



**BOARD OF DIRECTORS  
SEPTEMBER 22, 2006**

**AGENDA ITEM NO. 06-09-1B  
ACTION REQUESTED - APPROVE**

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**BOARD OF DIRECTORS DISCUSSION AND ACTIONS  
AUGUST 4, 2006**

First Vice Chair Mary Sessom (Lemon Grove) called the meeting of the SANDAG Board of Directors to order at 8:09 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Action: Upon a motion by Vice Mayor Ron Morrison (National City) and a second by Councilmember Joe Kellejian (Solana Beach), the SANDAG Board of Directors approved the minutes from the June 9 and June 23, 2006, meetings.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Clive Richard, a member of the public, stated that he was planning to attend the Board and Committee meetings scheduled for the day.

Don Stillwell, a member of the public, showed a graph of bus Routes 13 and 14 and said that changes in service will force all Trolley passengers to take the Route 13 and then transfer to the Route 14 to the Grantville and Allied Gardens areas. Residents have signed a petition to move the bus stop back to the Grantville Trolley Station. He asked that the Route 14 bus stop be restored at the Grantville Trolley Station and that the Route 13 stop be rerouted to the Grantville Trolley Station.

Virginia Poppoff-Ulvi said that she lives on Crawford Street just a few houses from the proposed bus terminus. She has lived there since 1964 and has watched the traffic change. She showed pictures where the space on Crawford Street would accommodate only one bus. She thought it was a bad idea to put a bus stop on Crawford Street due to the lack of space.

Jeffrey Ulvi, said that he also lives on Crawford Street, and supported the comments of Mr. Stillwell and his wife, Virginia Poppoff-Ulvi. He said that there is not enough room and not enough parking on Crawford Street for a bus stop. The Grantville Trolley Station has more than ample parking for a bus terminal at that location.

Marilyn Reed, a resident of Allied Gardens and a member of the Allied Gardens Council, the Navajo Community Planners, and past member of the Grantville Redevelopment Advisory Board, said that the Board should respect the concerns of the residents of Allied Gardens and Grantville and restore the bus stop for Route 14 and remove the Route 13 bus stop from Crawford Street. She supported Mr. Stillwell's solutions and wrote a letter to that effect on March 7, 2006.

Councilmember Jim Madaffer (City of San Diego) recognized Mr. Stillwell and the others who provided comments on behalf of this issue. He, Metropolitan Transit System (MTS) representatives, and Mr. Stillwell went on a tour of this area. The conclusion was that these changes will actually increase service levels in these areas. He agreed that there are concerns on Crawford Street and Zion Avenue. Once the service changes have been implemented, they will reassess the issues. He pledged to do that through both the City of San Diego and SANDAG.

Councilmember Jerry Rindone (Chula Vista) said that MTS has committed to the Comprehensive Operational Analysis (COA) that indicates these service changes will increase transit usage. If anything proves different from that, we will make appropriate adjustments.

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

This item summarizes the actions taken by the Borders Committee on June 23, 2006, the Transportation and Regional Planning Committees on July 7, 2006, the Executive Committee on July 14, 2006, and the Transportation and Public Safety Committees on July 21, 2006.

Action: Upon a motion by Vice Mayor Morrison and a second by Councilmember Madaffer, the SANDAG Board approved Agenda Item No. 3, Actions from Policy Advisory Committees. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Vista.

**CONSENT ITEMS (4 through 10)**

4. **REVIEW OF BOARD POLICY NO. 018: REGIONAL TRANSIT SERVICE PLANNING AND IMPLEMENTATION\* (APPROVE)**

In June 2003, SANDAG adopted Board Policy No. 018: Regional Transit Service Planning and Implementation, which defines the transit service planning and implementation responsibilities of SANDAG and the two transit operators. The policy requires periodic reviews to reflect any changes to transit service planning responsibilities and processes. In spring 2006, a review of Policy No. 018 was conducted by staff, and several changes to the policy are proposed. On July 7, 2006, the Transportation Committee recommended that the SANDAG Board of Directors approve proposed revisions to Policy No. 018, which include: (1) clarification of the roles and responsibilities for preparation of service and operating plans for *TransNet* projects; (2) allocation of responsibilities for federal Title VI reporting; (3) deletion of references to regional fare setting; (4) inclusion of new planning requirements from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and (5) a requirement to conduct the next review of Policy No. 018 in fall 2007.

5. **PROCESS FOR REVIEW BY SANDAG OF PROPOSED PROJECTS IN ADJOINING COUNTIES (APPROVE)**

The Borders Committee recommends that the SANDAG Board of Directors approve the process set forth in this report for SANDAG to review and comment on regionally significant projects in adjoining counties.

