

# TRANSPORTATION COMMITTEE

September 16, 2005

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF SEPTEMBER 2, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 10:34 a.m. See the attached attendance sheet for Transportation Committee member attendance. Chair Kellejian announced that it was Mary Sessom's birthday and everyone wished her a happy birthday.

### 1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Mickey Cafagna (North County Inland) and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved the minutes from the August 19, 2005, meeting.

### 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Councilmember Jack Dale (East County) announced that today he has a special opportunity to introduce a couple of friends of SANDAG. He introduced Nick Pattenson and Nick Arthur from Barratt American. They are developers of the Fanita Ranch project in Santee, and they put a lot of resources into the efforts to pass *TransNet* and for State Route (SR) 52.

Mr. Pattenson said that when they purchased Fanita Ranch they made a commitment to the citizens of Santee to alleviate traffic. He stated that they have shown their commitment by supporting *TransNet* and by promising to contribute \$1 million towards SR 52 improvements. He presented the first installment check in the amount of \$250,000.

Mr. Arthur added that it was a pleasure to say to the citizens of Santee that help is on the way. He said it is his understanding that Mr. Gallegos has found a way to accelerate the completion of the third lane of SR 52 from Santo Road to Interstate 15 (I-15) within the existing right-of-way, and we also may be able to get the third lane of SR 52 completed from I-15 to SR 125 within the existing right-of-way. That will help relieve the traffic congestion on SR 52. He thanked SANDAG for its assistance.

Mayor Art Madrid (East County) mentioned that Barratt American is building a fantastic condominium project in La Mesa. He commended Barratt American for its vision.

Chair Kellejian noted that we received a letter from Chuck Lungerhausen thanking those who donated money for the Multiple Sclerosis (MS) Walk. Mr. Lungerhausen's letter noted that he personally raised over \$4,000.

## CONSENT ITEMS

### 3. 2006 STIP INTERREGIONAL RAIL FUNDING RECOMMENDATIONS (RECOMMEND)

A portion of the State Transportation Improvement Program (STIP) administered by the state is set aside for interregional rail projects. Caltrans Division of Rail has requested the region to recommend projects for funding in the 2006 cycle. This report describes the projects and discusses the amounts proposed for funding.

Action: Upon a motion by Mayor Cafagna and a second by Deputy Mayor Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee unanimously approved Consent Item 3.

## CHAIR'S REPORT

### 4. MTS GREEN LINE OPERATIONS/RIDERSHIP UPDATE (INFORMATION)

Mr. Paul Jablonski, MTS Chief Executive Officer, reported that the Green Line has been open for less than two months. The 15-minute schedule that was put out this summer appears to be fitting demand. They have changed from two-car train consists to three-car train consists. The public acceptance of the new low-floor cars has been tremendous. Trolley stations along the Green Line have been modified for the new cars. The operation from Santee to Old Town causes a transfer at Old Town. Both the Blue and the Green Lines arrive at the Old Town Transit Center pretty much at the same time and five minutes later they depart. This transfer is happening with a high degree of coordination and is going well. MTS has accepted ten of the 11 new cars. Initially, MTS had some challenges with train reliability, but feel that those challenges have been resolved. MTS has received a positive response from customers and an especially positive response for the San Diego State University (SDSU) Station.

Mr. Jablonski stated that the trolley had record ridership numbers to Qualcomm Stadium for Street Scene. In July it had a record weekday ridership, a record Saturday ridership, and a record average daily ridership. On July 29, the trolley carried about 225,000 on the trolley alone, the third highest day ever. From the Green Line, there have been very positive initial results. The average daily ridership for the month of July was over 19,000. From last year to this year, the Blue Line is continuing to grow. As would be expected with the implementation of the Green Line, there has been a slight decline in Orange Line ridership. There has been a net increase of about 14,000 with the introduction of the Green Line. The original planning ridership estimates for the SDSU Station was 4,000 boardings. On the first day of classes at SDSU, there was a ridership of 6,100 ons and offs. We followed up that day with 6,540 boarding and alighting passengers at that station. The planning estimate of ridership in 2014 was 11,500 daily boardings at the new Mission Valley East stations. Initial estimates are about 8,000 just for those new stations. There have been 700-800 riders at the Grantville Station, over 400 riders from the 70<sup>th</sup> Station, and 300 riders from the Alvarado Hospital Station. On Wednesday, at Aztec Center where they sell the semester pass, the line was around the building.

