



**BOARD OF DIRECTORS  
SEPTEMBER 26, 2008**

**AGENDA ITEM NO. 08-09-1B  
ACTION REQUESTED - APPROVE**

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

Chair Mary Sessom (Lemon Grove) called the meeting of the SANDAG Board of Directors to order at 9:08 a.m. The attendance sheet for the meeting is attached. Chair Sessom recognized two new members: Commander Marko Medved for the U.S. Department of Defense, and La Mesa Councilmember Mark Arapostathis.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Second Vice Chair Jerome Stocks (Encinitas), and a second by Councilmember Jack Dale (Santee), the SANDAG Board of Directors approved the minutes from the June 13, 2008, Policy meeting (held jointly with the Transportation Committee) and the June 27, 2008, Business meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS (INFORMATION)

Elaine Barton, representing the League of Women Voters, commented that it is evident to the League of Women Voters that the public does not have enough information about the how buses, trolleys, and trains are scheduled. It would be helpful if the public better understood the process for changing/coordinating transit schedules. She suggested that a brochure and a Web page be developed with an explanation of this process.

Don Stillwell, a member of the public, provided comments related to timed transfers between buses and trolleys and suggested that this be given the highest priority. He reiterated information provided at previous meetings regarding the scheduling of Route 14 and its connections to Green Line Trolley stations in Mission Valley.

Gary Gallegos, Executive Director, noted that Board policy calls for Board officer nominations during this time of the year. Information was e-mailed to Board primary and alternate members yesterday, and application forms will be posted on the SANDAG Web site today. The nomination forms are due to SANDAG on Monday, August 25, 2008.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

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

Action: Upon a motion by First Vice Chair Lori Holt Pfeiler (Escondido) and second by Second Vice Chair Stocks, the SANDAG Board of Directors approved the actions taken by the

Policy Advisory Committees at the meetings noted above. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – None.

### **CONSENT ITEMS (4 through 9)**

Chair Sessom announced that Item No. 7 would be pulled from the Consent Calendar.

4. ANNUAL REVIEW AND PROPOSED AMENDMENTS TO BOARD POLICY NO. 003: INVESTMENT POLICY, AND ANNUAL REVIEW OF BOARD POLICY NO. 032: SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION INTEREST RATE SWAP POLICY (APPROVE)

The proposed amendments to Board Policy No. 003: Investment Policy were reviewed by the Executive Committee at its July 11, 2008, meeting. The Executive Committee recommends that the Board of Directors approve the proposed amendments to Board Policy No. 003: Investment Policy.

5. AGREEMENT WITH THE SAN DIEGO UNIFIED PORT DISTRICT AND CALTRANS CONCERNING ACCESS IMPROVEMENT PROJECTS (APPROVE)

The Transportation Committee recommends that the Board of Directors authorize the Executive Director to enter into agreements with the San Diego Unified Port District and Caltrans for the purpose of facilitating the development of the Port Access Improvement projects as defined by the TCIF program. The agreement with the Port would be in substantially the same form as attached to the agenda report. The agreement with Caltrans would be similar to the current agreement in place with Caltrans for the *TransNet* Early Action Program (EAP). The agreements would result in no net cost to SANDAG.

6. ADDENDUM NO. 11 TO THE MASTER MEMORANDUM OF UNDERSTANDING BETWEEN SANDAG AND NCTD CONCERNING TRANSFER OF SPRINTER EMPLOYEES (APPROVE)

In accordance with Senate Bill (SB) 1703, beginning in 2004 SANDAG assumed responsibilities for development and construction of major transit capital projects. In accordance with a 2004 agreement with the North County Transit District (NCTD), SANDAG agreed to transfer NCTD SPRINTER employees to SANDAG once the operations of the SPRINTER commenced. The Board of Directors is asked to authorize the Executive Director to execute Addendum No. 11 to the Master Memorandum of Understanding (MOU) between SANDAG, MTS, and NCTD in substantially the same form as attached to the agenda report so that certain NCTD employees that are assigned to the SPRINTER are transferred to SANDAG pursuant to SB 1703.

