



BOARD OF DIRECTORS
MARCH 24, 2006

AGENDA ITEM NO. 06-03-1B
ACTION REQUESTED - APPROVE

BOARD OF DIRECTORS DISCUSSION AND ACTIONS
FEBRUARY 24, 2006

Chairman Mickey Cafagna (Poway) called the meeting of the SANDAG Board of Directors to order at 9:06 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Action: Upon a motion by Councilmember Jim Madaffer (City of San Diego) and a second by Councilmember Joe Kellejian (Solana Beach), the SANDAG Board of Directors approved the minutes from the January 13, 2006, Policy Board and January 27, 2006, Business meetings.

Chair Cafagna welcomed Carlsbad Councilmember Norine Sigafoose representing North County Transit District (NCTD).

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Linda Smith, a member of the public, said she wanted to talk about the fare ordinance. Chair Cafagna said that was Item no. 18 and said he would recognize her during that item.

Ms. Smith said she had another comment to make. She suggested that bus drivers go through safety awareness training. She mentioned an incident where a bus passenger who was inebriated fell into the lap of another passenger. He also had open containers of alcohol on the bus. The bus driver let this person continue to ride the bus. She wondered at what point this driver violated the safety of all the bus passengers.

Chuck Lungerhausen, a member of the public, solicited donations for the Multiple Sclerosis (MS) Walk. On another matter, he commented that county businesses and the professional community are in support of joint use of the Miramar Air Station on the north side of State Route (SR) 52 for a new international airport location. He said that future expansion of the San Diego regional economy will depend on another major airport. The other airport location options are more expensive and less secure. He also thought this would be the best location to serve with transportation. He also mentioned that there was a newspaper article in today's paper about a toll road through the San Onofre State Beach. He said that at some point, San Diego will have to deal with the impacts of that project.

Don Stillwell, a member of the public, suggested that the Route 14 bus stop at the Grantville Trolley Station to provide better bus/trolley connections for public transit patrons.

Councilmember Madaffer asked Pedro Orso-Delgado, Caltrans District 11, what Caltrans is doing about the litter problem along San Diego highways. Mr. Orso-Delgado said that at

the beginning of the year, monies were transferred within the Caltrans budget to be put toward litter removal. Caltrans expects to hire 40 SAMS (service assistance maintenance) workers to be dedicated to litter pickup and trash removal. We spend \$3 million a year on litter pickup, and we need the communities to help. Caltrans is working with volunteers in the City of Chula Vista and will issue permits to allow them to pick up litter. Caltrans also will be working with SANDAG to come up with an educational campaign. Mr. Orso-Delgado noted that the freeway does not generate trash, the public does.

Councilmember Madaffer asked that this issue be referred to the Transportation Committee. Gary Gallegos, Executive Director, stated that we had planned to bring back an item on the planned anti-litter educational campaign.

Mayor Art Madrid said that Carlsbad Mayor Pro Tem Matt Hall came up with a good idea, which is to have a surcharge for every fast food restaurant order. This type of trash is free advertising for those types of companies. He thought we should pursue this suggestion.

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

This item summarizes the actions taken by the Executive and Regional Planning Committees on February 10, and the Transportation and Public Safety Committees on February 17, 2006.

Chair Cafagna noted that a blue sheet with revisions to Item No. 3 had been distributed to the Board.

Action: Upon a motion by Vice Mayor Pia Harris-Ebert (San Marcos) and a second by Councilmember Phil Monroe (Coronado), the SANDAG Board approved Agenda Item No. 3, Actions from Policy Advisory Committees. Yes – 14 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – County of San Diego, Encinitas, Imperial Beach, La Mesa, and Santee.

CONSENT ITEMS (4 through 13)

4. **INTERSTATE 5 (I-5) NORTH COAST MANAGED LANES VALUE PRICING PLANNING STUDY: DRAFT CONCEPT PLAN (APPROVE)**

Approval of this study will permit SANDAG to move forward with developing the preferred value-pricing alternative for the Interstate 5 (I-5) North Coast Managed Lanes. At its February 17, 2006, meeting, the Transportation Committee recommended approval of the “skewed per mile” pricing option that maximizes the ability to manage demand in the I-5 corridor.