Chair Kellejian stated that if any Committee members have not been to these new stations, they are second to none, especially the SDSU station.

Deputy Mayor Emery relayed a positive recent experience he and his wife had on the Green Line. He echoed Chair Kellejian's words in encouraging Committee members to ride this line.

## REPORTS

### 5. A FEASIBILITY STUDY FOR A DEDICATED INTERMODAL RIGHT-OF-WAY LINK BETWEEN SAN DIEGO AND A POTENTIAL REGIONAL AIRPORT IN IMPERIAL VALLEY (APPROVE)

Ellen Roundtree, Director of Government Relations, reported that in July 2005 the Committee requested staff to search for funding for a maglev study. Congressman Bob Filner sponsored an \$800,000 earmark for this project in the new federal transportation bill, the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). Congressman Filner has expressed a desire for SANDAG to take the lead on this study. The San Diego County Regional Airport Authority (Authority) has identified several airport sites. Staff believes contract work for this initial study will be \$400,000. Ms. Roundtree reviewed four actions being requested of the Transportation Committee:

1. Process all administrative actions required to utilize the \$800,000 federal funding earmark included in the multi-year federal transportation bill including processing Amendment No. 11 to the 2004 Regional Transportation Improvement Program (RTIP) as authorized in a SANDAG Resolution, pending the close of the required 30-day public comment period;
2. Take steps to identify \$200,000 in total matching funds to the federal funding, with an immediate need for \$80,000 in matching funds during FY 2006;
3. Add a project for up to \$400,000 to the Overall Work Program (OWP) and Program Budget when matching funds are identified; and
4. Award a future contract to conduct a feasibility study for a dedicated intermodal right-of-way link between the San Diego region and a potential regional airport in Imperial Valley.

Congressman Filner thanked SANDAG and its Transportation Committee for being a trendsetter in planning for the county. He said that people look to SANDAG to make the important decisions about transportation. Very few agencies could move as quickly as it has on this item. If there is going to be a site for an airport that is over 100 miles away, there needs to be rapid transportation to get there. He didn't know if the Authority will recommend an airport in the Imperial Valley area, but hoped that that it will consider that site. There will be an advisory referendum vote on an airport site in Imperial County next November. He noted that some Transportation Committee members have ridden on maglev trains. It is an incredible piece of technology. The federal government is interested in getting maglev projects up and running. This project is the perfect one to demonstrate the attributes

of the maglev technology; it can achieve over 300 mph, and has no problem going over the mountains as it can handle 10 percent grades. The problem is the political will to use this technology. There is considerable money in the Airport Trust Fund and it has not been touched. We could get to Imperial County in 20 minutes on a maglev train. There could be security check-in at Lindbergh Field and then passengers could board a maglev train to an airport in Imperial County.

Congressman Filner said this advanced technology has greater ramifications. It serves a purpose for the airport, but what about a line along our border through the southern United States? A tri-county advisory committee has been formed to discuss this alignment. He noted that San Diego could serve as Yuma's port with a maglev system, and tourism could be heightened without the use of cars on the road. The San Diego Regional Chamber of Commerce is also interested in this technology as it relates to housing. The housing problems we face here can be resolved with a high-speed rail system connecting to housing in Imperial Valley.

Congressman Filner stated that maglev has a lot of advantages: environmental impacts would be minimal; since we could put this down the median of Interstate 8 (I-8), right-of-way issues can be solved; and there are no noise problems. The issues are all favorable with such a line. He thought there would be federal funding for a maglev airport project.

