Chair Mary Sessom (East County) called the Executive Committee meeting to order at 9:00 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

   Upon a motion by Mayor Cheryl Cox (South County) and a second by Supervisor Greg Cox (County of San Diego), the minutes of the April 11, 2008, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

   Councilmember Matt Hall (North County Coastal) stated that there was a brief conversation at the last Transportation Committee meeting about Board Policy No. 033.

   Council President Pro Tem Jim Madaffer (City of San Diego) explained that this policy relates to housing criteria that are applied to any competitive regional funding process for smart growth dollars.

   Councilmember Hall suggested that this policy be discussed at some point. Gary Gallegos, Executive Director, pointed out that the Executive Committee reviews all of the Board policies on an annual basis, usually at the end of the calendar year.

   First Vice Chair Lori Holt Pfeiler (North County Inland) suggested that discussion of this policy begin first with the Regional Planning Committee.

   Chair Sessom noted that the Board leadership (chair/vice chairs) and the chairs of the Policy Advisory Committees (PACs) meet on a regular basis and could discuss this issue at an upcoming meeting.

3. FY 2008 BUDGET AMENDMENT: CALIFORNIA REGIONAL BLUEPRINT PLANNING GRANT (APPROVE)

   Andrea Groves, Assistant Regional Planner, stated that this item proposes an amendment to the FY 2008 Budget to accept a $160,000 California Regional Blueprint Planning grant. These grant funds will be used for staff support for efforts currently in progress including
the quality of life funding strategy and a study on transit-oriented joint development in the San Diego region. This statewide grant program provides funds for regions to initiate or implement regional blueprint plans, like our Regional Comprehensive Plan. In 2006, SANDAG received $400,000 for Regional Comprehensive Plan modeling efforts. In 2007, SANDAG received $200,000 for smart growth design guidelines and a parking demand and rate study. Approval of this action would amend the Overall Work Program to add a work element to include these new work activities and provide the $40,000 local match as part of the FY 2008 Budget.

First Vice Chair Pfeiler asked about the focus of this work. Ms. Groves replied that it is for efforts related to the “quality of life” funding strategy and a study of transit-oriented joint development.

Second Vice Chair Jerome Stocks (North County Coastal) asked about the source of the local match. Ms. Grove replied that the local match would come from Transportation Development Act (TDA) planning funds.

Action: Upon a motion by First Vice Chair Pfeiler, and a second by Second Vice Chair Stocks, the Executive Committee voted to approve an amendment to the FY 2008 Budget and accept a $160,000 California Regional Blueprint Planning Grant. Action by the Executive Committee would adjust the current Regional Comprehensive Planning (RCP) Planning and Implementation Work Element and provide the required $40,000 local match using TDA Planning/Administration funds.

4. DRAFT FY 2009 BUDGET (INCLUDING THE OVERALL WORK PROGRAM) (RECOMMEND)

Renee Wasmund, Finance Director, said that this item is the final review of the FY 2009 Budget and Overall Work Program (OWP). The Executive Committee previously reviewed the draft FY 2009 Budget for consistency with the agency's strategic goals and priorities, revenue projections, salary compensation plans, work element proposals, and other budget components. Last March the Committee reviewed the full draft Budget/OWP and approved the document for distribution. This draft Budget incorporates any comments we received. The proposed budget is balanced for FY 2009.

Ms. Wasmund noted that there have been some minor changes since the draft in March. One change was to reclassify two work elements, Information Services and Creative Services (graphics support), which were previously considered direct project costs, into the Administrative Budget. This change was made to more accurately reflect the benefit all of the projects receive from these agencywide support services. Another change was the increase in project expenses for the New Freedom/Jobs Access Reverse Commute (JARC) grant funds that are being passed through SANDAG to other agencies. In addition, since March the Executive Committee took actions to fund two studies in the FY 2009 Budget using Contingency Reserve funds: (1) a study related to the San Dieguito Bridge Replacement and Second Main Track project ($75,000), and (2) development of a Fair Share Methodology Study for Regional Transportation Projects ($100,000). However, even with these expenditures, the Contingency Reserve is at a level in excess of the required balance.

