Regional Planning Committee (RPC) Chair Lori Holt Pfeiler convened the Joint Regional Planning and Transportation Committee meeting at 10:14 a.m. Transportation Committee (TC) Chair Kellejian asked for self-introductions of Committee members and a designation of which committee each represents.

CONSENT (A)

A. APPOINTMENT OF NEW MEMBERS TO THE REGIONAL PLANNING STAKEHOLDERS WORKING GROUP (RECOMMEND)

In November 2004, the SANDAG Board approved the creation of the Regional Planning Stakeholders Working Group (SWG) to review and provide input into key activities associated with the implementation of the Regional Comprehensive Plan (RCP) and the update of the Regional Transportation Plan (RTP). Several members of the SWG have resigned recently and need to be replaced. Regional Planning Committee Chair Lori Holt Pfeiler and Transportation Committee Chair Joe Kellejian, in consultation with Crystal Crawford, Chair of the SWG, have reviewed potential replacement candidates from the original list of candidates. The Regional Planning and Transportation Committees are requested to forward the following recommendation to the SANDAG Board of Directors for approval: (1) amend the SWG charter to designate a specific position on the SWG for a tribal representative; (2) appoint James Justice, Joe Silverman, and William Micklin to fill current vacancies on the SWG (of these, appoint Mr. Micklin as the designated tribal representative); and designate Terry Allison as a backup candidate in the event that an additional vacancy arises on the SWG.

Action: Upon a motion by Mayor Holt Pfeiler (North County Inland) and a second by Councilmember Madaffer, the Transportation and Regional Planning Committees unanimously approved this consent item.
REPORTS (B and C)

B. RESULTS OF THE SMART GROWTH WORKSHOPS AND RECOMMENDATION TO THE SANDAG BOARD ON THE SMART GROWTH CONCEPT MAP (RECOMMEND)

Carolina Gregor, Senior Planner, reported that the RCP was adopted by SANDAG in 2004. It consists of the following areas: urban form, transportation, housing, healthy environment, economic prosperity, public facilities, and borders. There are three themes of the RCP: (1) better connect land use and transportation, (2) use our plans to guide public facility and environmental investments, and (3) make it happen through incentives and collaboration. The current RTP, Mobility 2030, served as the first step toward development of the Smart Growth Concept Map. The Smart Growth Concept Map shows where smart growth is planned; plans for infrastructure investments that support smart growth for transportation, public facilities, and environmental; and provides a basis for incentives. The RCP smart growth place types include metropolitan center, urban center, town center, community center, mixed-use transit corridor, special use center, and rural village. She showed the adopted regional transportation network, the existing and planned regional transit corridors, and the regional scale concept map.

Ms. Gregor thanked the two working groups for their efforts in this process. She reviewed the public outreach process, which included holding eight workshops across the region last April. She expressed her appreciation for the high level of participation by the elected officials. The workshop objectives were to generate greater awareness of smart growth and transportation links; update the public on the RCP and the RTP, and obtain input on the draft concept map and the upcoming update of the RCP. Attachments to the package indicated the feedback received from these efforts. Ms. Gregor reviewed the major outcomes of the public outreach process: transportation received the highest number of comments; there was support for more infrastructure; there were differing opinions on growth; the needs in housing, public transit, and natural resources were recognized; and the roles in the planning process were clarified. She noted that the comments provided by the SWG were included with the agenda report. Additional correspondence received following agenda mailout has been distributed to Committee members at their places on the dais. She noted that we will consider their input as the map is refined. She noted there were a total of ten changes to the concept map: two new areas, six boundary refinements, and two consolidations. The summary of findings was 200 smart growth areas in total; about 40 percent are existing or planned areas, and 60 percent are potential areas.

Ms. Gregor reviewed four uses of the Concept Map: (1) to develop and evaluate alternative land use and transportation scenarios for the 2007 RTP, (2) update current transit networks in response to the Independent Transit Peer Review (ITPR), (3) support the transportation project evaluation criteria for the 2007 RTP, and (4) implement the TransNet Smart Growth Incentive (SIG) program. The TransNet SIG consists of capital improvements and planning grants. She reviewed the next steps of this effort.

Chair Kellejian noted that there were four requests to speak on this item.

