



**BOARD OF DIRECTORS  
OCTOBER 27, 2006**

**AGENDA ITEM NO. 06-10-1C  
ACTION REQUESTED - APPROVE**

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**BOARD OF DIRECTORS DISCUSSION AND ACTIONS  
SEPTEMBER 22, 2006**

Chairman Mickey Cafagna (Poway) called the meeting of the SANDAG Board of Directors to order at 9:07 a.m. The attendance sheet for the meeting is attached. Chair Cafagna welcomed Councilmember Lesa Heebner representing Solana Beach.

1. APPROVAL OF MINUTES

Action: Upon a motion by Mayor Mark Lewis (El Cajon) and a second by Supervisor Bill Horn (County of San Diego), the SANDAG Board of Directors approved the minutes from the July 14, 2006, and August 4, 2006, meetings.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Clive Richard, a member of the public, complimented the Metropolitan Transit System (MTS) for doing an excellent job in implementing actions from the Comprehensive Operational Analysis. He said that he can now access downtown San Diego from the San Diego State University area much quicker and easier than he could before. He expressed his compliments on how far the transit system has come, and asked the Board to put more money toward transit.

3. ACTIONS FOR POLICY ADVISORY COMMITTEES (APPROVE)

This item summarizes the actions taken by the Transportation Committee on September 1, 2006, the Executive and Borders Committee meetings on September 8, 2006, and the Public Safety Committee meeting on September 15 2006.

Action: Upon a motion by Mayor Art Madrid (La Mesa) and a second by Mayor Pro Tem Matt Hall (Carlsbad), the SANDAG Board approved Agenda Item No. 3, Actions from Policy Advisory Committees. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Chula Vista, Escondido, and National City.

**CONSENT ITEMS (4 through 6)**

4. SANDAG FY 2007 DISADVANTAGED BUSINESS ENTERPRISE PROGRAM GOALS (APPROVE)

SANDAG has an established a Disadvantaged Business Enterprise (DBE) program plan in accordance with regulations of the U.S. Department of Transportation. In accordance with federal regulations, SANDAG is required to approve annual DBE program goals, herein referred to as Annual Anticipated DBE Participation Level (AADPL). The Board of Directors is asked to authorize staff to release the FY 2007 AADPL listed in the report for a 45-day public comment period. The Board also is asked to give final approval to these goals in the event no comments are received during the public comment period.

5. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS – APRIL TO JUNE 2006 (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 for the period April to June 2006.

6. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (APPROVE)

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy) and 017 (Delegation of Authority), this report summarizes certain delegated actions taken by the Executive Director during June and July 2006. The Board of Directors is asked to ratify the action taken by the Executive Director to enter into a contract with Caltrans to accept \$278,600 in funding for a new project for Integrated Corridor Management along the Interstate 15 (I-15) Managed Lanes corridor.

Action: Upon a motion by Mayor Lewis and second by Vice Mayor Pia Harris-Ebert (San Marcos), the SANDAG Board voted to approve Consent Item Nos. 4 through 6. Yes – 17. No – 0. Abstain – 0. Absent – Chula Vista and Escondido.

Councilmember Phil Monroe (Coronado) mentioned that Jose Nuncio, SANDAG Senior Engineer, provided a briefing on transportation projects to the Coronado City Council. He said that it is a great briefing, and he recommended it to others.

### CHAIR'S REPORTS

Gary Gallegos, Executive Director, asked that Item No. 8 be discussed at this time.

8. REPORT ON REGIONAL ISSUES AFFECTING MARINE CORPS INSTALLATION WEST (INFORMATION)

Major General Michael R. Lehnert explained the Marine Corps installation and noted that the Marine Corps has reviewed its way of doing business and decided to regionalize the bases. His responsibility is all of the Marine Corps installations west of the Mississippi River, with the exception of the Marine Corps Recruit Depot in San Diego. He said that managing these facilities is not unlike managing cities, with their own infrastructure and planning challenges. He feels it is important to be a good neighbor, and to take environmental issues seriously. One difference is that he doesn't have to get elected or re-elected. Another difference is that we are a nation at war, and we need to provide the training platforms for service personnel.

Major General Lehnert said that he deals with families of marines. About 75 percent of marines live off base and in the communities, and contribute to those communities in a variety of ways. He said that the communities have made us feel welcome. We strive to assist the communities as much as we can. The Marine Corps Installation West has benefited from being part of this region. We have gotten better at using those bases and relating them to one another. We are also mindful of the impact that training has on the civilian community and work hard to mitigate those effects.

Major General Lehnert mentioned several ways the Marine Corps has assisted the region including locating landfills and nuclear generation facilities on their property. They are working and coordinating with local governments on transportation, air space, and other issues. They are

involved in military forums with Governor Arnold Schwarzenegger. Major General Lehnert expressed a desire for the Marine Corps to be represented on the SANDAG Board as an advisory member, but said that it is up to the Board. The Marine Corps is proud to be part of San Diego, and it wants to continue to work together and plan for the future.