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 meeting.

9. 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.

Action: Upon a motion by First Vice Chair Pfeiler, and a second by Second Vice Chair Stocks, the SANDAG Board of Directors approved Consent Items Nos. 4 through 9, except Item No. 7. Yes - 19. No - 0. Abstain - 0. Absent - None.

Chair Sessom then brought up Item No. 7 for discussion.

7. AMENDMENTS TO THE COUNTY OF SAN DIEGO NONDISPOSAL FACILITY ELEMENT (APPROVE)

The Regional Planning Committee recommends that the Board of Directors, as the Countywide Integrated Waste Management Task Force, approve transmittal of the amendments to the County of San Diego Nondisposal Facility Element of the Integrated Waste Management Plan to the California Integrated Waste Management Board for review and approval.

Mayor Mark Lewis (El Cajon) and Mayor Jim Janney (Imperial Beach) indicated that they had possible conflicts with this item, so they recused themselves and were not present during the voting.

Action: Upon a motion by First Vice Chair Pfeiler, and a second by Second Vice Chair Stocks, the SANDAG Board of Directors, acting as the Countywide Integrated Waste Management Task Force, approved transmittal of the amendments to the County of San Diego Nondisposal Facility Element of the Integrated Waste Management Plan to the California Integrated Waste Management Board for review and approval. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – El Cajon and Imperial Beach.

### **CHAIR'S REPORT (10 through 12)**

10. PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR (APPROVE)

Chair Sessom noted that this item was discussed at the Executive Committee meeting. The performance evaluation was prepared by her with input from the two Vice Chairs. The Executive Committee recommends that the Board of Directors approve the Executive Director's Performance Evaluation for the period July 2007 to June 2008, including the proposed bonus award; and Performance Objectives for the period July 2008 to June 2009.

Action: Upon a motion by First Vice Chair Pfeiler and second by Supervisor Greg Cox (County of San Diego), the SANDAG Board of Directors approved the Executive Director's Performance Evaluation for the period July 2007 to June 2008, including the proposed bonus award, and Performance Objectives for the period July 2008 to June 2009. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

11. PROPOSED RESPONSE TO SAN DIEGO COUNTY GRAND JURY REPORTS (APPROVE)

First Vice Chair Pfeiler stated that in mid-May the San Diego County Grand Jury issued two reports, one about how SANDAG considers regional growth and infrastructure issues, and a second about how it is planning and preparing for climate change. There was an extensive discussion at the July 11 Policy Board meeting on this subject, and the final responses are being brought back to the Board today for approval.

Action: Upon a motion by First Vice Chair Pfeiler and second by Second Vice Chair Stocks, the SANDAG Board of Directors approved the proposed responses to the two San Diego County Grand Jury reports. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

12. APPOINTMENT OF ADDITIONAL MEMBERS TO AD HOC POLICY COMMITTEE FOR QUALITY OF LIFE FUNDING MEASURE (APPOINT)

First Vice Chair Pfeiler indicated there was a “blue sheet” for this item. We would like to add more people to this committee: Chula Vista Mayor Cheryl Cox, La Mesa Councilmember Mark Arapostathis, Oceanside Councilmember Jerome Kern, and San Diego Councilmember Ben Hueso. The Policy Committee held its first meeting this morning.

Chair Sessom appointed these new members to the Ad Hoc Policy Committee for the Quality of Life Funding Measure.

**REPORTS (13 through 20)**

13. MEMORANDUM OF UNDERSTANDING BETWEEN SANDAG AND CITY OF LA MESA REGARDING TransNet COMMERCIAL PAPER PROGRAM (APPROVE)

Santee Councilmember and Transportation Committee Vice Chair Jack Dale reported that SANDAG Board policy allows member agencies to access the *TransNet* Commercial Paper program that provides a short-term debt alternative to long-term bonding.

