



**BOARD OF DIRECTORS  
MAY 23, 2008**

**AGENDA ITEM NO. 08-05-1B  
ACTION REQUESTED - APPROVE**

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**BOARD OF DIRECTORS DISCUSSION AND ACTIONS  
APRIL 25, 2008**

First Vice Chair Lori Holt Pfeiler (Escondido) called the meeting of the SANDAG Board of Directors to order at 9:05 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MARCH 28, 2008, MEETING MINUTES (APPROVE)

Action: Upon a motion by Mayor Jim Wood (Oceanside), and a second by Mayor Jim Desmond (San Marcos), the SANDAG Board of Directors approved the minutes from the March 28, 2008, Business meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Craig Scott, representing the Automobile Club of Southern California, distributed an information piece that was published in the *Westways* magazine. The information piece contains statewide topics and individual county pages. He said that this is part of the Auto Club's ongoing public information program. They also have a Web site called "The Road Ahead." He announced that through the Auto Club's website, members of the public can send e-mails to area elected officials regarding their concerns about transportation issues.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

This item summarizes the actions taken by the Regional Planning Committee on April 4, the Executive Committee on April 11, and the Transportation and Public Safety Committees on April 18, 2008.

Action: Upon a motion by Council President Pro Tem Jim Madaffer (City of San Diego) and second by Mayor Desmond, the SANDAG Board of Directors approved the actions taken by the Policy Advisory Committees at the meetings noted above. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – National City, Santee.

**CONSENT ITEMS (4 through 6)**

4. 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 meeting.

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

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

6. REGIONAL HABITAT MANAGEMENT AND FIRE SAFETY FOLLOW-UP (INFORMATION)

The SANDAG Board of Directors requested that the Environmental Mitigation Program Working Group (EMPWG) host a forum to discuss how the region can better accommodate fire safety zones in areas where the habitat preserve interfaces with urban development. This report summarizes the discussion at the March 11, 2008, forum held by the EMPWG.

Action: Upon a motion by Councilmember Bob Emery (Poway), and a second by Second Vice Chair Jerome Stocks (Encinitas), the SANDAG Board approved Consent Items Nos. 4 through 6. Yes - 17. No - 0. Abstain - 0. Absent – Lemon Grove and National City.

### REPORTS (7 through 15)

7. *TransNet* ENVIRONMENTAL MITIGATION PROGRAM: PROCESS AND CRITERIA FOR FY 2008 LAND MANAGEMENT GRANTS (APPROVE)

Lemon Grove Councilmember Jerry Jones, Chair of the Regional Planning Committee (RPC), stated that the RPC reviewed the proposed process and evaluating criteria to be used for funding land management grants under the *TransNet* Environmental Mitigation Program (EMP) and is recommending approval. In February, the SANDAG Board approved \$2.9 million in *TransNet* EMP funds for land management activities related to improving the regional habitat conservation preserve areas. It also established that the funding be allocated through a competitive grant process similar to that approved by the Board in December 2005 for the first round of land management grants under the *TransNet* EMP. The proposed approach builds off of the process and criteria previously approved by the Board, with refinements to address issues in implementing the program over the last two years. He introduced Keith Greer, Senior Planner, to provide a report.

Mr. Greer stated that the Board allocated *TransNet* EMP funds for land management projects that: (1) reduce existing or emerging invasive species, (2) promote natural recovery of post-burn areas, (3) provide habitat restoration on post-burn and other degraded habitat lands to promote recovery of native species and vegetation communities, and/or (4) control access to managed trails to reduce unintended impacts from recreational use. The Board also established that there would be a call for projects, which would be ranked using eligibility and prioritization criteria. The RPC unanimously recommended that the Board approve the process and criteria as proposed.

Mayor Mark Lewis (El Cajon) asked if there is money to clean up illegal dumping and invasive weed control. Mr. Greer responded that those efforts are eligible activities of the fire recovery component.

Action: Upon a motion by Mayor Wood and second by Councilmember Lesa Heebner (Solana Beach), the SANDAG Board of Directors approved: (1) the proposed process for allocating FY 2008 EMP land management funds; and (2) the proposed criteria for eligible land management activities and rating criteria for considering grant proposals. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – National City.