Mayor Lewis asked if there has been a line of communication between the Marine Corps and the San Diego County Regional Airport Authority about the role of Miramar in the discussion of a new airport location. Major General Lehnert responded that he has set up a group of individuals to provide information to the Airport Authority, and they have worked closely with a large number of state and local agencies on this issue. Now that the airport location matter is on the November ballot, the military cannot be lobbying; we can only respond to requests for information. However, our position is consistent with the Administration's opposition to the joint use of Miramar as a military and commercial airport.

Deputy Mayor Shari Mackin (Oceanside) said that she couldn't be happier to have Camp Pendleton as a neighbor. The City of Oceanside has worked with the Marine Corps on several community projects.

Councilmember Monroe asked Major General Lehnert if he thought joint use is compatible with an international airport. Major General Lehnert replied that they feel joint use of Miramar is not compatible with an international airport. The military has worked together with local agencies on various public works projects, and there is no way that we can be compatible and safely operate tactical fighters and commercial aircraft. The Marine Corps could not complete its mission under that scenario.

Councilmember Patricia McCoy (Imperial Beach) asked when can we agendaize the military's request for an advisory position on our Board.

Mayor Christy Guerin (Encinitas) agreed that we should consider that issue, but noted that it should be discussed by the Executive Committee.

Mayor Jerry Sanders (City of San Diego) thanked Major General Lehnert for working closely with the City of San Diego on a variety of issues. The Mayor said that Major General Lehnert has been incredibly supportive of us, has been an incredible partner, and continues to be involved in plans that will help us in the future. Almost all of San Diego interfaces on a regular basis with the Navy and Marines. They have been willing partners in everything that they bring.

Action: This item was presented for information only.

7. APPOINTMENT OF NOMINATING COMMITTEE FOR 2007 SANDAG BOARD OFFICERS (INFORMATION)

Chair Cafagna described this process and appointed the following Board members to serve as the nominating committee to review applications and interview candidates for calendar year 2007 Board officer positions: Chair, Councilmember Jim Madaffer (City of San Diego), Vice Chair, Supervisor Bill Horn (County of San Diego), Councilmember Jack Dale (Santee), Mayor Christy Guerin (Encinitas), Vice Mayor Pia Harris-Ebert (San Marcos), and Vice Mayor Ron Morrison (National City).

Action: This item was presented for information only.

9. RECOGNITION OF TONI BATES, DIVISION DIRECTOR OF TRANSIT PLANNING, UPON HER RETIREMENT FROM SANDAG (INFORMATION)

Chair Cafagna recognized Toni Bates on her retirement with SANDAG. Ms. Bates began her career at the San Diego Metropolitan Transit Development Board (MTDB) in 1983 as an entry level planner. She came to SANDAG as the Division Director for Transit Planning. Her career highlights were the Mission Valley East project, especially the public art that was incorporated into the project design. Her career was highlighted by her utmost passion for public transportation and the role it can play in addressing mobility problems. Ms. Bates practiced what she preached as she was a regular transit commuter. She will be missed most by her staff as someone who is a friend and leader. She will continue to be involved in public transportation at Parsons Brinckerhoff. Chair Cafagna presented Ms. Bates with a plaque of appreciation for her leadership.

Ms. Bates stated that she has been privileged and proud to be part of transit's success in the San Diego region. When she first joined MTDB, the 16-mile initial light rail line was just two years old. She has been a part of seven extensions, and the trolley system is now 53 miles long. In looking back, she realized that consolidation began a long time ago. In the 1980s there were four public bus agencies and several private ones. They are now joined together to form MTS. MTDB implemented the first regional monthly transit pass, coordinated a regional transit map, and implemented the first regional telephone information system. She also has been in the region during the successful passage of two *TransNet* measures. She has been able to help SANDAG with its multimodal transportation and integration strategies. She has been involved in a number of exciting things in her career. She has worked with a lot of very talented and creative officials. Her passion for transit is rooted in the belief that transit is an integral part of a healthy and vibrant city. She said she will continue to support the efforts of SANDAG to improve regional transportation.

Action: This item was presented for information only.

**REPORTS (10 through 15)**

10. SPRINTER PROJECT STATUS REPORT AND REQUEST FOR ADDITIONAL ACCESS TO COMMERCIAL PAPER\* (APPROVE)

Mr. José Nuncio, Senior Engineer, stated that his role is to provide a brief status on the financial proposal for the SPRINTER project. Tom Lichterman and Diane Hessler from the North County Transit District (NCTD) will provide progress reports. Jim Linthicum, SANDAG Division Director of Engineering, will close with a brief discussion of the oversight role that SANDAG is providing related to implementing this project.