Sookyung Kim, Financial Programming Manager, stated that the City of La Mesa has identified a need to borrow \$2.5 million in order to facilitate its major street improvement program. Both the Independent Taxpayer Oversight Committee (ITOC) and the Transportation Committee recommended approval of the Memorandum of Understanding with the City of La Mesa.

Greg Humora, City of La Mesa, thanked the SANDAG Board for creating this program and providing the opportunity for the City of La Mesa to take advantage of it. The City used this borrowing process during the original *TransNet* measure, and many street improvements were provided to the citizens of La Mesa. This time they are requesting \$2.5 million to enhance the capacity of collector streets in the city.

Mayor Ron Morrison (National City) mentioned that his city was one of the first jurisdictions to take advantage of this program. Typically, the city had been providing about

\$1-\$2 million of improvements annually. As a result of this program, we will be providing \$8 million in street improvements this year.

Action: Upon a motion by First Vice Pfeiler and second by Second Vice Chair Stocks, the SANDAG Board of Directors approved the use of the *TransNet* Commercial Paper program for the City of La Mesa, and authorized the Executive Director to execute a Memorandum of Understanding in substantially the same form as attached to the report. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

14. DRAFT FINAL 2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (APPROVE)

Councilmember Dale stated that SANDAG is responsible for developing and adopting the Regional Transportation Improvement Program (RTIP) every two years.

Sookyung Kim reported that this is a multi-billion dollar, multi-year funding program for major highway, transit, arterial, and nonmotorized projects in the San Diego region. As required by federal regulations, an air quality conformity determination for the RTIP and a redetermination of the Revenue Constrained scenario contained in the Regional Transportation Plan (RTP) were conducted. The analyses determined that the air quality conformity requirements were met. The Transportation Committee released the draft 2008 RTIP for public comment on June 20, and a public hearing was held on July 18. No public comments were received. The ITOC reviewed this item as well and had no comments.

Ms. Kim noted that one Board policy requirement for programming *TransNet* projects is that projects make reasonable efforts to accommodate bicycle and pedestrian facilities. The City of Chula Vista has requested an exception to this policy for some of its projects. *TransNet* Rule No. 21 describes the process for seeking an exception under the Board policy, and this item will be addressed at separate meetings of the Bicycle-Pedestrian Working Group, ITOC, and Transportation Committee in September. However, the 2008 RTIP will go forward with these Chula Vista projects, and if any changes are needed as a result of the September meeting, an RTIP amendment can be processed at that time.

Ms. Kim stated that during a previous Board discussion, Carlsbad Councilmember Matt Hall noted an error in a project description (Elm Street should be listed as Carlsbad Village Drive). That error has since been corrected. The Transportation Committee recommended approval of this item.

Action: Upon a motion by Second Vice Chair Stocks and second by Mayor Jim Desmond (San Marcos), the SANDAG Board of Directors approved Resolution No. 2009-01, adopting the Draft Final 2008 RTIP including its air quality conformity determination and the conformity re-determination of the 2030 Revenue Constrained Regional Transportation Plan: Pathways for the Future (2030 RTP), and directed staff to submit the final 2008 RTIP to the state. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

15. FY 2009 BUDGET AMENDMENT: TRAFFIC LIGHT SYNCHRONIZATION PROGRAM (APPROVE)

Councilmember Dale reported that as part of Proposition 1B, the California Transportation Commission (CTC) set aside funds for projects that improve traffic signal coordination. These funds were made available to regional and local agencies through a competitive statewide grant process. SANDAG was awarded \$5.8 million for five projects. In addition to these funds, SANDAG partnered with the City of Poway, City of San Diego, and the Centre City Development Corporation (CCDC) to provide matching contributions. The Transportation Committee reviewed this program at its July 18, 2008, meeting and recommended that these projects be added to the SANDAG Capital Improvement Program.

