



BOARD OF DIRECTORS
JUNE 22, 2007

AGENDA ITEM NO. 07-06-1B
ACTION REQUESTED - APPROVE

BOARD OF DIRECTORS DISCUSSION AND ACTIONS
MAY 25, 2007

Chair Mary Sessom (Lemon Grove) called the meeting of the SANDAG Board of Directors to order at 9:10 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Action: Upon a motion by First Vice Chair Lori Holt Pfeiler (Escondido) and a second by Second Vice Chair Jerome Stocks (Encinitas), the SANDAG Board of Directors approved the minutes from the April 27, 2007, meeting. Absent – National City and Santee.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Chuck Lungerhausen, a member of the public, expressed concern about the Governor's proposal to divert public transportation funds for other purposes. This is at a time when *TransNet* funds are expected to be less than anticipated. Public transportation is very important to his life due to his having Multiple Sclerosis.

Chair Sessom said that the American Planning Association (APA) has announced that SANDAG has won several awards for its work on the Regional Comprehensive Plan (RCP), including the "Distinguished Leadership Award," for implementation of the RCP, a "Best Practice Award" for the development of the Smart Growth Concept Map, and the "Social Change and Diversity Award" for our emerging regional government-to-government framework with the local tribal nations. These awards are in addition to those received two years ago on the development of the RCP and for First Vice Chair Pfeiler as a visionary leader.

Chair Sessom also announced that SANDAG staff member Susan Baldwin has been appointed to serve on the Board of Governors of the California Housing Consortium. This consortium deals with affordable housing issues important to advancing housing and community development throughout California.

She congratulated Susan on her appointment and all who were involved in the projects receiving the APA awards.

Mayor Art Madrid (La Mesa) stated that he, San Diego Councilmember Jim Madaffer, and San Diego Council President Scott Peters were in Sacramento for the League of California Cities meeting and legislative action days. They found out there are numerous pieces of legislation dealing with the allocation of infrastructure bond dollars. He also stated that the Legislature is considering reducing local streets and roads funding from Proposition 1B.

Councilmember Jim Madaffer encouraged each individual city to send letters about this situation to Senators Denise Ducheny and Dennis Hollingsworth, who are on the Budget Conference Committee. He said that Senate Bill (SB) 286 is designed to provide the full funding for local streets and roads as the voters intended in Proposition 1B. About \$1 billion will go to counties in the state, which would provide approximately \$70 million to \$80 million to San Diego County. Cities in the state will share \$1 billion, which will provide about \$41 million to the City of San Diego. As proposed in SB 286, the funding would be allocated in two cycles. There is only so much debt capacity in Sacramento and they are trying to spread everything out across the different infrastructure programs; however, by doing so, cities and counties would suffer.

Gary Gallegos, Executive Director, stated that the Governor's budget proposal is \$600 million in funding in this area for FY 2007-2008.

Chair Sessom noted that she and Mr. Gallegos testified recently about this in Sacramento. Our legislative delegation was fairly supportive of our position. We need to continue to have a united front and to remind them of what we need.

Councilmember Phil Monroe (Coronado) stated that he received an e-mail this morning from Catherine Hill of the San Diego Chapter of the League of California Cities on this same issue. He recommended that other Board members read the information provided.

Mr. Gallegos said that diversion of the public transit dollars is another issue. The Governor's proposal is to reduce money that would go to transit. That would cause a challenge for our transit operators, especially when coupled with lower sales tax revenue projections.

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

This item summarizes the actions taken by the Borders Committee on April 27, the Transportation and Regional Planning Committees on May 4, the Executive Committee on May 11, and the Transportation Committee meeting on May 18, 2007.

Action: Upon a motion by First Vice Chair Pfeiler and a second by Second Vice Chair Stocks, 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 – National City.

CONSENT ITEMS (4 through 9)

4. **FY 2008 WEIGHTED VOTING FORMULA (APPROVE)**

On an annual basis, SANDAG is required to recompute the weighted vote of the Board of Directors based on updated population figures. The population figures used for this purpose have been certified by the California Department of Finance. The Board of Directors is asked to approve the FY 2008 weighted voting formula.

5. CALIFORNIA BIODIVERSITY COUNCIL MEETING (INFORMATION)

The California Biodiversity Council (CBC) met on April 11 and 12, 2007, in San Jose to discuss balancing the needs of biodiversity conservation and off-highway vehicle recreation. The CBC is a statewide council established to design a strategy to preserve biological diversity and coordinate implementation of this strategy through regional and local institutions. The CBC holds quarterly meetings around the state to improve coordination among state and federal land management agencies and local interests.