5. **TRANSIT REVENUE ESTIMATES AND ALLOCATIONS (APPROVE)**

The transit operators within the SANDAG region receive various revenues to support both ongoing operations and major capital projects. This report provides the estimates of transit revenues available for FY 2007 to FY 2011 for each fund type. In addition, SANDAG provides local agencies with the funding available for the nonmotorized program for the upcoming year. The Transportation Committee recommends that the SANDAG Board of Directors

adopt the FY 2007 apportionments and approve the revenue projections for FY 2008 to FY 2011.

6. FY 2006 OVERALL WORK PROGRAM (OWP) AND BUDGET AMENDMENTS: CALIFORNIA REGIONAL BLUEPRINT PLANNING PROGRAM (APPROVE)

The SANDAG Board of Directors is asked to approve amendments to the FY 2006 Overall Work Program (OWP) and Program Budget to create a new work element No. 30060 entitled the "California Regional Blueprint Planning Program." Approval would accept \$409,750 in regional planning grant funds from the California Business, Transportation, and Housing Agency; program the required local matching funds by transferring \$102,438 in funds from existing work element No. 20002 (PC, Internet, and Database Applications); and amend work element No. 30009 (Freight/Intermodal Planning) to add \$43,251 in funds for a Senior Transportation Planner position to coordinate the agency's goods movement efforts.

8. COORDINATED TRANSPORTATION SERVICE AGENCY (CTSA) (APPROVE)

California law requires the creation of a Consolidated Transportation Service Agency (CTSA) in each county to coordinate and consolidate Health and Human Services transportation providers. There has been recent interest in reevaluating the CTSA's current structure and improving its effectiveness. At its meeting on February 17, 2006, the Transportation Committee recommended that the Board approve: (1) combining the two current CTSA service areas into a single regional CTSA service area; (2) initiating a competitive process to designate a single regional CTSA to be in place on July 1, 2006; and (3) ensuring that the regional CTSA better meets the spirit and intent of coordination and consolidation of services transportation as envisioned in California statutes and regulations.

9. PROPOSED AMENDMENTS TO CONFLICT OF INTEREST CODE (APPROVE)

Each year staff reviews SANDAG's Conflict of Interest Code to determine if updates or modifications are necessary. New positions with financial or contracting responsibilities have been added at SANDAG in the last year, and some job titles have been modified. Therefore, the Board of Directors is asked to approve the proposed amendments shown in the report attachment to bring SANDAG's Conflict of Interest Code up to date.

10. QUARTERLY INVESTMENT REPORT - PERIOD ENDING DECEMBER 31, 2005 (INFORMATION)

State law requires that the Board be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of December 31, 2005.

11. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - OCTOBER TO DECEMBER 2005 (INFORMATION)

This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and transportation demand management (TDM) projects in SANDAG's five-year Regional Transportation Improvement Program (RTIP) for the period October 1 to December 31, 2005.

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

In accordance with SANDAG Board Policy Nos. 3 (Investment Policy) and 17 (Delegation of Authority), this report summarizes certain delegated actions taken by the Executive Director during December 2005.

13. SCHEDULE FOR UPCOMING WORKSHOPS ON DRAFT SMART GROWTH CONCEPT MAP AND THE COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE (INFORMATION)

The Regional Comprehensive Plan (RCP) calls for the preparation of a Smart Growth Concept Map that identifies areas within the region that have existing smart growth or opportunities for smart growth development. The map will be used in the comprehensive 2007 Regional Transportation Plan (RTP) update and in determining eligibility to compete for the future *TransNet* Smart Growth Incentive Program (SGIP) funding. The Board of Directors discussed the draft Smart Growth Concept Map at its annual Board retreat earlier this month. Workshops on the draft map and the comprehensive 2007 RTP Update will be held this spring. A workshop schedule was attached to the agenda report for the Board's information.

Mr. Gallegos indicated that there was a change to one of the North Coastal workshops; it is being moved from Carlsbad to Oceanside, and both cities have agreed to this change.