Alex Estrella, Senior Planner, stated that the Proposition 1B provided \$100 million to fund traffic light synchronization projects. Funding priority was given to projects that result in an effective and sustainable traffic signal system integration. Emphasis areas included improving safety, traffic operations, and capacity. The Traffic Light Synchronization Program (TLSP) projects include at-grade crossing improvements, east-west metropolitan corridors, an I-15 corridor adaptive system, I-805 corridor transit signal priority improvements, and a downtown San Diego comprehensive study.

Action: Upon a motion by Deputy Mayor Crystal Crawford (Del Mar) and second by First Vice Chair Pfeiler, the SANDAG Board of Directors: (1) amended the Capital Improvement Program (CIP) in the FY 2009 SANDAG Budget as included in the agenda report. The amendment includes \$6.35 million in additional funding, including \$5.84 million in State Traffic Light Synchronization Program funds, local contributions from CCDC, City of Poway, and the City of San Diego, and a \$100,000 transfer of funds from the Centralized Train Control CIP project, as well as an in-kind match; and (2) authorized the Executive Director to execute agreements with CCDC and the Cities of San Diego and Poway for receipt of the local matching funds Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain - 0 (weighted vote, 0%). Absent - None.

16. MEMORANDUM OF UNDERSTANDING BETWEEN SANDAG, CALIFORNIA HIGH-SPEED RAIL AUTHORITY, AND OTHER SOUTHERN CALIFORNIA TRANSPORTATION AGENCIES (APPROVE)

Councilmember Dale said that the California High Speed Rail Authority is the state agency authorized to plan and implement a statewide, high-speed passenger rail system. SANDAG has worked with the Authority for several years on connecting San Diego to this statewide system. In preparation of a \$9.95 billion bond measure on this November's statewide ballot, our two agencies have begun working with other Southern California planning agencies to complete the plans for the Los Angeles to Riverside to San Diego corridor. The draft MOU to formalize this relationship was reviewed by the Transportation Committee on July 18, 2008, and it recommended approval.

Linda Culp, Senior Planner, reported that the state is proposing an 800-mile train network connecting major metropolitan areas on primarily existing corridors. The equipment would be state-of-art and able to travel at 200+ mph. The cost estimate for this program is \$45 billion. San Diego's connections to the high-speed rail would be via the Inland Empire. Coastal high-speed rail service is planned as far south as Irvine. We would make incremental improvements to our corridor. The first leg of the project is from San Francisco to

Los Angeles; however, the ballot measure does include nearly \$1 billion for feeder rail service. She said that staff is working on proposed changes to Assembly Bill 3034 (AB 3034) that would not preclude San Diego from competing for these funds. She added that the ballot measure requires a simple majority approval for passage.

Ms. Culp reviewed the overall provisions of the MOU, including the overall intent to continue and expand cooperation to advance the high-speed train corridor, major planning responsibilities by each agency, and an equitable funding strategy.

Chair Sessom noted that on July 24, she, First Vice Chair Pfeiler, San Diego Council President Pro Tem Jim Madaffer, and Executive Director Gary Gallegos met with several state legislators and members of the Governor's staff in Sacramento on AB 3034. The bill has been amended but those amendments were not helpful to the San Diego region in terms of competing for the \$9 billion in bond funding available for high speed rail. In speaking to staff in offices of both the Senate Pro Tem and Governor, it appears that the Senate Pro Tem Don Perata and Governor Schwarzenegger are not enamored with the ballot measure as proposed. We are attempting to pull together support for a ballot measure we can support. We currently have an "oppose unless amended" position on this bill. Senate Pro Tem Perata and the Governor recognize the importance of support from all regions in the state on this ballot measure. We discussed potential amendments that might be acceptable to others in the state. One selling point for our region was this MOU.

Mayor Lewis asked what the acronym "SANBAG" means. Mr. Gallegos said that it stands for "San Bernardino Associated Governments."