6. QUARTERLY INVESTMENT REPORT – PERIOD ENDING MARCH 31, 2007 (INFORMATION)

State law requires that the Board of Directors be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of March 31, 2007.

7. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS – JANUARY TO MARCH 2007 (INFORMATION)

This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and transportation demand management projects in the SANDAG five-year Regional Transportation Improvement Program for the period January 1 through March 31, 2007.

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

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy), 017 (Delegation of Authority), and 024 (Procurement and Contracting-Construction), this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

9. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (INFORMATION)

Board members will provide brief reports on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting.

Action: Upon a motion by Mayor Mickey Cafagna (Poway) and second by Second Vice Chair Stocks, the SANDAG Board voted to approve Consent Item Nos. 4 through 9. Yes – 18. No – 0. Abstain – 0. Absent – National City.

REPORTS (10 through 15)

10. INTERSTATE 15 INTERREGIONAL PARTNERSHIP: PHASE II FINAL DRAFT REPORT (APPROVE

Imperial Beach Councilmember Patricia McCoy, Borders Committee Chair, said that the framework for the Borders Committee is to establish partnerships with our neighbors and develop planning agendas based on issues of mutual concern. Our interregional partnership with Riverside began in 2001, motivated by a mutual concern regarding the traffic congestion on Interstate 15 (I-15) and the exponential growth of interregional commuters from Riverside to San Diego. The I-15 Interregional Partnership (IRP) efforts were supported first by a grant from the California Department of Housing and Community Development, and our current work is funded by a grant from Caltrans. She introduced SANDAG staff member Jane Clough-Riquelme to provide a report.

Ms. Clough-Riquelme, Associate Planner, stated that this second phase sought to strengthen and expand the scope of the interregional institutional arrangement between SANDAG and the Western Riverside Council of Governments (WRCOG). The emphasis was to extend the interregional planning agenda into the area of economic development through the implementation of an employment cluster study, as well as work together to implement strategies in the areas of transportation and housing. The purpose was to test the capabilities of the two regions to collaborate on major projects affecting both jurisdictions compatible with the principles and framework of the SANDAG RCP and the WRCOG Growth Visioning Plan. Phase II also focused on implementing short-term strategies in all of the policy areas, and laying the foundation for various long-term strategies.

Ms. Clough-Riquelme described the focus of each of these three strategies. For the economic development strategy, the two-county employment cluster study identified recommendations on how to pursue collaborative infrastructure planning and public policy to support the growth of these common clusters. Progress was made on both short- and long-term strategies to better understand the infrastructure needs for transportation improvements to I-15 at the county line. The focus for the housing strategy was to provide a summary of housing and land use programs that could be implemented in the San Diego region and southwestern Riverside County.

Ms. Clough-Riquelme reviewed the recommendations from this study: continue the collaboration through various mechanisms, continue the coordinated efforts in existing programs that are relevant to the objectives of this program, and through a joint effort develop grant proposals to support various aspects of the I-15 IRP, including an interregional transit service plan, economic development coordination, and promotion of workforce housing initiatives.

Councilmember McCoy thanked everyone who worked so hard on this matter. She said that our work was highlighted in an article in the *Los Angeles Times*. WRCOG and SANDAG were lauded for thinking ahead about the conditions on I-15 and creating long-term solutions through collaboration. She said that our collaborative approach to these interregional issues is essential. She thanked staff for their efforts.

Action: Upon a motion by First Vice Chair Pfeiler and a second by Mayor Lesa Heebner (Solana Beach), the SANDAG Board approved the I-15 Interregional Partnership Phase II Final Draft Report. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – National City.

11. CORRIDOR MOBILITY IMPROVEMENT ACCOUNT-RELATED AMENDMENT TO THE *TransNet* EARLY ACTION PROGRAM (APPROVE)

Councilmember Madaffer stated that the Transportation Committee has reviewed staff proposals to amend the *TransNet* Early Action Program (EAP). This amendment reflects the recent adoption of the Corridor Mobility Improvement Account (CMIA) by the California Transportation Commission (CTC). The CMIA added about \$450 million for transportation projects in the region, but only because projects were ready to go. This amendment adds these funds to the *TransNet* Plan of Finance, leverages the *TransNet* funds, and will bring us closer with the 50/50 balance the region is striving to achieve to fully fund the *TransNet* program. The Transportation Committee urges your approval of this action.