Mr. Nuncio stated that the Federal Transit Administration (FTA) raised some questions regarding the risks and the costs of the risks remaining on the SPRINTER construction contracts. The FTA calculates that a higher likelihood of risks will occur, which resulted in a cost increase of approximately \$98.6 million. At the August 4, 2006, SANDAG Board meeting, there was a discussion about project funding shortfalls, and the SPRINTER project was included in that report. Given these questions, staff recommends that a decision on a final funding plan for the project be deferred until final costs can be determined and until after the November election. The November ballot includes Proposition 1B, which is a statewide transportation infrastructure bond measure that if passed could provide additional funding sources for this project.

Mr. Nuncio noted that the remaining federal funding for the project is approximately \$66.5 million. FTA had been withholding the federal funds, which was beginning to create a negative cash-flow problem for the project. FTA has begun to recognize the efforts that NCTD has made to address their concerns and has indicated that it will release an initial \$20 million. The SANDAG Board's August action allowed NCTD to access up to \$10 million from the *TransNet* Commercial Paper program to meet cash-flow needs through September. Since the FTA has agreed to release the federal funds, this will slow down the need to access the Commercial Paper program.

As part of today's action, staff is recommending that the SANDAG Board allow NCTD to access up to an additional \$8.2 million as a backup in case the federal funds are not available. He pointed out that the use of the Commercial Paper funds by NCTD will not adversely impact the schedule of other projects in the *TransNet* Early Action Program. As part of the Board's August 4 action, NCTD also was requested to provide a status report to the Independent Taxpayers Oversight Committee (ITOC) to the SANDAG Board. NCTD reported on the project status to ITOC on September 20, and the report was well received.

Councilmember Monroe asked how ITOC felt about the SPRINTER status report. Mr. Nuncio responded that the ITOC expressed satisfaction at the level of detailed information that NCTD provided on this project.

Councilmember Madaffer remembered that when the Mission Valley East Trolley extension ("Green Line") was contemplated, the original cost was estimated at \$200 million, and the total cost was approximately \$500 million when the project was finally completed. Now, the Green Line is the most popular segment on the system. He realized the potential sensitivity concerning cost increases and agreed that we need to be diligent about minimizing overruns, but stated that we should stay on task. He suggested developing a comprehensive funding plan. In the *TransNet* Extension, there is \$200 million available for improvements in the SPRINTER corridor. He wondered about the possibility of bringing the affected cities together to have a dialogue on the possibility of tapping into those funds earlier, rather than relying on the Commercial Paper program. He noted that we also should include ITOC in that dialogue.

Mr. Gallegos stated that one of the reasons staff is recommending that we defer action on a funding plan until November is related to the November bond measure (Proposition 1B). If Prop. 1B passes, new funds that would be available to the region could cover a lion's share of the current cost increase, though possibly not all of it. We have to demonstrate to FTA that we have a good budget and funding plan in place. Staff will bring those options back to the Transportation Committee and Board of Directors in November. He would welcome the opportunity to engage the cities along the corridor to bring back a comprehensive funding program.

Mr. Gallegos explained that the difference between the cost figures from NCTD and FTA has to do with treatment of the project risks. Jim Linthicum of SANDAG staff is engaged in a project to work with NCTD on this matter. We will work hard to provide oversight and assistance for the project. Hopefully, the cost won't be as high as the FTA figure, and we will be able to adopt a final SPRINTER funding plan in December.

Councilmember Madaffer asked if there is the possibility of looking at the *TransNet* Extension funds to bail the project out. Mr. Gallegos said that the \$200 million is slated for upgrades for the SPRINTER or a bus rapid transit (BRT) line. The *TransNet* Extension Ordinance makes unfinished projects in the original *TransNet* measure a priority for completion, including State

Route (SR) 76, Mid-Coast, and SR 52. SANDAG General Counsel has indicated that it would require an ordinance amendment via two-thirds vote of the SANDAG Board to allow *TransNet* Extension funds to be used for the cost overruns on the current SPRINTER project. He cautioned that we would advance the funds through borrowing since it is part of the 40-year *TransNet* Extension.

Councilmember Madaffer said that he is not advocating that action but wanted to know what the options were.

Councilmember Jerome Stocks (NCTD) said that he is very pleased to report that FTA has agreed to release a portion of the federal funds on the project. That money is coming to NCTD to pay for construction expenses. He considers access to the *TransNet* Commercial Paper program as a backup and insurance option. FTA has indicated that it will flow the money to NCTD on a regular basis. We don't want to have to incur additional expenses to demobilize construction of the project.