Teresa Quiroz and Patty Vaccariello, members of the Euclid Avenue Revitalization Action Program, stated that in low-income and minority communities, environmental justice is the
most important part of any transportation and land use planning. Yet in the Smart Growth
Concept Map, SANDAG designated Euclid Avenue as a potential mixed-use transit corridor.
She said that the MTS Comprehensive Transit Analysis (COA) has made Fairmont Avenue the
transit corridor. Euclid Avenue is only 36-feet wide and has parking on both sides. City buses
could not travel along Euclid Avenue, and it cannot be widened. The sidewalks on
Euclid Avenue are narrow to nonexistent, and the buildings have no setback. The only way
to widen this road would be to condemn properties. In addition, transit corridors create
transit-oriented development. Euclid Avenue is zoned as low-density residential and
commercial and would not provide the density needed for a transit corridor. The community
has worked hard to put in place documents that make it possible to see their vision for
Euclid Avenue come true. That vision does not include large buses storming down this
residential street. Making the determination that Euclid Avenue will be widened to
accommodate a transit corridor and rezoned to allow for high-density, mixed-use
commercial most definitely predetermines the outcome of the California Environmental
Quality Act (CEQA) documents. They requested that the potential mixed-use transit corridor
designation for Euclid Avenue be removed.

Mel Vernon, San Luis Rey Band of Mission Indians, said that he attended the Tribal Summit
meeting in March and spoke then about cultural sites and the preservation of cultural sites.
He pointed out that native people have been in the area for 10,000 years and that their
creation stories are here. He requested that the Quarry Creek corridor be removed from the
Smart Growth Concept Map.

Ruth Calac, Rincon Indian Reservation, requested that the Buena Vista Creek Cultural
corridor be taken off of the Smart Growth Concept Map. She said that a new law, Senate
Bill 18, requires that native tribes be consulted in land use planning issues. She noted that
there have been numerous meetings held and they have not been consulted. The Rincon
Reservation has written letters to the cities of Carlsbad and Oceanside. The letter to
Oceanside was to thank the city for holding Buena Vista Creek area as open space and
protecting it from being desecrated. The letter to Carlsbad about the Quarry Creek project
was to request that this area not be included in the Smart Growth Concept Map. We are
asking that you take this area off of the Smart Growth Concept Map.

Mr. Gallegos said that in the Committee report, SANDAG highlighted a meeting that would
take place between Oceanside and Carlsbad. That meeting did take place, and Oceanside
Deputy Mayor Shari Mackin and Carlsbad Mayor Pro Tem Matt Hall and their city managers
attended. We will work with these jurisdictions to develop a work plan to analyze the traffic
impacts associated with the potential smart growth areas that have been designated.

Mayor Pfeiler agreed that’s how this map will be used. If there are any issues, that’s how we
will proceed.

Mr. Gallegos added that this is a bottom-up approach and will be addressed on an
individual basis.

Councilmember Emery said that there is a great emphasis on infilling and higher densities in
the urban core. He has looked at the designation of a future urban center at the Riverside
border. He wondered how this would come about as there is no transit in this area.
Ms. Gregor said that staff worked with all of the jurisdictions for where they thought there would be smart growth, using certain density and employment thresholds and where transit service was specified in MOBILITY 2030. If an area met those criteria they would be included in the existing/planned areas; if not, they would be placed in the potential smart growth area because the transportation network does not provide service to that area.

Councilmember Emery noted that there are a number of proposed large scale developments that will become a reality long before the criteria will take place.

Councilmember Monroe expressed an interest in hearing from the City of San Diego about the Euclid Avenue situation.

Councilmember Madaffer said he understood the comments and continued concern for this area. No decision has been made on the City's general plan related to Euclid Avenue.

Councilmember Atkins said that that particular issue will be discussed at the San Diego City Council. Being on this map does not mean this is assured. A lot more discussion needs to occur.

Supervisor Pam Slater-Price (County of San Diego) said that she received a letter from the Pacific Beach area. The message being perceived is that you are moving ahead with planning documents that have not yet been approved by the local governing boards. She did attend one of the smart growth workshops, and she did not feel there was much support for the Smart Growth Concept Map, especially in the north coastal areas. We cannot get too far ahead of what residents want in their communities. We should look at these comments as being helpful but not adopt anything that is pending in a jurisdiction. She thought smart growth was a community that had walkable access rather than dense urban centers located along a freeway and a community that responded to the residents.

Chair Pfeiler recommended that this item be moved on to the SANDAG Board. There has been a tremendous amount of work on this, and we need to acknowledge that this is one step toward implementation. We need to have a plan to deal with our growth and start planning for it. This is a tool, and it will continue to be refined as each jurisdiction becomes more sophisticated.