Ms. Wasmund said that in order to present a balanced budget, staff took a conservative approach. Vacant positions are reviewed to determine the most effective way to fill them, if
at all. Member assessments for SANDAG, ARJIS, and Criminal Justice remain largely unchanged. California Department of Finance population figures were not released until the first of May, which was after the mailing of the agenda. She noted the “blue sheet” included minor changes to the member assessment figures, which will be included in the final FY 2009 Budget document going the Board in May.

Ms. Wasmund stated that the largest component of the overall Budget is the capital budget. Most of this is for the TransNet Early Action Program financed by the bonds issued in March. A Classification and Compensation Study was conducted this year. As a result, nine classifications were found to be in a lower salary range. We recommend adjusting those classifications and adding five new job families. Neither of these recommendations will result in adding staff or increasing salaries. We are recommending a 4 percent merit budget, with increases granted based on job performance. For the last three years we recommended a general salary increase. We are not recommending one for FY 2009. There are no additional regular, ongoing positions contained in the FY 2009 Budget; however, there are four limited-term and three temporary internships proposed as a means to fill temporary or one-time needs.

Ms. Wasmund noted that the transit operators have asked for further discussion regarding operations funding, and we are working with them to get that agenda item scheduled.

Council President Pro Tem Madaffer stated that assuming we get the state budget approved and $75 million is allocated to the State Route (SR) 11/East Otay Mesa Port of Entry project, where is that found in the budget. Ms. Wasmund said that recent actions taken by the Board with regard to the Trade Corridor Improvement Fund (TCIF) and the related Regional Transportation Improvement Program (RTIP) amendments have not yet been folded into the Budget, but we have plans to do that.

Council President Pro Tem Madaffer wanted to make sure that the SR 11/East Otay Mesa Port of Entry project is included in the budget. He would like to see, on a budgetary standpoint, where and how those TCIF monies are spent.

Mr. Gallegos stated that the TCIF bond dollars are for construction only. Projects are required to be under construction by 2013. We cannot tap into those funds until we are ready for construction. We will use TransNet dollars to complete the environmental work for the project.

Pedro Orso-Delgado, Caltrans District 11 Director, said that we have enough money now in the project’s budget to finish the project-specific environmental document. However, we don’t have enough money for the design work.

Mr. Gallegos said that’s where the TransNet dollars will be used. We will work with Caltrans to start the design to get this project to construction as soon as possible.

Council President Pro Tem Madaffer asked if the airport planning funds in the OWP are for Lindbergh Field.

Coleen Clementson, Principal Planner, replied that the multimodal airport planning effort is looking at all airports in the region, and the Airport Master Plan work element is only for
the area surrounding Lindbergh Field. Mr. Gallegos reminded Committee members that there are requirements in Senate Bill (SB) 10 with which we have to comply. He added that we separated the two items in the OWP, but we are moving on both efforts simultaneously.

**Action:** Upon a motion by First Vice Chair Pfeiffer and second by Mayor Jerry Sanders (City of San Diego), the Executive Committee voted to recommend that the SANDAG Board of Directors adopt Resolution No. 2008-25 approving the FY 2009 Budget (including the Overall Work Program).

5. **LEGISLATIVE STATUS REPORT (DISCUSSION/POSSIBLE ACTION)**

Genevieve Morelos, Senior Legislative Analyst, stated that there are several bills which staff would like the Executive Committee to consider possible positions.

The first bill is Assembly Bill (AB) 2650 (Carter), Department of Transportation: Environmental Review Process: Reports. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established a Surface Transportation Project Delivery pilot program that authorized five states (including California) to assume certain federal responsibilities under the National Environmental Protection Act (NEPA). A support position would support the extension of Caltrans’ authority to participate in the federal pilot program, which assists in streamlining the NEPA process for transportation projects. Ms. Morelos stated that a support position on the bill would be consistent with Goal No. 5B of the 2008 SANDAG Legislative Program.

**Action Taken:** Upon a motion by Second Vice Chair Stocks and a second by Supervisor Cox, the Executive Committee unanimously approved a support position on AB 2650.

The second bill is AB 3034 (Galgiani and Ma). Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. This bill would revise provisions in this Act that is scheduled to go before voters this November. It would amend and expand the route descriptions of the high-speed rail system. A support position would support bond funding to enable the development and implementation of high-speed and other rail improvements in the San Diego region to link to a future statewide high-speed rail system. AB 3034 would provide an additional source of funds for rail projects that are included in our long-range Regional Transportation Plan. Ms. Morelos stated that a support position on the bill would be consistent with Goal No. 3B of the 2008 SANDAG Legislative Program.

Mr. Gallegos mentioned that he met with Mehdi Morshed, California High-Speed Rail Authority, this week and invited them to be a partner in the development of the Lindbergh Field Master Plan. He said that Mr. Morshed was excited about that partnership, expressed a willingness to help, and thought the idea of connecting high-speed rail with Lindbergh Field and other transportation modes was intriguing.

Second Vice Chair Stocks asked if this bill would increase the San Diego region’s opportunity to get rail monies. Mr. Gallegos said the big emphasis of high-speed rail was to connect San Francisco with Los Angeles. A more attractive piece would be to connect San Diego to the Inland Empire in Los Angeles. The alignment has been along the Interstate 15 (I-15) corridor, and those numbers look pretty good. This bill will help us legislatively so that high-speed rail funds are not tilted toward the Los Angeles to San Francisco route.
Action Taken: Upon a motion by First Vice Chair Pfeiler and a second by Mayor Cox, the Executive Committee unanimously approved a support position on AB 3034.

Ms. Morelos indicated there was a “blue sheet” for Senate Bill (SB) 691. Junk Dealers and Recyclers: Nonferrous Material. This bill requires junk dealers and recyclers to comply with additional recordkeeping requirements and new payment restrictions when purchasing nonferrous materials such as copper alloys, stainless steel, and aluminum (excluding beverage containers). This bill is intended to address the statewide problem of scrap metals theft. Ms. Morelos stated that there is no specific goal in the 2008 SANDAG Legislative Program addressing this issue.

Ms. Morelos introduced Collin McGlashen, District Director for Assemblymember Joel Anderson (R-La Mesa).

Mr. McGlashen asked for the Committee’s support for this bill. He said this is a bipartisan effort to stem the tide of scrap metal theft. There is no current statewide answer to this problem.

Council President Pro Tem Madaffer asked why is the Fresno District Attorney is not in favor of this measure. Mr. McGlashen said that the District Attorney is in support of another similar measure. The District Attorney would like local jurisdictions to be allowed to enact a stiffer local law than provided in SB 691. The problem is that the courts have already spoken on this issue and seem to prefer a statewide solution. This bill would discourage district “shopping” by sellers.

Councilmember Hall asked if the three-day payment hold has been used before.

Second Vice Chair Stocks indicated that it takes three days to purchase a gun.

Mr. McGlashen added that pawn brokers have this restriction as well with regard to potential stolen property.

Second Vice Chair Stocks asked how much of a burden this measure will place on business. Mr. McGlashen said he was not sure. However, the state association of junk dealers/recyclers is in support of this bill because it is a statewide answer, forcing all of these kinds of businesses to play by the same rules.

Mr. McGlashen said he was grateful for Mayor Sanders’ support on this bill.

Action Taken: Upon a motion by Supervisor Cox and a second by Mayor Cox, the Executive Committee unanimously approved a support position on SB 691.

Ms. Morelos stated that Proposition 98 would increase costs to governments by property acquired through eminent domain. Caltrans has stated that this bill would add significant costs to transportation projects. SANDAG staff believes that adequate controls for the public already exist in current eminent domain language affecting SANDAG projects. This proposition would have a negative impact in negotiating with property owners for property
needed for transportation projects. Ms. Morelos stated that an oppose position on the measure would be consistent with Goal No. 1C of the 2008 SANDAG Legislative Program.

**Action Taken:** Upon a motion by First Vice Chair Pfeiler and a second by Second Vice Chair Stocks, the Executive Committee unanimously voted to oppose Proposition 98.

Ms. Morelos said that Proposition 99 would not change current government land acquisition authority so there is no fiscal impact. If Proposition 99 is approved, all provisions of Proposition 98 would be null and void. Ms. Morelos stated that a support position on the measure would be consistent with Goal No. 1C of the 2008 SANDAG Legislative Program.

**Action Taken:** Upon a motion by First Vice Chair Pfeiler and a second by Second Vice Chair Stocks, the Executive Committee voted unanimously to take a support position on Proposition 99.

Ms. Morelos also provided status reports on SB 1486 and SB 1685, SANDAG-sponsored legislation.

Mr. Gallegos said that one of the committee analyses for SB 1685 expressed a concern that this bill would undo the TransNet measure. We’ve added language to the bill to clarify that this is for any new sales tax measure from this point forward. We are taking extra efforts to be clear that this bill is about a new measure.

6. **SANDAG REPRESENTATION ON AD HOC AIRPORT REGIONAL POLICY COMMITTEE (DISCUSSION)**

Kim Kawada, Policy/Legislative Affairs Program Manager, indicated that the first meeting of the Ad Hoc Airport Regional Policy Committee was held in April. The Memorandum of Agreement between the Airport Authority, City of San Diego, and SANDAG is still pending signatures.

Chair Sessom asked for any advice or guidance from Executive Committee members. She noted that she and Mayor Sanders have met and worked on ways to move this Committee along. No input was provided.

7. **REVIEW OF MAY 23, 2008, DRAFT BOARD AGENDA (APPROVE)**

Diane Eidam, Chief Deputy Executive Director, reviewed the items on the draft agenda for the May 23, 2008, SANDAG Board of Directors meeting.

Chair Sessom suggested that Item No. 16, Second 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, be moved up in the agenda.

First Vice Chair Pfeiler suggested that item be placed immediately following the item on the FY 2009 Budget.
Julie Wiley, General Counsel, noted that item No. 13, Memorandum of Agreement Between SANDAG and the San Diego County Regional Airport Authority for Long-Range Multimodal Transportation Planning, is actually for discussion rather than approval. This item would be brought back to the Board in June for action. If this item was acted on at the May 23 Board meeting, the Board would not have a recommendation from the Transportation Committee.

Council President Pro Tem Madaffer expressed a preference for giving the public several opportunities to provide input on this item.

First Vice Chair Pfeiler asked about the subject matter for the June 13 Policy Board meeting. Ms. Eidam replied that it would be on transit funding. Mr. Gallegos added that it would be a joint Board/Transportation Committee meeting to discuss this issue. We have been asked by the transit operators to explore the uses of the Transportation Development Act monies for planning and bicycle projects with the potential for shifting some of that money to transit operations. However, there are challenges to doing that.

Council President Pro Tem Madaffer stated that when we spoke to our legislative delegation in Sacramento, there is a lot of interest in assisting transit due to the problems transit operators are currently experiencing. The Executive Committee should be aware that some state legislators want us to solve that funding problem, but we reminded them that their prior state budgets have diverted transit dollars, which has created this funding situation. There needs to be a hard-hitting staff analysis of where we are spending our transit dollars in the region.

Chair Sessom suggested that the Committee provide staff direction on the information to be contained in this agenda item.

Second Vice Chair Stocks said that we should find out exactly where the planning money goes and split out roads, transit planning, and bicycle projects. We have a strange paradigm with transit operators having to cut service as a result of state budgeting actions and an economic slowdown when gas and energy prices are high.

Council President Pro Tem Madaffer asked General Counsel to provide a legal analysis that shares what the TransNet Ordinance obligates us to do and what was promised to the voters.

Mr. Gallegos said that we also will be seeking guidance from the Board and Transportation Committee about the pricing structure for transit. Currently, transit service is subsidized and perhaps this is a time when we should see if people would be willing to pay the full cost for the service, particularly for the services aimed at choice riders. If we continue to subsidize transit services, we will continue to have funding problems. We should test what the market conditions will bear.

First Vice Chair Pfeiler agreed that transit needs to become more sustainable.

**Action:** Upon a motion by First Vice Chair Pfeiler, and a second by Second Vice Chair Stocks, the Executive Committee voted to approve the agenda for the May 23, 2008, Board of Directors meeting, as revised.
8. UPCOMING MEETINGS (INFORMATION)

    The next meeting of the Executive Committee is scheduled for Friday, June 13, 2008, at 9 a.m.

9. ADJOURNMENT

    Chair Sessom adjourned the meeting at 9:52 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
### MAY 9, 2008

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<td>Jerome Stocks, 2nd Vice Chair</td>
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<td>City of Chula Vista</td>
<td>Cheryl Cox</td>
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<td>Dianne Jacob</td>
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