Jose Nuncio, Senior Engineer/Financial Programming, reported that the state transportation infrastructure bond measure (Proposition 1B) created several new programs offering the potential for matching funds for projects in the *TransNet* EAP. The implementation of these programs will take place incrementally over the next year or so as program-specific guidelines and procedures are developed at the state level. The key funding program currently underway is the \$4.5 billion CMIA. The adoption of the CMIA program identifies funds that will provide a significant boost of non-*TransNet* funding to major transportation corridors included in the *TransNet* Ordinance. These CMIA funds, however, can only be programmed for construction. The cost of initial environmental and design phases must be paid for with other sources.

The I-15 Managed Lanes South Segment from State Route (SR) 56 to SR 163 received \$350 million, and the I-5 project received \$82 million. This funding for the I-5 corridor, when combined with previously programmed *TransNet* and Transportation Congestion Relief Program (TRCP) funds, will extend the high-occupancy-vehicle (HOV) lanes north to Manchester and south via I-805 to Carroll Canyon Road. The I-805 project received \$19 million [through the State Highway Operation & Protection Program (SHOPP)] for two auxiliary lanes on southbound I-805 from the SR 54 interchange to E Street in Chula Vista. This CMIA funding, together with previous monies, fully funds the I-15 Managed Lanes (South) project. However, a program amendment to the EAP is necessary to proceed with the remaining two projects.

The I-805 HOV project was initially included in the *TransNet* EAP as part of the larger I-805 corridor environmental phase extending from the I-5/I-805 merge to the South Bay. The design, right-of-way, and construction phases were not included in the scope for the initial project. However, in order for Caltrans to complete the environmental and design work specific to this CMIA-funded project, additional funds are required. It is proposed to use \$8.3 million in *TransNet* funds to supplement the \$11.7 million in City of San Diego funds to ensure that Caltrans can proceed without delay on development of this project. If this amendment is approved, construction on the HOV lanes in the corridor can begin by March 2010.

The I-805 project from SR 54 to E Street was identified by Caltrans to be funded by the SHOPP program. While not technically part of the CMIA program, the project was funded as a result of the CMIA project selection process. Only the southbound lanes of I-805 are included in this Caltrans-funded project. Staff recommends adding the design, right-of-way, and construction phases of the I-805 segment between SR 54 and E Street to the *TransNet* EAP to capture the effort already underway by Caltrans.

The impact of adding these two projects to the *TransNet* Plan of Finance is minimal in the near term and improves the balance of *TransNet* versus other funding sources. An additional demand of \$8.3 million in *TransNet* funds would be placed on the overall program that would leverage an additional \$93.7 million in state and local funds for the I-805/Carroll Canyon Road project and an additional \$19 million for the I-805 project from SR 54 to E Street.

Mr. Nuncio stated that if the Board approves this action, that approval will be reflected in a future Regional Transportation Improvement Program (RTIP) amendment. He noted that the CMIA program has very strict project delivery timelines.

Councilmember Toni Atkins (City of San Diego) thanked everyone for making this happen. She asked about the impact of using this additional \$8.3 million in *TransNet* funds. Mr. Nuncio replied that all EAP projects will continue with existing schedules; there is no impact in terms of funding.

Councilmember Atkins said she didn't understand how can you can move \$8.3 million and have no impact. Mr. Gallegos stated that the sales tax measure doesn't kick in until 2008. The Board's prior actions on the financing of the *TransNet* EAP allow us to borrow against those future *TransNet* funds. If we chose to advance all of these projects without outside funding, we would have to borrow more. For the I-15 project, instead of borrowing \$350 million, we got CMIA funding from the state, so we have less need to borrow. The more outside funding we receive, the less *TransNet* we will need to borrow, and the more we will be able to advance other EAP projects like improvements to the Blue Line and Green Line Trolley.

Action: Upon a motion by Mayor Heebner and a second by Mayor Cafagna, the SANDAG Board approved amending the *TransNet* EAP to include the design, right-of-way, and construction phases of the following two projects: I-805 from Carroll Canyon Road to the I-5/I-805 merge in the Sorrento Valley area of San Diego, and I-805 from the SR 54 interchange to the E Street interchange in Chula Vista. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – National City.