6. ESTABLISHING A SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (APPROVE)

In 1979, SANDAG created the Subcommittee for Accessible Transit (SCAT) in response to federal requirements and increased local interest in accessibility issues for seniors and persons with disabilities. Changes in state law indicate that SANDAG should restructure SCAT to better meet state mandates and guidelines. On July 21, 2006, the Transportation Committee recommended that the Board of Directors: (1) create a new Social Services Transportation Advisory Council (SSTAC) to replace SCAT; (2) approve the SSTAC membership structure and initial members; (3) recognize the Transportation Committee's authority to appoint all future members of SSTAC, consistent with the membership structure outlined in the report; (4) delegate to SSTAC the role of Local Review Committee for the Section 5310 grant applications; and (5) approve the proposed SSTAC Charter.

7. BIENNIAL REPORT ON COMMITTEES AND WORKING GROUPS (INFORMATION)

As required by SANDAG Board Policy No. 004, this item provides a biennial report on the status of all standing and ad hoc committees and working groups.

8. QUARTERLY INVESTMENT REPORT-PERIOD ENDING JUNE 30, 2006\* (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 June 30, 2006.

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

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 May 2006.

10. STATUS REPORT ON SDG&E's PROPOSED SUNRISE POWERLINK TRANSMISSION LINE (INFORMATION)

In April, the Board of Directors requested that the Energy Working Group (EWG) make a recommendation to the Board on San Diego Gas & Electric Company's (SDG&E's) proposed Sunrise Powerlink, a 500-kilovolt transmission line running through the eastern portion of the County to the City of San Diego. The California Public Utilities Commission has scheduled a pre-hearing conference in the San Diego region in mid-September, after which the scope and schedule for determining the need for the project will be outlined. The EWG is planning to devote its August meeting to discuss the project and will outline the information that would be required from SDG&E for the EWG to make an informed recommendation to the Board. The purpose of this report is to outline the schedule for bringing the EWG's recommendation to the Board.

Action: Upon a motion by Councilmember Patricia McCoy (Imperial Beach) and second by First Vice Chair Sessom, the SANDAG Board voted to approve the recommended actions contained in Consent Item Nos. 4 through 10. Yes – 18. No – 0. Abstain – 0. Absent – Vista.

## CHAIR'S REPORT

### 11. RIDESHARE WEEK – OCTOBER 2-6, 2006 (APPROVE)

Chair Mickey Cafagna (Poway) stated that traffic congestion is a big concern for San Diego region commuters and employers. Our RideLink team works with employers and commuters to promote innovative options for getting to work or school. The RideLink program will be celebrating Rideshare Week from October 2-6, 2006. During this week, RideLink will be promoting carpools, vanpools, riding transit, biking, walking, and telework options. The SANDAG Board has been asked to proclaim October 2-6, 2006, as Rideshare Week in the San Diego region. Your jurisdictions also can make the commitment to Rideshare Week. We've included a sample proclamation that you may take back to your council or board to get approved.

Action: Upon a motion by Councilmember Jack Dale (Santee) and a second by First Vice Chair Sessom, the SANDAG Board approved Resolution No. 2007-06, proclaiming the week of October 2-6, 2006, as Rideshare Week and encouraged member agencies to approve similar proclamations. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Imperial Beach, National City.

## REPORTS (12 through 17)

### 12. PUBLIC HEARING: FINAL 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM\* (APPROVE)

Chair Cafagna indicated that a "blue sheet" had been distributed on this item. He said that this is the time and place set for a public hearing concerning the 2006 Regional Transportation Improvement Program (RTIP). The staff report will be heard first, and then questions from the Board will be taken. After the staff report and any questions, we will take public comments and then comments from Board members.

Sookyung Kim, Financial Programming Manager, reported that the RTIP is a \$6 billion, five-year program of major highway, transit, arterial, and nonmotorized projects funded by federal, state, *TransNet* local sales tax, and other local funding sources from FY 2007 to FY 2011. As required by federal regulations, SANDAG conducted an air quality conformity analysis of all regionally significant, capacity-increasing projects in the 2006 RTIP. The analysis demonstrates that the 2006 RTIP meets the air quality conformity requirements. At its May 19, 2006, meeting, the Transportation Committee accepted the draft RTIP and scheduled a public hearing on June 16, 2006; there were no public comments at that meeting. At the June 23, 2006, Board of Directors meeting, the Board delayed action to enable four jurisdictions to hold a public hearing and approve their local RTIP projects prior to final SANDAG Board action. However, while the City of San Diego's budget ordinance is in compliance with the *TransNet* Ordinance, it is inconsistent with Board Policy No. 031, which requires the local jurisdiction to include a clause agreeing to hold harmless and defend the San Diego County Regional Transportation Commission against challenges related to local *TransNet*-funded projects. Staff is hereby recommending that the Board grant the City of San Diego a 60-day waiver to this policy and require that the City of San Diego submit a resolution with the required "Local Agency Hold Harmless Agreements" within 60 days.