Councilmember Lesa Heebner (North County Coastal) watched the smart growth workshop on videotape and agreed with Supervisor Slater-Price. She didn’t see how we included input in this map.

Ms. Gregor said that this report summarizes the comments from the workshop but a more detailed summary of the public outreach is on the SANDAG Web site.

Councilmember Emery stated that we had two speakers who commented about Native American sites. He asked how we address those and SB 18, a bill that requires there be consultation with the native tribes.
Coleen Clementson, Principal Planner, responded that the sites they mentioned were areas designated as “potential.” Any proposed development in those locations will go through a review with the local area. What actually is built is a local jurisdiction issue.

Bob Leiter, Director of Land Use and Transportation Planning, said that there is a law that requires consultation with native tribes in the planning process. We could put these concerns on the record as part of the action to move this forward and ensure that the affected cities receive this information. He assured Committee members that these concerns are considered before any action is taken.

Councilmember Patricia McCoy (South County) noted that the true issue is sustainability: water, clean air, and land availability. She thought that we are ignoring this issue. We only have so much finite resources available to us. She asked how we are addressing these issues. She would like to see the issue of true sustainability raised as it is an integral part of the planning process.

Mr. Leiter said that as we indicated in the staff report, the recommendation is to accept the Smart Growth Concept Map for planning purposes. We would develop alternatives to be studied in the update of the RTP that would look at these issues. These kinds of impact issues would be evaluated before any Board decision on the final RTP. Those areas are designated as potential areas.

Councilmember Jerry Jones (East County) reiterated that this is a planning document. It doesn’t change zoning nor does it address the particulars in an individual neighborhood. This map was developed in cooperation with each of the cities. It is only what could be done, not what will be done. What this map gives us is an opportunity to apply the carrot rather than the stick approach in terms of dealing with our future growth. This is the basis for the incentives of where we move in the future. This is a good place to start. We should move forward.

Councilmember Gronke agreed with Supervisor Slater-Price when she said that concerns of the constituents are key. This document speaks for itself. SANDAG does not have the jurisdiction over land use. SANDAG has put out a blueprint for the future and for transportation. We want to put our residents near the transportation corridors. We should move forward.

Councilmember Madaffer concurred with Councilmember Jones’ comments. SANDAG has been viewed as a leader around the state for using the incentive approach. There are no less than 10-15 bills pending in the Legislature that affect county and city land use control. Those bills do less to help us and more to put the decision out of the hands of the neighborhood and into the hands of the state capitol. This is a blueprint and talks about what can be done and should be considered. The reality is that the state will continue to grow, and we will need to get transportation and transit dollars into this region. We have to make infrastructure and housing investments and incentives along those transportation corridors. We also need to make sure we are not sprawling. SANDAG needs to be commended for what it is doing.
Councilmember Atkins agreed that our focus really needs to be on transportation infrastructure and housing, and this is a tool to make those things happen. We need to leave the decision of zoning issues of certain projects to the jurisdictions.

Councilmember Monroe noted that in the Legislative Analyst's Office (LAO) report it said that SANDAG does not have land use authority. The better we can plan and put this blueprint to work as a region the better off we will be.

Chair Kellejian agreed that we don’t want the state to dictate our land use decisions.

Councilmember Jerome Stock (NCTD) thanked Councilmember Jones for refining the discussion. He agreed with his comments. This is a concept map and from his perspective the concept of smart growth for each community. This is a really useful tool for transportation planning for the future based on possible land use decisions as the planning directors and stakeholders see it. We should move forward.

Councilmember Heebner asked if we are approving the place type names on this map or if there is a period of time where they will be reviewed and input will be taken into consideration. Mr. Leiter said this map would be moved forward for planning purposes and, during review, there would be an opportunity to review place types and make decisions about the transit service to these areas. It can and will be refined through an Environmental Impact Report.

Councilmember Druker agreed with moving forward on this issue. This will allow us to go to the next step, which is transportation planning. He asked what happens if there are major developments that are outside these areas. Chair Pfeiler said that we have to acknowledge that we cannot provide services to those kinds of developments.

Councilmember Carrie Downey (South County) asked if the detailed comments from the workshops could be sent to the individual communities.

Jim Sandoval, Chairman of the Technical Working Group (TWG), said that this is the next logical step if we are serious about tying transportation and land use together. We need to establish a common vernacular. It has been helpful to planners and will help the region in the long run. He thanked Mr. Gallegos and SANDAG staff for the many hours in the technical committee meetings, subcommittee meetings, and the regional workshops. Staff made themselves available to meet with individual cities to ensure we are treated equally in this process. He agreed with moving forward.