Councilmember Ed Gallo (North County Transit District [NCTD]) noted the possibility of the Trolley participating in this, but wondered about the SPRINTER. He thought consideration ought to be given to a connection with high-speed rail from Imperial County to San Diego. He noted that there was a good discussion about this item at the July 18 Transportation Committee meeting about how San Diego is getting shut out of these rail funds.

Action: Upon a motion by First Vice Chair Pfeiler and second by Supervisor Cox, the SANDAG Board of Directors: (1) reviewed and provided comments on the revised draft MOU, and (2) authorized the Executive Director to execute the revised MOU in substantially the same form as attached to the report. Yes – 19 (weighted vote, 0%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

## 17. INTERSTATE 15 CORRIDOR UPDATES

Councilmember Dale stated that Item No. 17A will provide information regarding the new Express Lanes in the Interstate 15 (I-15) corridor and the *TransNet* Early Action project improvements scheduled to open soon. Item No. 17B provides a recommendation for an interim tolling strategy for the I-15 FasTrak® system, consisting of a fixed toll of \$0.50 per trip for the new portion of the I-15 Managed Lanes Middle Segment from State Route (SR) 56 to Rancho Bernardo Road scheduled to open late this summer. The Transportation Committee reviewed and discussed this item at its July 18, 2008, meeting, and recommended its approval.

A. INTERSTATE 15 CORRIDOR UPDATE (INFORMATION)

Gustavo Dallarda, I-15 Corridor Director, provided an overview of the planned corridor improvements, the I-15 Managed Lanes middle segment opening this summer, access to the lanes, and signage, traffic control, and proposed interim pricing to allow FasTrak customers to use this facility and to market to new customers. The next steps are to implement the Board approved tolling strategy and complete the enforcement strategy.

Mr. Dallarda reported that the interchange between SR 78 and I-15 is experiencing some congestion problems. The cities of Escondido and San Marcos have been working with Caltrans to develop a strategy to replace the Nordahl Bridge over SR 78, which would improve access as part of the I-15 Managed Lanes/bus rapid transit (ML/BRT) project. These cities have funds available to widen this bridge. This widening project is needed to support traffic from an adjacent new hospital under construction in the City of Escondido. Caltrans also is studying the operational improvements of connector ramps to and from SR 78 and I-15. Bridge replacement would allow for the future widening of SR 78, improve access to and from I-15, and would fix an existing minimum height clearance problem. The bridge replacement is estimated to cost \$32 million. The current budget for bridge widening is \$10 million. Bids received to date for the I-5 Managed Lanes construction have been favorable. Bids for the last remaining Managed Lanes construction project will be received and evaluated in October 2008. At that time, an estimated savings will be better known. The CTC may allow SANDAG to use these savings for new capacity improvements along the I-15 corridor. This project may be eligible because of its impact to the SR 78/I-15 interchange.

On July 18, the Transportation Committee authorized staff to work with Escondido, San Marcos, and Caltrans to develop a strategy. We will come back with a refined proposal at a future date.

Action: This item was presented for information only.

B. I-15 CORRIDOR FASTRAK UPDATE (APPROVE)

Mayor Morrison asked about the speed of the moveable barrier. Mr. Dallarda replied that the speed of the new generation equipment is about 10 miles per hour, which is 3-4 times faster than the ones currently used on the Coronado Bridge.

Action: Upon a motion by Mayor Desmond and second by Mayor Janney, the SANDAG Board of Directors approved the use of an interim tolling strategy that consists of a fixed toll of \$0.50 per trip for FasTrak users for the new portion of the I-15 Managed Lanes Middle Segment from SR 56 to Rancho Bernardo Road scheduled to open in late summer 2008. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - None.

18. TECHNICAL UPDATE TO THE SMART GROWTH CONCEPT MAP (ACCEPT)

Lemon Grove Councilmember and Regional Planning Committee (RPC) Chair Jerry Jones introduced this item. This map provides direction for where smart growth should occur in the region. We are not usurping land use authority of the cities. The RPC recommended acceptance of this map.