Ms. Kim stated that a public hearing notice was published in newspapers of general circulation.

Councilmember Madaffer expressed support for staff's recommendations and apologized for the City of San Diego not having its legal work completed in a timely manner. He will endeavor to make sure this is docketed for the San Diego City Council within the next 60 days.

Chair Cafagna opened the public hearing at 8:30 a.m.

Duncan McFetridge, Chairman of Save Our Forests and Ranchlands (SOFAR), said that they are deeply committed to containing urban sprawl. The debate between transit and highway building is critical for determining a pattern to achieve sustainable growth in San Diego County. He stated that the item before the Board for action will fund road building over transit at a 3-to-1 ratio. He stated that the Board needs to make a new priority for transit. Unless we invest in transit, we won't have high density and walkable communities. He wondered if we will ever get a handle on real mobility in this area related to air quality, traffic congestion, and affordable housing.

Mr. McFetridge noted that 60-70 percent of San Diego County's highways are filled within two years of completion. Transit uses less energy and reduces congestion. With regard to land consumption, if you build high density projects that are dependent on transit, then you should invest in transit.

Theresa Quiroz, a member of the public, complimented staff on their handling of issues that have arisen from this item. Unfortunately when *TransNet* was written we didn't realize we needed to make policies so that the City of San Diego will abide by the rules. The City of San Diego has found a legal loophole to the public hearing requirement. She felt that everyone should be held to the same standard. The City of San Diego has stated that it will remove the Fox Canyon Road from the RTIP project listing. This project is still in the RTIP and needs to be removed before SANDAG acts. She supported approving the waiver for the City of San Diego but cautioned that the process next year should be better followed.

John Stump, representing Friends of Fox Canyon, expressed his appreciation to Councilmember Madaffer's compromise on resolving the Fox Canyon matter. He asked that the Board remove project SD 138 (Fox Canyon) from the list of projects.

Chair Cafagna closed the public hearing at 8:46 a.m.

Councilmember Rindone said that what we have is an illustration of the challenges that we all face in our communities. He concurred publicly with the concerns stated by the speakers in regard to trying to enhance transit rather than roads. The MTS COA showed the dramatic need for transit and for additional transit services in the future. We should craft funding proposals that place a top priority on transit. He noted that Los Angeles has a 1 percent sales tax dedicated for transit. We only have one-third of one percent of sales tax in San Diego County. We have the smallest amount of sales tax committed for transit. We need to gather support for future funding for transit. Traffic congestion knows no boundaries or geographic differences. We need to do a better job and get the commitment to provide that funding in the future.

Chair Cafagna stated that all of our major transportation highway projects include Managed Lanes, which will be dedicated for use by public transit and other high-occupancy vehicles (HOVs). He asked Mr. Gallegos to talk about the Fox Canyon issue as it relates to the SANDAG Board responsibilities.

Gary Gallegos, Executive Director, said that the local jurisdictions through a public process bring a list of projects to include in the RTIP. SANDAG then incorporates each jurisdiction's project list into the RTIP. The RTIP is updated every two years and is amended on at least a quarterly basis.

Pedro Orso-Delgado, Caltrans District 11 Director, stated that the slide shown by Mr. McFetridge was of an incident at the U.S.-Mexico border when Interstate 5 was completely closed to traffic. This illustrates that when one leg of the system fails, the whole system fails. We are not building just new freeways; we are building Managed Lanes. We are trying to figure out a balanced approach and improve regional arterial road and highway connections to provide a good grid for bus rapid transit (BRT) service to work. There will be direct access ramps to and from the Managed Lanes to move the buses in and out quickly. We are on the verge of finishing up work on Interstate 15.

Councilmember Madaffer thanked Councilmember Rindone for his comments. When we conducted a focus group and polling in 2004 for the *TransNet* Extension, the results showed that if the measure was tilted toward transit, the measure would fail. *TransNet* passed by the slimmest of margins. It was a difficult situation. He agreed with the priorities, but the people of San Diego County, through the ballot box, do not agree. With regard to smart growth, the Grantville Trolley Station is an excellent opportunity, and he hoped the County of San Diego would drop its lawsuit regarding the Grantville redevelopment area. With respect to Fox Canyon, while it is listed in the RTIP today, he stated his intention to remove the project as part of a future amendment to the RTIP; this would come through a future action by the City of San Diego.

