MEETING NOTICE
AND AGENDA

TRANSNET INDEPENDENT TAXPAYER
OVERSIGHT COMMITTEE (ITOC)
The ITOC may take action on any item appearing on this agenda.

Wednesday, May 18, 2005
12:00 to 2:00 p.m.

SANDAG, Conference Room 8 A
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: Craig Scott
(619) 699-1926
csc@sandag.org

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### Item #1: Welcome and Introductions

Executive Director Gary Gallegos will welcome the ITOC members and the members will provide brief self-introductions describing their background and interests as related to the work of the ITOC.

### Item #2: Selection of Chair and Vice-Chair

ITOC members should discuss the selection of a chair and vice-chair for purposes of conducting the meeting. Executive Director Gallegos will serve as chair until the ITOC members make a selection.

### Item #3: TransNet Program Overview (Craig Scott)

Staff will provide an overview of the new TransNet extension including a review of the major program components and the roles and responsibilities of the ITOC as outlined in the TransNet Ordinance. A copy of the full text of the TransNet Ordinance and Expenditure Plan is included as Attachment 1.

### Item #4: TransNet Early Action Program (Jack Boda)

Staff will summarize the status of the Early Action Program as approved by the SANDAG Board of Directors earlier this year. Copies of related SANDAG Board of Directors and Transportation Committee agenda reports are included as Attachment 2.

### Item #5: Conflict of Interest and Related Legal Issues (Julie Wiley)

Staff will describe the conflict of interest and financial disclosure requirements as related to the ITOC members and other legal issues related to the ongoing work of the committee, such as the Brown Act open meeting requirements. Copies of the conflict of interest and financial disclosure forms have been provided to ITOC members.

### Item #6: Future Meeting Dates

The ITOC members should discuss future meeting dates and times and establish a regular meeting schedule.
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<td>7.</td>
<td>DISCUSSION</td>
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<td>Other Items</td>
<td>The ITOC may discuss other items under its jurisdiction.</td>
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<td>8.</td>
<td>Adjournment</td>
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**BALLOT LANGUAGE**

<table>
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<th>A</th>
<th>SAN DIEGO COUNTY TRANSPORTATION IMPROVEMENT PROGRAM.</th>
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<td>To relieve traffic congestion, improve safety, and match state/federal funds by:</td>
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<td>• Expanding I-5, I-8, I-15, SR 52, SR 54, SR 56, SR 67, SR 76, SR 78, SR 94, SR 125, I-805;</td>
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<td>• Maintaining/improving local roads;</td>
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<td>• Increasing transit for seniors and disabled persons;</td>
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<td>• Expanding commuter express bus, trolley, Coaster services;</td>
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<td>Shall San Diego County voters continue the existing half-cent transportation sales tax (SDCRTC Ordinance 04-01) for forty years, including creating an Independent Taxpayer Oversight Committee to conduct yearly audits ensuring voter mandates are met?</td>
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The San Diego County Regional Transportation Commission ordains as follows:

SECTION 1. TITLE: This ordinance shall be known and may be cited as the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (Commission Ordinance 04-01), hereinafter referred to as the Ordinance. This Ordinance provides for an extension of the retail transactions and use tax implemented by the initial San Diego Transportation Improvement Program Ordinance (Commission Ordinance 87-1 – Proposition A, 1987) for a forty year period commencing on April 1, 2008. The Expenditure Plan for this extension is set forth in Sections 2 and 4 herein and is an expansion of the Expenditure Plan contained in Commission Ordinance 87-1.

SECTION 2. EXPENDITURE PLAN SUMMARY: This Ordinance provides for the implementation of the San Diego Transportation Improvement Program, which will result in countywide transportation facility and service improvements for highways, rail transit services, new bus rapid transit services, local bus services, senior and disabled transportation services, local streets and roads, bicycle and pedestrian facilities, transportation-related community infrastructure to support smart growth development, and related environmental mitigation and enhancement projects. These needed improvements shall be funded by the continuation of the one-half of one percent transactions and use tax for a period of forty years. The revenues shall be deposited in a special fund and used solely for the identified improvements. The specific projects and programs to be funded shall be further described in the document titled “TransNet Extension Expenditure Plan Analysis”, which is hereby incorporated by reference as if fully set forth herein. Any ancillary proceeds resulting from the implementation of the San Diego Transportation Improvement Program shall be used for transportation improvement projects in the San Diego region. A summary of the major projects and programs, including the major highway and transit improvements depicted on Figure 1, is provided in the following sections. All dollar references in this Ordinance are in 2002 dollars.