7. FISCAL YEAR 2007 TRANSIT CAPITAL IMPROVEMENT PROGRAM (APPROVE)

The Metropolitan Transit System (MTS) and the North County Transit District (NCTD) have developed their Capital Improvement Programs (CIPs) for FY 2007, which form the basis for the Federal Transit Administration (FTA) Section 5307 Urbanized Area formula fund grant, the FTA Section 5309 Rail Modernization formula fund grant, and the 2004 Regional Transportation Improvement Program (RTIP) amendments for CIP projects. At its February 17, 2006, meeting, the Transportation Committee recommended that the SANDAG Board of Directors approve: (1) the FY 2007 Transit CIP; (2) the submittal of the associated FTA funding applications; (3) the transfer of \$2,452,200 from various MTS capital projects to the MTS FY 2007 CIP; and (4) Resolution No. 2006-14 adopting Amendment No. 14 to the 2004 RTIP.

Mayor Madrid indicated that a letter was distributed from the La Mesa Police Chief in support of security cameras at Trolley stations in La Mesa. He said that the City of La Mesa supported the extension of the Trolley to East County; however, criminal activity at the stations has had a negative impact on the City's public safety resources. There are several issues: the trolley goes right through the middle of our city; there are frequent failures of the crossing gate arms, which stop traffic; and we have a concentration of five Trolley stations, which are experiencing some significant criminal activity. For four years, we have requested security cameras or security personnel at these stations. He reviewed a number of CIP projects contained in this item and, while he recognized these needs, he felt that passenger and community safety and security are paramount. At this point, the City of La Mesa is only asking for security cameras at the Spring Street Station.

Chair Cafagna asked Mayor Madrid if he or his city's representative on the MTS Board has brought this item up to that agency. Mayor Madrid replied that they were given some acknowledgement that security cameras were going to be installed, but that has not yet occurred.

Councilmember Joe Kellejian noted that the item shows that funds for the La Mesa Trolley Station Security Cameras (CIP project no. 73) are not available in FY 2007. He asked Mayor Madrid if he was requesting that money from other proposed FY 2007 CIP projects be transferred to this one instead.

Harry Mathis, Chair of the Metropolitan Transit System (MTS), stated that they are just as interested as Mayor Madrid in the security of our Trolley stations, especially the Spring Street Station. MTS is evaluating new technology and will move forward as quickly as possible to implement it. He said that there is a list of security needs throughout the system based on system priorities and the number of incidents at particular stations.

Mayor Christy Guerin (Encinitas) supported Mayor Madrid on this issue. What she has heard from law enforcement is that Trolley patrons are one of the easiest targets for criminals. The Trolley tends to attract criminal activity as a result. In looking at the statistics, what concerns her is the amount of violent crimes. She suggested that perhaps there should be some reprioritizing of the CIP projects, with items of public safety being placed at the top of the list. She said that public safety is critical, especially in public transit.

Councilmember Monroe said that MTS recently received funds from a Homeland Security grant to improve the safety of the Trolley system. He asked Paul Jablonski, MTS Chief Executive Office, to comment on that. Mr. Jablonski stated that the capital item relates to a Homeland Security grant of \$1.5 million for security cameras for buses. This is a specific grant for bus cameras, and these funds cannot be transferred to trains. The San Ysidro Trolley Station also is a higher priority than other stations and that's why that project has received funding in the proposed CIP. We have a complete list of stations prioritized by incidents, and the Spring Street Station is close to the top. We have made a commitment to install equipment at the Spring Street Station by the end of 2006. We are looking at new technology, including wireless transmission that is more cost-effective than the current video camera technology. We are committed to improving the security at these stations.

Councilmember Patricia McCoy (Imperial Beach) said that she uses the Trolley on occasion and understands the kind of incidents mentioned by Mayor Madrid. She is grateful about the added security at the C Street Station. She noted that many tourists to our area use the Trolley, especially going to the border. It is incumbent upon us to ensure that people are safe and comfortable on public transit .

Mayor Madrid expressed his satisfaction with the response from MTS Chair Mathis and Mr. Jablonski that security equipment will be installed at the Spring Street Station this year. Chair Cafagna said that if this doesn't happen he should report back to the SANDAG Board.

Councilmember Madaffer said that he also had comments related to Consent Item No. 11, Quarterly Progress Report on Transportation Projects. On pages 13 and 14 in the report, Attachment 6 outlines the number of arterial and freeway interchange projects that are behind schedule. He asked what is being done to get these local projects on back schedule,

and at what point is regional funding for these projects put at risk. Mr. Gallegos responded that staff is working with each of the project sponsors on what can be done to get the projects on schedule. The SANDAG Board has adopted a "use it or lose it" policy with regard to funding. The project sponsors have to come back to the Transportation Committee to request schedule changes.