Supervisor Bill Horn (County of San Diego) said that the County would not be dropping its Grantville lawsuit.

Councilmember Dave Druker (Del Mar) said that, unfortunately, the Managed Lanes, as currently under development, would not provide for true BRT. The Managed Lanes will be used by transit, carpools, and paying single-occupant vehicle users. He stated that we need to have dedicated bus-only lanes. SANDAG needs to move the San Diego region toward transit. We need to come up with incredible plans for transit in San Diego County.

Deputy Mayor Shari Mackin (Oceanside) stated that no public hearing was held in north San Diego County on the State Route (SR) 241 toll road by the Orange County Transportation Corridor Agency (TCA) (page 60 of the RTIP). She wondered why we didn't have more input on this project, which has pending litigation.

Mr. Gallegos explained that this RTIP process doesn't start from scratch, it is updated every two years. Projects carry over and you can add new projects and/or amend existing ones. The SR 241 project is not new. TCA is managing this project, and only the last mile or so is in San Diego County. The TCA has adopted an Environmental Impact Report (EIR) and is going through the project development process. The road complies with all of the relevant requirements.

Councilmember Kellejian noted that in Agenda Item No. 5 on today's Consent Agenda the Board approved a process for reviewing proposed projects in adjoining counties. The Borders Committee would now be taking this important review process on.

Vice Mayor Morrison said that the Plaza Boulevard Widening project was a project that was in the RTIP a number of years ago, and \$12 million was allocated for environmental, preconstruction, and construction phases. There was no way we could get those aspects completed within the required timing so we sent \$9 million back to SANDAG, and it was redistributed to other jurisdictions for other Regional Arterial System projects. We are now at a point where we need the funds to complete this project. His concern is that there doesn't appear to be funding for this project, and he would like to make sure it is eventually completed.

Deputy Mayor Mackin noted that Agenda Item No. 5 discusses projects outside San Diego County. To clarify, SR 241 is not entirely outside the County. She appreciated the fact that the Board will be looking around our borders.

Mayor Art Madrid (La Mesa) said that we need to think locally but act regionally. It concerns him that there was not a single hearing in San Diego County on SR 241. He made a substitute motion to bifurcate the action on SR 241 from the action on the remainder of the RTIP. Councilmember McCoy seconded this substitute motion.

Councilmember Rindone said that in reviewing the details on this item, he has potential conflict with project CHV21 (North Fourth Avenue Construction), and he will abstain from the vote.

John Kirk, Deputy General Counsel, clarified that if the project is separated from the rest of the Board's action on the RTIP, then Councilmember Rindone could abstain from voting on that particular item; however, if the RTIP goes forward as a whole, then he would need to abstain from voting on the whole item.

Ms. Kim stated that SR 241 is a capacity-increasing project that went through the regional air quality conformity analysis. If we delete this project, we would have to redetermine air quality conformity, which requires another 30- to 60- day notice. The project also is in the Regional Transportation Plan (RTP), and therefore its removal would be inconsistent with the RTP. This would result in a State Transportation Improvement Program (STIP) lapse meaning no project in the region could move forward.

Mayor Madrid said that his intent for bifurcation was to discuss SR 241 further. He did not intend his substitute motion to delay the approval of the RTIP.

Mr. Gallegos added that if Board approves the RTIP today, it can come back and amend it, as needed.

Councilmember Madaffer said that in the spirit of compromise, we need to have more dialogue with the TCA staff in charge of SR 241. He asked if it would be acceptable to approve the entire RTIP and then have staff follow up with TCA to discuss SR 241 issues in San Diego County. If the results of the discussion are not acceptable, we can amend the RTIP in the future.

Councilmember McCoy said that we need to go through the new review process just approved.

Mayor Madrid and Councilmember McCoy withdrew the substitute motion and second.

Deputy Mayor Mackin asked about the time frame to amend the RTIP. Mr. Gallegos responded that amendments are made quarterly. The approval of the 2006 RTIP today is critical to meet the federal and state deadlines. Our next opportunity to amend the RTIP would be in October.

First Vice Chair Sessom said this is not the first time that SR 241 has been discussed by the Board. She thought an historical recap would be helpful the next time the issue is brought up.

Mayor Christy Guerin (Encinitas) said she wanted to clarify that if we delay approval of the RTIP today, we are in jeopardy of losing federal and state dollars.

Chair Cafagna called for the question to approve the recommended action.