Congressman Filner clarified that this earmark is for an east-west maglev study within his district. He knows there is interest in trying to get a maglev study for other areas. He thinks this is possible for broader linkages. A major project like this will help both counties. He appreciated SANDAG's efforts for taking this up so quickly.

Gary Gallegos, SANDAG Executive Director, commented that in July 2005 the Transportation Committee authorized staff to apply for funding to study the feasibility of maglev along I-8 for the east-west corridor and along I-5 for the north-south connection.

Councilmember Madaffer thanked Congressman Filner for his funding assistance for this project. He agreed that looking at Imperial Valley makes a lot of sense. He asked the Congressman if the priority for this earmark is strictly for the I-8 corridor or will it allow us to continue with a maglev study for the I-5 corridor. Congressman Filner responded that according to the earmark language it is for the east-west corridor. In order for the Authority to have a fair evaluation of the Imperial Valley site we have to complete this study quickly. If the total earmark is not used for this study, it can be used for other corridors. However, we will need to add language in a cleanup bill to allow that to occur.

Councilmember Madaffer asked when we will have an idea about the cost of this study. Mr. Gallegos said that today's action would authorize staff to get all of these pieces together. The reason we can do this so quickly is that we have a series of "on call" contracts in place for our *TransNet* program. We would engage some of those on call services to assist with scoping out this study. We will partner with the Authority and Imperial County and bring back a proposal that will highlight what can be done, how much it will cost, and how long it will take.

Councilmember Madaffer stated that he would appreciate anything Congressman Filner can do in the future to expand the earmark for a north-south corridor.

Mayor Cafagna stated that it appears the Shanghai maglev system was not sensitive to environmental issues. He asked the Congressman about that. Congressman Filner responded that an east-west maglev system would be on existing right-of-way so there should be only minimal environmental impacts. Because of the way the maglev would be built, there would be certain visual aesthetics affected, but 90 percent of the route is at grade. In terms of the kinds of pollutants we normally think about, there are very little. If we have to build the guideway higher, there may be visual impacts, but they will be in the mountains. These are the kinds of things the study will determine. If this project is impossible environmentally, it's not going to go anywhere. He has not had direct discussion with environmentalists.

Public Comments:

Rudy Maldonado, representing the Imperial Irrigation District, sent greetings from the Imperial Valley. He stated that he has been talking to his Imperial Irrigation Board members about maglev for about a year and a half, and there is an agenda item scheduled for their September 6, 2005, meeting to approve \$50,000 for this maglev study. He asked for SANDAG'S consideration on this agenda item. He said that the region is growing and we need to be thinking of the 21<sup>st</sup> Century.

Clive Richard, a member of the public, thought that it is important to conduct this feasibility study, especially when you have federal funding. He urged the Committee to support this action. He agreed that it would be good to have a study for the north-south corridor, but this study is being paid for now by the federal government.

Chair Kellejian commented that the idea behind this study is not to approve an airport site, but to conduct a study to determine feasibility. All of those pieces need to be in place for the citizens of San Diego County to approve an airport site.

Mayor Sessom (San Diego County Regional Airport Authority [Authority]) reported that the Authority has identified two distant sites, one at Campo and one in Imperial County. At some point in time the Airport Authority will be looking at how to get people out to these areas. The Authority has put this question on the agenda for its next meeting, which is scheduled for September 8, to give direction to its staff to work with SANDAG on this study. The study is critical to siting a new airport. San Diego citizens will want to know how they will get out to an airport located in these areas and how long it will take. The Authority will need to decide which site to put on the ballot in November 2006. She said that where to site an airport is critical for San Diego County.

Supervisor Pam Slater-Price (County of San Diego) thanked Congressman Filner for making this project a real possibility. She could not stress how important it is to study the north-south route on I-5. The state is moving ahead on planning high-speed rail corridors on I-15 and I-5 but is not considering the maglev technology. This could be a fatal flaw in going to the voters and asking for a bond measure for this system. She thought voters would be excited about a maglev system statewide, but not about a diesel system. She said that there is no comparison

between diesel and maglev when it comes to noise, environmental impacts, and visual quality.