Councilmember Madaffer asked that the Transportation Committee receive a status report about this matter. He said that we should continue to pressure all of the local agencies to make sure these projects are being done on a timely basis. We owe it to the taxpayers to be as efficient as possible.

Mayor Guerin noted that there was one project in Encinitas. She asked if there is something that city council members need to know to expedite or bring these projects back on schedule. She said that only one project is on schedule; everything else is behind. Mr. Gallegos responded that the purpose of these quarterly reports is to inform you about the status of these projects. This should be a tool for you to go back to your cities and ask your staffs about what needs to be done.

Councilmember Kellejian commented that on some of these projects there is a lack of funding and getting funding always takes time and effort. In addition, recently there has been a huge escalation in the cost of asphalt, steel, and concrete. He said that the Transportation Committee will be dealing with this issue.

Action: Upon a motion by Councilmember McCoy and second by Mayor Crawford (Del Mar), the SANDAG Board voted to approve Consent Item Nos. 4 through 13, including Resolution No. 2006-14. Yes – 18. No – 0. Abstain – 0. Absent – Santee.

CHAIR'S REPORTS (14 through 16)

14. RECOGNITION OF OUTGOING *TransNet* INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (ITOC) CHAIR MICHAEL F. BOYLE (INFORMATION)

Chair Cafagna reported that when the voters approved Proposition A extending *TransNet*, a key requirement of the ballot measure was the creation of an Independent Taxpayer Oversight Committee (ITOC). The ITOC serves as the watchdog over expenditures of the local sales tax dollars. He stated that Mike Boyle was an original member of ITOC and the committee's first chairman and that he has carried out his duties with diligence and professionalism. Under Mr. Boyle's leadership the ITOC is fully functional and providing the Board, Transportation Committee, and staff with valuable input on issues such as the Plan of Finance for the *TransNet* Early Action Program (EAP).

Chair Cafagna presented Mr. Boyle with a certificate to recognize his efforts and wished him good luck in his new role as the policy advisor to San Diego Mayor Jerry Sanders. He noted that current ITOC Chair Maryam Babaki also would like to make a presentation.

Ms. Babaki said that Mr. Boyle provided the leadership needed during the ITOC's first year. On behalf of the ITOC, she presented a Certificate of Appreciation listing Mr. Boyle's contributions.

Mr. Boyle said it was a privilege to serve with an outstanding group of people on the ITOC and thanked the SANDAG Board for its efforts for the region.

Action: This item was presented for information only.

15. APPOINTMENT OF POLICY ADVISORY COMMITTEE CHAIRS AND VICE CHAIRS (INFORMATION)

Chair Cafagna noted that included in the agenda package is a list of the chairs and vice chairs of the Policy Advisory Committees.

Action: This item was presented for information only.

16. SUMMARY OF ANNUAL SANDAG RETREAT (INFORMATION)

First Vice Chair Mary Sessom (Lemon Grove) thanked the Board for their participation at the Retreat, held on February 1-3. She reviewed the items discussed during the Retreat including the draft Smart Growth Concept Map, infrastructure as it relates to smart growth, and input into the infrastructure bond proposals being developed at the state level. It was agreed that our region, at a minimum, should receive its "population-based" fair share of any statewide infrastructure funding, and that Proposition 42, the local sales tax on gasoline purchases, requires constitutional protection from state legislative raids. She added that the Retreat participants were in favor of funding to operate and maintain the existing transit infrastructure. Retreat participants also emphasized the importance for the state to fund resources for goods movement infrastructure, especially along our international border with Mexico.

Action: This item was presented for information only.

