

STATEMENT OF PROCEEDINGS
COUNTY OF SAN DIEGO BOARD OF SUPERVISORS
REGULAR MEETING AGENDA

TUESDAY, MAY 19, 2026, 9:00 AM WEDNESDAY, MAY 20, 2026, 9:00 AM
COUNTY ADMINISTRATION CENTER
BOARD CHAMBER, ROOM 310
1600 PACIFIC HIGHWAY SAN DIEGO, CA 92101

LAND USE LEGISLATIVE SESSION
WEDNESDAY, MAY 20, 2026, 9:00 AM

Order of Business

A. REGULAR SESSION: Meeting was called to order at 2:02 p.m.

PRESENT: Supervisor Terra Lawson-Remer, Chair, Supervisors Monica Montgomery Steppe, Vice-Chair; Paloma Aguirre, Chair Pro Tem; Joel Anderson; Jim Desmond; also, Ryan Sharp, Assistant Clerk of the Board of Supervisors.

B. Closed Session Report

C. Non-Agenda Public Communication: Individuals can address the Board on topics within its jurisdiction that are not on the agenda. According to the Board's Rules of Procedure, each person may speak at only one Non-Agenda Public Communication session per meeting. Speakers can choose to speak during either the General Legislative or Land Use Legislative Session.

D. Consent Agenda

E. Discussion Items

Board of Supervisors' Agenda Items

- | Agenda # | Subject |
|-----------------|--|
| 1. | CONTINUED ITEM FROM MAY 6, 2026 (01): ESTABLISH APPROPRIATIONS AND ADVERTISE AND AWARD CONSTRUCTION CONTRACT FOR GUARDRAIL REPLACEMENT AND REPAIR AND RELATED CEQA EXEMPTION IN THE COMMUNITIES OF PAULA-PAUMA, FALLBROOK, VALLEY CENTER, PALOMAR, RAINBOW, ALPINE, AND DESCANSO (4 VOTES) |
| 2. | ADMINISTRATIVE ITEM: SECOND CONSIDERATION AND ADOPTION OF ORDINANCE: TRAFFIC ADVISORY COMMITTEE (05/06/2026 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 05/20/2026 - SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING, AND CEQA EXEMPTION FINDING |
| 3. | LOCAL EMERGENCY REVIEW: PROCLAMATION OF LOCAL EMERGENCY |

FOR U.S.-MEXICO TRANSBOUNDARY POLLUTION ENVIRONMENTAL
CRISIS AND RELATED CEQA EXEMPTION

4. APPROVE AND RATIFY FISCAL YEAR 2025-26 REVENUE AGREEMENT WITH THE STATE WATER RESOURCES CONTROL BOARD FOR BEACH AND BAY WATER QUALITY MONITORING PROGRAM AND RELATED CEQA EXEMPTION
5. GENERAL SERVICES - ADOPT A RESOLUTION TO SUMMARILY VACATE A PORTION OF VINE STREET IN THE LAKESIDE COMMUNITY PLAN AREA AND CEQA FINDING (VAC 2025-0002)
6. SET A HEARING FOR JUNE 10, 2026:
CONSOLIDATED COST RECOVERY PROPOSAL TO ADOPT ORDINANCES RELATED TO FEES, DEPOSITS, AND HOURLY RATES FOR LAND DEVELOPMENT, ENVIRONMENTAL HEALTH AND QUALITY, AND AGRICULTURE, WEIGHTS AND MEASURES EFFECTIVE FISCAL YEAR 2026-27 AND CEQA EXEMPTION (05/20/2026 - FIRST READING; 06/10/2026 - SECOND READING UNLESS ORDINANCE IS MODIFIED ON SECOND READING)
7. MCCLELLAN-PALOMAR AIRPORT - APPROVE LEASE WITH AMERICAN AIRLINES AND RELATED CEQA FINDING
(4 VOTES)
8. NON-AGENDA PUBLIC COMMUNICATION

**1. SUBJECT: CONTINUED ITEM FROM MAY 6, 2026 (01):
ESTABLISH APPROPRIATIONS AND ADVERTISE AND AWARD
CONSTRUCTION CONTRACT FOR GUARDRAIL REPLACEMENT
AND REPAIR AND RELATED CEQA EXEMPTION IN THE
COMMUNITIES OF PAULA-PAUMA, FALLBROOK, VALLEY
CENTER, PALOMAR, RAINBOW, ALPINE, AND DESCANSO
(DISTRICTS: 2 & 5)**

OVERVIEW

On May 6, 2026 (01), the Board of Supervisors continued the item to May 20, 2026.

The County of San Diego (County) Department of Public Works (DPW) is responsible for the maintenance and operation of nearly 2,000 centerline miles of County-maintained roads, including more than 56 miles of guardrails. Centerline miles represent the total length of the roads regardless of the number of lanes or overall roadway width. Guardrails are installed along the edge of the roadway to enhance safety by preventing motorists from unintentionally leaving the roadway and may also reduce the severity of a crash. DPW has developed a list of eight guardrail replacement and repair sites on County-maintained roads in the communities of Pala-Pauma, Fallbrook, Valley Center, Palomar, Rainbow, Alpine, and Descanso. Guardrails that have been identified for this project were prioritized based on traffic volume, speed limit, nearby hazards or utilities, guardrail condition, slope severity, and traffic patterns associated with nearby underserved communities. DPW has developed similar projects for guardrail upgrade, repair, replacement, and installation in past years and will continue to evaluate needs and identify locations on an annual basis as funding is available.

In September 2023, DPW applied for a Highway Safety Improvement Program (HSIP) grant to design and construct guardrail upgrades at eight sites. HSIP is a federal-aid grant program, administered by the California Department of Transportation (Caltrans) for the purpose of achieving a significant reduction in fatalities and serious injuries on public roads. The preliminary engineering funding was authorized by Caltrans in November 2023 and the engineering phase of the project is now complete. DPW is now ready to proceed with the construction phase. DPW anticipates receiving additional grant funds from Caltrans for construction, pursuant to the Highway Safety Improvement Program. If these funds are not forthcoming or a lower than expected amount of funding is received, DPW will reevaluate the scope of the project; and, if possible, proceed with the award of a construction contract with a reduced number of guardrail replacement locations.

This is a request to establish appropriations and approve the advertisement and subsequent award of a construction contract for the replacement and repair of segments of guardrail at eight sites in the communities of Pala-Pauma, Fallbrook, Valley Center, Palomar, Rainbow, Alpine, and Descanso on County-maintained roads. If this item is approved today, construction will begin in Summer 2027 and be completed by Spring 2028. The total project cost, including design, environmental review, and construction, is estimated at \$1,241,590 and consists of \$471,590 for design, inspection, and environmental review and \$770,000 for construction, which includes a 20% contingency to cover unexpected costs that may arise during construction. This project is funded by the Highway Safety Improvement Program, a federal grant program administered by Caltrans (\$859,262) and available prior year Road Fund fund balance (\$382,328). Today's action includes an anticipated appropriation of \$770,000 in funds

for the construction component of the project. These funds will be combined with existing appropriations to cover the entire estimated project cost of \$1,241,590.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Section 15301 of the California Environmental Quality Act (CEQA) Guidelines that the proposed project is categorically exempt from CEQA review because it involves the repair and replacement of guardrails along existing County-maintained roadways involving no or negligible expansion of existing use.
2. Establish appropriations of \$770,000 in the Department of Public Works Road Fund, Services & Supplies, for construction of the Guardrails Highway Safety Improvement Program project based on Highway Safety Improvement Program (\$600,600) and available prior year Road Fund fund balance (\$169,400). **(4 VOTES)**
3. Authorize the Director, Department of Purchasing and Contracting, to take any action necessary to advertise and award a contract and to take other actions authorized by Section 401 et seq., of the Administrative Code with respect to contracting for guardrail repair and replacement in the communities of Paula-Pauma, Fallbrook, Valley Center, Palomar, Rainbow, Alpine, and Descanso on County- maintained roads.
4. Designate the Director, Department of Public Works, as the County Officer responsible for administering the construction contract in accordance with Board Policy F-41, Public Works Construction Projects.

