actually live there. We need the capacity to move employees on a daily basis and tourists on a seasonal basis.

Commercial and retail growth – and its related employment – are driving changes in land use patterns. Residential growth is likely to be concentrated in inland areas away from the coast, where land prices are lower and population growth is faster. But commercial growth is concentrated nearer to the coast. Shopping malls, strip developments, and commercial office space growth are rising the fastest in the near-shore areas. This trend of faster growth in employment near the coast and residential growth away from the coast creates additional strains on transportation systems, requiring even more land space to accommodate the needs of roads and parking. When you add in tourism and recreation, that growth is seasonal and centered in retail and service activities which require the greatest amount of land for development.

The findings in this report can help those at the local government level better understand how the coastal economy impacts growth trends along the coast and inland adjacent to the coast, the transportation and housing needs of citizens who work but don't live along the coast, and the needs of citizens who visit the coast.

As the Regional Comprehensive Plan is implemented, this information will help to understand the needs and therefore the costs to keep California's ocean economy viable.

This report can help policymakers to make better decisions with the region's limited public dollars. She concluded that the California Ocean Protection Council is meeting at Scripps today, and encouraged Board members to attend if they are available.

Councilmember Winter (Imperial Beach) questioned if the report is available on-line.

Deputy Mayor Crawford responded that it is. The full report, and more details on the July meeting, can be found on the CBC web site at <http://ceres.ca.gov/biodiversity/oceans.html>.

Action: The Board received this item as information.

14. SUMMARY OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)/SANDAG INFORMATIONAL EXCHANGE MEETING (INFORMATION)

Chairman Cafagna stated that on Thursday, September 8, 2005, Second Vice Chair Jack Dale (City of Santee), Mayor Lori Holt Pfeiler, and Councilmember Joe Kellejian joined him in a meeting with SANDAG's counterparts from the Southern California Association of Governments (SCAG). Attendees from SCAG included SCAG'S President, Councilwoman Toni Young (City of Port Hueneme), Orange County Supervisor Chris Norby, Riverside County Supervisor Jeff Stone, Councilmember Richard Dixon (City of Lake Forest), Councilmember Debbie Cook (City of Huntington Beach and a SANDAG Borders Committee Member), and Councilmember Tom Buckley (City of Lake Elsinore and a SANDAG Borders Committee Member).

The meeting was held at the Amtrak Station in San Juan Capistrano. Topics of discussion encompassed regional transportation planning efforts, goods movement, SANDAG's Sustainable Competitiveness Report, California Environmental Quality Act reform, 5-1-1 commuter telephone assistance, MagLev rail technology, and their respective economies.

Potential action items include better synchronization of work as the respective RTP's are updated, better consultation with the tribal governments, housing allocations, and coordination in the management of rideshare programs.

To strengthen communications, SANDAG has invited SCAG officials to join them at a future SANDAG Board Policy meeting to present their concept of "Mega Regions," which is a way to help sustain Southern California's economic competitiveness. SANDAG representatives also invited SCAG representatives to a future SANDAG Transportation Policy Committee meeting to discuss its work to build and operate a 287-mile MagLev high-speed rail system throughout the region, and how the two agencies might better coordinate joint systems planning efforts.

Councilmember Kellejian noted that this type of meeting, which included SANDAG Borders Committee members from other areas, also should have included Borders Committee members from the San Diego region.

Mayor Holt Pfeiler added that so much of what SCAG is doing impacts the San Diego region. Even though it doesn't feel that way, both regions are tied together.

Chairman Cafagna acknowledged that SANDAG has a new General Counsel, Julie Wiley. Ms. Wiley was SANDAG's Deputy General Counsel prior to Jack Limber retiring. He congratulated and welcomed Ms. Wiley to today's meeting and future meetings.

Action: The Board received this item as information.

REPORTS

15. EXPANSION OF THE *TRANSNET* COMMERCIAL PAPER PROGRAM (APPROVE)

Staff reported that earlier this year, the Transportation Committee and Board of Directors approved a set of projects as part of the *TransNet* Early Action Program (EAP) and directed the staff to proceed with actions necessary to develop these projects for accelerated implementation. Also, the Transportation Committee approved the initial financial strategy for funding the EAP, which included expanding SANDAG's existing *TransNet* Commercial Paper (CP) program from \$135 million to \$335 million, increasing the number of CP dealers from one to three, obtaining the required liquidity providers, and investigating hedging strategies to lock in historically low rates for the planned long-term debt issuance in 2008.

Based on this direction, SANDAG staff has been working in coordination with SANDAG's Financial Advisors, Public Financial Management (PFM), on the implementation of the expanded CP Program as the first step towards implementation of the financial strategy approved by the Transportation Committee. Staff has selected a new financial team to assist in this process. The financial team consists of financial advisors, bond counsel, disclosure counsel, investment bankers, commercial paper dealers, and liquidity/line of credit providers. In addition, the *TransNet* Independent Taxpayer Oversight Committee (ITOC) reviewed the recommended expansion of the CP Program at its September 14, 2005, meeting. The ITOC endorsed the recommended approach, with the understanding that additional debt financing may be required prior to FY 2008-09 to fund the implementation of the EAP. ITOC Chairman, Mike Boyle, is in attendance to further discuss the group's action.