REPORTS (17 through 19)

17. 2030 REVENUE CONSTRAINED REGIONAL TRANSPORTATION PLAN: 2006 UPDATE, AIR QUALITY CONFORMITY DETERMINATION, AND FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (APPROVE)

Mike Hix, Principal Regional Planner, reported that there were only minor comments received during the public comment period for the 2030 Revenue Constrained Regional Transportation Plan (RTP): 2006 Update, and they were incorporated into the document. The Transportation Committee recommended that this item be brought to the SANDAG Board for approval. He said that most of the agencies and individuals who submitted comments understood this is a technical update and not a substitution for the more comprehensive RTP in 2007. This item also provides the air quality conformity determination required under the existing federal three-year update cycle. Changes or concerns about project schedules or project funding allocations will be addressed in the Comprehensive 2007 RTP. The estimated revenues were updated to reflect the most recent Plan of Finance for the *TransNet* EAP. Mr. Hix noted that in this 2006 update, some funding is available for the early phases of the El Cajon Showcase bus rapid transit (BRT) project. We will report to Transportation Committee in March with specifics about this BRT project. The Supplemental

Environmental Impact Report (SEIR) prepared for this RTP was distributed along with the RTP document. He reviewed the actions being recommended.

Action: Upon a motion by Second Vice Chair Lori Holt Pfeiler (Escondido) and a second by Vice Mayor Ron Morrison (National City), the SANDAG Board: (1) approved Resolution No. 2006-12 certifying the Final Supplemental Environmental Impact Report for the 2030 Revenue Constrained Regional Transportation Plan: 2006 Update, and adopted the Findings; (2) found the 2030 Revenue Constrained Regional Transportation Plan: 2006 Update in conformance with the State Implementation Plan for air quality; and (3) approved Resolution No. 2006-13 adopting the 2030 Revenue Constrained Regional Transportation Plan: 2006 Update . Yes – 17 (weighted vote, 99%). No – 0 (weighted vote, 0%). Abstain – Del Mar (1%). Absent – Santee.

18. COMPREHENSIVE FARE ORDINANCE: PUBLIC HEARING AND FIRST READING (ACCEPT)

Chair Cafagna stated that this is the first reading of the ordinance entitled “Comprehensive Fare Ordinance.” He said he needed a motion and a second to waive the reading of the ordinance in its entirety.

Action Taken: Second Vice Chair Holt Pfeiler moved to waive the reading of the ordinance, and First Vice Chair Sessom seconded the motion. The motion was unanimously approved.

Dan Levy, Senior Planner, reported that SANDAG is responsible for regional fare policy and setting. He said that having a comprehensive fare ordinance improves the coordination and delivery of transit service to existing and potential customers, provides a starting point for addressing regional fare issues, prepares for implementation of the Compass Card (regional smart card) in 2006, and is required by Board Policy No. 029. The ordinance deals with the mechanics of fare collection, including fare levels, media types, acceptance and interagency transfers; the sales and reconciliation process; enforcement and penalties; uniformity; and revenue sharing. The proposed ordinance consolidates existing ordinances. There are no changes to fares, transfer privileges, or administration responsibilities; however, provisions for the Compass Card have been added to the ordinance.

Mr. Levy stated that the fare system we have today is very complex, with more than 200 possible different fares. The Compass Card should help make it easier for passengers to deal with the complexities of the current fare. An interagency working group prepared the initial draft ordinance. MTS and NCTD have reviewed the final version. This summer, SANDAG will conduct a fare study with the new ordinance as a starting point. The objectives of this study will be to simplify the fare structure, plan for the new Compass Card, and improve the equity of the system for passengers.

Mr. Levy said that this new ordinance will not change any existing fares, passes, or ticket types, nor change how revenues are shared. The ordinance will create the legal framework for the Compass Card. He reviewed the schedule and the actions being recommended: hold the public hearing on the ordinance and approve the change to Board Policy No. 029 to extend permissible time frames for temporary, experimental, or special fares from 6 to 12 months.

Chair Cafagna opened the public hearing for comments.

Clive Richard, a member of the public, indicated that a few weeks ago the Board passed a policy changing the notification period of public hearings from 20 days to 15 days. He said that the "Take One" notices were placed on buses only 11 days ago. He asked the bus operator when the notice had been placed on the buses, and the driver indicated that it occurred on February 13. He wasn't opposed to the recommended action but wanted to express his concern about the lack of notice to the public.

Julie Wiley, General Counsel, stated that the Board policy was amended to modify the notice period for the Take Ones to be consistent with other public notice time periods. The policy was not amended with regard to the notice period in the newspapers and on the SANDAG Web site, which has always been 15 days.

Ms. Wiley said that the purpose of the Take One is to notify passengers who ride a particular route of any changes affecting that route. Our agenda materials also are posted at the City of San Diego.