A. Congestion Relief Program - Major Transportation Corridor Improvements:

1. Highway and transit capital projects: Of the total funds available, an estimated $5,150 million will be used to match an estimated $4,795 million in federal, state, local and other revenues to complete the projects listed below (see Figure 1). The total costs include an estimated $500 million in financing costs related to bonds to be issued to accelerate the implementation of the major Congestion Relief projects identified in this section. The costs shown include the total estimated implementation costs of each project net of habitat-related environmental mitigation costs for those transportation projects, which are funded under Section 2(D). Three of the highway projects listed below (SR 67, SR 76, and a portion of SR 94) are described as including environmental enhancements, as further described in the document titled “Environmental Enhancement Criteria Mitigating Highway 67, 76 and 94 Expansion Impacts”, which is hereby incorporated by reference as if fully set forth herein.
Local street and road projects, bicycle and pedestrian improvements, and other projects not shown.
a. **Highway Capital Improvements** (including managed lane/high-occupancy vehicle (HOV) lane additions and general purpose lane additions) - $6,760 million:

1. **Interstate 5 South:** Add two HOV lanes from I-8 to SR 905 - $722 million.

2. **Interstate 5 Mid-Coast:** Add two HOV lanes from I-8 to I-805, including funding for environmental work and preliminary engineering for improvements at the I-5/I-8 interchange - $192 million.

3. **Interstate 5 North:** Add four managed lanes from I-805 to Vandegrift Boulevard in Oceanside, including HOV to HOV connectors at the I-5/I-805 interchange and freeway connectors at the I-5/SR 56 and I-5/SR 78 interchanges - $1,234 million.

4. **Interstate 8:** Add two general purpose lanes from Second Street to Los Coches Road - $29 million.

5. **Interstate 15:** Add four managed lanes from SR 78 to Centre City Parkway in Escondido and from SR 56 to SR 163 and add two HOV lanes from SR 163 to SR 94, including HOV to HOV connectors at the I-15/SR 78 and I-15/SR 94 interchanges - $882 million.

6. **Interstate 805:** Add four managed lanes from I-5 to SR 54 and two reversible HOV lanes from SR 54 to SR 905, including HOV to HOV connectors at the I-805/SR 52 interchange and improvements at the I-805/SR 54 interchange - $1,371 million.

7. **SR 54/SR 125:** Add two lanes to provide a continuous facility with three general purpose lanes and one HOV lane in each direction - $139 million.

8. **SR 56:** Add one general purpose lane in each direction from I-5 to I-15 - $99 million.

9. **SR 52:** Construct four-lane freeway from SR 125 to SR 67, add two general purpose lanes and two reversible managed lanes from I-15 to SR 125, and add two HOV lanes from I-805 to I-15 - $476 million.

10. **SR 67:** Expand to a continuous four-lane facility, including environmental enhancements, from Mapleview Street to Dye Road - $218 million.

11. **SR 75/SR 282:** Provide matching funds for construction purposes only for a tunnel from Glorietta Boulevard to Alameda Boulevard - $25 million.

12. **SR 76:** Add two general purposes lanes from Melrose Drive to I-15, including environmental enhancements from Mission Road to I-15 - $164 million.

13. **SR 78:** Add two HOV lanes from I-5 to I-15 - $495 million.

14. **SR 94/SR 125:** Add two HOV lanes from I-5 to I-8, including freeway connectors at the SR94/SR 125 interchange - $601 million.
15. SR 94: Widen to six lanes from SR 125 to Avocado Boulevard and expand to a continuous four-lane facility from Avocado Boulevard to Steele Canyon Road, including environmental enhancements from Jamacha Road to Steele Canyon Road - $88 million.


b. Bus Rapid Transit (BRT) and Rail Transit Capital Improvements - $2,685 million:

1. BRT service from Escondido to Downtown San Diego using the I-15/SR 94 managed/HOV facilities, including new and improved stations and direct access ramps - $369 million.

2. BRT service from Escondido to Sorrento Mesa using the managed lane facility on I-15 - $60 million.

3. BRT service from Otay Mesa to Downtown San Diego using I-805/SR 94 managed/HOV lane facilities, including new stations and direct access ramps - $497 million.