Congressman Filner said that the maglev technology seems to be the safest form of transportation, it has the lowest cost per passenger, uses half the amount of energy, there are no emissions, little noise, and it can carry the equivalent of an eight-lane freeway.

Chair Kellejian asked about the possibility of funding for a parallel study for the north-south corridor. Mr. Gallegos replied that the language in this bill is focused on the east-west corridor; however, Congressman Filner suggested that cleanup legislation can be added to provide flexibility. We will work with the consultant to scope this out and also determine costs for a north-south link. SANDAG has established a reserve that could be used for this purpose. Staff will work with the consultant, the Authority, Imperial County, and the Southern California Association of Governments (SCAG), and report back.

Chair Kellejian noted that he had a meeting with Mayor Sessom on this matter and she has suggestions with regard to funding.

Mayor Madrid stated that all successful regions are those with a vision. Congressman Filner is suggesting something that is outside of the box. He congratulated Mr. Maldonado, and expressed a desire for other agencies and SANDAG critics to add to that contribution.

Mr. Gallegos said that one of our primary challenges is to get this study completed by February 2006 to be useful to the Authority. We will have to amend the RTIP to use the federal dollars.

Councilmember Madaffer stated that the actual amount of the federal earmark is \$800,000 but \$320,000 would require advance construction authorization. Mr. Gallegos said that the \$800,000 is spread out over a four-year period as that is the amount in the federal bill. However, the state has a program that allows the advance of those funds. We would work with Caltrans to use their advanced construction process to bring these funds forward. The Transportation Committee has the authority to approve up to \$400,000. As we update costs, we will go to the SANDAG Board for approval of the balance.

Congressman Filner said that in the clean-up bill there will be language to indicate that if projects are ready to go, the full amount of the money can be used.

Action: Upon a motion by Councilmember Jerome Stocks (North County Transit District [NCTD]) and a second by Supervisor Slater-Price, the Transportation Committee authorized staff to: process all administrative actions required to utilize the \$800,000 federal funding earmark included in the multi-year federal transportation bill including processing Amendment No. 11 to the RTIP as authorized by an accompanying resolution pending the close of a 30-day public comment period; take steps to identify \$200,000 in total matching funds, with an immediate need for \$80,000 in matching funds during FY 2006; add a project for up to \$400,000 to the Overall Work Program and Program Budget when matching funds are identified; award a future contract to conduct a feasibility study for a dedicated intermodal right-of-way link between the San Diego region and a potential regional airport

in the Imperial Valley, and directed staff to report back with information on a north-south connection as well.

Chair Kellejian called for a five-minute break at 11:30 a.m.

**\*\*11:39 A.M. – CONVENE JOINT MEETING WITH THE REGIONAL PLANNING COMMITTEE\*\***

**CONSENT ITEMS (A and B)**

- A. APPOINTMENT OF NEW MEMBERS TO THE REGIONAL PLANNING STAKEHOLDERS WORKING GROUP (SWG) (RECOMMEND)

Last November, the SANDAG Board approved the creation of the new Regional Planning Stakeholders Working Group (RPSWG). Two members of the RPSWG have recently resigned. Regional Planning Committee Chair Lori Holt Pfeiler and Transportation Committee Chair Joe Kellejian, in consultation with Jack Dale, Chair of the RPSWG, have reviewed potential replacement candidates from the original list of candidates. The Transportation and Regional Planning Committees are requested to forward the following recommendation to the SANDAG Board of Directors for approval: appoint Gary Nordstrom and Greg Alabado to fill current vacancies on the Regional Planning Stakeholders Working Group and designate Kristen Kjero and Helene Radzuk as back-up candidates in the event that additional vacancies arise.