12. 2007 REGIONAL TRANSPORTATION PLAN ENVIRONMENTAL IMPACT REPORT – ALTERNATIVES ANALYSIS/SETTLEMENT AGREEMENT AMENDMENT (APPROVE)

Rob Rundle, Principal Planner, reported that in July 2003 SANDAG entered into a settlement agreement with Save Our Forests and Ranchlands (SOFAR) in order to avoid costly and time-consuming litigation related to the adoption of the 2003 Regional Transportation Plan (RTP), MOBILITY 2030. The terms of that settlement agreement required that the next time the RTP was prepared, SANDAG would analyze in the Environmental Impact Report (EIR) an alternative that deletes certain highway segment improvements and instead uses those

funds for additional transit services. Staff has been talking with SOFAR about that alternative and has worked with them to develop a new alternative that more closely matches what is in the draft 2007 RTP. The new SOFAR alternative would take the Revenue Constrained alternative as the baseline, would include the additional investments in goods movement, toll facilities, and \$2 billion for local streets and roads, and then would direct an additional \$10 billion to transit facilities in the Urban Core area. This Urban Core area is generally between the Green and Orange Trolley Lines and the portion of the Blue Line extending to National City. In the EIR being prepared for the 2007 RTP, we are required by the California Environmental Quality Act (CEQA) to analyze several alternatives. The Transportation Committee discussed this on May 18. Since that time, we have mutually agreed with SOFAR to what was agreed at the Transportation Committee last week. Board action would approve the amendment to the settlement agreement.

Councilmember Crystal Crawford (Del Mar) noted that we have a "blue sheet" on this item and asked if the changes were a result of the final discussions with SOFAR. Mr. Rundle replied affirmatively. We are encouraging SOFAR to provide input earlier in the process, and added the language that the analysis of this new alternative shall be discussed as part of the 2007 RTP EIR.

Chair Sessom noted there are three requests to speak on this item but they have agreed to combine their time for a presentation.

Duncan McFetridge, SOFAR, thanked staff for considering this new alternative. He said that two things have changed since 2003. We have just negotiated on a state-of-the-art downtown transit plan of five square miles as part of a successful revitalization effort by the Centre City Development Corporation (CCDC). In addition to that, SANDAG has been a recipient of a report by the Independent Transit Planning Review that suggested a "transit first" policy of putting the majority of transportation funding into public transit. He said that we won't get out of our cars unless we build a good transit system. We should be building transit-based communities. We have an example of this in downtown San Diego. He stated that we can meet all of our housing needs resulting from growth in the next 30 years with transit-based development. There also should be transit spokes out into the region. The new alternative focuses transit improvements in roughly 40 square miles of older urban areas, which are prime targets for revitalization and in desperate need of infrastructure improvements.

Mr. McFetridge said that if we go with the highway first program, here is what we will lose. Your growth plan means a million more people resulting in at least a million more cars. The RTP will have to account for that with an additional 40 square miles of asphalt for parking alone. Older San Diego and transit-based communities would not receive needed infrastructure. We hope our alternative will give us a trolley ring, just like downtown San Diego, with higher density, and improved infrastructure. He said that SANDAG is responsible for planning for the future. The RTP assumes no changes in land use or in future energy supplies. A survey taken in San Diego County recommended four points: reduce corruption in government, build a superior public transit system, make an all-out effort to build more low-income housing, and establish growth boundaries that discourage further development.

Action: Upon a motion by Councilmember Atkins and a second by Councilmember Crawford, the SANDAG Board approved the execution of an amendment to the settlement agreement between SANDAG and SOFAR. As a result of this approval, an alternative known as the "Transit Emphasis Urban Core Alternative" would be analyzed in the 2007 RTP EIR. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – None.

13. SENATE BILL 10: AIRPORT AUTHORITY REFORM ACT OF 2007 (DISCUSSION/POSSIBLE ACTION)

Kim Kawada, Policy and Legislative Affairs Program Manager, reported that the Executive Committee has discussed SB 10 twice. She said that staff is not recommending any action by the Board at this time. The proposed amendments to SB 10 are not yet available in print from Legislative Counsel. In its current form, SB 10 would reassign the airport land use compatibility planning responsibilities back to SANDAG. Subsequent discussions have recommended leaving this responsibility with the Airport Authority.