8. 2006 RTIP AMENDMENT FOR PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUND PROJECTS (APPROVE)

Council President Pro Tem Madaffer announced that the San Diego region is expected to receive \$400 million as part of the Trade Corridor Improvement Fund (TCIF) program of Proposition 1B. Part of the commitment to secure this money is to have appropriate local matching funds to ensure we can meet the California Transportation Commission (CTC) deadlines. The region will be leveraging more than \$1.2 billion for infrastructure projects. He congratulated Executive Director Gary Gallegos and the whole SANDAG team for all of their efforts to obtain this funding.

Jose Nuncio, Senior Engineer/Financial Programming, highlighted additional actions by the CTC to approve \$7 million of other Proposition 1B infrastructure bond funds for the Interstate 805 (I-805) South project and \$16 million for the Santa Margarita Rail project.

Mr. Nuncio stated that the TCIF is an element of Proposition 1B, approved by voters in November 2006. This measure provided \$20 billion in an infrastructure improvement bond measure, including \$2 billion for trade corridor improvement projects. However, due to the strong demand for projects, the CTC expanded the program from \$2 billion to \$3 billion with additional state funding resources identified by Caltrans. The San Diego region received \$400 million. Projects from four different trade corridors in the state were considered.

He reviewed the projects proposed in the San Diego border region: State Route (SR) 905, SR 11/New Border Crossing, Port Access Improvements, Terminal Throughput Improvements, South Rail Line and San Ysidro Yard, and LOSSAN North Rail. He reviewed the TCIF goods movement candidate projects with varying levels of investment. He noted that while we did not include improvements in the LOSSAN rail corridor, the CTC did select a project in that corridor. He described the various funding sources for the candidate projects. A total of \$33.4 million in *TransNet* funds is proposed to be used for the local match for these projects, but he noted there also are funds programmed from other sources.

Mr. Nuncio explained that the proposed use of the additional *TransNet* funds would have a negligible impact on the *TransNet* Plan of Finance. This proposal was reviewed by the Independent Taxpayers Oversight Committee (ITOC), and it recommended approval of this item.

Mr. Nuncio stated that SANDAG processes amendments to the Regional Transportation Improvement Program (RTIP) on a quarterly basis and occasionally more frequently as circumstances arise. The proposed 2006 RTIP Amendment No. 14 would program TCIF projects for which SANDAG is the lead agency and that are in need of *TransNet* as the local match. Staff will continue to work with the lead agencies for SR 11 and the East Otay Mesa

Border Crossing, Port of Access Improvements, and the Port of San Diego Wharf Extension to include them in the upcoming 2008 RTIP update later this summer.

First Vice Chair Pfeiler recognized Dan Wilkens to provide comments.

Dan Wilkens, Executive Vice President of the Port of San Diego, emphasized the collaboration that successfully defended this region against the Ports of Long Beach and Los Angeles in obtaining these funds. He mentioned the efforts of Mr. Gallegos as well as several SANDAG Board members. He said that the Port has identified funding sources for local match purposes. The Port is amending its capital improvement budget and will start environmental review on the projects under its purview. We also are discussing with cargo companies a possible special assessment, looking at a possible partnership with the Federal Maritime Association as funds from this source would be eligible for the local match, and exploring other revenue-generating ideas. In addition, we will be partnering with SANDAG staff on the environmental component of these projects. The Port Board of Commissioners recently passed a Clean Air Action Plan. This is the first plan of its kind to be done by a port in the state. We will integrate that plan with SANDAG. We also are working to outsource certain clean air implementation efforts to the San Diego Air Pollution Control District (APCD), and partnering with APCD and the California Air Resources Board (CARB) on a more efficient cold ironing process for cruise and cargo ships. He thanked Mr. Gallegos for his leadership and help. This demonstrates what we can accomplish by working together.

Supervisor Greg Cox (County of San Diego) said that San Diego, unlike other regions in the state, has a great track record of bringing everyone together and selling the product. He recognized Mr. Gallegos and Pedro Orso-Delgado, Caltrans District 11 Director, for their efforts. He expressed his thanks and appreciation to all of the team members who made this possible.

Mr. Orso-Delgado urged the Board to approve this action so that we can be the first in the state to get the TCIF funds. We are ready to move forward.

Councilmember Matt Hall (Carlsbad) asked if this action will this slow down the I-5 project. Mr. Gallegos responded that it would not.