Mr. Lichterman, NCTD Director of Rail Services, provided an overview that included the current project status, the progress on the construction contracts, budget updates and review by the FTA, additional cost control measures, current cash flow issues, scheduled assessment, and conclusions. He provided a description of the rail project, and reviewed the operating plan and service levels. He noted that there are four major contracts: mainline, loop, vehicle maintenance facility, and diesel multiple units (DMU). He showed the percent complete, net change order percent through August, and details on the progress to date for each of the four contracts. He went over the project budget and funding sources and indicated that the project budget as of August 31, 2006, was \$385.6 million. Of that amount, \$265.9 million, or 69 percent, has been expended. He also reviewed recent projected budget activities.

Mr. Lichterman noted that FTA assigned a higher risk value, which increased the forecasted project cost. He explained the ongoing cost control measures and the added cost control measures. He reviewed the near-term cash flow needs and issues. It was his opinion that they would be able to forestall any need for funding from the Commercial Paper program until the November–December time frame. The schedule assessment was reviewed.

Mr. Linthicum presented the status of SANDAG staff's involvement. At the request of the FTA, NCTD has produced a recovery plan, which has addressed the top ten risks and has outlined mitigation measures. With the implementation of these project controls, we should be able to bring those risk costs down. SANDAG will continue to provide a full-time project engineer and a systems engineer for the SPRINTER project. We also will provide an independent assessment of the budget and schedule, which will be completed in the next few weeks.

Mayor Crystal Crawford (Del Mar) said that based on the staff report, the risks are related to the cost of getting the project completed and operating. Mr. Lichterman agreed that was the case. He said that the methodology used by FTA looked at similar activities in other FTA-funded projects around the country and the costs associated with those activities, and assigned a risk value for the SPRINTER project based on statistical assumptions.

Mayor Crawford said that if a meeting is in the works with the jurisdictions affected by this project that would be a good time to apprise them of the current developments and future planning for this project.

Mayor Pro Tem Hall said that this was an outstanding report. He asked if communications with the affected cities are happening in a positive way. Mr. Lichterman said that they are making

every effort to complete this project expeditiously, especially the work on the grade crossings and traffic control systems.

Mayor Lewis noted that ridership relates to farebox recovery, and if ridership decreases so does farebox revenue. He asked what measures are in place in case actual ridership does not meet the projections.

Mayor Lori Holt Pfeiler (Escondido) pointed out that the SPRINTER line is close to a number of activity centers in the Escondido area, including a major industrial park, major hospital, and shopping center.

Councilmember Stocks said that not all riders will go the full length of the line from Oceanside to Escondido.

Mayor Pfeiler agreed that there may be a lot of people who will get off at stations in between the terminal stations.

Mr. Gallegos responded to Mayor Lewis's question by explaining that SANDAG develops the ridership forecasts, which are based on models using information contained in the land use plans of the surrounding cities. We recently asked our staff to go back and compare the SANDAG ridership projections on other routes with actual ridership figures. We found that our projections have been on the conservative side. For example, the Green Line is actually carrying more riders than we had originally forecasted.

Harry Mathis, MTS Chair, agreed that ridership on that line is much higher than originally anticipated.

Councilmember Madaffer noted that recently there was not even one open parking space at the Grantville Station.

Capt. Michael Giorgione (U.S. Department of Defense) said that he was impressed with the cost control measures on this project. He stated that NCTD is using all of the industry standards, and is partnering on a project that spans across multiple jurisdictions. He was impressed with the 5 percent change order level. In his experience, it appears that this is a well-managed project in terms of cost and schedule. He thought that the funding request seemed sensible.

Action: Upon a motion by Supervisor Horn and a second by Councilmember Madaffer, the SANDAG Board authorized NCTD to access up to \$18.2 million in *TransNet* Commercial Paper funding to cover SPRINTER cash-flow needs through October 2006. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Oceanside.

11. NEXUS STUDY FOR *TransNet* REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (ACCEPT)

Councilmember Madaffer stated that the extension of *TransNet* in 2004 established the Regional Transportation Congestion Improvement Program (RTCIP) to ensure that future development contribute its fair share toward funding and mitigating new traffic impacts on the Regional Arterial System (RAS). This program will require jurisdictions to establish a program or mechanism to collect an impact fee per new residential unit. To assist jurisdictions in implementing this program, the *TransNet* Ordinance required SANDAG to produce a Nexus Study to satisfy legal requirements governing development impact fees in California. This Nexus Study was presented to the Transportation Committee, which recommended that the Board accept the

Nexus Study for distribution to jurisdictions for use in implementing the funding program required by the *TransNet* Ordinance.

Marney Cox, SANDAG's Chief Economist, said the purpose of this presentation is to report on the Nexus Study for the RTCIP. This program is designed to raise sufficient funds to mitigate development impacts on the RAS. We anticipate that jurisdictions will prepare a development impact fee program to make improvements to the RAS. It is responsibility of the local jurisdictions to conduct their own study and to make their own required findings to adopt a funding program; however, a jurisdiction can base its findings on SANDAG's study and results.