4. BRT service from San Ysidro to Sorrento Mesa using the managed/HOV lane facilities on I-805/I-15/SR 52 including station improvements - $70 million.

5. Blue Line Light Rail Transit improvements including station enhancements, signal upgrades, conversion to low-floor vehicles and grade separations in Chula Vista - $268 million.

6. Mid-Coast Transit Guideway Improvement Project using light rail technology to provide high-level transit service along the I-5 corridor from the Old Town area to the U.C. San Diego/University Towne Center area, would rely in part on federal funding. Absent federal funding, then bus technology may be considered for the high level service planned for this corridor - $660 million.

7. Super Loop providing high quality connections to locations in the greater U. C. San Diego/University Towne Center area, including arterial improvements with bus priority treatments, stations and vehicles - $30 million.

8. North I-5 Corridor Coaster/BRT service providing high quality north-south transit service improvements by upgrading the Coaster commuter rail tracks and stations, providing BRT service in the El Camino Real corridor, or a combination of the two - $376 million.

9. Orange Line Light Rail Transit Improvements including station enhancements, signal upgrades and conversion to low-floor vehicles - $69 million.
10. SR 78 Corridor Sprinter/BRT service providing high-quality east-west transit service improvements by upgrading and extending the Sprinter rail line, providing BRT service along the Palomar Airport Road corridor, or a combination of the two - $197 million.

11. BRT service from San Diego State University to Downtown San Diego along the El Cajon Boulevard/Park Boulevard corridor with arterial improvements with bus priority treatments, stations and vehicles - $89 million.

2. Operating Support for the BRT and Rail Transit Capital Improvements: Of the total funds available, an estimated $1,100 million will be used to operate and maintain the services described under Section 2(A)(1)(b).

3. Environmental Mitigation: An estimated $600 million, including $450 million for direct mitigation costs and $150 million for economic benefit, will be used to fund the habitat-related mitigation costs of the major highway and transit projects identified in the Regional Transportation Plan as part of the Environmental Mitigation Program described in Section 2(D).

B. Congestion Relief Program - Transit System Service Improvements and Related Programs:

An estimated $2,240 million will be used to provide ongoing support for the reduced-price monthly transit programs for seniors, persons with disabilities, and students and for the continuation and expansion of rail, express bus, local bus, community shuttles, and dial-a-ride services, including specialized services for seniors and persons with disabilities, and related capital improvements.

C. Congestion Relief Program - Local System Improvements and Related Programs:

An estimated total of $4,480 million will be allocated to local programs in the following three categories:

1. Local Street and Road Program: An estimated $3,950 million will be allocated on a fair and equitable basis, using the formula specified in Section 4(D)(1), to each city and the County of San Diego (hereinafter referred to as local agencies) to supplement other revenues available for local street and road improvements. In developing the biennial list of projects to be funded with these revenues as required under Section 5(A), local agencies shall give high priority in the use of these funds to improvements to regional arterials, grade separation projects, and related facilities contributing to congestion relief. At least 70% of the revenues provided for local street and road purposes should be used to fund direct expenditures for construction of new or expanded facilities, major rehabilitation and reconstruction of roadways, traffic signal coordination and related traffic operations improvements, transportation-related community infrastructure improvements to support smart growth development, capital improvements needed to facilitate transit services and facilities, and operating support for local shuttle and circulator routes and other services. No more than 30% of these funds should be used for local street and road maintenance purposes. A local agency desiring to spend more than 30% of its annual revenues on local street and road maintenance-related projects shall provide justification to the Commission as part of its biennial project list submittal. The Commission shall review each local agency's biennial project list submittal and make a finding of consistency with the provisions of this
Ordinance and with the Regional Transportation Plan prior to approving the local agency’s project list for funding. The Independent Taxpayer Oversight Committee shall also review the proposed project lists and make recommendations to the Commission.

2. **Environmental Mitigation**: An estimated $250 million, including $200 million for direct mitigation costs and $50 million for economic benefit, will be used to fund the habitat-related mitigation costs of local transportation projects consistent with the Regional Transportation Plan as part of the Environmental Mitigation Program described in Section 2(D).