Mayor Ron Morrison (National City) mentioned the proposed wharf extension project at the National City Marine Terminal. As of last year, 350,000 cars were shipped into National City, and now that number is up to 500,000 and we looking at 750,000 in the future. We don't have transportation facilities and storage facilities to handle such large shipments.

Action: Upon a motion by Supervisor Cox and second by Council President Pro Tem Madaffer, the SANDAG Board of Directors: (1) approved programming of \$33.425 million of *TransNet* funds from the Border Access Improvements and I-5 Corridors within the *TransNet* Major Corridor Improvement Program; and (2) adopted Resolution No. 2008-24, approving Amendment No. 14 to the 2006 RTIP. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

9. INTERSTATE 15 CORRIDOR UPDATE (APPROVE)

Council President Pro Tem Madaffer said that Interstate 15 is a *TransNet* Early Action Project, and more than \$280 million of improvements have been constructed in that corridor to date. By the end of this year, an 8-mile section of Managed Lanes will open in the median of I-15 between SR 56 and Centre City Parkway. Construction has started on the South Segment between SR 163 and SR 56. This segment is funded with \$350 million from the Corridor Mobility Improvement Account bond funds approved by voters as Proposition 1B in November 2006. Construction of the North Segment between Centre City Parkway and SR 78 will start this summer. He introduced Gustavo Dallarda to present a report.

Gustavo Dallarda, I-15 Corridor Director, stated that this corridor is divided into three segments: North, Middle, and South Segments. He focused his comments on the Middle Segment, describing progress made to date and anticipated progress over the next six months. He also reviewed progress made on the South and North Segments, and commented that bids for projects in these segments have been coming in under the Engineer's Estimate. On the North Segment, if we realize project savings, work on the SR 78/Nordahl Bridge will be accelerated.

Mr. Dallarda reviewed cost saving proposals for the Middle Segment, and a recommendation for advancing projects.

Mayor Desmond noted that the Nordahl Bridge will be the main access to a new hospital being built in that area. The cities of Escondido and San Marcos have pledged \$10 million to add an extra freeway lane on SR 78 for this purpose. We would rather see that project happen sooner rather than later.

Second Vice Chair Stocks asked about information contained in a recent article about sound walls on I-15. Mr. Dallarda responded that the information contained in that newspaper article was incorrect. The reality is that no sound barriers have been cut from the budget. State and federal protocol require sound barriers to meet certain conditions; these were identified during the environmental process.

Deputy Mayor Crystal Crawford (Del Mar) asked if we are meeting the mitigation requirements for noise abatement as determined by the environmental work that was conducted for this project. Mr. Dallarda responded affirmatively.

Deputy Mayor Crawford asked if residents have questions or concerns about noise or other environmental impacts, do they have the opportunity to come to Caltrans or SANDAG to ask for clarification. Mr. Dallarda replied that they do.

Deputy Mayor Crawford wanted to know if there is a mechanism for affected residents to take advantage of mitigation measures. Once again, Mr. Dallarda answered in the affirmative.

Councilmember Phil Monroe (Coronado) asked about the noise barriers. Mr. Dallarda said that 18 barriers will be constructed. Some are already up and others will be constructed in the next phase.

Mayor Art Madrid (La Mesa) asked if the model considers increased noise levels from future increases in vehicle miles traveled. Mr. Dallarda responded that the model projects 20 years of traffic and the worst case noise level scenario for freeway traffic. The noise level is worse when there is the maximum number of cars traveling fast on the freeway.

Action: Upon a motion by Councilmember Bob Emery (Poway) and second by Second Vice Chair Stocks, the SANDAG Board of Directors approved a transfer of funds in the amount of \$1.9 million from the I-15 North Segment (CIP No. 1201503) to the I-15 Middle Segment (CIP No. 1201502). The total I-15 Corridor budget would remain unchanged at \$1.3 billion. The transfer of funds will be reflected in the Regional Transportation Improvement Program at the next opportunity. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain - 0 (weighted vote, 0%). Absent - None.

10. Status of *TransNet* MAINTENANCE OF EFFORT AUDITS (APPROVE)

Council President Pro Tem Madaffer indicated that the process of setting the *TransNet* Maintenance of Effort (MOE) levels is complete. Both the Transportation Committee and the ITOC recommend approval of this item.