Linda Smith, a member of the public, expressed concern about the cost and effectiveness of the new Compass Cards.

David Matlock, a student at Mesa College, also expressed concern about the Compass Pass. He is a disabled student and wanted to know if the monthly rate will be increased.

Mr. Levy said that all of the fare products currently sold, including student passes, will be available as a Compass Card. The only difference is that there will be one Compass Card and each person can select whether it will serve as a student pass or an adult pass. The first 125,000 Compass Cards will be free, and that should be sufficient to provide free cards to all existing transit pass holders. After the initial distribution, SANDAG may charge up to \$5 for new or replacement cards.

Lorraine Leighton, a member of the public, congratulated SANDAG on what she has heard, especially about the Compass smart card. However, she had several questions about this card, such as how will the fare machines know whether the Compass Pass will be for a disabled passenger. She also expressed concern about the lack of notice about this public hearing.

Chair Cafagna said that we will correct the public notice problem.

James Dreisbach-Towle, Manager of Systems Integration, said that the Compass Card is a contactless card, and the automated card reader will have a visual signal to let the patron know whether or not the fare has been validated.

Ms. Leighton asked if the Compass Card will need to be renewed every month. Mr. Dreisbach-Towle said that instead of getting a new paper pass, the Compass Card will be issued and can be reloaded with additional money for fares.

Ms. Leighton asked what happens when a reader malfunctions. Mr. Dreisbach-Towle said that the real advantage of the Compass Card is that it will not have to be swiped in a machine. There are no moving parts so there is less chance that the card will not work.

Andres Aquiera, a student at San Diego State University (SDSU), said that disabled passengers currently have an identification card that is shown along with the disabled pass. He asked how this would work with the Compass Card. Mr. Dreisbach-Towle responded that we are planning to add a picture to the Compass Card for those situations, and this will replace the existing disabled identification card. We also are working with multiple colleges and universities to co-brand the card for multiple uses.

Chair Cafagna closed the public hearing at 10:12 a.m.

Mayor Crawford asked why the Board changed the public comment period timing. Ms. Wiley said that the rationale for the modification to the Board policy was so the notice period would be 15 days for all forums for posting information. We wanted to reduce confusion. There is nothing in statute that requires a certain number of days. For the public hearing on the ordinance, we also advertised notices in newspapers of general circulation, in both English and Spanish, Take Ones were placed on routes affected by the fare change, and the notice was included in our agenda materials and on the SANDAG Web site.

Mayor Pro Tem Matt Hall (Carlsbad) asked if this smart card technology is used in other areas in the country. Mr. Dreisbach-Towle replied that it is currently being used in Washington, D.C., and there are pilot projects in several other areas as well. It also has been used in Europe and Asia for the last 15 years. He said it is not new technology.

Mayor Pro Tem Hall asked if there have been any problems. Mr. Dreisbach-Towle said there have not been problems with the technology; however, during the transition period from one system to a new system, some areas have experienced some issues with the changeover.

Mayor Pro Tem Hall asked if changes in response to the letter received from NCTD had been incorporated in the ordinance. Chair Cafagna replied affirmatively.

Mayor Guerin asked if there is a backup system in case the reader does not work properly. Mr. Dreisbach-Towle said that we are never going to get rid of cash or coins. The Compass Card does not have to physically contact the card reader; it can just be waved in front of it for the fare to be deducted.

Action: Upon a motion by Councilmember Kellejian and a second by Councilmember Hall, the SANDAG Board waived the first reading of the Comprehensive Fare Ordinance, held a public hearing, and accepted public testimony. The Board further approved amendments to SANDAG Board Policy No. 029, Regional Fare Policy and Comprehensive Fare Ordinance, to be consistent with the terms and language in the fare ordinance. Yes – 18 (weighted vote, 98%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Santee.