3. **Smart Growth Incentive Program**: An estimated $280 million will be allocated to the Smart Growth Incentive Program to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use, such as enhancements to streets and public places, funding of infrastructure needed to support development in smart growth opportunity areas consistent with the Regional Comprehensive Plan, and community planning efforts related to smart growth and improved land use/transportation coordination. These funds shall be allocated on a regional competitive grant basis. It is intended that these funds be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented. The Commission shall establish specific project eligibility criteria for this program.

D. **Transportation Project Environmental Mitigation**:  

An estimated $850 million will be used to fund habitat-related environmental mitigation activities required in the implementation of the major highway, transit and regional arterial and local street and road improvements identified in the Regional Transportation Plan. Of this total, an estimated $250 million is related to mitigation requirements for local transportation projects and an estimated $600 million is related to mitigation requirements for the major highway and transit projects identified in the Regional Transportation Plan. The intent is to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation improvements thereby reducing future costs and accelerating project delivery. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species conservation plans. If this approach cannot be fully implemented, then these funds shall be used for environmental mitigation purposes on a project by project basis. Additional detail regarding this program is described in the documents titled “TransNet Extension Environmental Mitigation Program Principles” and “Environmental Enhancement Criteria Mitigating Highway 67, 76, and 94 Expansion Impacts”, which are hereby incorporated by reference as if fully set forth herein.

E. **Bicycle, Pedestrian and Neighborhood Safety Program**:  

A total of two percent of the total annual revenues available (an estimated $280 million) will be allocated to the Bicycle, Pedestrian and Neighborhood Safety Program to provide funding for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects. These funds shall be allocated on a regional competitive grant basis. It is intended that these funds be used to match federal, state, local, and private funding to maximize the number of
improvements to be implemented. The Commission shall establish specific project eligibility
criteria for this program.

F. Administration and Independent Taxpayer Oversight Committee:

Up to one percent of the total annual revenues available will be used for administrative
expenses and up to $250,000 per year will be used for the operation of an Independent
Taxpayer Oversight Committee.

SECTION 3. IMPOSITION OF TRANSACTIONS AND USE TAX: In addition to any other taxes authorized
by law, there is hereby imposed in the incorporated and unincorporated territory of the County of
San Diego, in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division
2 of the Revenue and Taxation Code and Division 12.7 of the Public Utilities Code commencing with
Code Section 132000, an extension of the existing transactions and use tax at the rate of one-half of
one percent (1/2%) commencing April 1, 2008, for a period of forty years, in addition to any existing
or future authorized state or local transactions and use tax. If, during this time period, additional
state or federal funds become available which would fund the projects and services contained in the
Regional Transportation Plan, then the tax may be reduced by action of the Commission.

SECTION 4. EXPENDITURE PLAN PURPOSES: The revenues received by the Commission from the
existing measure as extended by this measure, after deduction of required Board of Equalization
costs for performing the functions specified in Section 132304(b) of the Public Utilities Code, shall
be used to improve transportation facilities and services countywide as set forth in the Expenditure
Plan and in a manner consistent with the long-range Regional Transportation Plan and the short-
range, multi-year Regional Transportation Improvement Program, and for the administration of the
San Diego County Regional Transportation Commission Act (hereinafter referred to as the “Act”)
commencing with Public Utilities Code Section 132000. Commencing July 1, 2008, after the
deduction of administrative expenses, Independent Taxpayer Oversight Committee expenses, and
funding for the Bicycle, Pedestrian and Neighborhood Safety Program as described in Sections 2(E),
2(F), 11 and 12, the remaining annual revenues shall be allocated as follows:

A. Forty-two and four-tenths percent for the major highway and transit Congestion Relief
projects specified in Section 2(A)(1), including four and four-tenths percent for the habitat-
related mitigation costs of the major highway and transit projects as described in Section
2(A)(3) to be used to fund a portion of the Environmental Mitigation Program described in
Section 2(D).

B. Eight and one-tenth percent for operation of the specific transit Congestion Relief projects as
described in Section 2(A)(2). This funding is for the operation of new or expanded services
only and is not available for the operation of services in existence prior to the effective date
of this Ordinance.