Lisa Kondrat-Dauphin, Associate Accountant, reported that the MOE level will be subject to adjustment every three years. This MOE for the City of San Diego is the last MOE level to be approved. However, the City of Del Mar wants to look at its base year for a possible adjustment, and pending review, an item may be brought back to the Transportation Committee and Board to additional action on the Del Mar MOE level.

Action: Upon a motion by Council President Pro Tem Madaffer and second by Deputy Mayor Crawford, the SANDAG Board of Directors approved the MOE base level for the City of San Diego. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

11. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM - REVIEW OF FUNDING PROGRAMS SUBMITTED BY JURISDICTIONS (APPROVE)

Council President Pro Tem Madaffer noted that as the *TransNet* Extension begins, it is important that each jurisdiction understand the changes and requirements from the original *TransNet* measure. Part of the *TransNet* Extension is the Regional Transportation Congestion Improvement Program (RTCIP). This program requires each jurisdiction to institute a program to exact a minimum \$2,000 impact fee for each new residential unit. All jurisdictions were required to submit programs to the ITOC by April 1, 2008. The ITOC has approved this action and recommended Board approval. These programs were submitted to the Transportation Committee, and it found that the programs have fulfilled the RTCIP requirements of the *TransNet* Ordinance.

Muggs Stoll, *TransNet* Program Manager, said that on March 31, 2008, the first *TransNet* program ended. In the *TransNet* Extension, new residential development will help pay its fair share for Regional Arterial System (RAS) improvements. It is important to note that the RTCIP is not a SANDAG traffic impact fee. These programs are for and by each jurisdiction. The *TransNet* Extension Ordinance requires that funding programs be submitted by all 19

jurisdictions to ITOC by April 1, and all have complied with that requirement. SANDAG produced a nexus study on behalf of the jurisdictions, but they did not have to use this study. Several jurisdictions developed and used their own nexus study. Jurisdictions could apply this fee to either residential or commercial units. The Ordinance only requires this fee for new residential units. He thanked staff in all jurisdictions for their cooperation in this process.

Mr. Stoll said that there was some question about whether the minimum \$2,000 per unit was to include for inflation costs. The Ordinance language was reviewed by SANDAG General Counsel, and it was determined that the fee was \$2,000 starting in July 1, 2008, and escalation figures would be applied thereafter. The issue of what constitutes residential versus nonresidential was determined by our nexus study consultant as the issuance of a business license for nonresidential units. Several jurisdictions had their own definition of what constituted residential units. There were some minor variations between jurisdictions. In discussing this with our planning department, the vast majority of uses are clear, but there are some grey areas. From our perspective, we would evaluate these items individually to determine if they are on a reasonable basis.

M. Stoll stated that staff requested two things to be submitted to the ITOC by April 1: (1) evidence that each jurisdiction has a program to collect the funds, and (2) that the \$2,000 minimum amount would be committed to the RAS. To comply with the requirement, each jurisdiction will need to demonstrate that it has a program to collect and spend these funds. The ITOC recommended approval of this item. The Transportation Committee accepted that the funding programs fulfill the requirements of the RCTIP. He reviewed the approval process as contained in the Ordinance, which requires a minimum 60-day public notice period before the programs go into effect.

He reviewed the actions from various jurisdictions that have occurred since the Board agenda package was mailed on April 18, 2008.

Mayor Desmond expressed concern that the *TransNet* Extension Ordinance requires the SANDAG Board to approve these submittals. Each submittal was reviewed by staff, and he trusts their analysis. He felt that in the future the SANDAG Board should not be asked to approve other jurisdictions' submittals.

Julie Wiley, General Counsel, said the issue is that the *TransNet* Extension Ordinance uses the terminology "approve." For legal reasons we are using the same terminology. The SANDAG Board is not approving the contents of the program, only that the submittals have complied with RTCIP requirements.

First Vice Chair Pfeiler noted there were several requests to speak on this item.

M.A. Marek, representing an independent regional citizens organization, TRIP (Traffic Relief is Possible), indicated that on April 18 she spoke to the Transportation Committee about the inflation calculus established in the impact fee (nexus) study that was approved by the SANDAG Board a year and a half ago. She read an excerpt from that study on this issue. She said that the figure submitted by most of the 19 jurisdictions was \$2,000 in 2002 dollars. Because there were some questions about this, the Transportation Committee sent the funding submittals report with an "accept" rather than an "approve" recommendation. Her

group feels that the SANDAG study is clear and specific in its provision for the application of the inflation calculus to the original RTCIP figure of \$2,000. She recommended that the Board require those jurisdictions that have not already done so to adjust their fee submittal to the inflation calculus as detailed in the 2006 study.