EQUITY IMPACT STATEMENT

The replacement of guardrails supports vehicle safety on County of San Diego maintained roads and helps ensure that the transportation system is safe for all road users, for all modes of transportation, in all communities, and for all people. Data-driven safety initiatives are developed and administered considering equity as a key factor. Understanding travel patterns within underserved communities will allow the Department of Public Works (DPW) to identify actions to address the underlying factors and causes that can impact safety.

The Highway Safety Improvement Program, administered by Caltrans and DPW, utilizes this approach to identify high-priority projects that achieve a significant reduction in traffic fatalities and serious injuries on public roads. DPW conducts routine inspections of facilities and roadways and relies on various community engagement methods such as the Tell Us Now! Mobile app and toll-free hotlines to intake reports of safety concerns. To ensure that underserved populations are prioritized during the project selection process, data is used by DPW to evaluate and identify vulnerable populations, including data from the Healthy Places Index, the most recent version of CalEnviroScreen (4.0), San Diego LiveWell communities, Environmental Justice Communities, and other relevant data sources. As a result of this approach, all eight locations included in this project fall within and serve underserved communities. These project locations are part of the critical transportation infrastructure used to access the surrounding underserved communities.

SUSTAINABILITY IMPACT STATEMENT

The project will contribute to environmental and health and well-being sustainability goals of the County of San Diego. The replacement of the metal beam guardrails will improve roadway safety for the community. The existing steel materials that will be removed during this project will be recycled, which will reduce waste. Guardrail replacement with steel materials will further support recycling in the future and promote the County's solid waste diversion goals in the Climate Action Plan. The sustainable practices implemented as part of this project will have a positive impact on sustainability in our region as well as globally.

FISCAL IMPACT

Funds for this request are partially included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works Road Fund. If approved, this request will establish additional appropriations of \$770,000, resulting in additional costs and revenue for DPW Road Fund, as outlined in Recommendation 1. The total estimated project cost is \$1,241,590 consisting of \$471,590 for design, inspection, and environmental review, and \$770,000 for construction, including 20% contingency for unforeseen conditions. The funding sources are Highway Safety Improvement Program, a federal grant program administered by Caltrans (\$859,262) and available prior year Road Fund fund balance (\$382,328). There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

County of San Diego construction contracts are also publicly advertised and competitively bid and help stimulate the local economy. Construction is administered in conformance with federal standards for labor practices, wage requirements, safety standards, the County of San Diego's Working Families Ordinance and are subject to ongoing reporting and verification of compliance with these federal provisions. All workers employed on public works projects must be paid prevailing wages determined by the California Department of Industrial Relations, according to the type of work and location of the project.

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Montgomery Steppe, the Board of Supervisors took action as recommended, on Consent.

AYES: Aguirre, Anderson, Montgomery Steppe, Desmond

NOT PRESENT: Lawson-Remer

2. **SUBJECT: ADMINISTRATIVE ITEM:
SECOND CONSIDERATION AND ADOPTION OF
ORDINANCE: TRAFFIC ADVISORY COMMITTEE (05/06/2026 -
ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN
ORDINANCE; 05/20/2026 - SECOND READING OF AN ORDINANCE,
UNLESS ORDINANCE IS MODIFIED ON SECOND READING, AND
CEQA EXEMPTION FINDING (DISTRICTS: 2, 3, 4, & 5)**

OVERVIEW

On May 6, 2026 (05), the Board of Supervisors took action to further consider and adopt Ordinance on May 20, 2026.

The Traffic Advisory Committee (TAC) supports the Department of Public Works (DPW) traffic engineering program. The TAC was established by the Board of Supervisors (Board) in the 1950s to provide traffic regulations and recommendations within the unincorporated areas of the region. To be effective, the TAC proposes policies that will enhance safety, reduce congestion, and be legally enforceable. The TAC meets every two months to review proposed additions, deletions, or changes to regulatory traffic control devices such as speed limits, stop signs, traffic signals, and parking regulations on County of San Diego (County) maintained roads. Upon receipt of a request or recommendation for the implementation of a traffic safety measure in unincorporated areas, the TAC reviews and investigates the requested item, including engineering and traffic condition studies. The TAC recommendations are provided to the Board for consideration.

The TAC recommends the Board act on 14 items from December 5, 2025 TAC meeting agenda:

| District / Item | Location | Request | Description |
|------------------------|---|--------------------------------|--|
| 2. 2-A* | Lawson Valley Road from Skyline Truck Trail to end County maintenance in Jamul. | Review requested by residents. | Establish a 35 MPH speed limit and certify for radar enforcement. |
| 2. 2-B* | El Monte Road from Lake Jennings Park Road to the El Capitan Reservoir Gate in Lakeside | Review requested by DPW staff. | Establish a 40 MPH speed limit and certify for radar enforcement. |
| 2. 2-C* | Highway 8 Business from the El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road in Crestview/Lakeside. | Review requested by DPW staff. | Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement. |
| 2. 2-D* | El Nopal from Riverford Road to Mountain View Lane in unincorporated Santee. | Review requested by DPW staff. | Combine with the western speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement. |
| 2. 2-E* | El Nopal from Mountain View Lane to Santee city limit (west of Aquilla Drive) in unincorporated Santee. | Review requested by DPW staff. | Combine with the eastern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement. |
| 2. 2-F | Warnock Drive/Ramona Street/Dye Road from San Vicente Road to 1,000' west of Ramona Street in Ramona. | Review requested by DPW staff. | Certify the existing 50 MPH speed limit for radar enforcement. |
| 2. 2-G | D Street and Fifth Street in Ramona. | Review requested by residents. | Establish an all-way stop intersection. |

| | | | |
|------------------------------|--|--------------------------------|---|
| 3. 3-A* | La Orilla from El Camino Real to Rambla de las Flores in Rancho Santa Fe. | Review requested by DPW staff. | Reduce the 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement. |
| 4. 4-A | Sweetwater Springs Boulevard/US Elevator Road from Jamacha Boulevard to cul-de-sac in Spring Valley. | Review requested by DPW staff. | Certify the existing 30 MPH speed limit for radar enforcement. |
| 4. 4-B | Fury Lane from Avocado Boulevard to 300' east of Dorsie Lane in Rancho San Diego. | Review requested by DPW staff. | Certify the existing 40 MPH speed limit for radar enforcement. |
| 4. 4-C | Bancroft Drive and Troy Street in Spring Valley. | Review requested by residents. | Place the intersection on the County's list for signal design and construction. |
| 4 4-D. | Willow Glen Drive and Hillsdale Road in Hillsdale. | Review requested by residents. | Place the intersection on the County's list for signal design and construction. |
| 5 5-A. * | Mirar de Valle Road from Valley Center Road to Cypress Ridge in Valley Center. | Review requested by residents. | Establish a 45 MPH speed limit and certify for radar enforcement. |
| 5 5-B. * | Fallbrook Street from Main Avenue to Stage Coach Lane in Fallbrook. | Review requested by residents. | Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement. |
| *Item requires two hearings. | | | |

Approval of Items 2-A on Lawson Valley Road in Japatul (District 2), 2-B on El Monte Road in Lakeside (District 2), 2-C on Highway 8 Business in Crestview/Lakeside (District 2), 2-D on El Nopal in unincorporated Santee (District 2), 2-E on El Nopal in unincorporated Santee (District 2), 2-F on Warnock Drive/Ramona Street/Dye Road in Ramona (District 2), 3-A on La Orilla in Rancho Santa Fe (District 3), 4-A on Sweetwater Springs Boulevard/US Elevator Road in Spring Valley (District 4), 4-B on Fury Lane in Rancho San Diego (District 4), 5-A on Mirar de Valle Road in Valley Center (District 5), and 5-B on Fallbrook Street in Fallbrook (District 5) would support speed enforcement which enhances roadway safety. Properly posted speed limits inform drivers on safe speeds, reduce the number and severity of collisions, and allow for enforcement.