Action: Upon a motion by Councilmember Madaffer and a second by Second Vice Chair Holt Pfeiler, the SANDAG Board approved Resolution No. 2007-07, adopting the Final 2006 RTIP, including its air quality conformity determination and the air conformity redetermination of the 2030 Revenue Constrained RTP: 2006 Update. The Board also granted the City of San Diego a 60-day waiver on providing a resolution which holds harmless and agrees to defend the San Diego County Regional Transportation Commission against challenges related to *TransNet* projects undertaken by the City of San Diego, as required by Board Policy No. 031. Yes – 18 (weighted vote, 93%). No – 0 (weighted vote, 0%). Abstain – Chula Vista (7%). Absent – None.

### 13. TRANSPORTATION PROJECT BUDGET SHORTFALLS\* (APPROVE)

Councilmember Kellejian said that the Transportation Committee reviewed the cost increases and program augmentations at its June 16, 2006, meeting and recommended approval for funding as outlined in the staff report. The budget needs are not all due to cost increases but rather to meet previous commitments on the Regional Arterial System, to extend the funding for successful programs such as the Regional Rideshare Program, and to add funds to the Intelligent Transportation System (ITS) program to allow operations to begin later this year. One change is related to the SPRINTER project. There are North County Transit District (NCTD) members here today that will address specific questions regarding the SPRINTER. The recommendation would approve nearly \$45 million in new funding for various projects, including SR 56 right-of-way, Regional Rideshare Program augmentation, regional bike trails, ITS operating needs, and El Camino Real.

Jose Nuncio, Senior Engineer, indicated that the total budget needs through FY 2011 are \$579 million. At the Transportation Committee meeting on June 16, 2006, a cost increase of \$45-\$55 million existed for the SPRINTER project. Since that time, a preliminary assessment by the Federal Transit Administration (FTA) noted that additional evaluation is necessary. Subject to that evaluation, we will bring this item back to the Board for additional discussion.

Mr. Nuncio said that the total budget needs through FY 2011 include project cost increases, program extension and growth, and unprogrammed transit agency capital and vehicle replacement needs. He discussed the project budget needs including the increased cost of right-of-way, changes in design, unanticipated regulatory reviews, and program implementation and expansions. The total budget shortfall is \$579 million through FY 2011. The total funding potential available through FY 2011 is \$119 million. Mr. Nuncio went over the sources of available funding.

Mr. Nuncio said that we have followed a prioritized approach for funding these projects: those under construction, those with committed funding, those that are ready to go within one year, and those that are new.

Mr. Nuncio said that staff is recommending that the Board approve allowing NCTD access to the *TransNet* commercial paper (CP) program to meet its cash flow needs for the SPRINTER projects. The recommendation is to allow NCTD to access up to \$10 million of CP to cover its cash flow needs through September 2006. NCTD may request additional CP to cover its cash flow needs beyond September, but it would need to provide a status report on a monthly basis and all CP loans would need to be repaid with interest. He said that staff recommends deferring action on this project's final funding plan.

Mr. Nuncio said that staff also recommends deferring action on the transit capital and vehicle replacement project needs, pending the outcome of the transportation infrastructure bond measure in November 2006.

Mr. Nuncio stated that if the recommendations are approved, there will be \$74.7 million remaining, mostly from the *TransNet* 10 percent set-aside and other *TransNet* projects. These funds could potentially be used to match the infrastructure bond proceeds if the measure is approved in November.

Councilmember Matt Hall (Carlsbad) asked about the priority between the El Camino Real and SR 56 projects. Mr. Nuncio said that El Camino Real is a regional arterial in the process of finalizing its environmental document; the original regional funding commitment for this project was from the 2002 STIP. The original recommendation was to provide El Camino Real with \$6.95 million in funding. However, there is a more urgent need to fully fund the SR 56 right-of-way project costs, since it is a completed project.

Action: Upon a motion by Deputy Mayor Mackin and a second by Vice Mayor Pia Harris-Ebert (San Marcos), the SANDAG Board approved the recommended programming actions contained in Table 4 of this agenda report for the SPRINTER, SR 56, Regional Rideshare Program, Regional Bike Trails, ITS operations, and El Camino Real projects. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – None.