David Krogh, a resident of Chula Vista, spoke in favor of the RTCIP fee as a key element for mitigating the adverse traffic impacts of new development over the next 40 years. He said that not all jurisdictions have developed new programs to collect this fee. The ITOC will review this as part of the audit next year. He pointed out that failure to conform to the requirements and minimum fee amount may expose jurisdictions to a loss of *TransNet* funds. He recommended that the Board condition its approval upon staff providing updated information on those jurisdictions that have not made plans to conform to this requirement, and that those noncompliant jurisdictions be required to adopt the \$2,000 minimum for all new residences.

Councilmember Ed Gallo, representing the North County Transit District (NCTD), asked about the inflation factor SANDAG is using for this fee. Marney Cox, Chief Economist, said the inflation factor will be based upon the cost index that most closely approximates what SANDAG is facing.

Councilmember Gallo asked if jurisdictions will be informed on an annual basis. Mr. Cox replied that they would.

Councilmember Gallo asked where we are addressing the Nordahl Bridge. Mr. Stoll responded that the funds collected under each jurisdiction's program can be used on any project within the RAS.

Deputy Mayor Crawford asked if the \$2000 fee was to be adjusted to 2008 dollars, and why that inflation language is coming into play here. Mr. Cox stated that the nexus study tried to determine what the impact is to the arterial system per residential unit on a per trip basis. That trip amount varies by residential type. There have been cost increases since 2002. The question is do you increase that amount to the most the recent time period. Legal counsel told us that the Ordinance language says that each jurisdiction should have a minimum fee of \$2,000 per unit. The nexus study recognized there could be cost increases incurred over time. In the study, we showed what those cost increases were, and based on the cost increases, the results would increase the amount to \$2,800 per multifamily unit or \$3,500 per single family unit. The Ordinance only requires that \$2,000 be collected from July 1. The escalation clause will take place from July 1 forward. It is a matter of what the base year is. Each jurisdiction can use the nexus study to implement that fee amount and use that higher level, or stay with the minimum \$2,000 level required by the Ordinance.

Deputy Mayor Crawford said the issue is that some jurisdictions have adopted fee structures below \$2,000. Mr. Cox said it is our opinion that all jurisdictions should have a fee program in place by July 1 to collect at least \$2,000 per unit. Some jurisdictions are collecting more than \$2,000, but they have to use at least \$2,000 on the RAS. Some jurisdictions differ in the fees between single family and multifamily units, but no jurisdiction will fall below the threshold amount.

Deputy Mayor Crawford received some e-mails and telephone calls regarding concerns that the Ordinance indicated the amount would be adjusted to 2008 dollars. She recalled that, when the *TransNet* Extension Ordinance was being developed, the City of Del Mar hoped the fee would be applied to all development, not just residential, and that the fee would be higher than \$2,000 per unit. So Ms. Crawford said her recollection is very clear that after all the discussions concerning this issue, the Board ultimately agreed to start the fee off at \$2,000 and then adjust it based as needed beginning the following July 1, 2009.

Supervisor Cox reiterated that it is staff's opinion that at least \$2,000 of that fee is going to the RAS. Mr. Cox said that each jurisdiction has the opportunity to be in compliance with the Ordinance. The subsequent audits will confirm that each jurisdiction is correctly implementing its program per the requirement of the *TransNet* Ordinance.

Action: Upon a motion by Second Vice Chair Stocks and second by Councilmember Emery, the SANDAG Board of Directors approved the funding program submittals from all 19 jurisdictions in the San Diego region for purposes of compliance with the RTCIP requirements within the *TransNet* Extension Ordinance (Commission Ordinance 04-01). Yes - 19 (weighted vote, 100%). No - 0 (weighted vote, 0%). Abstain - 0 (weighted vote, 0%). Absent - None.

12. MEMORANDUM OF UNDERSTANDING BETWEEN SANDAG AND NATIONAL CITY REGARDING *TransNet* COMMERCIAL PAPER PROGRAM (APPROVE)

Council President Pro Tem Madaffer stated that this is a request from the City of National City to use the SANDAG Commercial Paper program to borrow \$4.5 million to advance its major street resurfacing program. This money will be paid back through National City's annual *TransNet* revenues. The ITOC has reviewed this request and concurs with the staff recommendation.