Approval of Item 2-G on Fifth Street and D Street in Ramona (District 2) would enhance safety for pedestrians, bicyclists, and motorists by assigning a full stop to all vehicles approaching the intersections. Properly posted intersection stop controls reduce the number and severity of collisions by assuring reasonable drivers enter intersections at a low speed and have more time to take heed of the traffic situation.

Approval of Items 4-C on Bancroft Drive and Troy Street in Spring Valley (District 4) and 4-D on Willow Glen Drive and Hillsdale Road in Hillsdale (District 4) will add the intersections to the County's traffic signal installation or modification list. The County's Traffic Signal List

allows staff to seek funding for subsequent design and construction. Traffic control signals will provide safety enhancement measures for pedestrians, bicyclists, and all other road users. Properly designed traffic control signals help manage intersections safely and efficiently by coordinating vehicle and pedestrian movement.

The Board's action on Items 2-F on Warnock Drive/Ramona Street/Dye Road in Ramona (District 2), 2-G on Fifth Street and D Street in Ramona (District 2), 4-A on Sweetwater Springs Boulevard/US Elevator Road in Spring Valley (District 4), 4-B on Fury Lane in Rancho San Diego (District 4), 4-C on Bancroft Drive and Troy Street in Spring Valley (District 4) and 4-D on Willow Glen Drive and Hillsdale Road in Hillsdale (District 4) does not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore does not require a second reading of an ordinance. Board direction on April 22, 2026 would allow implementation by DPW.

The Board's action on 2-A on Lawson Valley Road in Jamul (District 2), 2-B on El Monte Road in Lakeside (District 2), 2-C on Highway 8 Business in Crestview/Lakeside (District 2), 2-D on El Nopal in unincorporated Santee (District 2), 2-E on El Nopal in unincorporated Santee (District 2), 3-A on La Orilla in Rancho Santa Fe (District 3), 5-A on Mirar de Valle Road in Valley Center (District 5), and 5-B on Fallbrook Street in Fallbrook (District 5) would introduce an ordinance to amend and establish speed limit zones. This action would revise the County Code and require two steps. On May 6, 2026, the Board will consider the TAC items. If the Board takes action as recommended then on May 20, 2026, a second reading and adoption of ordinances amending the County Code would be necessary to implement the Board's direction. If the proposed ordinance is altered on May 20, 2026, then on that date a subsequent meeting date will be selected for the ordinance's adoption. This action would revise the County Code and requires two steps.

RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE

District 2:

Item 2-A. Lawson Valley Road from Skyline Truck Trail to end County maintenance in Jamul - Establish a 35 MPH speed limit and certify the 35 MPH speed limit for radar enforcement.

Item 2-B. El Monte Road from Lake Jennings Park Road to the El Capitan Reservoir Gate in Lakeside - Establish a 40 MPH speed limit and certify the 40 MPH speed limit for radar enforcement.

Item 2-C. Highway 8 Business from El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road in Crestview/Lakeside - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

Item 2-D. El Nopal from Riverford Road to Mountain View Lane in unincorporated Santee - Combine with the western speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement.

Item 2-E. El Nopal from Mountain View Lane to Santee city limits (west of Aquilla Drive) in unincorporated Santee - Combine with the eastern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit.

Item 2-F. Warnock Drive/Ramona Street/Dye Road from San Vicente Road to 1,000' west of Ramona Street in Ramona - Certify the existing 50 MPH speed limit for radar enforcement.

Item 2-G. Fifth Street and D Street in Ramona - Establish an all-way stop intersection.

District 3:

Item 3-A. La Orilla from El Camino Real to Rambla de las Flores in Rancho Santa Fe - Reduce the 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement.

District 4:

Item 4-A. Sweetwater Springs Boulevard/US Elevator Road from Jamacha Boulevard to cul-de-sac in Spring Valley - Certify the existing 30 MPH speed limit for radar enforcement.

Item 4-B. Fury Lane from Avocado Boulevard to 300' east of Dorsie Lane in Rancho San Diego - Certify the existing 40 MPH speed limit for radar enforcement.

Item 4-C. Bancroft Drive and Troy Street in Spring Valley - Place the intersection on the County's list for signal design and construction.

Item 4-D. Willow Glen Drive and Hillsdale Road in Hillsdale - Place the intersection on the County's list for signal design and construction.

District 5:

Item 5-A. Mirar de Valle Road from Valley Center Road to Cypress Ridge in Valley Center - Establish a 45 MPH speed limit and certify the 45 MPH speed limit.

Item 5-B. Fallbrook Street from Main Avenue to Stage Coach Lane in Fallbrook - Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement.

CHIEF ADMINISTRATIVE OFFICER

Adopt the following Ordinance:

ORDINANCE ADDING SECTIONS 72.161.25.6., 72.169.19.6., AND 72.169.45.1., AMENDING SECTIONS 71.161.18., 72.162.3.5., 72.169.38., AND 72.169.71., AND DELETING SECTIONS 72.161.18.1. AND 72.169.38.1. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

EQUITY IMPACT STATEMENT

The review of traffic signs, intersection controls, and roadway markings is essential to maintaining vehicle safety on County of San Diego roads, ensuring the transportation system serves all road users across all modes of travel, communities, income levels, races, ethnicities, ages, and abilities. DPW's Local Roadway Safety Plan analyzes correctable collisions in unincorporated areas, utilizing the Healthy Places Index (3.0) and CalEnviroScreen (4.0) to prioritize underserved populations, while the Traffic Advisory Committee (TAC) leverages this plan to review regulatory traffic control devices such as signs and markings. In addition to adhering to Caltrans sign and marking standards, the TAC employs community engagement tools, including the Tell Us Now! Mobile app, toll-free hotlines, and a customer service request program to capture and address a wide variety of traffic concerns, improve safety, and ensure justice in the enforcement of traffic regulations.

SUSTAINABILITY IMPACT STATEMENT

The proposed actions have social, health and well-being, and environmental sustainability benefits. The Traffic Advisory Committee has made addressing sustainability a top priority by partnering with local communities and industry leaders in a public forum every two months to find timely, reasonable, and cost-effective in-road traffic solutions that reduce costly traffic delays, mitigate vehicle idling to reduce emissions, improve fire response times and regional readiness, and ensure justice in enforcement of traffic regulations.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in current year costs and revenue of \$28,185 for staff time, materials, and supplies. The funding source is the State Highway User Tax Account. There will be no change in net General Fund and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Montgomery Steppe, the Board of Supervisors took action as recommended, on Consent and adopted Ordinance No. 11000 (N.S.) entitled: ORDINANCE ADDING SECTIONS 72.161.25.6., 72.169.19.6., AND 72.169.45.1., AMENDING SECTIONS 71.161.18., 72.162.3.5., 72.169.38., AND 72.169.71., AND DELETING SECTIONS 72.161.18.1. AND 72.169.38.1. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

AYES: Aguirre, Anderson, Montgomery Steppe, Desmond
NOT PRESENT: Lawson-Remer

- 3. **SUBJECT: LOCAL EMERGENCY REVIEW: PROCLAMATION OF LOCAL EMERGENCY FOR U.S.-MEXICO TRANSBOUNDARY POLLUTION ENVIRONMENTAL CRISIS AND RELATED CEQA EXEMPTION (DISTRICTS: ALL)**

OVERVIEW

On June 27, 2023 (16), the County of San Diego (County) Board of Supervisors (Board), issued a Proclamation of Local Emergency (Proclamation) as a result of the continued conditions for detrimental impacts to the environment, economy, and property within San Diego county, caused by persistent impacts from cross-border sewage pollution and sewage impacted ocean waters. The Proclamation was issued pursuant to the San Diego County Code of Regulatory Ordinances sections 31.101 et seq. and California Government Code section 8630. The Proclamation further asked the Governor to proclaim a State of Emergency in San Diego County. Government Code section 8630(c) requires local governing bodies to review the need for continuing the local emergency at least once every 60 days until the local emergency is terminated.