Keith Curry, Managing Director PFM, walked the Board through the proposed expansion of the *TransNet* Commercial Paper Program. The 2005 *TransNet* financial planning objectives are to build an interactive financial model, optimize a financial strategy, jump start the EAP before the tax extension goes into effect in 2008, and track expenditures to ensure compliance with the ballot measure. Constraints on the EAP include the existing debt service, the remaining current *TransNet* program expenditure requirements, project readiness and cost limitations, and the need to avoid costly financing charges. In addition to the expansion of the CP Program, other elements of the financial strategy include issuing short-term notes to fund project needs beyond Commercial Paper, if required; targeting the cost of capital from 2005 to 2008 in the 2-3% range; issuing "take out" financing in 2008; and exploring interest rate hedging strategies to lock in today's relatively low, long-term borrowing rates.

Mr. Curry discussed the results of the CP dealer selection and line of credit/liquidity provider facility procurement process with the Board and noted that the Board should be pleased with the aggressiveness of the proposals and the reduced fees for these services. He

described the benefits of CP as including the low cost of issuance, flexible ramp-up provisions, flexible remarketing, low interest cost, and the ability to pay down and re-issue the CP. The low rates under the CP Program would result in an estimated savings of \$11.5 million in interest costs as compared to issuing \$335 million in fixed rate bonds for a total savings estimate of \$34.7 million through 2008. The CP Program is basically equivalent to a home equity line of credit which can be paid off and re-issued over and over again. Mr. Curry summarized for the Board the various documents included in the agenda package, consisting of a subordinate indenture, issuing and paying agent agreement, credit agreement, dealer agreement, and offering memorandum. Upon Board approval, ratings will be received from the rating agencies, and the Board will be able to begin ramping-up and spending the CP proceeds in approximately 45 days.

Mike Boyle, Chairman of the *TransNet* ITOC, noted that the ITOC has met five times since its inception in May. One of the charges of the ITOC is to review proposed financing mechanisms and discuss the processes and procedures for funding *TransNet* projects. ITOC members agreed that this CP program was a flexible and effective way to fund the EAP. At its meeting on September 14, 2005, the ITOC voted to approve the staff's recommendation.

Chairman Cafagna indicated that he was impressed with the creativity of this program, and this item validates the reason why it was so important to pass *TransNet* last year. The expanded CP Program will afford the opportunity for the projects in the *TransNet* EAP to proceed to implementation as fast as possible without waiting for the new tax to go into effect.

Councilmember Peters asked staff to describe the process for developing the disclosures document for the CP program. *Mr. Curry stated that SANDAG has retained disclosure counsel to ensure that the CP program is properly structured. The document belongs to the SANDAG Board, and it is the SANDAG Board's responsibility to review the document for any inaccuracies.*

Councilmember Peters noted that Appendix B was referenced but was not included in the agenda package. He asked if the bond counsel feels it is necessary for the Board to see the document. *Brooke Afolo from Orrick, Herrington & Sutcliffe, SANDAG's Bond Counsel Firm, responded that Appendix B, which is the most recent annual audit and financial statement, will be included in the final documentation before the bonds are signed.*

Councilmember Peters questioned who is responsible for preparing the financial report. *Staff replied that report in question is the annual financial audit which was prepared by an independent financial audit firm and approved by the Board last year.*

Councilmember Peters stated that he read the document and is okay with it. He encouraged those Board members that have not read the document to do so.

Chairwoman Slater-Price (County of San Diego) indicated that one benefit of having this current arrangement is that there are independent agencies that will be held accountable for their own work. Meetings are held in public and not in closed session, which is a good thing. She added that she appreciates the time and energy that have been devoted to this effort.

Mayor Madrid, in response to Councilmember Peters' comments, questioned what would happen if the Board had issues with any of the documents, and if Board members wanted to continue this item. He wanted to know if the delay would cause a problem.

Councilmember Peters stated that his suggestion was that the Board members make sure they are comfortable with the documents, not that the item should be delayed.

Chairman Cafagna commented that if any Board members are uncomfortable with this item, a delay would not be critical. However, he recommended that the Board move forward with this issue and if any Board members have issues in the future, they should bring them back to the Board for discussion.

Councilmember Rindone (Chula Vista) stated that he will have to abstain on this item, because he hasn't had the chance to read it thoroughly.

Deputy Mayor Crawford (Del Mar) wanted to be clear on the process, because the Board is being asked to approve the format while the documents are still incomplete. *Mr. Curry replied that it is customary to approve documents in the current "near final" form.*

Chairman Cafagna noted that the motion could include that the Chair and/or Vice Chairs ensure that all attachments and exhibits be included before the documents are signed.