- B. REVISED SCHEDULE FOR COMPREHENSIVE 2007 RTP (RECOMMEND)

The completion of the comprehensive 2007 Regional Transportation Plan (RTP) Update has been delayed at least three months, until June 2007. The cause of the delay is the staff effort to produce a technical 2006 RTP update by March 2006, meeting the federal three-year cycle for air quality conformity. The Transportation and Regional Planning Committees are asked to recommend that the SANDAG Board of Directors approve the revised 2007 RTP work program and schedule.

Action: A motion was made by Supervisor Slater-Price and second by Councilmember Madaffer to approve Consent Items A. and B; this action was approved unanimously.

**REPORTS (C and D)**

- C. PILOT SMART GROWTH INCENTIVE PROGRAM – PROJECT APPROVAL (APPROVE)

Stephan Vance, Senior Planner, reported that this action represents the first time that SANDAG will program transportation funds to influence local land use decisions to support regional planning goals contained in the Regional Comprehensive Plan (RCP). Mr. Vance provided an overview of the process used to develop the program, the outcomes, and how well the program met the objectives provided by the Board. Once the SANDAG Board adopted the program guidelines and evaluation criteria, projects were solicited from local agencies. Thirty-three applications were received and evaluated by a panel of six volunteers

from the Regional Planning Stakeholders Working Group and one member of the San Diego Council of Design Professionals. He thanked the evaluation panel for their work. He reviewed the project evaluation process and the points given to particular criteria including 10 percent for project readiness, 38 percent for smart growth and land use characteristics in the project area, 27 percent for the quality of the proposed improvements, 10 percent for matching funds, and 15 percent for a low-income household bonus. Mr. Vance stated that due to the level of matching funds, we are actually getting \$44 million worth of projects for \$19 million.

Mr. Vance stated that Board action taken last February directed staff to include the low-income household bonus. He showed a map indicating the location of the candidate projects and a map of the location of the recommended projects. He said that there was a consensus among panel members in terms of the recommended funding and in meeting the objectives of the program. Six projects have construction dates in this fiscal year and the remaining are by the end of the funding program. He showed examples of projects that are ready to go, those that influence land development, support public transit, and support housing development. He also showed that there are smart growth projects in a variety of settings, and the impact of the low-income household bonus. Mr. Vance said that next steps include an amendment to the RTIP to include these projects, submittal of the projects for approval by the California Transportation Commission (CTC), providing technical assistance and oversight, developing a "lessons learned" report, and beginning development of the *TransNet* funded program.

Chair Pfeiler noted that there were several public comments.

Steve Otto, representing the San Ysidro Business Association, stated that he disagreed with the score their project received. Their project has high density per acre, but scored low because they were rated against an antiquated San Diego Community Plan. A Community Plan amendment has been submitted but has not been finalized. They have been working with the City of San Diego Redevelopment Agency in the City of Villages program. He had 18 letters supporting their application. He urged the Committee to reconsider their project's score.

Clive Richard, a member of the public, spoke in support of the projects rated to be funded and wished there was another \$20 million to fund all of the projects submitted. He spoke in favor of the projects in La Mesa which provide great access to the Orange Line. He asked that the Committee support staff's recommendation.

Jay Powell, representing the City Heights Community Development Corporation, supported project No. 9 in the staff report, the Mid-City Urban Trail & State Route (SR) 15 bikeway. He mentioned that Steve Russell submitted a slip but he had to leave and will not speak. Mr. Powell said that this project will complement the I-15 corridor and the planned bus rapid transit system. It is an important component toward making the Mid-City area walkable. This project forms a north-south core that will link several communities in the area. He strongly supported the application and recommendation for this project.

Scott Kessler, Chief Executive Officer of the San Ysidro Business Improvement District Council, spoke on behalf of project 19, the San Ysidro Pilot Village Corridor Project,

and requested reconsideration due to the apparent double standard of stated criteria. He thought this project should have placed in the money due to having 1,000 new housing units. The intensity of development points were reduced to the lowest ranking. He said that Mr. Vance responded that the projects were based on existing community plans. They have initiated a Community Plan amendment calling for a revision, but were not credited for that. He wondered if all the proposed grant requests were rated evenly for existing Community Plans. He thought that some projects recommended for funding were credited with dwelling units that are proposed and those projects are not as far along in the process as their project. He urged that this project be re-ranked, and that the Committee recommend that the criteria be applied fairly and equitably.