C. Sixteen and one-half percent for the transit programs described in Section 2(B). The revenues
made available annually for transit purposes shall be allocated and expended pursuant to the
following distribution formula and priorities:

1. Two and one-half percent of the funds made available under Section 4(C) shall be used
to support improved transportation services for seniors and disabled persons. These
funds shall be used to support specialized paratransit services required by the federal
Americans with Disabilities Act (ADA).
2. Three and one-fourth percent of the funds made available under Section 4(C) shall be used to support a competitive grant program for nonprofit organizations and local agencies. The funds shall be used to provide specialized transportation services for seniors focusing on innovative and cost-effective approaches to providing improved senior transportation, including, but not limited to, shared group services, special shuttle services using volunteer forces, and brokerage of multi-jurisdictional transportation services.

3. From the remaining revenues, there shall be expended such sums as necessary to guarantee in the North San Diego County Transit Development Board and Metropolitan Transit Development Board areas of jurisdiction for the duration of the measure (1) a monthly regional transit pass for senior (60 years or older) and disabled riders priced at not more than 25 percent of the cost of the regular regional monthly transit pass, and (2) a monthly regional youth transit pass for students (18 years or under) priced at not more than 50 percent of the cost of the regular regional monthly transit pass.

4. Remaining revenues shall be allocated for transit service improvements, including operations and supporting capital improvements. The revenues shall be allocated through the annual transit operator budget process and the improvements to be funded shall be consistent with the Short Range Transit Plan.

5. To maintain eligibility for the receipt of funds under Section 4(C), a transit operator must limit the increase in its total operating cost per revenue vehicle hour for bus services or the increase in its total operating cost per revenue vehicle mile for rail services from one fiscal year to the next to no more than the increase in the Consumer Price Index for San Diego County over the same period. If the requirement is not achieved, the operator may not receive any additional funding under Section 4(C) in the following year above the amount received in the previous fiscal year adjusted for any increase in the Consumer Price Index for San Diego County. If there were unusual circumstances in a given fiscal year, the operator may request the approval of the Commission to calculate the requirement as an average over the previous three fiscal years. The operator may also request the approval of the Commission to exclude from the calculation certain cost increases that were due to external events entirely beyond the operator’s control, including, but not limited to, increases in the costs for fuel, insurance premiums, or new state or federal mandates.

D. Thirty-three percent for the Local Programs described in Section 2(C) in the following three categories:

1. Twenty-nine and one-tenth percent for the local street and road program described in Section 2(C)(1). The revenues available for the local street and road program shall be allocated and expended pursuant to the following distribution formula:

   a. Each local agency shall receive an annual base sum of $50,000.

   b. The remaining revenues after the base sum distribution shall be distributed to the each local agency on the following basis:

   1. Two-thirds based on total population using the most recent Department of Finance population estimates.
2. One-third based on maintained street and road mileage.

c. For the purposes of Section 4D(1)(a) and (b), any new incorporations or annexations which take place after July 1 of any fiscal year shall be incorporated into the formula beginning with the subsequent fiscal year. The San Diego Association of Governments population estimates of such new incorporations or annexations shall be used until such time as Department of Finance population estimates are available.

2. One and eight-tenths percent for the habitat-related mitigation costs of local transportation projects described in Section 2(C)(2) to be used to fund a portion of the Environmental Mitigation Program described in Section 2(D).

3. Two and one-tenth percent for the Smart Growth Incentive Program described in Section 2(C)(3).

E. General Provisions:

1. In implementing the projects funded under Section 4(A), priority shall be given to projects included in the Expenditure Plan for Proposition A as passed by the voters in 1987 that remain uncompleted, such as the eastern ends of the SR 52 and SR 76 highway improvement projects and the Mid-Coast light rail transit project. The Commission shall ensure that sufficient funding or bonding capacity remain available to implement such projects as expeditiously as possible once the environmental clearance for these projects is obtained and needed state and federal matching funds are committed.

2. Once any state highway facility or usable portion thereof is constructed to at least minimum acceptable state standards, the state shall be responsible for the maintenance and operation thereof.

3. All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.

4. All state highway improvements to be funded with revenues as provided in this measure, including project development and overall project management, shall be a joint responsibility of Caltrans and the Commission. All major project approval actions including the project concept, the project location, and any subsequent change in project scope shall be jointly agreed upon by Caltrans and the Commission and, where appropriate, by the Federal Highway Administration and/or the California Transportation Commission.
SECTION 5. EXPENDITURE PLAN PROCEDURES:

A. Each local agency shall biennially develop a five-year list of projects to be funded with revenues made available for local street and road improvements under Section 4(D). A local public hearing on the proposed list of projects shall be held by each local agency prior to submitting its project list to the Commission for approval pursuant to Section 6.