Mr. Cox stated that staff initially anticipated that the impact fee amount would be \$2,000 per new residential unit, and the study found that the average fee should be \$2,071 per unit. The difference is a result of a slightly different approach used by the consultant. Mr. Cox pointed out that the fee is only applicable to new residential units. This decision was made by the SANDAG Board of the Directors as part of its deliberations on the *TransNet* Extension. At the time this decision was made, the economy was weak and the Board didn't want to collect new fees from businesses. It was anticipated that nonresidential units would participate in different ways such as through Transportation Demand Management (TDM) efforts that would relieve congestion. Some SANDAG members also felt a nonresidential fee would be double charging businesses.

Mr. Cox noted that when it discussed the Nexus Study, the Transportation Committee raised concerns about the allowable administrative fees for collection of the impact fee. The RTCIP allows an administrative of up to 3 percent of the total impact fees collected. This is based upon experiences from other areas that collect impact fees. This administrative fee would only be charged based on actual expenses. Mr. Cox added that this Nexus Study also was reviewed by ITOC.

Councilmember Monroe asked for clarification about whether individual jurisdictions could use the SANDAG Nexus Study or whether they would have to conduct their own nexus studies. Mr. Cox clarified that the SANDAG Nexus Study can be used by each jurisdiction, but its findings must be verified and tailored by each jurisdiction.

Mayor Pro Tem Hall mentioned that some jurisdictions are already collecting this fee, and inquired whether these existing fee programs will be given credit under the RTCIP. Mr. Gallegos pointed out that if a local jurisdiction is already collecting a fee and using it on the RAS, then the jurisdiction doesn't have to implement another fee. However, if the impact fee is not being used for RAS improvements, then it would need to implement this program.

Chair Cafagna noted that there was a request to speak on this item.

Matt Adams, representing the Building Industry Association (BIA), said that the BIA has been strong supporters of the *TransNet* sales tax extension. They have had an opportunity to meet with Mr. Cox and his team on this Nexus Study and it appears that all conditions from *TransNet* were met. He stated that they are willing to pay their fair share. Jurisdictions will be moving forward with developing the funding programs required by the RTCIP, and the BIA will be doing its due diligence to make sure everything is appropriate and in order. He stated that the BIA does not support including businesses in this impact fee program, because it considers it double taxation and a disincentive for business.

Action: Upon a motion by Councilmember Ritter (Vista) and a second by Councilmember Madaffer, the SANDAG Board accepted the Nexus Study for the purpose of distributing it to the local jurisdictions for their use in implementing the funding program

required by the *TransNet* Ordinance. Yes – 15 (weighted vote, 93%). No – 1 (Oceanside) (weighted vote, 7%). Abstain – 0 (0%). Absent – Chula Vista, Coronado, and County of San Diego.

## 12. PRELIMINARY LIST OF FREIGHT INFRASTRUCTURE PROJECTS FOR THE SAN DIEGO REGION (APPROVE)

Michael Hix, Principal Planner, reported that this item asks the Board to consider the prioritized list of freight infrastructure projects. He reviewed the schedule for the development of the initial San Diego Regional Goods Movement Action Plan (GMAP) and for the regional freight intermodal strategy for the 2007 Regional Transportation Plan (RTP). One of the reasons for Board action today is that the state is requiring the region to submit an initial list of prioritized projects by the end of September 2006. The GMAP is a baseline strategy, and it includes incremental improvements to freight infrastructure to meet existing and forecasted needs. It also includes concepts for long-term capacity improvements. He summarized the freight project evaluation criteria, and noted that the criteria are broken down into three major groups: cost effectiveness (30 percent); throughput, velocity, and reduce congestion (45 percent); and community and environmental impacts, connectivity, and economic benefit (25 percent). He summarized the overall ranking of the projects, the ranking within mode, and points by criteria. The top-ranked projects included specific improvements to border, maritime, and rail freight systems. He reviewed the top ranked projects for each freight system (border, maritime, rail, roadway, pipeline, and air cargo).

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

Ed Plant, President of the Harborside Refrigeration Association, said that the waterfront businesses are a major industry for the San Diego region. He expressed his support for the staff recommendation. The Port of San Diego has recently increased its maritime capacity to meet demand. The perishables business has increased by more than 40 percent in the last two years. The Port of San Diego is becoming a global trading partner for the rest of the United States, and we should recognize that fact. Congestion at the Los Angeles ports puts pressure on San Diego to move more freight.

Stuart Farnsworth, Port of San Diego, said that he has been involved on the SANDAG Regional Freight Working Group (FWG). He complimented SANDAG for forming this Working Group before the development of the transportation infrastructure bond measure (Proposition 1B). The early development of a project list allows us as a region to compete in this statewide process. The Port supports the preliminary list of prioritized projects and staff's recommendation. The Port has grown by 12 to 15 percent each year over the last three years.