19. INTEROPERABILITY AND COMMUNICATIONS WORKSHOPS AND STRATEGIC VISION AND PLAN (INFORMATION)

Mayor Steve Padilla (Chula Vista) reported that a Public Safety Committee (PSC) fact sheet outlining the purposes and functions of the PSC was distributed. The PSC is unique in the region and in the nation in providing a regional collaboration between elected officials and key public safety executives. This committee is working on the development of emerging technology for various public safety efforts; applying that technology in a collaborative effort; and securing funding through local, state, and national safety initiatives. The organizational structure of this committee is recognized by the state and federal administrations. Last year, the PSC led the first ever Regional Public Safety Needs Assessment. The top priority from that assessment was regional interoperability and communications. Interoperability is the ability of our first responders to communicate in real time and, when needed, to save lives and protect citizens and public safety personnel. He said that the short-term deliverables are an agreed-upon regional strategic plan and an action plan to implement its priorities.

Mayor Padilla said that to foster regional interoperability and other public safety issues, the PSC is sponsoring a series of three high-level workshops on interoperability. In addition, this past Wednesday we held an all-day focus group of technical experts that identified challenges and opportunities for enhancing interoperability. As part of this effort, we also produced an eight-minute video on interoperability efforts throughout the region. Mayor Padilla noted that following the showing of the video, Encinitas Mayor Christy Guerin will highlight the PSC's initiatives concerning interoperability.

Mayor Guerin highlighted the accomplishments of the PSC's initiatives concerning interoperability. Congressman Duncan Hunter has worked closely with us on Homeland Security funding. She stated that interoperability is not just radio-to-radio coordination. We need to be able to connect our local agency public safety officials with their counterparts at state and federal agencies. Our military partners and the San Diego District Attorney's office have requested seats on the PSC.

Deputy Mayor Shari Mackin (Oceanside) asked if the video was in DVD format so that any Board member could take a copy back to his/her jurisdiction. Mayor Guerin replied that she would make sure this is made available to the jurisdictions.

Mayor Guerin stated that the PSC staff was phenomenal in setting up the workshops and the expert panel. She expressed her appreciation to them for their hard work and contributions to this effort.

Councilmember McCoy stated that she had had a tour of the 911 system. One of the things that struck her is that a 911 call from a cell phone does not automatically inform emergency personnel about the location of the person making this call. She thought the public should be informed about this aspect of 911 calls.

Action: This report was presented for information only.

20. UPCOMING MEETINGS

The next Policy Board meeting will be a San Diego Regional Tribal Summit scheduled for Friday, March 10, 2006, 10 a.m. to 3 p.m., at the Pala Casino Conference Center, and the next regular Board of Directors Business meeting is scheduled for Friday, March 24, 2006, at 9 a.m. at SANDAG.

21. ADJOURNMENT

The meeting was adjourned at 10:36 a.m.

DGunn/M/DGU

**ATTENDANCE
SANDAG BOARD OF DIRECTORS' MEETING
FEBRUARY 24, 2006**

JURISDICTION/ ORGANIZATION	NAME	ATTENDING	COMMENTS
City of Carlsbad	Matt Hall (Member)	Yes	
City of Chula Vista	Steve Padilla (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	Christy Guerin (Member)	Yes	
City of Escondido	Lori Holt Pfeiler (Member)	Yes	
City of Imperial Beach	Patricia McCoy (Member)	Yes	
City of La Mesa	Art Madrid (Member)	Yes	
City of Lemon Grove	Mary Sessom, Vice Chair (Member)	Yes	
City of National City	Ron Morrison (Member)	Yes	
City of Oceanside	Shari Mackin (Member)	Yes	
City of Poway	Mickey Cafagna, Chair (Member)	Yes	
City of San Diego - A	Jim Madaffer	Yes	
City of San Diego - B	Scott Peters	Yes	
City of San Marcos	Pia Harris-Ebert (Member)	Yes	
City of Santee	Jack Dale (Member)	No	
City of Solana Beach	Joe Kellejian (Member)	Yes	
City of Vista	Judy Ritter (Member)	Yes	
County of San Diego	Bill Horn (Member)	Yes	
ADVISORY MEMBERS LISTED BELOW (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)			
Caltrans	Pedro Orso-Delgado (Alternate)	Yes	
MTS	Harry Mathis (Member)	Yes	
NCTD	Norine Sigafoose (1st Alternate)	Yes	
Imperial County	Victor Carrillo (Member)	Yes	
US Dept. of Defense	CAPT Daniel King (Member)	Yes	
SD Unified Port District	William Hall (Member)	No	
SD County Water Authority	Marilyn Dailey (Member)	No	
Baja California/Mexico	Lydia Antonio (Alternate)	Yes	