Councilmember Peters made the motion to approve the staff recommendation. Mayor Madrid seconded the motion.

Councilmember Peters raised a question relating to the policy regarding the repayment schedule for *TransNet* CP proceeds and asked if it could be made flexible for a longer period of time. He noted that the City of San Diego could live with the five-year repayments, but would be more comfortable if the repayment schedule were extended to eight years. *Staff responded that the policy was developed in response to requests from local agencies for greater definition on how the CP program would be administered. No other comments had been received. The concept of the CP program as related to local street and road projects is to serve as a revolving loan program to be borrowed and paid back in the short-term, which has been defined as five years.*

Councilmember Peters requested that the policy language be clarified to remove any ambiguity.

Chairman Cafagna reiterated that the purpose of this program is to only use the money and pay for it on it as needed basis.

Action: Upon a motion by Councilmember Peters and a second by Mayor Madrid, the SANDAG Board, acting as the San Diego County Regional Transportation Commission (RTC), approved Resolution No. RC2005-01 to expand the existing *TransNet* Commercial Paper Program from the current maximum of \$135 million to \$335 million to support the early implementation of the *TransNet* Early Action Program. The Board of Directors, acting as the RTC, also approved a policy related to repayment of commercial paper proceeds and required that the SANDAG Chairman and/or Vice Chairs ensure that all necessary attachments are available at the time that the various agreement documents are signed.

Yes - 17 (weighted vote, 93%). No – 0 (weighted vote, 0%). Abstain – 1 (Chula Vista) (7%).
Absent – Oceanside, San Diego B.

16. REVISED SCHEDULE FOR THE COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE AND REPORT SUMMARIZING SANDAG BOARD'S POLICY DISCUSSION ON RTP UPDATE (APPROVE)

Staff noted earlier this summer, the federal transportation legislation (SAFETEA-LU) was passed but was approved too late to negate SANDAG's need to proceed with a technical 2006 RTP update. On July 22, 2005, the Board approved a revised schedule for the 2006 RTP technical update, with adoption scheduled for February 2006. Work on the more comprehensive 2007 update of the RTP is underway, but the overall schedule will be delayed approximately 3 months due to the need to focus staff resources on the 2006 RTP update. Adoption by the Board of the 2007 RTP is now expected in June 2007. Staff will provide the Board with updates as the process continues.

Action: Upon a motion by Chairwoman Slater-Price and a second by Deputy Mayor Guerin (Encinitas), the SANDAG Board approved the revised 2007 RTP schedule and work program, and accepted the Interactive Polling summary report from the July 8, 2005, Board Policy meeting on the 2007 RTP update. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – La Mesa, Oceanside, San Diego B.

17. UPCOMING MEETINGS

In lieu of a Board of Directors Policy meeting, a tour of the North County Coastal area is scheduled for Friday, October 14, 2005, at 9 a.m. The next Board of Directors Business meeting is scheduled for Friday, October 28, 2005, at 9 a.m.

18. ADJOURNMENT

The meeting was adjourned at 10:26 a.m.

**ATTENDANCE
SANDAG BOARD OF DIRECTORS' MEETING
SEPTEMBER 23, 2005
9:00 a.m. to Noon**

JURISDICTION/ ORGANIZATION	NAME	ATTENDING	COMMENTS
City of Carlsbad	Matt Hall (Member)	Yes	
City of Chula Vista	Jerry Rindone (Alternate)	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	Christy Guerin (Member)	Yes	
City of Escondido	Lori Holt Pfeiler (Member)	Yes	
City of Imperial Beach	Mayda Winter (Alternate)	Yes	
City of La Mesa	Art Madrid (Member)	Yes	
City of Lemon Grove	Mary Sessom, First Vice Chair (Member)	Yes	
City of National City	Ron Morrison (Member)	Yes	
City of Oceanside	James Wood (Member)	No	
City of Poway	Mickey Cafagna, Chair (Member)	Yes	
City of San Diego - A	Jim Madaffer (Member A)	No	
City of San Diego - B	Scott Peters (Member B)	Yes	
City of San Marcos	Pia Harris-Ebert (Member)	Yes	
City of Santee	Jack Dale, Second Vice Chair (Member)	Yes	
City of Solana Beach	Joe Kellejian (Member)	Yes	
City of Vista	Morris Vance (Member)	Yes	
County of San Diego	Pam Slater-Price (Member)	Yes	
ADVISORY MEMBERS LISTED BELOW (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)			
Caltrans	Bill Figge (Alternate)	Yes	
MTS	Leon Williams (Member)	Yes	
NCTD	Jerome Stocks (Member)	Yes	
Imperial County	Victor Carrillo (Member)	No	
US Dept. of Defense	CAPT Daniel King (Member)	Yes	
SD Unified Port District	William Hall (Member)	Yes	
SD County Water Authority	Marilyn Dailey (Member)	Yes	
Baja California/Mexico	Luis Cabrera Cuaron (Member)	Yes	