Diane Takvorian, Executive Director of the Environmental Health Coalition (EHC), said that EHC has very strong concerns about the plan that is before the Board today. She outlined those concerns. She introduced Andrea Hricko and Maria Moya who work in the community of Barrio Logan, and Joy Williams, who is the EHC Research Director. She said that they have been working in Barrio Logan and in National City. These areas are highly impacted by the two marine terminals. There exists a high level of risk from diesel particulate matter. Ship and truck activity have increased over time. There has been no analysis on the impacts of this increased activity on the surrounding communities. She asked the Board to deny approval of the maritime expansion projects. EHC feels strongly that we need to take a "clean port" approach. They are especially concerned about the proposed capacity improvements to the National City and the

Tenth Avenue terminals. Expansion of these facilities will lead to more diesel emissions that will run through and around these communities.

She also expressed concern about the proposed dredging of the National City marine terminal. She thought this is an overly ambitious project and may be unnecessary. This idea has been rejected in the past as there is serious contamination in the waterfront area and there is no plan for sediment cleanup. Proposition 1B on the November ballot gives some dollars to air quality, but there is not one air quality project on this list and no mention of air quality improvements or how to mitigate the additional impacts that will result from expansion of freight movement. We need a "clean port plan" and believe we can do it here. She also thought that an independent analysis should be conducted.

Andrea Hricko, Associate Professor at the University of Southern California, Keck School of Medicine, said that there are problems in the Los Angeles area and hoped that San Diego is not heading in that same direction. We have a partnership and funding from the National Institute of Environmental Health Services to focus on air pollution and its health effects in the Los Angeles area. Los Angeles embarked on multi-county goods movement action plan. The difference between San Diego and Los Angeles is that there was a tremendous involvement of community, environmental, and public health groups in advance of Los Angeles submitting its list of goods movement projects to the state. The project evaluation criteria in Los Angeles were developed through an extensive public involvement process. Los Angeles made health its first priority in any expansion of the 110 freeway serving the ports. The California Air Resources Board has documented adverse health impacts from freight movements. There are disproportionate impacts to residents living along goods movement corridors. Children in more polluted communities have reduced lung capacity. Living near busy roads and freeways also is linked to health impacts. Ports will need extraordinary technological solutions to resolve these problems.

Ms. Moya said that she works in Barrio Logan. She noted that no information has been given to the community about this process that SANDAG is conducting. Over the years the Barrio Logan community has been campaigning about traffic from the port. Port expansion would be detrimental to the citizens in Barrio Logan. Children in this area have higher levels of asthma, and it is felt that it is a result of the increased traffic levels there. We suggest that the Board consider the concerns of the community and hold public meetings at times and in locations in the community to obtain input into the GMAP process.

Ms. Williams stated that EHC has been participating along with other community groups as part of a statewide goods movement action plan. Community groups throughout the state have been having similar problems. We need to be aware of this as we propose expansion of our freight infrastructure.

Councilmember Monroe stated that about nine months ago he joined a tour of the Long Beach and Los Angeles ports. It was an amazing learning experience. The evening of the tour there was a panel discussion including the community where experts came in and told the community what they were doing to clean up the port. They are serious about cleaning up the port in those locations. He thought that the San Diego GMAP development should include community participation. We need good plans to go to the state to get money, and we need to build into the projects what we are hearing today. He didn't oppose this plan, but thought we should include public participation.

Councilmember McCoy expressed concerned about the hidden health costs of these proposed projects. There are 40 billion people in the United States with no health insurance. There also are safety concerns because we can only search 1 percent of the cargo containers. We need to incorporate these health and safety concerns into our GMAP. She could not support this action without a concurrent clean port plan. We need to determine what is really needed before supporting the dredging of sediment.

Chair Cafagna noted that each of these projects will require an environmental impact analysis.

Councilmember McCoy stated that some of these impacts will not be mitigable. She felt it was important that the community have a voice in this.

Vice Mayor Ron Morrison (National City) said that within his community there are a number of concerns from health, fiscal, and land use standpoints. The current marine terminal uses do not generate any revenues for the City. National City is entering into a number of discussions with the Port of San Diego over the highest and best use of the tidelands in National City. If this plan proposes to expand current marine terminal activities without compensating activities, then National City will not support it. If the plan helps develop a safe and clean port situation, then we could talk about it. We need to recognize existing problems at the beginning of the process.

Mayor Steve Padilla (Chula Vista) said that the testimony by EHC is important. There are two issues: an environmental planning component should have been implemented at the beginning of the GMAP process, and SANDAG should make a commitment now to do so. Children are hospitalized in Chula Vista at a rate 20 percent higher than the national average. We need to take a different approach. He asked for a commitment today to conduct an environmental planning analysis or he could not support this action.