Mr. Gallegos stated that legal counsel suggested the vote be taken by one committee at a time.

**Action:** Upon a motion by Chair Pfeiler and a second by Councilmember Madaffer, the Transportation Committee unanimously recommended that the SANDAG Board of Directors accept the draft Smart Growth Concept Map dated June 2, 2006, for planning purposes for the 2007 RTP update. Final action on the map would take place by the SANDAG Board at the time of adoption of the final 2007 RTP.
Action: Upon a motion by Chair Pfeiler and a second by Councilmember Madaffer, the Regional Planning Committee unanimously recommended that the SANDAG Board of Directors accept the draft Smart Growth Concept Map dated June 2, 2006, for planning purposes for the 2007 RTP update. Final action on the map would take place by the SANDAG Board at the time of adoption of the final 2007 RTP.

C. INDEPENDENT TRANSIT PLANNING REVIEW REPORT (RECOMMEND)

Mr. Gallegos said that passage of the TransNet extension triggered a commitment to conduct an Independent Transit Planning Review (ITPR) of the transit element of the 2030 Regional Transportation Plan (RTP) to help determine the most cost-effective and cost-efficient service and infrastructure plan for the region. This review process included the hiring of a technical consultant and the formation of a Peer Review Panel of transit and land use experts from across North America to help develop the set of issues to be addressed and guide the review. Wilbur Smith and Associates was hired to conduct the technical analysis and inform and manage the Peer Review Panel. The two transit operators were also involved in this process.

Chair Kellejian asked for self-introductions of the Peer Review Panel and thanked them all for their hard work.

- John Bonsall, with McCormick/Ranking, former head of OC Transpo, the transit authority in Ottawa, Canada
- Richard Feder, Director of Transit Planning, Pittsburgh Port Authority of Allegheny County, Pennsylvania
- Dave Mieger, Director of Westside Planning for the Los Angeles Metropolitan Transportation Authority (LAMTA)
- Robert Cervero, Professor and Chair of the City Planning Department at the University of California, Berkeley
- Phil Selinger, Director of Project Implementation, Tri-County Metropolitan Transportation District of Oregon (TRI-MET)
- Linda Cherrington, Program Manager for Texas Transportation Institute’s Transit Mobility Program
- Peter Martin, Project Manager, Wilbur Smith and Associates
- Gary Banks, Wilbur Smith and Associates

Mr. Martin described five basic issue items: integration of the Regional Transit Vision and Land Use Vision, transit level of investment strategy, bus rapid transit (BRT) and trolley operating cost model, operating strategies, and transportation model. The Peer Review Panel’s recommendations fell into six different areas: general, managed lanes, the Mid-Coast corridor, parking policy, transportation model, and individual transit corridors. He
reviewed the specific recommendations under each area, and several of the Peer Review Panelists provided additional comments.

Mr. Bonsall agreed with the conclusions that there were certain key issues if SANDAG’s objectives related to transit and smart growth are to be achieved. He stated that highway investment will not address this objective as you cannot build your way out of congestion. If San Diego wants the future outlined in the RCP you need to go “cold turkey” on building new highway links. The updated RTP needs to adopt a new strategic Transit Vision that favors public transit over all forms of road projects. This strategy should be coupled with a top-down planning effort. You need to have measurable goals. The transit mode share target should be a natural outcome of this favored strategy. You need to consider a higher-end BRT to attract riders and, coupling this with the Transit First strategy would be a good starting point. He said that San Diego is at a crossroads; this area is subject to enormous pressure to continue its past trends and is challenged to go in a different direction. If you are not prepared to make those tough decisions, you should stop worrying about improving your transit system.

Mr. Feder said that this is not a top-down planning approach in terms of providing a choice of transportation for the public. There is a growing market for walkable communities, for communities with mixed uses, and for economic development along the transit system. San Diegans deserve the best transportation system, which means an electronic communication system for the bus system, good alternative-fueled vehicles, and safe and attractive transit stations and bus waiting areas.