On July 19, 2023 (4), September 13, 2023 (3), November 8, 2023 (2), December 6, 2023 (2), January 24, 2024 (1), March 13, 2024 (3), May 1, 2024 (4), June 26, 2024 (4), July 17, 2024 (6), September 11, 2024(3), October 22, 2024 (9), December 11, 2024 (1), January 29, 2025 (2),

March 12, 2025 (2), May 07, 2025 (2), June 25, 2025 (4), July 22, 2025 (4), September 10 (1), November 5, 2025 (2), December 10, 2025 (2), January 28, 2026 (3), and March 25, 2026 (8) the Board found that there is a continuing need for the local emergency. This is a request to find that a review of the local emergency has been conducted and that the local emergency will remain in effect.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proclamation of local emergency is not subject to review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines sections 15060(c)(2) and (3), 15061(b)(3), and 15378(b)(4)&(5) because the action is an administrative action intended to facilitate state and federal funding, does not commit the County to a specific project, and will not have a reasonably foreseeable direct or indirect effect on the environment.
2. Find that there is a need to continue the local emergency and that the local emergency shall continue subject to review requirements until terminated pursuant to Government Code section 8630(d).

EQUITY IMPACT STATEMENT

The communities closest to the San Diego International Border, including the communities of Imperial Beach, San Ysidro, Otay Mesa, and Tijuana River Valley are identified by SB 535 (2012) and CalEnviroScreen 4.0 as being Environmental Justice communities having high pollution burdens for impaired water bodies, elevated PM2.5, elevated linguistic isolation, and poverty rates. By supporting the local emergency proclamation, the County of San Diego remains committed to working with local, state, federal, and Mexican authorities to improve conditions for these communities. Local Environmental Justice communities who have decades of suffering from various pollution sources have been advocating and working to raise their concerns to the various agencies, and have engaged to elevate the need for data collection to document environmental injustices.

SUSTAINABILITY IMPACT STATEMENT

This action letter aligns with the County of San Diego's (County) Sustainability Goals: protect health and wellbeing and the environment. The proposed action contributes to the County's Sustainability Goal No. 6 to protect the environment and promote our natural resources, diverse habitats, and cultivate a natural environment for residents, visitors, and future generations to enjoy.

FISCAL IMPACT

There is no fiscal impact associated with this request to continue the emergency. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

Increased beach water closures resulting from sewage impacts have a direct effect for the surrounding community due to decreased tourism, patronage of local businesses, and opportunities for youth recreation and camps. By continuing a local emergency, the County of San Diego will be able to engage businesses and non-profit service providers that have been impacted by the restricted access to local beaches and oceans with the goal of assisting in identifying ways to connect them to any state or federal relief programs.

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Montgomery Steppe, the Board of Supervisors took action as recommended, on Consent.

AYES: Aguirre, Anderson, Montgomery Steppe, Desmond
NOT PRESENT: Lawson-Remer

4. **SUBJECT: APPROVE AND RATIFY FISCAL YEAR 2025-26 REVENUE AGREEMENT WITH THE STATE WATER RESOURCES CONTROL BOARD FOR BEACH AND BAY WATER QUALITY MONITORING PROGRAM AND RELATED CEQA EXEMPTION (DISTRICTS: 1, 3, & 5)**

OVERVIEW

Since 1999, the County of San Diego (County), Department of Environmental Health and Quality (DEHQ) has entered into a State revenue agreement annually with California State Water Resource Control Board (SWRCB) to receive funds to implement the State-mandated dry weather Beach and Bay Water Quality Monitoring Program (Program) throughout the region. Due to the timing of when the revenue agreement is received from the State, ratification is required by Board of Supervisors (Board) Policy B-29. This Program collects samples and tests ocean water, conducts public education and outreach, posts signs advising the public when water does not meet California State health standards, and posts beach water contact closures when beach water is impacted by sewage or chemical spills. Up-to-date beach water quality information is also made available to the public at www.sdbeachinfo.com so that beach users can make informed decisions about where and when to enter the water.

State law provides requirements for beach water quality testing and public notification when test results indicate an increased risk of illness during water contact. State law establishes criteria to identify the testing locations and the frequency of monitoring and sets the process for providing information to the public on beach water quality conditions and issuing water contact closures for sewage impacts. The criteria for these mandates apply to beaches that are: 1) visited by more than 50,000 people per year, and; 2) adjacent to a storm drain that flows during dry weather. In San Diego County, these locations are all located north of Coronado. These beaches that meet the State criteria, and for which the County can use State funding to test, must be monitored at least weekly during the dry weather season from April 1 to October 31, when they are most visited. Given that beaches in the San Diego region are used year-round, DEHQ continues to monitor during the wet weather period the rest of the year but reduces sample locations.

DEHQ separately operates its supplemental, Board-directed South County Enhanced Beach Water Monitoring Program with General Purpose Revenue for sampling at additional beaches outside this State mandate, which includes the Imperial Beach, Silver Strand, and Coronado shoreline.

Since 1999, DEHQ has annually entered into a revenue agreement with the State to receive these funds, the source of which are a mix of State and Federal grants that partially cover the costs of the Program. The total cost of the Program for Fiscal Year 2025-26 was approximately \$805,605, and the revenue agreement will fund \$359,951. The County prioritizes advocacy for

State and federal funding that will fully sustain this program. In addition to the funding received through this revenue agreement with the SWRCB, DEHQ also receives a separate, fixed amount of ongoing 1991 Health Realignment revenue from the State which is used to support and cover costs associated with public health, mental health, and social services program responsibilities transferred from the State. DEHQ analyzes these Health Officer programs annually to identify how to allocate 1991 Health Realignment funds to cover the gaps in Health Officer programs in the annual operation plan. In FY 25-26, DEHQ will use \$325,654 of 1991 Health Realignment revenue and \$120,000 General Purpose Revenue to cover the rest of the costs for this Program, including the non-mandated portions of the extended testing the County does, such as monitoring during wet weather months.

A waiver of Board Policy B-29: *Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery* is requested in the amount of \$445,654 for Program costs not covered by the revenue agreement and to implement a year-round Program throughout the coastal shoreline. In addition, ratification is requested as required by Board Policy B-29, as delayed receipt of the State revenue agreement prevented DEHQ from bringing this agreement to the Board at least 60 days before the effective date of the agreement, July 1, 2025, and work began before the agreement was in place. The County received a final revenue agreement from the SWRCB on April 23, 2026 for the period of July 1, 2025, through August 15, 2026.

Today's action, if approved by the Board, will waive Board Policy B-29 and adopt a resolution that authorizes the DEHQ Director, or their designee, to execute a revenue agreement with the SWRCB in the amount of \$359,951 for the period of July 1, 2025, through August 15, 2026, to fund the Beach and Bay Water Quality Monitoring Program and authorize DEHQ to receive the funds.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. In accordance with Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines, find that it can be seen with certainty that there is no possibility this activity may have a significant effect on the environment and that it is therefore exempt from CEQA. In addition, in accordance with CEQA Guidelines Section 15378(b)(4) of the CEQA, find that this activity does not involve a commitment to any specific project which may result in a potentially significant physical impact on the environment and it is, on this additional basis, exempt from CEQA.
2. Waive Board Policy B-29: *Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery*, which requires full cost recovery for revenue contracts as well as docketing revenue contracts with the Board at least 60 days prior to the effective date of the contract.
3. Adopt a Resolution entitled: RESOLUTION AUTHORIZING EXECUTION OF A REVENUE AGREEMENT WITH THE STATE WATER RESOURCES CONTROL BOARD FOR BEACH AND BAY WATER QUALITY MONITORING PROGRAM FOR FISCAL YEAR 2025-26.

4. Authorize the Director, Department of Environmental Health and Quality, or their designee, to execute any extensions, amendments, or revisions thereof that do not materially impact or alter either the program or funding level.

EQUITY IMPACT STATEMENT

The Department of Environmental Health and Quality protects and promotes a healthy environment for the residents and visitors of the region by ensuring safe, sustainable communities, and preserving and enhancing the natural environment in which people live. The funding received through the revenue agreement with the State Water Resources Control Board for the Beach and Bay Water Quality Monitoring Program will ensure that the public is informed of potential health risks related to water contact when testing indicates that bacteria levels exceed State health standards. Funding from the revenue agreement is provided to equitably monitor ocean water quality in all areas of the county with storm drains that receive discharge that empties to the beach during dry weather and beaches that are visited by more than 50,000 people per year.

SUSTAINABILITY IMPACT STATEMENT

The Beach and Bay Water Quality Monitoring Program contributes to many of the County of San Diego's Sustainability Goals: protect health and wellbeing; engage the community; and protect ecosystems, habitats, and biodiversity. The proposed actions contribute to the Sustainability Goal No. 4 and No. 1 by ensuring that the public is informed of potential health risks related to water contact, which allows residents and visitors to make informed decisions about whether or not to enter the water while enjoying the natural resources found in the 70 miles of coastline with the region. Safe access to beaches promotes exercise and positive physical and mental health. The proposed actions also contribute to the County's Sustainability Goal No. 6 as poor water quality at beaches not only threatens the health of swimmers and beachgoers, but also hurts our ocean-dependent economy, such as tourism and recreation. Additionally, education and outreach efforts lead to strong connections between people and beaches. These benefits impact beach visitors of all ages, abilities, and financial resources.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of Environmental Health and Quality (DEHQ). Current fiscal year Beach and Bay Water Quality Monitoring program costs and revenue are budgeted as \$805,605. If approved, this request will result in securing a revenue agreement of \$359,951 with the State Water Resources Control Board.

A waiver of Board of Supervisors Policy B-29: *Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery* is requested in the amount of \$445,654 for program costs not covered by the revenue agreement, including County support costs which are capped under the State revenue agreement, and for wet weather monitoring. The funding source for these unrecovered costs is General Purpose Revenue (\$120,000) and 1991 Health Realignment revenue from the State (\$325,654). Subsequent year costs and revenues will be included in future year Operational Plans for DEHQ. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

Water quality testing needs to be conducted in a timely manner to ensure the protection of public health and to monitor for water quality impacts at public beaches and bays. When bacteria levels in the water at beaches and bays exceed State health standards, business, tourism, and recreational activities in the county can be negatively affected due to a decline in beachgoers recreating and frequenting businesses.

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Montgomery Steppe, the Board of Supervisors took action as recommended on Consent, and adopted Resolution No. 26-052 entitled: RESOLUTION AUTHORIZING EXECUTION OF A REVENUE AGREEMENT WITH THE STATE WATER RESOURCES CONTROL BOARD FOR BEACH AND BAY WATER QUALITY MONITORING PROGRAM FOR FISCAL YEAR 2025-26.

AYES: Aguirre, Anderson, Montgomery Steppe, Desmond

NOT PRESENT: Lawson-Remer

- 5. **SUBJECT: GENERAL SERVICES - ADOPT A RESOLUTION TO SUMMARILY VACATE A PORTION OF VINE STREET IN THE LAKESIDE COMMUNITY PLAN AREA AND CEQA FINDING (VAC 2025-0002) (DISTRICT: 2)**

OVERVIEW

The Real Estate Division of the Department of General Services is processing a request from Neighborhood Healthcare (applicant), owner of Assessor’s Parcel Number 394-064-19 to summarily vacate a portion of the Vine Street public highway easement that encumbers a portion of their property located on the southeast corner of Vine Street and Laurel Avenue in the unincorporated area of Lakeside. The vacated area will be used by the applicant for their construction of a healthcare facility. The property is within the Lakeside Community Plan Area. A summary vacation is a streamlined process by which an excess public road right-of-way (ROW), or a public service easement is abandoned. It may be requested by the County of San Diego (County) or the public if the easement interests are found to be excess to County needs and are not required for the purposes for which they were obtained.

The County Department of Public Works has determined that the portion of Vine Street proposed for vacation is excess and no longer needed for present or future public use because the remaining ROW will meet the minimum required half width for this classification of road. A road vacation often benefits the public by enabling improved use of the land it formerly occupied. The vacation was requested by the property owner and will reduce encumbrances that will allow for better use of the subject property.

Today’s request is for the Board of Supervisors to adopt a resolution to summarily vacate this excess portion of Vine Street and associated recommendations.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find the proposed vacation is exempt from review under the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines sections 15301 and 15302 because the action would result in the summary vacation of a public highway easement that is not needed for public road purposes and is a condition of a project to replace an existing medical building with a new building without any significant expansion of facilities or use.
2. Adopt a Resolution entitled: RESOLUTION TO SUMMARILY VACATE A PORTION OF VINE STREET IN THE LAKESIDE COMMUNITY PLAN AREA (VAC 2025-0002) (Attachment C).
3. Direct the Clerk of the Board to record the Resolution for Vacation No. 2025-0002 pursuant to State of California Streets and Highways Code Section 8336.

EQUITY IMPACT STATEMENT

The resolution to partially remove an encumbrance from private land that is no longer needed for public purposes will provide an overall public benefit and improve the use of the land made available by the vacation. The existing surrounding road system will continue to provide adequate access for the property and will not preclude future development.

SUSTAINABILITY IMPACT STATEMENT

The proposed action to summarily vacate a portion of Vine Street contributes to the County of San Diego Sustainability Goal No. 1 to engage the community to partner and participate in decisions that impact their lives and communities, and Goal No. 2 to provide just and equitable access to develop their land. This action will impact the property owner directly by providing improved use of the property by unencumbering a portion of their property.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of General Services. If approved, this request will result in estimated costs and revenue of \$6,500 to process the proposed vacation. The funding source is a deposit from the applicant. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Montgomery Steppe, the Board of Supervisors took action as recommended on Consent, and adopted Resolution No. 26-053 entitled: RESOLUTION TO SUMMARILY VACATE A PORTION OF VINE STREET IN THE LAKESIDE COMMUNITY PLAN AREA (VAC 2025-0002)

AYES: Aguirre, Anderson, Montgomery Steppe, Desmond

NOT PRESENT: Lawson-Remer

6. **SUBJECT: SET A HEARING FOR JUNE 10, 2026:
CONSOLIDATED COST
RECOVERY PROPOSAL TO ADOPT ORDINANCES RELATED TO
FEES, DEPOSITS, AND HOURLY RATES FOR LAND
DEVELOPMENT, ENVIRONMENTAL HEALTH AND QUALITY, AND
AGRICULTURE, WEIGHTS AND MEASURES EFFECTIVE FISCAL
YEAR 2026-27 AND CEQA EXEMPTION (05/20/2026 - FIRST
READING; 06/10/2026 - SECOND READING UNLESS ORDINANCE IS
MODIFIED ON SECOND READING) (DISTRICTS: ALL)**

OVERVIEW

This item was withdrawn from the May 6, 2026 hearing at the request of the Chief Administrative Officer. This item requests that the Board of Supervisors adopt a consolidated cost recovery proposal for Fiscal Year (FY) 2026-27 that updates fees, deposits, and hourly billing rates for multiple County departments within the Land Use and Environment Group (LUEG), in accordance with Board Policy B-29: *Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery*. The proposed actions ensure the continued delivery of critical regulatory, permitting, inspection, and enforcement services that protect public health and safety, the environment, agricultural viability, and community well-being throughout the region.

The consolidated proposal outlines cost-recovery adjustments for the following:

- (1) Land Development services, administered and overseen by Planning & Development Services (PDS), the Department of Public Works (DPW), and the Department of Parks and Recreation (DPR);
- (2) Environmental health and regulatory programs administered and overseen by the Department of Environmental Health and Quality (DEHQ); and
- (3) Agricultural, consumer protection, and measurement standards services administered and overseen by the Department of Agriculture, Weights and Measures (AWM).

These departments perform extensive permitting, inspection, and regulatory functions essential to public health, environmental protection, infrastructure safety, and consumer confidence.

The recommended fee, deposit, and hourly rate updates reflect costs for staffing, retirement, enterprise services, facilities, technology systems, and supplies. Regular cost-recovery updates ensure predictable funding and minimize reliance on one-time General Fund support. Pursuant to Board Policy B-29 related to full cost recovery, departments regularly review services provided in fee-based programs, and this year the cost recovery proposal includes shifting certain GPR-funded services that directly support those programs to fee-based funding.

Consistent with prior Board direction, the consolidated cost recovery proposal continues certain Board-approved fee waivers and subsidies that advance policy objectives such as housing availability, environmental protection, food security, charitable feeding, agricultural sustainability, and support for non-profit and community-serving organizations. Where proposed fees do not achieve full cost recovery due to these policy decisions, waivers of Board Policy B-29 are requested and identified separately by each department, along with the associated unrecovered costs and funding sources.

Each department also continues to incorporate significant cost containment measures, operational efficiencies, and technology investments to limit fee increases and improve customer service, including expanded online services, electronic plan review and permitting, mobile inspection tools, automated reporting, and streamlined business processes. These efforts have reduced the magnitude of fee increases that would otherwise be required to maintain service levels.

If this cost recovery proposal is not approved, LUEG departments would require one-time alternative County funding to maintain current service levels in the amounts of \$93,751 for AWM, \$1,575,247 for DEHQ, \$1,391,000 for PDS, \$261,000 for DPW, and \$0 for DPR, for a total of \$3,320,998 for all five departments. Without approval and without alternative funding, our customers may see reduced County capacity to perform services beyond mandated service minimum levels, increased processing and complaint response timeframes, decreased community outreach or education aimed at fostering understanding of regulations and thus promoting compliance.

In addition, there may be a cumulative impact on customers, and the changes in future fee updates will be compounded based on the need to cover the increases in this proposal, plus future year budget adjustments. Approval of the recommendations would allow LUEG departments to continue providing quality customer service, comply with mandates, and ensure that fees and hourly rates recover the County's costs where feasible in alignment with Board Policy B-29.

This consolidated Board Letter preserves the distinct recommendations and fiscal impacts of each cost recovery proposal while presenting a single, coordinated item for Board consideration for FY 2026-27. If the Board approves the recommendations below on May 20, 2026 after making the necessary findings, the Board, on June 10, 2026, will be requested to consider and adopt the ordinance amending the County of San Diego Code of Regulatory Ordinances and Administrative Code relating to permit fees and procedures within the LUEG departments, effective FY 2026-27.

Detailed departmental comparisons of current and proposed Fee and Hourly Rate Adjustments can be found in the following appendices: Land Development (Attachment E), DEHQ (Attachment K), and AWM (Attachment Q).

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

On May 20, 2026:

1. Find in accordance with Section 15273(a) of the California Environmental Quality Act (CEQA) Guidelines that the proposed changes to existing fees are exempt from CEQA. Approve the findings in Attachments D, J and P pursuant to CEQA Guidelines Section 15273(a).
2. Waive Board Policy B-29: Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery for fees for:
 - a. Land Development: Relating to appeals, rebuilding structures damaged or destroyed by a natural disaster, plan review and building fees for the Green Building Incentive Program, permit fees associated with the Political Campaign Signage program, abatement fees associated with the Graffiti Abatement program,

and permit fees associated with the Urban Agriculture Incentive Zone program in Planning & Development Services.

- b. DEHQ: Relating to food, body art, massage, organized camps, State small water system and hazardous materials program fees, and reduced or waived fees relating to non-profit organization temporary event permits and fee waiver for charitable feeding permits and veteran food facility businesses.
 - c. AWM: Relating to the Agricultural Export, Certified Farmers' Market, and Industrial Hemp Cultivation Programs.
3. Find that the adjustments in fees and changes contained in the proposed DEHQ Ordinance are necessary to meet operations in Fiscal Year 2026-27:
Ordinance Amending the San Diego County Code of Regulatory Ordinances to Adjust Department of Environmental Health AND QUALITY Regulatory Program Fees AND ASSOCIATED ORDINANCE REVISIONS (Attachment H)
 4. Approve the introduction of the Ordinances (first reading):
 - a. ORDINANCE AMENDING PORTIONS OF THE ADMINISTRATIVE CODE RELATING TO FEES AND DEPOSITS FOR THE DEPARTMENTS OF PLANNING & DEVELOPMENT SERVICES, PUBLIC WORKS, AND PARKS AND RECREATION (Attachment B)
 - b. Ordinance Amending the San Diego County Code of Regulatory Ordinances to Adjust Department of Environmental Health AND QUALITY Regulatory Program Fees AND ASSOCIATED ORDINANCE REVISIONS (Attachment H)
 - c. ORDINANCE AMENDING SECTION 364.3 OF THE SAN DIEGO COUNTY ADMINISTRATIVE CODE, RELATING TO FEES CHARGED BY THE DEPARTMENT OF AGRICULTURE, WEIGHTS AND MEASURES (Attachment N)
 5. Set a hearing for June 10, 2026 for consideration and adoption of an Ordinance amending the San Diego County Administrative and Regulatory Code relating to AWM, DEHQ, and Land Development fees, deposits, and hourly rates.

If, on May 20, 2026, the Board takes action as requested in Recommendations 1 through 5 above then, on June 10, 2026:

1. Consider and adopt the ordinances amending the San Diego County Administrative and Regulatory Code relating to land development fees, deposits, and hourly rates.
 - a. ORDINANCE AMENDING PORTIONS OF THE ADMINISTRATIVE CODE RELATING TO FEES AND DEPOSITS FOR THE DEPARTMENTS OF PLANNING & DEVELOPMENT SERVICES, PUBLIC WORKS, AND PARKS AND RECREATION
 - b. Ordinance Amending the San Diego County Code of Regulatory Ordinances to Adjust Department of Environmental Health AND QUALITY Regulatory Program Fees AND ASSOCIATED ORDINANCE REVISIONS

c. ORDINANCE AMENDING SECTION 364.3 OF THE SAN DIEGO COUNTY ADMINISTRATIVE CODE, RELATING TO FEES CHARGED BY THE DEPARTMENT OF AGRICULTURE, WEIGHTS AND MEASURES

EQUITY IMPACT STATEMENT

The County of San Diego (County) strives to preserve, enhance, and promote quality of life, health and safety, sustainability, equity, and environmental resources through the implementation of programs and services that enhance the community by increasing the well-being of residents and the environment while simultaneously complying with mandatory federal, state, and local regulations. All County Departments used County-approved methodologies to ensure all direct and indirect costs are fully recovered.

SUSTAINABILITY IMPACT STATEMENT

The Departments' proposed amendments to the hourly billing rates, fees, and deposits for services that are provided to the public will cover the full cost of services for the department's internal operations. The hourly billing rate, fee, and deposit changes are a result of the cumulative increase of the cost drivers such as salaries and benefits, services, supplies, and associated departmental and countywide costs. The adjustments to the fees are based on available expenditure and revenue data, time studies, and service counts. Sustainability means efficiently using and effectively protecting natural resources, balancing economic growth, and ensuring just and equitable provision of public services, without compromising the ability of future generations to also flourish and thrive. The proposed actions support the County of San Diego's Strategic Initiative of Sustainability to align the County's available resources with services to maintain fiscal stability and that promote economic stability.

FISCAL IMPACT

Land Development:

The proposed increases to fees are included in the Fiscal Year (FY) 2026-27 CAO Recommended Operational Plan in Planning & Development Services (PDS), Department of Public Works (DPW), and Department of Parks and Recreation (DPR). If approved, the proposed fee and deposit adjustments will result in additional estimated costs and revenue of \$1,391,000 in PDS, \$261,000 in DPW, and \$0 in DPR, effective FY 2026- 27, for a total amount of \$1,652,000. The funding source is fees paid by privately initiated land development projects and building permit applicants. There will be no change in net General Fund cost and no additional staff years.

Additionally, a waiver of Board of Supervisors (Board) Policy B-29 is requested to continue Board-directed fee waivers as part of approximately \$1,380,000, funded by existing and one-time General Purpose Revenue in PDS related to appeals, fees for rebuilding structures damaged or destroyed by a natural disaster, plan review and building fees for the Green Building Incentive Program, permit fees associated with the Urban Agricultural Incentive Zone program, fees associated with political signage permits, and abatement fees associated with graffiti removal. These programs encourage health, safety, sustainability, and housing availability in the unincorporated region.

Department of Environmental Health and Quality (DEHQ)

The proposed increases to fees are included in the Fiscal Year (FY) 2026-27 CAO Recommended Operational Plan in the Department of Environmental Health and Quality (DEHQ).

If approved, the overall proposed fee adjustments will result in additional estimated costs and revenue of \$1,575,247 in DEHQ effective FY 2026-27. The funding source is fees paid by DEHQ customers. There will be no change in net General Fund cost and no additional staff years.

A waiver of Board Policy B-29 is requested because the proposed fees do not cover all operating costs in the food, body art, massage, organized camps, state small water systems, and hazardous materials program fees. The total unrecovered cost, per Board Policy B-29, for permit fees that are not full cost recovery is \$1,223,492, and if approved, will be funded with \$643,531 in restricted General Fund fund balance, \$50,600 in 1991 Health Realignment revenue, and \$529,361 from the Environmental Health Trust Fund.

Additionally, a waiver of Board Policy B-29 is requested to continue to implement Board direction to reduce fees for temporary event permits requested by non-profit organizations and fee waiver for charitable feeding permits, as well as the state-mandated Veteran's fee waiver. These fee waivers benefit communities by enabling non-profit organizations to plan more events or further serve the community by allowing their limited budgets to go further. If these operators are not able to pay an annual permit or registration fee, this could impact their ability to provide food to those in need. The total unrecovered cost per Board Policy B-29 for these fee waivers is approximately \$515,277 in DEHQ for FY 2026-27, and if approved, will be funded with existing General Purpose Revenue in DEHQ. Inclusive of all funding sources and programs, the total unrecovered cost per Board Policy B-29 for DEHQ in FY 2026-27 is \$1,738,769.

Agriculture, Weights and Measures (AWM)

The proposed increases to fees are included in the Fiscal Year (FY) 2026-27 CAO Recommended Operational Plan in Agriculture, Weights and Measures (AWM). If approved, the proposed adjustments will result in additional costs and revenue of \$93,751 in FY 2026-27 in Agricultural Export, Certified Farmers' Market, Industrial Hemp Cultivation, Hazardous Materials Inventory, Price Accuracy, and Weights and Measures Devices programs. The funding source is fees paid by AWM customers. There will be no change in net General Fund costs and no additional staff years.

Additionally, a waiver of Board Policy B-29 is requested since the proposed fees for Agricultural Export, Certified Farmers' Market, and Industrial Hemp Cultivation do not cover all operating costs. The total unrecovered cost per Board Policy B-29 for FY 2026-27 is approximately \$149,591 and if approved, these programs will be partially funded with existing General Purpose Revenue (GPR) in AWM. The existing GPR support serves as required matching funds for State supplemental funding and is consistent with the Board's commitment and support for agriculture in the region, as stated in Board Policy I-133: *Support and Encouragement of Farming in San Diego County*. AWM will return to the Board with any future necessary fee adjustments, including identification of any unrecovered costs and funding reductions. There will be no additional staff years.

In future fiscal years, LUEG departments will return to the Board to identify any unrecovered costs and funding sources.

BUSINESS IMPACT STATEMENT

These recommendations would enable the Department of Planning and Development Services, Department of Public Works, Department of Parks and Recreation, Department of Environmental Health and Quality, and Department of Agriculture Weights and Measures to

continue to align fees to the actual costs of services provided to fee payers in each fee category. These fees allow these departments to continue to meet program objectives, provide a level of service expected by stakeholders and customers, and fully recover costs.

ACTION:

ON MOTION of Supervisor Montgomery Steppe, seconded by Supervisor Aguirre, the Board of Supervisors took action as recommended, and set a hearing to further consider and adopt the Ordinances on June 10, 2026

AYES: Aguirre, Anderson, Montgomery Steppe

NOES: Desmond

NOT PRESENT: Lawson-Remer

7. **SUBJECT: MCCLELLAN-PALOMAR AIRPORT - APPROVE LEASE WITH AMERICAN AIRLINES AND RELATED CEQA FINDING (DISTRICTS: 3 AND 5)**

OVERVIEW

McClellan-Palomar Airport (Palomar Airport), owned and operated by the --County of San Diego's Department of Public Works (DPW) Airports Division (Airports), serves as a critical link in the region's transportation network and economic infrastructure. It is one of seven airports operated by DPW, using funding from the Airport's self-sustaining maintenance and operations Airport Enterprise Fund (AEF), at no cost to the General Fund. This item is a proposed new lease with American Airlines (American) for limited commercial aviation service at Palomar Airport beginning on May 21, 2026. The airport does not require any facilities changes to accommodate the additional flights.

In 2023, American applied for a Commercial Airline Facilities Lease and Operations Agreement to operate four flights per day at Palomar Airport: two departures and two arrivals. American is now proposing to add two new round trip flights per day, resulting in a total of eight flights per day, four departures and four arrivals in addition to ten seasonal departing flights per year. This proposed action requires a change in lease terms. Their current two-year lease was approved by the Board of Supervisors (Board) on January 8, 2025 (4), with an expiration of February 12, 2027. If the Board approves today's recommendations, American's existing lease will be terminated, and a new lease will be awarded providing for up to eight flights per day.

American is proposing scheduled commercial air service at Palomar Airport with new flights beginning in May with up to four departures and four arrivals per day from Phoenix Sky Harbor International Airport (PHX) on an Embraer 175 (EMB 175) aircraft, and ten seasonal departing flights per year. This destination serves as an American hub, offering passengers from North County convenient, one-stop connections to national and international markets. This lease proposal is consistent with the historical use outlined in the County's Airport Master Plan Update (Master Plan) and Program Environmental Impact Report (PEIR). American intends to use existing County Airport terminal facilities, parking areas, and other facilities. The County has coordinated with American, the Transportation Security Administration (TSA), and the Federal Aviation Administration (FAA) to ensure all operational and lease terms are consistent with applicable federal requirements, federal grant assurances, and the Palomar Airport Master Plan.

The County is prohibited by federal law and grant assurances from discriminating against American Airlines and is obligated to negotiate in good faith with the airline for the use of available space.

The proposed flight schedule includes an arrival at 10:28 pm and a departure at 6:18 am, both of which fall outside the FAA-approved Voluntary Noise Abatement Program (VNAP) quiet hours of 10:00 pm to 7:00 am. Under the Airport Noise and Compatibility Act of 1990 (ANCA), the County lacks the legal authority to impose a mandatory curfew or prohibit these flights, as only the FAA can establish such restrictions. While the County has requested compliance, the airline maintains these flights are necessary to meet regional hub connection.

The Board and County Airports understand there are ongoing noise concerns from area residents. To support our commitment to being a good neighbor, the Board directed County Airports and Airports has expanded its noise monitoring efforts by installing additional noise monitors in local communities, increased our educational outreach to pilots, added staff to support noise complaints, created a public dashboard to track and log concerns, and continue to work with air traffic controllers to encourage compliance with our voluntary noise abatement program. County Airports will continue to engage with pilots, aviation businesses, and the FAA about noise on behalf of area residents and seek voluntary compliance with VNAP hours whenever possible.

This is a request for the Board of Supervisors to authorize the Director of Airports to execute a three-year lease agreement between American and County Airports with two one-year options to extend. This request would result in a new lease superseding the current lease, beginning May ~~21~~⁷, 2026. As a result of the proposed lease, County Airports anticipate receiving \$1,108,108 in total fees and other revenue to the AEF annually. Fee waivers will not be provided. The lease will generate revenue for the AEF to support maintaining the airport's self-sustaining financial structure and advance the County's strategic goals of improving regional transportation connectivity, supporting economic vitality, and maintaining responsible environmental stewardship. This \$1.1M is guaranteed revenue, with the potential for increased revenue collected from completed seasonal flights. American's service will provide new travel options for residents, visitors, and businesses in northern San Diego County while adhering to the County's high standards for operational safety, environmental compliance, and public transparency.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the Final Program Environmental Impact Report (PEIR) for the McClellan-Palomar Airport Master Plan, certified by the Board of Supervisors on December 8, 2021 (06), State Clearinghouse #2016021105 on file with the Department of Public Works, was completed in compliance with the California Environmental Quality Act (CEQA) and state CEQA Guidelines, that the decision-making body has reviewed and considered the information contained therein and the Findings thereto dated ~~May 14~~^{April 7}, 2026 (Attachment B) before approving the lease agreement with American Airlines, that the PEIR reflects the independent judgment and analysis of the Board of Supervisors; and

Find that there are no substantial changes in the project or in the circumstances under which it is undertaken which involve significant new environmental impacts that were not considered in the previously certified PEIR, that there is no substantial increase in the

severity of previously identified significant effects, and that no new information of substantial importance has become available since said PEIR was prepared in accordance with CEQA Guidelines Section 15168.

2. Authorize the County entering into a new three-year lease with two one-year options to extend with American Airlines, in compliance with FAA regulations, and authorize the Director of Airports to execute, the lease. **(4 VOTES)**

EQUITY IMPACT STATEMENT

The County of San Diego (County) owns and operates seven airports that serve as essential air transportation hubs, emergency response facilities, and regional economic engines. The County strives to deliver services in a fair and equitable manner, actively removing barriers by providing general airport information in the County's threshold languages, encouraging public participation, and creating competitive opportunities for small businesses including those with traditionally less working capital and business owners and managers who may be socially and economically underserved.

SUSTAINABILITY IMPACT STATEMENT

The base monthly rent from this lease helps to support economic sustainability by providing services for the region. The revenue that County Airports will receive from commercial aviation services and continues to receive from other charter and general aviation activities will help operate, maintain, and improve the County Airport System consistent with the County sustainability goal of providing just and equitable access to County services and resources in support of sustainable communities.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Airport Enterprise Fund. If approved, today's recommendation will authorize a lease agreement with American Airlines and County Airports. The County Airports anticipates receiving total annual fees and other revenue from American Airlines in the first year of operations in the amount of \$1,108,108. The funding source is revenue from the commercial aviation lease with American Airlines. There will be no change in net General Fund costs and no additional staff years. Revenue derived from this lease supports the Airport Enterprise Fund allowing the Department of Public Works to operate all airports safely, efficiently, and cost-effectively without the use of General Fund dollars.

BUSINESS IMPACT STATEMENT

Leases at airports benefit the local business community by creating jobs, increasing economic activity, providing business opportunities, and supporting infrastructure development. Commercial airline services attract visitors, generate revenue, support regional economic growth, and improve the quality of life for residents. San Diego County Airports connect individuals to jobs and links local communities to the world. Revenue derived from airport leases allows the Department of Public Works to operate and maintain the seven County airports safely, efficiently, and cost-effectively without the use of general fund dollars. Today's action authorizes the Director of Airports to execute a lease agreement with American Airlines supporting the self-sufficiency and economic viability of the County airport system.

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Anderson, the Board of Supervisors took action as recommended.

AYES: Aguirre, Anderson, Montgomery Steppe, Desmond
NOT PRESENT: Lawson-Remer

8. SUBJECT: NON-AGENDA PUBLIC COMMUNICATION (DISTRICTS: ALL)

OVERVIEW

Doyle Morrison spoke about the importance of honesty, integrity, and respect by elected officials, urged supervisors to work for all constituents and avoid orchestrated division, and stated that democracy will be corrected by the people when needed.

Michael Brando expressed concern about unequal enforcement of decorum, referenced an April 21, 2026 meeting incident involving a public speaker and an SEIU representative, and criticized what he described as lack of accountability. He also recommended that Supervisor Desmond review a book on geoen지니어ing.

Alishia Morrison described her efforts to participate in Board meetings, expressed concern that previously scheduled items were postponed or moved after she had prepared and traveled to attend, and urged respect for constituents' time and engagement in the democratic process.

Allegedly Audra commented on recent violence in the community, criticized perceived division among leaders, and stated that the public should unite as a human race instead of being set against each other.

John Bottorff opposed the County leasing agricultural land to West Coast Tomato Growers near the San Luis Rey River, cited alleged pesticide impacts on health and wildlife, and asked the Board to stop the lease and protect children's health and the river.

Suzanne Hume stated she was harmed by pesticides used by West Coast Tomato Growers on County land near homes and the San Luis Rey River, asserted that pesticides banned in other countries were still being used, and urged the County not to renew the lease and instead protect residents and wildlife.

Madison Rapp expressed concern about youth mental health, cited data on suicide among adolescents and young adults, and urged the Board not to expand marijuana storefronts or cultivation in backcountry areas due to risks from high-potency THC products.

Terri Ann Skelly expressed concern about youth mental health, referenced recent statements from the California Department of Public Health, and urged the Board not to enlarge the footprint of marijuana storefronts and cultivation in unincorporated communities.

Michele Walther criticized the County's response to animal cruelty cases, including horses at the Deborah Berkley ranch and animals in Julian at Villa Chardonnay, alleged that named County officials failed to act despite being informed of neglect, and requested transparency and accountability regarding animal protection efforts.

Zohra Fahim, Los Angeles Alliance for Animals, raised concerns about alleged failures by the District Attorney’s Office and County departments to adequately investigate and prosecute animal cruelty and neglect at the “Villa Chardonnay” property in Julian over several years and questioned continued funding for the District Attorney’s Office.

Becky Rapp opposed expansion of the County’s socially equitable cannabis program, citing high-potency THC products and emerging data on youth mental health impacts, including anxiety, depression, and psychosis. She urged the Board to prioritize youth health in cannabis policy.

Truth alleged retaliation and “doxing” by a regional transportation agency board member at a prior meeting, referenced state civil code protections and Assembly Bill 1979, and urged the County Office of Ethics to investigate.

Ann Riddle referenced a California Department of Public Health webinar on smoking and vaping impacts and questioned why the County would expand marijuana retail in backcountry communities if tobacco and vaping health harms are recognized.

Laurie Michaels asks the Board of Supervisors to take more compassionate and decisive action against severe animal neglect in Julian and on Artesian Road, criticizing authorities for inadequate investigations. She expressed gratitude to Supervisor Joel Anderson for supporting spay & neuter efforts and emphasized that rescue alone cannot solve shelter overcrowding.

Ilka Weston spoke on the poor communication of Supervisor Monica Montgomery Steppe, lack of follow-through, and financial mismanagement of severely overpriced Troy Street housing project. She also objects to the project's target population and opposes the cancellation of vital programs supporting seniors and people with disabilities.

ACTION:

Heard, Referred to the Chief Administrative Officer.

There being no further business, the Board of Supervisors adjourned at 4:52 p.m.

ANDREW POTTER
Clerk of the Board of Supervisors
County of San Diego, State of California

Consent: Valdivia
Discussion: Evangelista

NOTE: This Statement of Proceedings sets forth all actions taken by the County of San Diego Board of Supervisors on the matters stated, but not necessarily the chronological sequence in which the matters were taken up. Generative artificial intelligence (AI) was utilized to assist in drafting portions of the Statement of Proceedings/Minutes using the meeting’s audio recording. All content produced through AI assistance underwent human review to ensure accuracy.