Mayor Art Madrid (La Mesa) stated that we find ourselves faced with challenges between economic benefits and health concerns. He recently went to the Western Council of Governments conference in Portland, Oregon. Portland has a similar history of these kinds of problems. He talked with representatives from the Southern California Association of Governments (SCAG) and found that the asthma percentage of children living near San Pedro is higher than anyplace else in the nation. He said that we should not jeopardize the health of children for future economic benefits. He agreed with including an environmental assessment now. We need to address the quality of life from a health issue standpoint.

First Vice Chair Mary Sessom (Lemon Grove) reminded Board members that this is only a preliminary list to move forward. The Board could take action today on the preliminary list of projects and direct staff to include the environmental analysis and community involvement in the comprehensive GMAP.

Deputy Mayor Shari Mackin (Oceanside) concurred with the various Board member statements. She agreed that environmental planning should begin at the onset of the planning stage. She suggested that staff be directed to report back and assess the health aspects of the proposed GMAP.

Mayor Crystal Crawford noted that this GMAP was heard by the Regional Planning Stakeholders Working Group (RPSWG). We spent portions of two meetings this summer reviewing this report and providing feedback. This is a complicated issue, and there are lots of policy choices we need to balance. We are looking at the freight logistics industry for the potential for more and better paying jobs that help our economy. We also want to continue to have community involvement; one of our objectives is environmental justice and we should expand our activities in this arena.

We should give clear direction to staff for commitment toward a sustainable plan, and improving the health for all of our residents. She suggested that direction from the Board discussion be incorporated into a motion on this item, and she so moved that action.

Pedro Orso-Delgado, Caltrans District 11 Director, spoke about how critical this item is. He said that Mr. Gallegos has been very actively involved in Sacramento with regard to incorporating the San Diego region's needs in the statewide goods movement action plan. The statewide plan also would incorporate what is happening in Imperial Valley and the entire southern area of our state.

Vice Mayor Pia Harris-Ebert agreed that we should have a clean port action plan that addresses health issues. Residents should not bear the impacts of these activities.

Mayor Padilla suggested clarification of the motion to direct staff to work with appropriate groups and stakeholders, including EHC, to develop a comprehensive health planning component of the GMAP. Mayor Crawford agreed that was the intent of her motion.

Councilmember Jack Dale (Santee) asked what steps have been taken to ensure that the list of projects include moving goods from rail to trucks to highways. John Duve, Associate Planner, responded that staff has evaluated the access needs for all modes and that would be developed as part of the overall plan.

Mayor Crawford clarified the motion to approve the preliminary list of projects and to include in all future work on the GMAP the comprehensive environmental component, to ensure that we are including the community groups who spoke today and others in this process, to look at the Los Angeles example of a clean air action plan and incorporate that in the GMAP, and to ensure that we meet our commitment for air quality, water quality, environmental equity, and social justice.

Action: Upon a motion by Mayor Crawford and a second by Vice Mayor Morrison, the SANDAG Board approved the preliminary list of freight infrastructure projects for inclusion in the initial San Diego Regional Goods Movement Action Plan for submittal to the state for consideration in its Statewide Goods Movement Action Plan, and to include in this Plan: (1) a comprehensive environmental component to ensure inclusion of input from community groups in this process; (b) incorporate the Clean Air Action Plan in this planning document; and (c) make sure that we meet our commitment for air quality, water quality, environmental quality, and social justice. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – County of San Diego, Poway, Vista.

Mr. Orso-Delgado reported that the SR 52 Managed Lanes project went out to bid last week; we had six bidders and the low bid was \$1 million less than the engineer's estimate.

13. OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: EARLY ACTION PLAN (APPROVE)

Supervisor Victor Carrillo (Imperial Valley) introduced the Early Action Plan that will guide the preparation of the Otay Mesa-Mesa De Otay Binational Corridor Strategic Plan. This item summarizes the work that has been done since the binational workshops held last October in the San Diego region and in Tijuana. The Borders Committee and the Committee on Binational Regional Opportunities (COBRO) discussed the draft plan at their meetings in June. This plan addresses the comments received during the public review period, and was approved by the

Borders Committee on September 8. The objective of this plan is to develop an effective binational planning program for the Otay Mesa-Mesa de Otay area.

Elisa Arias, Regional Principal Planner, provided the project background; described the collaboration process; the Strategic Planning process and the proposed early actions related to transportation, economic development, housing, and the environment; and reviewed the schedule and next steps. She showed a map that defined the study area and displayed a chart indicating the projected cross-border vehicle trips (two-way daily). She also reviewed the current and planned transit services for this area.

Councilmember Madaffer expressed support for this plan and asked about implementation dates for the early actions, particularly the proposed third border crossing and related road improvements. Ms. Arias said that consultants are conducting the Environmental Impact Report and a financial feasibility study to determine if it's viable to build the new port of entry (POE) and connecting road using fees or tolls.