Sookyung Kim, Financial Programming Manager, said that in accordance with Rule No. 16 of Board Policy No. 031, *TransNet* Ordinance and Expenditure Plan Rules, local jurisdictions may access the SANDAG Commercial Paper Program to advance local *TransNet* eligible projects. Jurisdictions must document their understanding of the requirements through a Memorandum of Understanding (MOU). Ms. Kim introduced Maryam Babaki of National City.

Ms. Babaki stated that this program in National City was borne out of our ongoing infrastructure and assessment needs. We realized that there is much need in the city and we need to get to our pavements before there is serious deterioration. If you don't maintain pavement in a timely manner the cost to repair it will increase exponentially. With the approval and endorsement of the Mayor and City Council we decided to take advantage of the SANDAG Commercial Paper program and to borrow against our future *TransNet* revenues. We can borrow up to \$4.5 million. With \$1 million in Proposition 1B funds, remaining *TransNet* allocations, gas tax, and grants, we have put together a \$6.5 million program. This will allow us to take care of our streets and street infrastructure in a proactive manner and make a positive impact on our city. We are asking for your support for this program.

Action: Upon a motion by Councilmember Emery and second by Mayor Morrison, the SANDAG Board of Directors approved the use of the *TransNet* Commercial Paper Program for National City, and authorized the Executive Director to execute the MOU, in substantially the same form as attached to the agenda report. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

13. FIRST READING OF AN AMENDMENT TO ORDINANCE NO. 04-01 (SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM ORDINANCE AND EXPENDITURE PLAN) TO REVISE ENVIRONMENTAL MITIGATION PROGRAM PRINCIPLE NO. 10 (FIRST READING)

First Vice Chair Pfeiler stated that at the Board Retreat we discussed moving forward with determining the feasibility of pursuing a Quality of Life measure to be placed on the November 2010 ballot. Since the Retreat, she has been working to assemble an ad hoc committee to provide input on our Quality of Life efforts. Today is an important step in meeting the requirement outlined in the *TransNet* Extension Ordinance to act on additional funding measures to meet the long-term needs contained in the habitat conservation plans.

Rob Rundle, Principal Planner, reported that a set of principles for the proposed Environmental Mitigation Program (EMP) was adopted as part of the *TransNet* Extension Ordinance. SANDAG was to act on an additional funding measure no later than four years after passage of that measure (November 2008). There have been several challenges to this deadline. Due to economic conditions and tasks necessary to successfully meet that obligation, an amendment to the language in the *TransNet* Extension Ordinance is being sought to extend the deadline for compliance, and to provide an opportunity to successfully meet the intent of the Ordinance. He provided background information and reviewed key milestones that would need to be reached.

Ms. Wiley read the actual proposed Ordinance amendment language into the record.

Councilmember Monroe stated that Senator Christine Kehoe's bill, SB 1685, only contains authority for SANDAG related to habitat conservation, water quality improvements and watershed management, and regional beach sand replenishment. He thought we also were going to add public transportation. Mr. Rundle replied that SANDAG already has the authority for transportation funding.

Action: The SANDAG Board of Directors conducted the first reading of an amendment to the *TransNet* Extension Ordinance to extend the deadline for acting on additional regional funding measures to meet the long-term requirements for implementing habitat conservation plans in the San Diego region from four years to six years.

14. REPORT ON THE CONCLUSION OF THE ORIGINAL *TransNet* PROGRAM - 1988-2008 (INFORMATION)

Council President Pro Tem Madaffer indicated that March 31, 2008, was the date the original 20-year *TransNet* measure ended. In recognition of this milestone, staff developed a summary presentation on the program's improvements to the transportation system during the past two decades. He said this is a success story for San Diego.

Mr. Stoll noted that Craig Scott was the first *TransNet* Program Manager, and he expressed his appreciation for all of Mr. Scott's efforts. He showed United States events and culture in 1988 and what was happening in San Diego in that year. He also reviewed some of the changes since 1988, including key demographic changes in the San Diego region.

Mr. Stoll showed summary comparisons with and without *TransNet* for freeway miles, freeway lane miles, congestion (vehicle miles hours traveled), rail miles, and rail ridership (person miles traveled). He also showed the morning peak commute times with and without *TransNet* for four key travel corridors. He also showed four example corridors for impacts on freeway afternoon commute times with and without *TransNet*. In all cases, the commute time was shortened with the implementation of *TransNet*. He further showed transit service with and without *TransNet* for four trip segments, and in all examples, the commute time was reduced.

Mr. Stoll reviewed other *TransNet* accomplishments including more than 800 local projects worth over \$1 billion, over \$20 million invested in the bicycle network, and reduced cost transit passes for students/seniors/disabled individuals.

Mr. Stoll showed the amount of funds that were leveraged for federal, state, and private funding for highways and transit.

Mr. Stoll described the *TransNet* Early Action Projects, and noted that the 2030 San Diego Regional Transportation Plan is our pathway for the future. This Plan will maximize the efficiency of the existing system, provide choices for travelers, facilitate smart growth, implement innovative processes and systems, and leverage other funding opportunities.

Council President Pro Tem Madaffer said that he would present a video promoting the original *TransNet* measure at the next Board meeting.

Mayor Madrid stated that we also should acknowledge former State Senator Jim Mills and former San Diego Mayor Pete Wilson, who had the vision of leadership at the time the original *TransNet* measure was passed.

Councilmember Monroe asked that this presentation be given to his city council. Mr. Gallegos said that we will modify the presentation for each jurisdiction.

Councilmember Monroe said that former Congressman Packard took credit for obtaining the SPRINTER federal Full Funding Grant Agreement (FFGA). He asked how much *TransNet* money was used for the SPRINTER. Mr. Gallegos responded that \$135 million came from the federal FFGA. The total amount for that project was cobbled together with a half a dozen funding sources.

First Vice Chair Pfeiler noted that there was one request to speak on this item.

David Krogh, Chula Vista resident, said he wished there had been a development impact fee over the past 20 years. He suggested that the Board include in any new regional funding measure provisions for impact fees for regional transportation infrastructure, and that these identify a reasonable and sufficient amount that include inflation stipulations.

Supervisor Cox stated that we haven't accomplished everything we wanted to do in the original measure for various reasons. He was glad to see the *TransNet* Early Action Program will complete the projects contained in the original *TransNet* measure.

Harry Mathis, Chair of the Metropolitan Transit System (MTS), remembered when he and then MTDB Chairman Leon Williams testified before the federal Senate Transportation Committee for federal funds for the Mission Valley East Project. At that time, only four properties received Full Funding Grant Agreements, and it was noted that this was the first time federal funds had been sought for the San Diego Trolley. Members of that Committee were impressed that we had built a trolley system without federal funds. The reason we were able to do that was *TransNet*.

Action: This item was presented for information only.

15. UPCOMING MEETINGS

The Policy meeting of the Board of Directors for Friday, May 9, 2008, has been cancelled. The next Business meeting of the Board of Directors is scheduled for Friday, May 23, 2008, at 9 a.m.

16. ADJOURNMENT

The meeting was adjourned at 11:20 a.m.

DGunn/M/DGU

**ATTENDANCE  
SANDAG BOARD OF DIRECTORS' MEETING  
APRIL 25, 2008**

JURISDICTION/ ORGANIZATION	NAME	ATTENDING
City of Carlsbad	Matt Hall (Member)	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	Jerry Jones (1st Alternate)	Yes
City of National City	Ron Morrison (Member)	Yes
City of Oceanside	James Wood (Member)	Yes
City of Poway	Bob Emery (1st Alternate)	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	Jim Desmond (Member)	Yes
City of Santee	John Minto (2nd Alternate)	Yes
City of Solana Beach	Lesia Heebner (Member)	Yes
City of Vista	Judy Ritter (Member)	Yes
County of San Diego - A	Greg Cox (Member A)	Yes
County of San Diego - B	Dianne Jacob (Member B)	No
Caltrans	Pedro Orso-Delgado (Alternate)	Yes
MTS	Harry Mathis (Member)	Yes
NCTD	Ed Gallo (Member)	Yes
Imperial County	Victor Carrillo (Member)	No
US Dept. of Defense	CAPT Steve Wirshing (Member)	Yes
SD Unified Port District	Laurie Black (Member)	No
SD County Water Authority	Marilyn Dailey (Member)	Yes
Baja California/Mexico	Remedios Gómez-Arnau (Member)	No
Southern California Tribal Chairmen's Association	Robert H. Smith (Member)	No