14. KEARNY MESA DIVISION BUS FACILITY ROOF REPAIR PROJECT (APPROVE)

John Haggerty, Design Engineer, reported that since this budget transfer exceeds \$500,000, it needs SANDAG Board approval. This action would transfer \$750,000 to replace the roof at the Kearny Mesa Division (KMD) bus facility. The roof of this facility has reached the end of its useful life. The initial project budget did not assume the full replacement; it only assumed limited repair to the existing roof. Money would come from an existing project, the Imperial Avenue/Kearny Mesa Division (IAD/KMD) Underground Storage Tank Removal

project. In the budget for that project, it was assumed there would be significant contamination, but upon removal of the tanks no contamination was found. He stated that the item would be reviewed by the MTS Board on August 10, 2006, and the SANDAG Board approval is contingent upon the MTS Board's action. The MTS Executive Committee supported this action on August 3, 2006.

Mayor Madrid asked about the life of the new roof. Mr. Haggerty replied that it would be 20 years.

Councilmember Rindone said that the MTS Executive Committee discussed this and was supportive of it. It will go to the full MTS Board next Thursday (August 10, 2006).

Councilmember McCoy asked if these facilities will be retrofitted with solar panels. Mr. Haggerty said that it is not standard to have solar, but we will have to meet state energy efficiency standards.

Councilmember McCoy asked that in future retrofit and new projects, we consider going with solar panel roofing. It should be part of the policy to ensure energy efficient work is carried out. Mr. Haggerty said including solar is not part of the budget for the project. The scope of the project is up to MTS discretion.

MTS Chair Harry Mathis said that we need to re-roof the facility so we don't lose the structure.

Chair Cafagna indicated that he has a real estate interest across the street from this building, so he would abstain from this vote.

Action: Upon a motion by Councilmember Rindone and a second by Councilmember Madaffer, the SANDAG Board approved the increase of \$750,000 to the KMD Roof and Tile Repair Project, increasing the budget from \$403,000 to \$1,153,000, contingent upon the final recommendation of the MTS Board of Directors. The funding would come from the available balance in the IAD/KMD Underground Storage Tank Project. Yes – 15 (weighted vote, 98%). No – 0 (weighted vote, 0%). Abstain – Poway (2%). Absent – Coronado, Encinitas, and Lemon Grove.

#### 15. SUPPORT FOR STATEWIDE INFRASTRUCTURE BOND MEASURES (APPROVE)

Kim Kawada reported that in May the Governor and Legislature finalized a \$37 million bond package for the November 2006 ballot, as shown on page 1 of the staff report. Each measure will be presented as separate ballot propositions. At its July 14, 2006, meeting, the Executive Committee recommended support of all five ballot propositions. These propositions are consistent with the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan (RTP). The Executive Committee hoped that by supporting all five propositions we would recognize the bipartisan effort by the Governor and Legislature to craft a comprehensive infrastructure program for the state. At your place is a handout with the latest polling numbers. Approval numbers are down from the last poll conducted in May 2006, and the transportation bond measure is the only one polling to pass at 54 percent approval. These measures need a simple majority of 50 percent plus one for passage.

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

Brad Barnum, Associated General Contractors (AGC), expressed support for this infrastructure investment and encouraged the Board to support these bond measures. He highlighted Propositions 1A and 1B in particular. He said that approval of Proposition 42 in 2002 showed that local voters want to see money dedicated to transportation projects. In 2004, SANDAG was instrumental in passing Proposition A and that received a 67 percent approval. Now this year with Proposition 1A, voters should support this to protect the dedication of the sales tax on gasoline to transportation projects. With Proposition 1B, voters should see that the transportation projects are being completed. On behalf of the AGC, he strongly encouraged the Board to support these measures.

Jim Schmidt, a member of the public, echoed what Mr. Barnum said. When he went to Sacramento in January 1967, he discovered that the State of California had borrowed from the highway funds for general fund purposes. He suggested that we ask the two candidates for Governor for a commitment not to borrow from the state highway fund. He agreed with supporting Proposition 1B. Proposition 1C would help address the housing affordability problem that is not going to go away. He supported all five of the measures.

Tom Scott, San Diego Housing Federation, said that they support all five of the bond proposals. Proposition 1C would provide an affordable housing trust fund. This will provide funding for housing in cities and for smart growth development focused around housing. He stated that the private campaign also conducted a poll wherein the voters read the existing ballot title and a summary of the bond measure. The results of that poll showed 64 percent in approval of Proposition 1C.

Clive Richard, a member of the public, expressed support of Proposition 1A. He supported Proposition 42 in 2002, and he is hoping this time that the Governor and State Legislature will recognize that the people of this state are serious about not wanting this money touched for other purposes. He had no opposition to the other bond measures.

Supervisor Horn stated that the County of San Diego just debated these issues and has wholeheartedly supported Proposition 1A, but delayed positions on the remaining bond measures, so he will abstain from this vote.