Mr. Orso-Delgado said that we have \$8 million for SR 11 and the East Otay Mesa POE. That money will be used for the environmental document and the financial analysis. The environmental document will be two-tiered. The first tier should be completed by the end of next year. Then we would go to the State Department to obtain a Presidential Permit to enable the United States start development of the new POE.

Councilmember Madaffer asked if Mexico also is working on this project. Mr. Orso-Delgado replied affirmatively. He said that we need to complete the necessary steps for this project, but that it is an important project for Mexico, too.

Councilmember Madaffer offered the help of SANDAG on this project.

Mr. Gallegos stated that staff will report back to the Board on this project by the end of the year. If the border crossing is determined to be financially feasible, then the next piece would be to get the authorities to allow us to toll it. Once we have tolling authority, we would have a funding source that we could bond against, and could get this POE built.

Councilmember Madaffer expressed interest in seeing a project timeline and a completion date. It would be nice if we had a date in mind and could move as expeditiously as possible to complete this project.

Councilmember McCoy thanked Supervisor Carrillo for Chairing the Borders Committee in September, and she complimented staff for a tremendous job on this matter.

Councilmember Monroe congratulated Mexico for moving forward on this project by actually purchasing land for it.

First Vice Chair Sessom asked if the report considered the proposed cross border air terminal under study by San Diego County Regional Airport Authority. Ms. Arias replied that the report includes a discussion of the proposed cross border terminal, but that there will be future studies and actions related to that as the full Otay Mesa-Mesa de Otay Strategic Plan is completed.

Supervisor Carrillo recognized Patricia McCoy and staff on this item. He said that we have worked with a spirit of cooperation with our Mexican partners. SANDAG is way ahead of the curve on this project. It behooves all of us to continue to support what is being done through COBRO, SANDAG, and on the Mexican side.

Mayor Crawford announced that next week the California Biodiversity Council (CBC) is meeting in San Diego and, on Wednesday, September 28, a CBC tour is scheduled at Otay Mesa to discuss the watershed issues and projects. The plan is to meet at the Border Field State Park. This is a wonderful opportunity to inform a wide range of agencies about our work in this area. This is very timely and she appreciated the efforts of Ms. Arias and Supervisor Carrillo for presenting this information.

Action: Upon a motion by Councilmember McCoy and a second by Councilmember Madaffer, the SANDAG Board approved the Otay Mesa-Mesa de Otay Binational Corridor Early Action Plan for planning purposes. Yes – 11 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Carlsbad, County of San Diego, La Mesa, Oceanside, Poway, San Marcos, Santee, Vista.

14. FIRST ANNUAL REPORT FROM THE *TransNet* INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (INFORMATION)

Councilmember Madaffer suggested in the interest of time that we defer these last two items (14 and 15) to the October 27 Board meeting, and schedule them as the first two report items on that agenda.

Action: This item was postponed until the October 27, 2006, SANDAG Board meeting.

15. ARJIS AND CRIMINAL JUSTICE RESEARCH DIVISION ACCOMPLISHMENTS (INFORMATION)

Action: This item was postponed until the October 27, 2006, SANDAG Board meeting.

16. UPCOMING MEETINGS

First Vice Chair Sessom announced that the California Transportation Commission (CTC) would be holding a “listening session” on November 1, 2006, at SANDAG. More information on this meeting will be forthcoming.

The next Policy Board meeting is scheduled for Friday, October 13, 2006, at 9 a.m., and the next regular Board of Directors business meeting is scheduled for Friday, October 27, 2006, at 9 a.m.

17. ADJOURNMENT

The meeting was adjourned at 11:54 a.m.

DGunn/M/DGU

Meeting Adjourned Time: 11:55 a.m.  
 Meeting Start Time: 9:07 a.m.  
 Minimum Time for Attendance Eligibility: 1:24 hrs.:min. or 10:31 a.m.

## ATTENDANCE SANDAG BOARD OF DIRECTORS' MEETING SEPTEMBER 22, 2006

JURISDICTION/ ORGANIZATION	NAME	ATTENDING
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	Jerry Sanders (Member A)	Yes
City of San Diego - B	Jim Madaffer (Member B)	Yes
City of San Marcos	Pia Harris-Ebert (Member)	Yes
City of Santee	Jack Dale (Member)	Yes
City of Solana Beach	Lesa Heebner (1st Alternate)	Yes
City of Vista	Judy Ritter (Member)	Yes
County of San Diego	Bill Horn (Member)	Yes
Caltrans	Pedro Orso-Delgado (Alternate)	Yes
MTS	Harry Mathis (Member)	Yes
NCTD	Jerome Stocks (Member)	Yes
Imperial County	Victor Carrillo (Member)	Yes
US Dept. of Defense	CAPT Michael Giorgione (Member)	Yes
SD Unified Port District	Vacant (Member)	N/A
SD County Water Authority	Marilyn Dailey (Member)	Yes
Baja California/Mexico	Ricardo Pineda (Alternate)	Yes