Carolina Gregor, Senior Planner, said that SANDAG and area jurisdictions have worked together on this Smart Growth Concept Map (SGCM) update. She provided background information. The SGCM shows where smart growth is planned, where infrastructure investments should occur, and where smart growth financial incentives should be focused. She defined smart growth as compact, mixed-use development, good urban design and walkable communities, near public transit, providing more travel and housing choices, and protecting open space and habitat areas. Seven smart growth categories are reflected on the map: metropolitan center, urban center, town center, community center, mixed-use transit corridor, special use center, and rural village. Local jurisdictions provided input on the original 2006 map and on the technical update of this map. The report also includes more detailed subregional maps.

Ms. Gregor stated the reasons for the technical update: reflect transportation networks and transit systems included in the updated 2030 RTP, reflect local land use changes, and ensure accurate eligibility prior to the "call for projects" for the *TransNet* Smart Growth Incentive Program. She provided a summary of changes resulting from the technical update. She mentioned public comments related to the potential Quarry Creek site (CB2) in Carlsbad. She noted that there are almost 200 smart growth opportunity areas on the map.

Ms. Gregor noted that uses of the map include visual representation of the RCP philosophy, determining eligibility for areas to compete for the *TransNet* Smart Growth Incentive Program, and serving as a basis to select areas for visual simulations and other smart growth programs.

Mayor Jim Wood (Oceanside) referred to the paragraph entitled, "Additional Issues," on page 5 of the agenda report, and suggested that Board members look at that section, particularly the section on the Carlsbad Quarry Creek site. He asked staff to provide information on the status of this area.

Ms. Gregor stated that originally each jurisdiction was asked to identify the smart growth areas on the concept map, and that aspect of the technical update, each jurisdiction was to consider any additions, deletions, or modifications to the original areas. The Quarry Creek site is characterized as a potential community center. It rests within Carlsbad on the boundary with Oceanside. Environmental, cultural, and resource issues with this site have been raised by some citizens. The City of Carlsbad has asked to retain this site on the map.

Mayor Wood said that the City of Oceanside has not taken a formal position on the proposed development. They are concerned about traffic access for that development. He has discussed this with Councilmember Matt Hall (Carlsbad). This will have a heavy impact on the City of Oceanside and needs to be looked at.

Second Vice Chair Stocks stated that SANDAG did not design the areas on this map. The information was obtained from the various cities in the region. SANDAG collected

information about the proposals from the land use authorities (the local jurisdictions) and compiled this information in conjunction with the local jurisdictions. Persons having issues with this map should discuss them with the local jurisdictions, not SANDAG.

Councilmember Phil Monroe (Coronado) asked about the transit information on Slide No. 8 of the PowerPoint presentation. Ms. Gregor responded that the City of Coronado has existing high-frequency, local transit service and that is all that is slated for this area in terms of the 2030 RTP.

Deputy Mayor Crawford asked if CB2, the Carlsbad area in contention, was on the previous versions of the map, and what kind of latitude do cities have to add or remove areas on the map. Ms. Gregor replied yes, it was included on the 2006 map, and that through this technical update we have asked the cities for their changes, and that this recommended map is a result of those changes.

Deputy Mayor Crawford asked about the effect of including the various smart growth locations on the proposed SGCM update. Ms. Gregor responded that the most tangible benefit to have areas identified on the map is that it allows them to compete for funding from the *TransNet* Smart Growth Incentive Program. Potential areas qualify only for planning grants, but existing/planned areas would be eligible for both planning and infrastructure grants.

Deputy Mayor Crawford clarified that potential smart growth areas are only eligible to apply for planning grants for those areas. Ms. Gregor answered affirmatively.

Deputy Mayor Crawford asked if the City of Del Mar applies for a planning grant and there is community objection, how is that handled. Ms. Gregor said that there would need to be a document of support from the community for moving the grant proposal forward.

Deputy Mayor Crawford asked how those letters of support would be weighted. Coleen Clementson, Principal Planner, stated that for eligibility, some letter of support from the community would be required. Later on in the analysis, there is a significant amount of points for those areas having greater community support. Staff is working with the RPC to develop the Smart Growth Incentive Program guidelines, and the Board will have an opportunity to review those guidelines in the fall.

Mr. Gallegos commented that the Smart Growth Incentive Program criteria will be reviewed by the RPC. However, the Board will be adopting the final criteria and the guidelines.

Deputy Mayor Crawford wondered how a project would be analyzed if there were support from the city but opposition from the community. Would a letter from a City Manager receive more weight than letters in opposition from community?

Mr. Gallegos stated that these are the pieces we are working on. Before you allocate money you have to set the rules.

Ms. Clementson added that there will be points for letters of support, and for projects that are ready for implementation. The grants will be extremely competitive as there is not a lot of money available. There is only up to \$6 million available annually. The proposed maximum grants for capital projects would be \$2 million. Each planning grant will be

perhaps \$300,000-\$400,000, with only three or four grants per cycle. Projects that are ready to go will receive more points.

Chair Sessom stated that if Board members have concerns about the criteria for these grants, he/she should discuss them with your representative on the RPC.

Councilmember Lesa Heebner (Solana Beach) said that SB1 is a town center. She asked about the number of units to meet the density requirement. Ms. Gregor said that the development density is averaged with the density of the surrounding area, and that the overall area meets the criteria for a town center.

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

Duncan McFetridge, Chairman of Save our Forests and Ranchlands (SOFAR), stated that we have been working with the RPC on this issue. This involves our recent settlement negotiations. We have legal problems with Section U of the settlement agreement. SANDAG agrees to update the SGCM. He referred to a section of a letter by the California Attorney General's office that suggested eligibility for incentives should be limited to areas adjacent to existing and/or planned and funded light rail stops or bus rapid transit stops and areas with high potential for increasing walking and biking and for shortening trip lengths. He believes that there is a disagreement in philosophy. He brought these problems to the RPC and had a suggestion to change a category from "metropolitan center" and add a category called "transit-based community." He said that the complete mobility plan for downtown San Diego envisions a 50 percent modal split between transit and automobiles; however, there are no benchmarks. The Attorney General's letter indicates that the SANDAG growth pattern seems to be focused on developable land rather than access to transit. There is something missing in the criteria. He recommended that negotiations continue between SOFAR and SANDAG.

Diane Nygaard, representing Preserve Calavera, asked that a hold be placed on the Quarry Creek site (CB2) in the Buena Vista Creek Valley. Residents donated to preserve half of that valley and would like to preserve the other half. She stated several reasons to put a hold on this site.

Don Christiansen, a Carlsbad resident, took exception to the name Quarry Creek. This site is in the Buena Vista Creek Valley. He was on the Carlsbad Historic Preservation Committee for eight years. We feel compelled to ask for your support for the El Salto Falls and Marron Adobe historic site. He asked the Board to give serious consideration to removing this site from the map.

Mel Vernon, representing the San Luis Rey Band of Missions Indians, agreed with Ms. Nygaard and Mr. Christiansen. He said they have met with McMillan on their development plans. They don't want the Quarry Creek development to be built; they want open space and the waterfall. The San Luis Rey Band is a tribe that doesn't have a land base; therefore, our cultural bases are very important to us.

Chair Sessom mentioned that Clive Richard, a member of the public, noted that he did not need to speak, but is in support of accepting this technical update.

Mayor Wood said that the problem is twofold: this site is sacred land, and there are environmental issues. The City of Oceanside also has traffic issues with the development. We are concerned that this does have support from SANDAG. We want to discuss it further. He had issues with accepting this map today.