Ms. Cherrington stated that in the initial review of the RTP, she was struck by the very generous application of managed lanes. It seems they are being touted as the solution for the growth that is being projected in the region. She also noted that managed lanes were portrayed as transit solutions for guideway or BRT. The concept of managed lanes is not a panacea. Managed lanes are not transit solutions. They do not provide a hospitable environment or access to transit, and do not support land use investments. She suggested that SANDAG take another look at the Interstate 805 (I-805) corridor. When managed lanes are used in a corridor, the design and operating plans should support transit investment. She suggested SANDAG also revisit the I-15 managed lanes to ensure that the operating plan will give priority to transit, buses, vanpools, and 3+ carpools. She thought that managed lanes are more likely to encourage sprawl and not manage the area of urban growth. Managed lanes will work against infill.

Mr. Meiger said that the panel loved the Mission Valley East line. When we looked at the Mid-Coast corridor from Old Town to the University of California, San Diego (UCSD) and University Towne Centre (UTC), we didn’t find much in between; this is primarily an industrial area, with wetlands, and highway and railroad corridors. There are not a lot of intermediate locations of transit-supportive density. There could be more applications for bus service in this corridor. They liked the Super Loop. They saw a lot of congestion at the merger of I-5/I-805. Mr. Meiger suggested that upgrades of the COASTER in cooperation with a major bus investment in this corridor be looked at to mitigate congestion. You may go with light rail, but you should consider bus service. He encouraged SANDAG to look at all the options for that corridor including BRT and commuter rail.
Mr. Cervero felt that when it comes to parking around transit stations, SANDAG should set a climate where it seriously thinks about being adaptable and flexible. Studies conducted of people who live around transit stations found that they own a fewer number of cars. SANDAG should discard standard zoning for parking and work with the marketplace to be more resourceful and economical to make parking more viable. Parking detracts from the quality of the neighborhood and place. If you use a car as part of the transit trip you negate much of the air quality benefits. SANDAG should try to encourage more folks to walk, bus, and bike to transit. SANDAG can use parking lots as a clever way of land banking. SANDAG should learn to be strategic, innovative, and adaptable with parking.

Mr. Martin made two key points: the SANDAG model is a good model, but it is relatively weak when looking at transit patronage demand. There needs to be some additional way of looking at smart growth in the update of the RTP.

Mr. Selinger said that transit cannot be an afterthought and needs to be optimized based on good investment for the user (comfortable, safe, and convenient), optimized transit operations (minimal travel time and delay), and leveraging the development opportunities around transit investments. There may be an opportunity to start now to upgrade the San Diego transit system in order to improve ridership and the image of communities. This includes improving bus stops and station investments, keeping vehicles clean, having better access to transit, installing signal priority treatments, and implementing intermediate service levels with branding.

Supervisor Slater-Price expressed her appreciation for the panelists’ points of view. She questioned the comments about the I-15 managed lanes. We have cross-county travel. The options we had were to continue to widen the freeway or do something like managed lanes. We didn’t have the densities sufficient to implement light rail in this corridor. The people in the northern area have asked for light rail, but there isn’t sufficient demand.

Ms. Cherrington agreed that overall, managed lanes may be an appropriate investment in some corridors. She cautioned that it is not the only solution and may have some negative affects as well. In corridors that support transit investment another mode may be better.

Councilmember Emery said that he hoped we would consider these comments and the conclusions contained in this report. He hoped the SANDAG Board will refer this back to the transit agencies. Another key factor and the biggest challenge is that as we grow in population, where will we get the funding to grow the transit system at the same time? He expressed his appreciation for the report.

Chair Kellejian mentioned that the transit agencies are scheduling this report on their agendas.

Councilmember Monroe said that there were three projects not completed from the first TransNet measure. One of them was light rail from Old Town to UTC. The panel clearly recommended that that be reconsidered. He asked if that was a unanimous recommendation of the panel.
Mr. Feder said that light rail may not be the best mode for that corridor. You would get more versatility with BRT and improved COASTER service. He suggested that something be done on the land use side at UTC because it is very auto-oriented.

Councilmember Monroe stated that in a couple of transit systems around the world there is a dual situation where both light rail tracks and buses share right-of-way.

Mr. Bonsall said while that is theoretically possible, he was not sure this corridor would support the rail side, but you could design a BRT to receive an LRT upgrade at some future date.

Councilmember Gronke thanked the panel for their recommendations. He asked what the minimal amount of housing units would be to support a light rail hub.

Professor Cervero said there is no exact number. You need to have the density to generate enough riders to justify the cost of the system. However, there is a benchmark range of 20-30 residential units per acre, but a number of factors can sway those numbers.