Also under the current form of SB 10, SANDAG would be assigned responsibility to prepare a long-range regional aviation systems plan in consultation with the Airport Authority and others. There is general concurrence that the components of the new plan and its coordination with existing plans prepared by SANDAG and other agencies needs to be better defined. The new plan also should be developed under a partnership between the Airport Authority, SANDAG, and key stakeholders. It is proposed that the Airport Authority develop a regional aviation strategic plan that evaluates aviation/air service needs. The Authority would submit that plan to SANDAG for incorporation into a comprehensive airports multimodal accessibility plan (AMAP) that integrates the aviation and ground access needs for the region. Staff expects that the first AMAP could be done within a four- to five-year period. We would negotiate the planning responsibilities between the Airport Authority and SANDAG through a memorandum of agreement. In addition, any future updates to the Airport Land Use Compatibility Plans would come to SANDAG for a compatibility review.

The third portion of SB 10 deals with the governance structure of the Airport Authority. The current bill proposes a seven-member board. As discussed, Senator Kehoe is amenable to enlarging the Authority Board to ensure that the four subregions are represented on it (North County Coastal, North County Inland, East County, and South County). The City of San Diego would have three representatives, and the County of San Diego would have two representatives. This would result in a nine-member board whose members would have staggered terms. Representatives could be either elected officials or residents of those areas.

Ms. Kawada noted that SB 10 has passed out of the State Senate and will go on to the Assembly. Senator Kehoe's staff has indicated they would like to submit proposed amendments to Legislative Counsel later this month or in early June. When the actual amendments are in print, we will bring an item to the Executive Committee and Board for potential action.

Mayor Jim Desmond (San Marcos) commended staff for working with the Airport Authority to move forward with these modifications. It is a good step in the right direction, especially

with the checks and balances. The Airport Authority has actually taken a position to oppose SB 10 without modifications. Once modifications are in place, they will look at it again. He noted that the Governor's appointment to the Airport Authority Board was being proposed for deletion. He thought the Executive Committee should discuss the impacts of that action. The Governor will need to sign the bill, and we are taking away his appointment. As we move forward, we may be requesting financial help from Sacramento and having that direct line to Sacramento could be beneficial. He said he was happy with the progress being made on this.

Escondido Councilmember Ed Gallo (North County Transit District) spoke in favor of these changes.

Supervisor Roberts agreed with taking no action at this time.

Action: This item was presented for information only.

14. UPCOMING MEETINGS

The next Policy meeting of the Board of Directors is scheduled at 10 a.m. for Friday, June 8, 2007. The next Business meeting of the Board of Directors is scheduled at 9 a.m. for Friday, June 22, 2007.

15. ADJOURNMENT

The meeting was adjourned at 10:00 a.m.

DGunn/M/DGU

ATTENDANCE
SANDAG BOARD OF DIRECTORS' MEETING
MAY 25, 2007

JURISDICTION/ ORGANIZATION	NAME	ATTENDING
City of Carlsbad	Bud Lewis (Alternate)	Yes
City of Chula Vista	Cheryl Cox (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	Jerome Stocks, 2nd Vice Chair (Member)	Yes
City of Escondido	Lori Holt Pfeiler, 1st Vice Chair (Member)	Yes
City of Imperial Beach	Jim Janney (Member)	Yes
City of La Mesa	Art Madrid (Member)	Yes
City of Lemon Grove	Mary Sessom, Chair (Member)	Yes
City of National City	Ron Morrison (Member)	Yes
City of Oceanside	James Wood (Member)	Yes
City of Poway	Mickey Cafagna (Member)	Yes
City of San Diego - A	Jerry Sanders (Member A)	Yes
City of San Diego - B	Toni Atkins (Member B)	Yes
City of San Marcos	Jim Desmond (Member)	Yes
City of Santee	Jack Dale (Member)	Yes
City of Solana Beach	Lesa Heebner (Member)	Yes
City of Vista	Judy Ritter (Member)	Yes
County of San Diego - A	Ron Roberts (Member A)	Yes
County of San Diego - B	Bill Horn (Member B)	Yes
Caltrans	Pedro Orso-Delgado (Alternate)	Yes
MTS	Jerry Rindone (1st Alternate)	Yes
NCTD	Ed Gallo (Member)	Yes
Imperial County	Victor Carrillo (Member)	Yes
US Dept. of Defense	CAPT Steve Wirshing (Alternate)	Yes
SD Unified Port District	Sylvia Rios (Member)	No
SD County Water Authority	Mark Muir (Alternate)	Yes
Baja California/Mexico	Luis Cabrera Cuaron (Member)	No
Southern California Tribal Chairmen's Association	Robert H. Smith (Member)	Yes