Kathy Keehan, a member of the evaluation panel, thanked staff for their assistance with this process. She said that there was a lot of work to do and panel members took their jobs very seriously. Some even went out and visited all 33 of the project sites. She said that she was really happy with the quality of the projects, and was looking forward to the *TransNet* program.

Councilmember Jerry Rindone (South County) mentioned that Councilmember Phil Monroe also was a panel member. Councilmember Rindone expressed his strong support for the criteria that were established, and urged the Committee to maintain the criteria that was set.

Ron Morrison, Councilmember, City of National City, stated that National City is the densest city in the county and has the highest concentration of low-income housing. The City realized its responsibility in dealing with the overwhelming need in the region for housing. It has planned for smart growth types of development for the future. He noted that housing developments are not revenue generators for the city. He said that they are excited about the monies that are allotted to some of their projects as it will help to make these projects possible. They are assessing \$2,000 per new housing unit and using those funds to provide free shuttle service to tie in with public transit service.

Chair Pfeiler noted that this is the second piece of the Regional Comprehensive Plan implementation. The first piece was adopting the Regional Housing Needs Assessment (RHNA). We will have a lessons learned report. When the SANDAG Board adopted the RHNA, it included the fact that some cities would receive bonus points for low-income housing. As we move forward, we recognize that each jurisdiction will get a percentage based on achieving their RHNA goal.

Deputy Mayor Bob Emery (Metropolitan Transit System [MTS]) asked that staff address the concerns expressed about the San Ysidro project. Mr. Vance explained that the way we evaluated projects for density was based on SANDAG's 2010 forecasts of housing units and employment within a quarter-mile radius from the project site. These forecasts were based on existing community plans. Points were also awarded relative to the level of population and employment density compared to the project's smart growth place type. Bob Leiter, Director of Land Use and Transportation Planning, said that we used our Series 10 growth forecast and it is based on adopted community plans. While there may be updates in process, we used the

information provided by the cities. The fact that jurisdictions may be considering plan amendments is not relevant. Mr. Vance added that we counted potential housing units for housing, but not for density purposes.

Deputy Mayor Emery suggested that in the next round of projects, the evaluation criteria related to using existing community plans be revised to use up-to-date information. Mr. Gallegos stated that the challenge with that revision is that every jurisdiction will come back and say they were thinking of doing a lot more.

Deputy Mayor Emery said that the San Ysidro project was far into the plan improvement process. Mr. Gallegos said that that project was evaluated in several categories including density and housing. The evaluation process tried to take the potential into account. These are the lessons learned. The cities will improve on the process that they adopt.

Councilmember Scott Peters (City of San Diego) agreed that we need to support the process that was established. We have worked hard to get to this point.

Mayor Madrid stated that there are no winners or losers; the projects selected for funding were the ones that met the criteria. We cannot change the ranking at the last minute. Staff followed the guidelines that the Regional Planning Committee adopted.

Councilmember Stocks expressed support for the staff recommendation. He also had some concerns that he would like the Committee to review as we move forward. He noted that this is an incentive program and the incentives were for land use. He pointed out that two North County projects were not recommended for funding.

Mayor Cafagna stated that the City of Poway did not apply and has no projects in this program. He said that any time you put these kinds of programs together, you only have so much money and certain criteria that need to be met. He felt that we should consider changes to the criteria every time we conduct this kind of a program.

Chair Kellejian expressed concern about a "one size fitting all" type of program. He did not support the criteria at the time they were presented for approval. He noted that this is a pilot program and the first time this process was being followed.

Chair Pfeiler stated that the criteria were set for this process giving points to jurisdictions with existing low-income housing. New criteria will recognize jurisdictions producing housing from this point on.