Deputy Mayor Crawford stated that we have had many discussions about how we are going to handle land use matters. We are a transportation agency, and over the last several years have been morphing into something else. This is an example of how we are moving into those areas. At some point we will have to wrestle to an even greater degree on how to manage land use issues and conflicts among the 18 different cities and the County. It is our responsibility to take note in an appropriate fashion of problem areas. Staff has included it in the staff report. The RPC is working on criteria to assist in the process to the extent that SANDAG is involved in awarding planning grants for certain areas. She suggested that we consider having a different category for our SGCM and that is a specific annotation of a problem area (e.g., CB2, as well as the special use area in Del Mar). CB2 is an area where the City of Carlsbad has exercised its right to ask that this area remain on the map. Under our existing guidelines, the Board has no authority to make a change to that. However, we can revisit that guideline at a future meeting, and can consider having a new category for our concept map that recognizes a troublesome area like CB2, and ensure that it is brought to our attention. She recognized the fact that the description for CB2 has been modified to indicate that there are significant cultural, environmental, and habitat resource issues and that El Salto Falls has been designated as a Native American sacred site. We should be as upfront with our constituents as we can.

Councilmember Monroe thought that we should spend our money where we have the density now. He agreed with developing the criteria for project analysis.

Mayor Desmond said he was uncomfortable with SANDAG having land use authority over projects. Every project is going to have a minority against it. He does not want land use decisions being made by SANDAG.

Councilmember Matt Hall recognized Mayor Wood's concerns about the Quarry Creek development. This is a smart growth project. If there is a development, all adjacent cities will have to make this work. We have a habitat plan and are working with environmental folks on various plans. We don't know if anything will be built in that area. We have to let the process work. It will have to have California Environmental Quality Act (CEQA) review.

Action: Upon a motion by First Vice Chair Pfeiler and second by Second Vice Chair Stocks, the SANDAG Board of Directors accepted the updated Smart Growth Concept Map for use in the *TransNet* Smart Growth Incentive Program and for ongoing planning purposes. Yes – 15 (weighted vote, 88%). No – 2 – Del Mar and Oceanside (weighted vote, 12%). Abstain – 0 (weighted vote, 0%). Absent – City of San Diego and Santee.

19. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL IN ANTICIPATION OF LITIGATION

Chair Sessom convened the meeting into closed session at 11:04 a.m.

Pursuant to Government Code Section 54956.9(b) – Four Potential Cases.

20. CLOSED SESSION: CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8.

The meeting was reconvened into open session at 11:32 a.m.

Deputy General Counsel John Kirk reported that the Board met in closed session on Item Nos. 19 and 20, and the following actions were taken: on Item No. 19, the claims of William Staggs, Brittany Nistler, Brenda Nistler, and Venessa Kost were denied; and on Item No. 20, the Board authorized the setting of a public hearing for a Resolution of Necessity regarding the acquisition of property located at 3630 Main Street in Chula Vista.

21. UPCOMING MEETINGS

The August 8 and August 22 Board of Directors meetings have been cancelled. The next Policy meeting is scheduled for Friday, September 12, 2008, at 10 a.m. The next Business meeting is scheduled for Friday, September 26, 2008, at 9 a.m.

22. ADJOURNMENT

The meeting was adjourned at 11:40 a.m.

DGunn/M/DGU

## ATTENDANCE SANDAG BOARD OF DIRECTORS' MEETING JULY 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	Mark Arapostathis (2nd Alternate)	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	Don Higginson (2nd Alternate)	Yes
City of San Diego - A	Tony Young (1st Alt.)	Yes
City of San Diego - B	Jim Madaffer (Member B)	No
City of San Marcos	Jim Desmond (Member)	Yes
City of Santee	Jack Dale (Member)	Yes
City of Solana Beach	Lesla Heebner (Member)	Yes
City of Vista	Bob Campbell (1st Alternate)	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)	Yes
US Dept. of Defense	CMDR Marko Medved	Yes
SD Unified Port District	Laurie Black (Member)	No
SD County Water Authority	Marilyn Dailey (Member)	No
Baja California/Mexico	Remedios Gómez-Arnau (Member)	Yes
Southern California Tribal Chairmen's Association	Robert H. Smith (Member)	No