Councilmember Downey said that related to parking, we need to change people’s attitudes toward using transit. As soon as we make transit easier that’s when we’ll get people out of their cars. We won’t get out of using parking to get to transit.

Mr. Cervero commented that if we put the parking at the entrance to the transit station, it will cast the die. Where you site parking matters. He suggested that bicycle access be included wherever you have parking. Multimodal, inclusive transportation needs to be embraced.

Mr. Selinger said that in Portland they persuaded developers to help pay for parking structures for transit.

Councilmember Druker said he was happy with this report. We are going to have to make sure that transit has the highest priority rather than roads. In his opinion, we should never build another lane of freeway. The Mid-Coast corridor in Sorrento Valley is vastly underserved by transit. We need to have a better plan for this area.

Councilmember Atkins expressed her appreciation for the report. She agreed that we need to put more money toward public transit and operations. Until we do this, people will still need their cars. Even with a deficiency in parking, people are still not taking public transit. We need more frequent and efficient service.

Councilmember Heebner said that increased public transit services is what it will take for smart growth to work. She asked what higher-end BRT means. Mr. Bonsall explained that it would be a fully grade separated BRT, not one that operates on regular arterial roads or managed lanes.

Action: Upon a motion by Councilmember Stocks and a second by Supervisor Slater-Price, the Transportation Committee unanimously recommended that the SANDAG Board of
Directors accept the Independent Transit Planning Review report for planning purposes for the 2007 RTP update.

**Action:** Upon a motion by Councilmember Stocks and a second by Supervisor Slater-Price, the Regional Planning Committee unanimously recommended that the SANDAG Board of Directors accept the Independent Transit Planning Review report for planning purposes for the 2007 RTP update.

**ADJOURN MEETING WITH TRANSPORTATION COMMITTEE**

Chair Kellejian adjourned the joint portion of the meeting at 12:19 p.m.

**REGIONAL PLANNING COMMITTEE DISCUSSION AND ACTIONS**

Meeting of June 2, 2006

The Regional Planning Committee meeting was called to order at 12:20 p.m. by Committee Chair Lori Holt Pfeiler (North County Inland). The attendance sheet for the meeting is attached.

1. **APPROVAL OF MARCH 3, 2006, MEETING MINUTES**

   The minutes from the March 3, 2006, meeting will be approved at the next Regional Planning Committee meeting.

2. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

   None.

**CONSENT ITEM (3)**

3. **REGIONAL HOUSING WORKING GROUP CO-CHAIR APPOINTMENT (APPROVE)**

   The purpose of this item is to appoint a new Co-Chair of the Regional Housing Working Group to replace former Councilmember Patty Davis. Per the Regional Housing Working Group Charter, replacement of the Co-Chairs should be selected by the Regional Planning Committee. Councilmember Toni Atkins has agreed to serve as Co-Chair of the Working Group. The recommendation is for the Regional Planning Committee to approve this appointment.

   **Action:** Upon a motion made by Councilmember Downey (South County) and a second made by Councilmember Jones (East County), the Committee voted to appoint Councilmember Toni Atkins to serve as the Co-Chair of the Regional Housing Working Group.
4. UP COMING MEETINGS

The next meeting of the Regional Planning Committee is scheduled for 12 noon to 2 p.m. on Friday, July 7, 2006.

5. ADJOURNMENT

Chair Holt Pfeiler adjourned the meeting at 12:20 p.m.
## CONFIRMED ATTENDANCE
SANDAG REGIONAL PLANNING COMMITTEE MEETING
June 2, 2006 – 10:00 a.m. to 12:20 p.m.

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<th>GEOGRAPHICAL AREA</th>
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<tr>
<td>North County Inland</td>
<td>City of Escondido</td>
<td>Lori Holt-Pfeiler, Chair</td>
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<td></td>
<td>City of Vista</td>
<td>Steve Gronke</td>
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<td>Carrie Downey</td>
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<td>Patricia McCoy</td>
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<td>City of Carlsbad</td>
<td>Matt Hall</td>
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<td>Lesa Heebner</td>
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<td>Jerry Sanders</td>
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<td>Pam Slater-Price</td>
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<td>Advisory Members</td>
<td>Caltrans, District 11</td>
<td>Pedro Orso-Delgado</td>
<td>Member</td>
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<td>Advisory Member</td>
<td>San Diego County Water Authority</td>
<td>Howard Williams</td>
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<td>Department of Defense</td>
<td>Susanah Aguiler</td>
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<td>William Hall</td>
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<td>Harry Mathis (Chairman)</td>
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