Chair Kellejian commented that we ought to be looking at like types of projects. Some projects on the list don't compare in any way. The Grossmont and Solana Beach projects are smart growth projects recognized at the state level.

Supervisor Slater-Price said she did not vote in favor of the criteria, and she thought they were skewed and not presented in a regional way. Major congestion points are along the coast at the I-5/I-805 split. The City of Solana Beach is allowing high-density development near the beach, and there is considerable regional investment in the Coaster rail line. There is no parking at the Solana Beach Coaster Station and that's why people don't use the system

more. The *North County Times* noted that only a small percentage of money in this program went to any North County area. She said she didn't know that jurisdictions already having low-income housing would receive credit to that. She will support this action today, but will not vote in favor of it again. She agreed that the criteria need to be reworked. All of these recommended projects are meritorious. The project in Solana Beach is a long time coming, will have a positive impact on traffic, and will provide a benefit for those who want to live near transit. Every effort should be made to make the Sprinter successful. We should not penalize jurisdictions who made decisions not to require developers to provide infrastructure.

Mr. Gallegos recognized that the Solana Beach project is important. On agenda item 3 considered earlier, the Transportation Committee voted to support pursuing \$5.1 million to make that project whole. You have to look at the whole picture. We're working hard to get all of the big projects done.

Councilmember Jerry Jones (East County) reiterated that this is a pilot incentive program and when we set the program criteria, we agreed this would not be written in stone. The funds for this program had some strings that won't be there with the *TransNet* program.

Councilmember Barry Jantz (East County) said that jurisdictions need to be aware that we can't base decisions on items in process.

Action: A motion was made by Councilmember Peters and seconded by Councilmember Rindone to approve 14 projects for funding under the Pilot Smart Growth Incentive Program; this action was unanimously approved.

D. SHOWCASING LOCAL SMART GROWTH PROJECTS: SMART GROWTH IN LEMON GROVE (INFORMATION)

Mayor Sessom introduced Lemon Grove City Manager Graham Mitchell to present this item.

Mr. Mitchell cited the Lemon Grove General Plan, which calls for a village atmosphere in the downtown area. They went through an arduous city plan program and adopted a Specific Plan last June. This Specific Plan calls for up to 800 housing units in the downtown area, maximizes transit options, and increases circulation. He reviewed the downtown village districts. He stated that the City's redevelopment agency recently entered into an agreement with a developer for the Historic Main Street District. He described the various aspects of this development.

Councilmember Peters asked if this project was in the redevelopment area. Mr. Mitchell responded affirmatively, and added that they are hoping this will be a private transaction.

Action: This report was presented for information only.

6. UPCOMING MEETINGS

The next two Transportation Committee meetings are scheduled for Friday, September 16, 2005, and Friday, October 7, 2005.

7. ADJOURNMENT

Chair Kellejian adjourned the meeting at 12:46 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG JOINT TRANSPORTATION/REGIONAL PLANNING  
COMMITTEE MEETING  
SEPTEMBER 2, 2005**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of		Alternate	?	
North County Inland	City of Poway	Mickey Cafagna	Member	Yes	
	City of Vista	Judy Ritter	Alternate	No	
East County	City of Santee	Jack Dale	Member	Yes	
	City of La Mesa	Art Madrid	Alternate	Yes	
South County	City of Chula Vista	Jerry Rindone	Member	Yes	
	City of Coronado	Phil Monroe	Alternate	Yes	
City of San Diego	----	Jim Madaffer	Member	Yes	
	----	Scott Peters	Alternate	Yes	
County of San Diego	----	Ron Roberts	Member	No	
	----	Pam Slater-Price	Alternate	Yes	
	----	Dianne Jacob	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTS	Leon Williams	Alternate	Yes	
North County Transit Development Board	City of Encinitas	Jerome Stocks	Member	Yes	
	City of Vista	Judy Ritter	Alternate	No	
	City of Escondido	Ed Gallo	Alternate	Yes	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	Yes	
	Governor's Appointee	Xema Jacobson	Alternate	Yes	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	Yes	
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes	