

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

TUESDAY, MAY 5, 2026, 9:00 AM WEDNESDAY, MAY 6, 2026, 9:00 AM
COUNTY ADMINISTRATION CENTER
BOARD CHAMBER, ROOM 310
1600 PACIFIC HIGHWAY SAN DIEGO, CA 92101

LAND USE LEGISLATIVE SESSION
WEDNESDAY, MAY 6, 2026, 9:00 AM

Order of Business

A. REGULAR SESSION: Meeting was called to order at 11:17 a.m.

PRESENT: Supervisors Terra Lawson-Remer, Chair; Paloma Aguirre, Chair Pro Tem; Jim Desmond; also, Ryan Sharp, Assistant Clerk of the Board of Supervisors.

ABSENT: Supervisors Monica Montgomery Steppe, Vice-Chair; Joel Anderson

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.	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.	ADVERTISE AND AWARD A COUNTYWIDE CONSTRUCTION CONTRACT FOR THE REPAIR, REPLACEMENT, AND CONSTRUCTION OF SELECTED CONCRETE SIDEWALKS, CURBS, AND GUTTERS AND RELATED CEQA EXEMPTIONS

3. SET A HEARING FOR JUNE 24, 2026:
PUBLIC HEARING TO CONFIRM FISCAL YEAR 2026-27 LEVIES IN THE SAN DIEGO COUNTY STREET LIGHTING DISTRICT AND LANDSCAPE MAINTENANCE DISTRICT ZONES NO. 1 - RANCHO SAN DIEGO AND NO. 2 - JESS MARTIN PARK AND RELATED CEQA EXEMPTION
4. SET A HEARING FOR MAY 20, 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 (05/06/2026 - FIRST READING; 05/20/2026 - SECOND READING UNLESS ORDINANCE IS MODIFIED ON SECOND READING)
5. 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
6. NON-AGENDA PUBLIC COMMUNICATION

1. **SUBJECT: 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

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 Aguirre, the Board of Supervisors continued the item to May 20, 2026.

AYES: Aguirre, Lawson-Remer, Desmond

ABSENT: Anderson, Montgomery Steppe

- 2. **SUBJECT: ADVERTISE AND AWARD A COUNTYWIDE CONSTRUCTION CONTRACT FOR THE REPAIR, REPLACEMENT, AND CONSTRUCTION OF SELECTED CONCRETE SIDEWALKS, CURBS, AND GUTTERS AND RELATED CEQA EXEMPTIONS (DISTRICTS: ALL)**

OVERVIEW

The County of San Diego’s (County) Department of Public Works (DPW) is responsible for the maintenance and operation of nearly 2,000 centerline miles of County-maintained roads, including the maintenance of sidewalks, curbs, and gutters. Centerline miles represent the total length of the roads regardless of the number of lanes or overall roadway width. Maintenance of sidewalks, curbs, and gutters increases safety by separating vehicles from pedestrians, promoting walkability and healthy communities, and promoting effective street drainage.

DPW has identified a list of 143 locations for the repair and replacement of sidewalks, curbs, and gutters throughout the unincorporated area (Attachment A). The list of repair locations was developed based on routine roadway inspections conducted by DPW field crews, customer reports, and safety assessments conducted by design engineers to ensure proposed repairs result in conditions that are safe for the public and in compliance with the Americans with Disabilities Act requirements. This information was evaluated using the parameters of available budget, location, professional engineering judgement, safety considerations, and potential drainage impacts to other structures such as roadways.

Recognizing that Community Planning and Sponsor Groups (CPSGs) play a critical role in shaping the character and vision of unincorporated communities within San Diego County, community engagement for DPW projects, including maintenance and repair projects, is ongoing throughout the year and includes presentations and direct outreach to CPSGs along with resources such as the Tell Us Now! mobile app and toll-free hotlines that provide the public an avenue to report damaged facilities. County staff work closely with CPSGs to ensure that community needs and preferences are considered when prioritizing DPW projects.

While both vehicles and pedestrians benefit from these repairs, underserved communities that may rely more heavily on sidewalks as the primary mode of transportation can be disproportionately impacted by damaged facilities and are therefore prioritized during the identification process. Sidewalk repair and replacement also support specific measures in the County's 2024 Climate Action Plan by improving the condition of existing sidewalks, which enhances pedestrian safety and mobility along roadways to encourage non-motorized transportation.

This is a request to approve the advertisement and subsequent award of a construction contract for the repair and replacement of segments of sidewalks, curbs, and gutters throughout the unincorporated area. If approved, construction is planned to begin in summer 2026 and be completed by mid-2027. Construction costs for the repair, replacement, and construction of selected concrete sidewalks, curbs, and gutters are estimated to be \$1,310,000 including a 10 percent contingency for unexpected conditions during construction. Total project costs are estimated to be \$2,081,000. The funding source is available prior year Road Fund fund balance.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Sections 15301(c) and 15331 of the California Environmental Quality Act (CEQA) Guidelines that the proposed project is categorically exempt from CEQA review because it involves the maintenance and repair of existing County-maintained curbs, gutters, sidewalks, and roadway facilities involving no or negligible expansion of existing use, and includes rehabilitation activities on Old Highway 80 that will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.
2. Authorize the Director, Department of Purchasing and Contracting, to take any action necessary to advertise and award a construction contract and to take other actions authorized by Section 401 et seq., of the Administrative Code with respect to contracting for curbs, gutters, and sidewalks, throughout the unincorporated region of the County.

3. 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 Contracts.

EQUITY IMPACT STATEMENT

The transportation system must be safe for all road users, for all modes of transportation, in all communities, and all people. Repairing sidewalks, curbs, and gutters is an important mobility element that supports effective drainage on County-maintained roads and enhances safe and effective walkability within unincorporated communities. While routine inspections of these facilities are conducted by County staff, the Department of Public Works (DPW) also relies on various community engagement methods such as the Tell Us Now! Mobile app and toll-free hotlines to intake reports of damage to these facilities. DPW developed a repair list based on this information that is proportionately distributed throughout the unincorporated area. While vehicles and pedestrians both benefit from these repairs, underserved communities that may rely more heavily on sidewalks as the primary mode of transportation can be disproportionately impacted by damaged facilities. 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 latest version of CalEnviroScreen (4.0), San Diego LiveWell communities, Environmental Justice Communities, and other relevant data sources.

SUSTAINABILITY IMPACT STATEMENT

Maintaining existing sidewalks, curbs, and gutters is an important component of the County of San Diego's (County's) road maintenance program that ensures the safe and efficient movement of people and goods and supports equity and the local economy. Today's action contributes to environmental, social and economic sustainability goals of the County of San Diego. These goals are balanced with, and complement, the County's sustainability goals. Maintaining sidewalks further supports walkability, mass transit, and decarbonization efforts that can reduce pollution, greenhouse gases, and vehicle miles traveled by providing alternate modes of transportation in support of the County's Climate Action Plan and Regional Decarbonization Framework. Conducting routine maintenance of drainage facilities such as curbs and gutters improves water quality, extends the useful life of facilities, and protects County-maintained roads from costly and resource intense future repairs.

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 construction costs for the repair, replacement, and construction of select concrete sidewalks, curbs, and gutters of \$1,310,000 including a 10 percent contingency for unexpected conditions during construction. Total project costs are estimated to be \$2,081,000. The funding source is available prior year Road Fund fund balance. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

County construction contracts are competitively and publicly bid and help stimulate the local economy by creating primarily construction-related employment opportunities and providing contracting opportunities for small and local businesses through the County's Small-Local Business Preference Program and Small-Local Business Subcontractor Participation

Requirements of Board Policy B-53. 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. The prevailing wage rates are typically based on rates specified in collective bargaining agreements. A skilled and trained workforce requirement will be included in the contract in compliance with the County of San Diego's Working Families Ordinance for County construction projects.

ACTION:

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

AYES: Aguirre, Lawson-Remer, Desmond

ABSENT: Anderson, Montgomery Steppe

3. **SUBJECT: PUBLIC HEARING TO CONFIRM FISCAL YEAR 2026-27 LEVIES IN THE SAN DIEGO COUNTY STREET LIGHTING DISTRICT AND LANDSCAPE MAINTENANCE DISTRICT ZONES NO. 1 - RANCHO SAN DIEGO AND NO. 2 - JESS MARTIN PARK AND RELATED CEQA EXEMPTION (DISTRICTS: ALL)**

OVERVIEW

Special districts are created to provide new or enhanced local services and infrastructure to specific communities. The special districts in today's action were created to fund community parks and streetlights in select unincorporated areas of the region. Services are primarily funded by property owners and paid for through assessments that are collected through the tax roll, reducing administrative costs from billing and payment collection. District boundaries, services, and maximum rates are determined by voter approval or as a condition of development at the time of formation. The method for calculating how much each parcel pays is established in the ordinance adopted at the time of formation and may be based on a variety of factors, commonly including the type of land use or parcel acreage. The rate cannot exceed the maximum amount in the adopted ordinance without voter approval from affected property owners. At the time of formation, residents in some districts voted to include cost escalators in their ordinances, which allow the maximum rate to increase each year to keep pace with inflation. The most commonly used cost escalator is the Consumer Price Index (CPI), which measures the cost of consumer goods.

Board of Supervisors Policy B-29 directs departments to recover full cost, to the extent legally possible, for services provided to agencies or individuals outside the County of San Diego organization under grants, contracts, or for which fees may be charged. To determine if revenues were adequate for services or if rates should be adjusted, (County) staff reviewed budgets for:

1. San Diego County Street Lighting District;
2. Landscape Maintenance District Zone (LMDZ) No. 1 - Rancho San Diego; and
3. LMDZ No. 2 - Jess Martin Park.

Staff determined that the proposed rates for Fiscal Year (FY) 2026-27 are needed to continue to fund services and to ensure compliance with Board Policy B-29. One of the rates is proposed to be increased by 3%, and two rates are proposed to remain at the current rate. These rates are also necessary to maintain financial reserves to fund future services, facility repairs, emergency repairs, improvements, and replacements.

- 1. San Diego County Street Lighting District:** This district is managed by the County Department of Public Works (DPW) and funds the operations and maintenance of public streetlights across the unincorporated areas of San Diego County. There are approximately 100,000 property owners that pay the annual assessment within the current district boundary. The proposed annual assessment rate for this district will remain at the current amount of \$2.00 per benefit unit. A single-family home is allocated 1 benefit unit, for a total charge of \$2.00. The current assessment is sufficient to continue to fund the operation and maintenance of streetlights for the next fiscal year.
- 2. Landscape Maintenance District Zone No. 1 - Rancho San Diego:** This is managed by the County Department of Parks and Recreation (DPR) to fund ongoing park operations, maintenance, and improvements within the unincorporated community of Rancho San Diego in District 4. The proposed annual assessment rate will increase by 3% from \$40.94 to \$42.17 per equivalent dwelling unit, with a single-family residence assessed 1 unit. The annual rate is allowed to increase at the rate of increase of the San Diego Area CPI, and although the San Diego Area CPI rose 3.79% due to inflation in 2025, according to the U.S. Bureau of Labor Statistics, the voter-approved maximum annual rate increase is set at 3%. The district also receives an allocation of County General Purpose Revenue (GPR) to offset the general benefit to park visitors who do not reside in the district. The additional revenue will support increased costs for ongoing services. Without the additional revenue, services would be reduced, resulting in suspended maintenance and more costly future repairs. The proposed rate is within the allowable maximum in the ordinance and does not require voter approval from affected property owners for this action.
- 3. Landscape Maintenance District Zone No. 2 - Jess Martin Park:** This district is managed by DPR to fund ongoing park operations, maintenance of amenities, and construction of minor capital improvements at Jess Martin Park in the unincorporated community of Julian in District 2. The proposed annual assessment rate will remain at the current amount of \$47.82 per equivalent dwelling unit, with a single-family residence assessed 1 unit. The voters did not approve an annual cost escalator or Cost of Living Adjustment at the time of the district's formation; however, the Board did approve an allocation of County GPR to offset the benefit to park visitors who do not reside in the district. A vote from affected property owners is not required for this action because there is no proposed rate increase.

Today's request is to adopt resolutions to confirm these assessments and authorize levies for these three special districts administered by DPW and DPR. Upon adoption, the assessments will be placed on the tax roll for FY 2026-27. The deadline to place these assessments on the FY 2026-27 tax rolls is August 10, 2026.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA) as specified under Section 15301(b) of the State CEQA Guidelines because the activity in question addresses funding mechanisms for maintenance of existing streetlight and landscape facilities and services involving negligible or no expansion of existing or former use.
2. Accept and approve the Engineer's Reports for the San Diego County Street Lighting District and Landscape Maintenance District Zones No. 1 - Rancho San Diego and No. 2 - Jess Martin Park.
3. Adopt a Resolution entitled: RESOLUTION OF INTENTION TO ORDER IMPROVEMENTS FOR THE SAN DIEGO COUNTY STREET LIGHTING DISTRICT and set a hearing for June 24, 2026. (Attachment D)
4. Adopt a Resolution entitled: RESOLUTION OF INTENTION TO ORDER OPERATION, MAINTENANCE AND IMPROVEMENTS FOR LANDSCAPE MAINTENANCE DISTRICT ZONE NO. 1, and set a hearing for June 24, 2026. (Attachment E)
5. Adopt a Resolution entitled: RESOLUTION OF INTENTION TO ORDER OPERATION, MAINTENANCE AND IMPROVEMENTS FOR LANDSCAPE MAINTENANCE DISTRICT ZONE NO. 2, and set a hearing for June 24, 2026. (Attachment F)

If, on May 6, 2026, the Board takes the actions recommended in Items 1-5, then on June 24, 2026, a public hearing will be conducted, and the following recommendations will be considered:

6. Adopt a resolution entitled: RESOLUTION CONFIRMING DIAGRAM AND ASSESSMENTS IN THE SAN DIEGO COUNTY STREET LIGHTING DISTRICT. (Attachment G)
7. Adopt a resolution entitled: RESOLUTION CONFIRMING DIAGRAM AND ASSESSMENTS IN LANDSCAPE MAINTENANCE DISTRICT ZONE NO. 1. (Attachment H)
8. Adopt a resolution entitled: RESOLUTION CONFIRMING DIAGRAM AND ASSESSMENTS IN LANDSCAPE MAINTENANCE DISTRICT ZONE NO. 2. (Attachment I)

EQUITY IMPACT STATEMENT

Today's action continues the County of San Diego's (County) commitment to provide programs and services that enhance communities. Assessments and special taxes fund services for special districts, which improve the health, safety, and economic interests of local communities. Levying charges on the Fiscal Year (FY) 2026-27 tax rolls for the County and San Diego County Street

Lighting District will have a direct impact on communities throughout the unincorporated areas of the county. The levies for these three districts fund street lighting and community park services to residents of approximately 110,000 parcels.

SUSTAINABILITY IMPACT STATEMENT

Today's action supports the County of San Diego's (County) Sustainability Goals to protect the health and wellbeing of residents, provide just and equitable access to County services, and make investments in energy efficiency by continuing to fund the operation, maintenance, and improvements of streetlights and parks. Streetlights enhance the health and safety of all residents and visitors who use County roads. Regular streetlight maintenance protects the health and wellbeing of everyone in the region and supports economic sustainability by preventing more

costly maintenance treatments in the future. The Street Lighting District also supports the County's goal to invest in energy efficiency and reduce greenhouse gas emissions through the conversion of streetlight assets to light emitting diode (LED) fixtures. Specific LED fixtures are installed within dark sky designated communities to reduce light pollution and maintain compliance with the County's Dark Sky Ordinance. The nine County parks included in this action provide access to outdoor recreation and nature. Funding the operation and maintenance of these parks aligns with the County's sustainability goals to promote the health and wellbeing of the community and allow equitable access to County facilities.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2026-27 CAO Recommended Operational Plan in the Department of Public Works and Department of Parks and Recreation. There is no proposed change in the assessment rate for the San Diego County Street Lighting District and Landscape Maintenance District Zone No. 2 - Jess Martin Park.

A rate increase is proposed for Landscape Maintenance District Zone No. 1 - Rancho San Diego that will increase the assessment rate by 3% from \$40.94 to \$42.17 per equivalent dwelling unit. If approved, this request will result in costs and revenue of approximately \$296,104 for the Street Lighting District, \$197,170 for LMDZ No. 1 - Rancho San Diego, and \$96,894 for LMDZ No. 2 Jess Martin Park. The funding source for this request is property owner paid assessments and a portion of annual countywide property tax revenues that were allocated by formula to special districts as a result of Proposition 13 (1978) and subsequent legislation, including Assembly Bill 8 (1979). There will be no change in net General Fund cost and no additional staff years.

The proposed assessment levies are evaluated annually in an amount sufficient to recover the full cost as required by Board Policy B-29. Accordingly, there is no projected unrecovered cost, and a waiver of Board Policy B-29 is not needed. The funding source is assessment levies on property owners within the identified districts and General Purpose Revenue.

If the Board of Supervisors does not adopt the resolutions, the proposed assessments cannot be placed on the tax rolls for FY 2026-27. Without the funds generated by the assessments, services for street lighting would be reduced, including suspending maintenance projects related to light and pole repair. In the two Landscape Maintenance District Zones, the reduction of services and deferred maintenance includes, but is not limited to, a reduction of hardscape and walkway maintenance, minimal planting of new trees and shrubs, reduction of playground, skatepark, and ball field maintenance, and adjustment of operational hours.

BUSINESS IMPACT STATEMENT

N/A

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Aguirre, the Board of Supervisors took action as recommended, on Consent, and adopted the following:

1. Resolution No. 26-036 entitled: RESOLUTION OF INTENTION TO ORDER IMPROVEMENTS FOR THE SAN DIEGO COUNTY STREET LIGHTING DISTRICT;
2. Resolution No. 26-037 entitled: RESOLUTION OF INTENTION TO ORDER OPERATION, MAINTENANCE AND IMPROVEMENTS FOR LANDSCAPE MAINTENANCE DISTRICT ZONE NO. 1;
3. Resolution No. 26-038 entitled: RESOLUTION OF INTENTION TO ORDER OPERATION, MAINTENANCE AND IMPROVEMENTS FOR LANDSCAPE MAINTENANCE DISTRICT ZONE NO. 2; and,
4. Set a Hearing for June 24, 2026.

AYES: Aguirre, Lawson-Remer, Desmond

ABSENT: Anderson, Montgomery Steppe

4. **SUBJECT: SET A HEARING FOR MAY 20, 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
(05/06/2026 - FIRST READING; 05/20/2026 - SECOND READING
UNLESS ORDINANCE IS MODIFIED ON SECOND READING)
(DISTRICTS: ALL)**

OVERVIEW

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 6, 2026 after making the necessary findings, the Board, on May 20, 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 6, 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 May 20, 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 6, 2026, the Board takes action as requested in Recommendations 1 through 5 above then, on May 20, 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 will be 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 will be 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 will be 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:

This item was withdrawn at the request of the Chief Administrative Officer and will be agendaized for the May 20, 2026 session.

5. SUBJECT: 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

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

1. Find that the proposed project is exempt from the California Environmental Quality Act (CEQA) as specified under Section 15301 of the CEQA Guidelines because the proposed action involves minor alterations of existing public facilities relating to regulatory traffic control on County of San Diego maintained roadways, resulting in negligible or no expansion of existing or former use.
2. Adopt the Traffic Advisory Committee's recommendations.
3. Adopt the following resolutions:
RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 299 RELATING TO THE ESTABLISHMENT OF ALL-WAY STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO.

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 304 RELATING TO THE ESTABLISHMENT OF STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO.
4. Approve the introduction of 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.

If, on May 06, 2026, the Board takes action as recommended, then, on May 20, 2026:

1. 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 Aguirre, seconded by Supervisor Desmond, the Board of Supervisors took action as recommended and adopted the following:

1. Resolution 26-039 entitled: RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 299 RELATING TO THE ESTABLISHMENT OF ALL-WAY STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO;
2. Resolution 26-040 entitled: RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 304 RELATING TO THE ESTABLISHMENT OF STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO; and,
3. Took action to further consider and adopt the Ordinance on May 20, 2026.

AYES: Aguirre, Lawson-Remer, Desmond

ABSENT: Anderson, Montgomery Steppe

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

OVERVIEW

Udo Wahn spoke to the Board regarding issues with cars being towed from transit centers.

Allegedly Audra spoke to the Board regarding alleged wrongful actions by Child and Family Well-Being.

Madison Rapp spoke to the Board regarding concerns of continued marijuana retail expansion and the cannabis program.

ACTION:

Heard, Referred to the Chief Administrative Officer.

There being no further business, the Board of Supervisors adjourned at 3:00 p.m.

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

Consent: Valdivia

Discussion: Zurita

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