Marilyn Dailey, San Diego County Water Authority, asked if this action considered the bond measures individually or as a group. Mr. Gallegos replied that they will be acted on as a group.

Action: Upon a motion by Vice Mayor Harris-Ebert and a second by Councilmember Rindone, the SANDAG Board approved Resolutions Nos. 2007-01, 2007-02, 2007-03, 2007-04, and 2007-05, in support of Propositions 1A, 1B, 1C, 1D, and 1E on the November 2006 ballot. Yes – 18 (weighted vote, 84%). No – 0 (weighted vote, 0%). Abstain – County of San Diego (16%). Absent – None.

Mayor Madrid commented that another measure on the November 2006 ballot, Proposition 90, will destroy local land use authority.

16. THE 2006 SAN DIEGO REGIONAL TRIBAL SUMMIT REPORT AND NEXT STEPS (APPROVE)

Councilmember McCoy reported that the Borders Committee is bringing forward the report of the regional Tribal Summit held earlier this year and suggested next steps for collaborative action. She introduced Chairman Robert Smith, Chair of the Southern California Tribal Chairmen's Association (SCTCA) and the Pala Band of Mission Indians; Lee Acebedo, newly appointed alternate for the SCTCA on the Borders Committee and the Chair of the Jamul Village: a Kumeyaay Nation; and Denis Turner, Executive Director of SCTC. She asked for approval of the next steps for collaboration with tribal nations outlined in Attachment 1 of the staff report.

Councilmember McCoy stated that the 2006 Tribal Summit was an important diplomatic milestone. This mechanism for government-to-government relations will be measured through the region's ability to follow through on the next steps in a meaningful way. She reviewed the main issues from the Tribal Summit. The Summit Agenda contained three principal components. First, tribal leaders introduced their nations and highlighted key issues of concern to them. Second, the SANDAG Board and elected tribal leaders discussed transportation issues and prioritized strategies for further action. Third, the SANDAG Board, tribal leaders, and the rest of the audience participated in breakout sessions on other regional policy issues. She said that a number of issues were raised including tribal sovereignty, tribes are part of the region, tribal governments have shared issues with local governments, governance process, adherence to new laws such as Senate Bill (SB) 18, a willingness to pay a fair share, and fair representation.

Councilmember McCoy said that the second part of the Summit focused on transportation issues. The elected officials prioritized a list of 14 strategies generated from a previous joint workshop between tribal transportation managers and various public agency planning staff. The third part of the agenda involved policy breakout sessions on energy, environment, and public safety to discuss opportunities for collaboration.

Jane Clough-Riquelme, Regional Planner, reviewed the transportation polling results from the Summit. The top five strategies identified were: (1) tribal governments should be a voting member of SANDAG; (2) the Indian Reservation Roads inventory should be updated; (3) tribal governments could be advocates for new transportation funding in the region; (4) leverage funding for transportation projects; and (5) conduct more tribal-related corridor studies.

Councilmember McCoy said that the Borders Committee recommended next steps based on areas of mutual concern and in which SANDAG has a policy level responsibility. The Borders Committee recommends that SANDAG partner with intertribal organizations such as the SCTCA and the Reservation Transportation Authority (RTA) to pursue these next steps. Working through the SANDAG Executive Committee, we should examine and evaluate the options for tribal representation on the SANDAG Board and/or Policy Advisory Committees (PACs), and develop a collaborative legislative agenda.

The Borders Committee will continue to strengthen effective communication and coordination with tribal governments and review the outcomes of the policy breakouts and identify next steps. In addition, the Borders Committee recommends the formation of an interagency Technical Working Group on Tribal Transportation which would serve as a

regular venue for tribal governments and area agencies to develop a collaborative agenda on transportation-specific activities and exchange information.

Chairman Smith said that the SCTCA is in agreement with the next steps. He had a recent meeting with Senator Pro Tem Don Perata on transportation issues. Tribal governments have direct relations with the federal government and make land use decisions. Tribal representation at the Borders Committee was a first step to initiate communication between SANDAG and the tribal communities. This has been helpful to understand how SANDAG works. We requested a year ago to begin to negotiate for representation on SANDAG. Despite no advances, the tribes co-sponsored the Tribal Summit. Chairman Smith agreed with Councilmember McCoy that the Summit was a significant diplomatic event based on government-to-government relations but that more needs to be done and more quickly. Unlike other agencies from outside the San Diego region that have advisory seats on the Board, the tribes are part of this region. He read a portion of SB 1703, Chapter 743, which states that the SANDAG Board may appoint advisory members to the Board, but advisory members are not allowed to vote. He stated that the SCTCA comes to SANDAG as an intertribal council of the tribes in this region and demands the respect we are due. The SCTCA is requesting to have its leadership meet within the next 30 days with SANDAG leadership regarding the development of a Memorandum of Understanding (MOU) between the SCTCA and SANDAG with responsibilities, timelines, and resources based on the next steps in this report. We should start with the issue of representation. The SCTCA requested that a task force be formed to develop options of tribal representation—whether voting or advisory—that each of our Boards can consider. If it doesn't happen, the SCTCA will pursue this through our state legislators. Chairman Smith stated that he was confident this wouldn't be necessary as SANDAG is an organization with vision.

Chair Cafagna said we did have a great summit. We came out of there with respect for the tribes, and we are looking forward to a way to better communicate and for the tribes to participate with us. That is a goal of this Board.

Action: Upon a motion by Deputy Mayor Mackin and a second by Councilmember Monroe, the SANDAG Board approved the suggested next steps from the March 2006 Tribal Summit, including: (1) working with Tribal Nations on tribal representation and a collaborative legislative agenda; (2) creating an interagency technical working group on tribal transportation; and (3) reviewing outcomes from the policy breakout sessions. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – None.

17. *TransNet DASHBOARD AND WEB PAGES (INFORMATION)*

Richard Chavez, Principal Engineer, reported that progress continues on transportation projects around the region, in large part the result of *TransNet*. In order to keep faith with voters, we have worked with California Department of Transportation (Caltrans), the Independent Taxpayers Oversight Committee (ITOC), and our consultants, PBS&J, to create a Dashboard Web site and project Web pages. He reviewed the budget, schedule, and expenditure information for the *TransNet* Early Action Program of projects. This Web site will be housed at [www.keepsandiegomoving.com](http://www.keepsandiegomoving.com), which is owned and operated by SANDAG. He provided a brief overview of the Web site and Web pages. This Web site provides a snapshot of information on several different levels. He described the gauges used to compare work completed versus money spent. He displayed various pages to show the kinds of information provided. This Web site is scheduled to go live on Wednesday,

August 9, 2006. It is a good way to keep faith with the taxpayers and to show them that we are progressing on these projects.

Councilmember Hall asked what advertising has been done to inform citizens about this new Web site. Mr. Chavez said that we issued a press release to notify the media. Mr. Gallegos added that we will be hosting a media day on August 9, 2006. This will be live on the Web, and we can track how many hits we get. After the initial rollout, we can reassess if additional promotional activity is needed.

Mayor Guerin asked if we can make this a link to local jurisdiction Web pages. Mr. Gallegos replied affirmatively.

Action: This item was presented for information.

18. UPCOMING MEETINGS

The regularly scheduled Policy and Business meetings of the SANDAG Board of Directors on August 11, 2006, and August 25, 2006, respectively, have been cancelled. The next regularly scheduled meeting of the Board of Directors Policy meeting is scheduled for Friday, September 8, 2006, at 10 a.m. The next regularly scheduled Board of Directors Business meeting is scheduled for Friday, September 22, 2006, at 9 a.m.

Councilmember Madaffer announced that the Coast Guard is celebrating its 216<sup>th</sup> anniversary. It was formed by Alexander Hamilton in 1690.

19. ADJOURNMENT

The meeting was adjourned at 10:13 a.m.

DGunn/M/DGU

## ATTENDANCE SANDAG BOARD OF DIRECTORS' MEETING AUGUST 4, 2006

JURISDICTION/ ORGANIZATION	NAME	ATTENDING	IN	OUT	COMMENTS
City of Carlsbad	Matt Hall (Member)	Yes			
City of Chula Vista	Jerry Rindone (Alternate)	Yes			
City of Coronado	Phil Monroe (Member)	Yes			
City of Del Mar	David Druker (Alternate)	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	Joe Kellejian (Member)	Yes			
City of Vista	Judy Ritter (Member)	Yes			
County of San Diego	Bill Horn (Member)	Yes			
<b>ADVISORY MEMBERS LISTED BELOW (ATTENDANCE <b>NOT</b> COUNTED FOR QUORUM PURPOSES)</b>					
Caltrans	Pedro Orso-Delgado (Alternate)	Yes			
MTS	Harry Mathis (Member)	Yes			
NCTD	Jerome Stocks (Member)	Yes			
Imperial County	Victor Carrillo (Member)	No			
US Dept. of Defense	CAPT Michael Giorgione (Member)	Yes			
SD Unified Port District	William Hall (Member)	No			
SD County Water Authority	Marilyn Dailey (Member)	Yes			
Baja California/Mexico	Lydia Antonio (Alternate)	Yes			