B. All projects to be funded with revenues made available under Section 4 must be consistent with the Regional Transportation Plan (RTP). Project priorities or phasing shall also be consistent with the RTP. The Expenditure Plan shall be reviewed for consistency with RTP following each major update of the RTP as required by state or federal law. The Expenditure Plan shall be amended as necessary to maintain consistency with the Regional Transportation Plan. If funds become available in excess of the amount allocated in the Expenditure Plan, additional projects shall be added to the Expenditure Plan consistent with the priorities in the Regional Transportation Plan. Any amendments to the Expenditure Plan shall be made in accordance with the procedures for amending this ordinance as provided for in Section 16.

C. In the allocation of all revenues made available under Section 4, the Commission shall make every effort to maximize state and federal transportation funding to the region. The Commission may amend the Expenditure Plan, in accordance with Section 16, as needed to maximize the transportation funding to the San Diego region.

SECTION 6. PROJECT PROGRAMMING APPROVAL: The Commission shall biennially approve a five-year project list and a biennial program of projects to be funded during the succeeding two fiscal years with the revenues made available under Section 4 herein. The program of projects will be prepared as a part of the Regional Transportation Improvement Program (RTIP) process as required by state and federal law. A public hearing will be held prior to approval of the program of projects. The Commission may amend the program of projects as necessary in accordance with the RTIP amendment procedures. Projects shall not be funded with the revenues made available under Section 4 unless the projects are in the approved program of projects.

SECTION 7. COOPERATIVE FUND AGREEMENTS: Except as provided for herein, the distribution of funds as set forth in Section 4 shall be met over the duration of the measure. To maximize the effective use of funds, revenues may be transferred or exchanged under the following circumstances:

A. The Commission, or agencies receiving funds by annual or multi-year agreement, may exchange or loan funds provided that the percentage of funds allocated for each purpose as provided in Section 4 is maintained over the duration of the measure and reviewed as part each 10-year comprehensive program review as described in Section 17. All proposed exchanges, including agreements between agencies to exchange or loan funds, must include detailed fund repayment provisions, including appropriate interest earnings such that the Commission suffers no loss of funds as a result of the exchange or loan. All exchanges must be approved by the Commission and shall be consistent with any and all rules approved by the Commission relating thereto.

B. The Commission may exchange revenues for federal, state, or other local funds allocated or granted to any public agency within or outside the area of jurisdiction of the Commission to maximize effectiveness in the use of revenues. Such federal, state, or local funds shall be distributed in the same manner as the revenues from the measure.
SECTION 8. MAINTENANCE OF EFFORT: It is the intent of the Legislature, as stated in the Act, and the Commission that revenues provided from this measure be used to augment, not supplant existing local revenues being used for the purposes set forth in Section 4 herein. Each local agency receiving revenues pursuant to Section 4(D) shall annually maintain as a minimum the same level of local discretionary funds expended for street and road purposes on average over the last three fiscal years completed prior to the operative date of this Ordinance (Fiscal Years 2000-01, 2001-02, 2002-03), as was reported in the State Controller’s Annual Report of Financial Transactions for Streets and Roads and as verified by an independent auditor. The maintenance of effort level as determined through this process shall be subject to adjustment every three years based on the Construction Cost Index developed by Caltrans. Any increase in the maintenance of effort level based on this adjustment shall not exceed the growth rate in the local jurisdiction’s General Fund revenues over the same time period. The Commission shall not allocate any revenues pursuant to Section 4(D) to any eligible local agency in any fiscal year until that local agency has certified to the Commission that it will include in its budget for that fiscal year an amount of local discretionary funding for streets and roads purposes at least equal to the minimum maintenance of effort requirement. An annual independent audit shall be conducted to verify that the maintenance of effort requirement for each agency was met. Any local agency which does not meet its maintenance of effort requirement in any given year shall have its funding under Section 4(D)(1) reduced in the following year by the amount by which the agency did not meet its required maintenance of effort level. In the event that special circumstances prevent a local agency from meeting its maintenance of effort requirement, the local agency may request up to three additional fiscal years to fulfill its requirement. Such a request must be approved by the Commission. The Independent Taxpayer Oversight Committee shall also review such requests and make recommendations to the Commission. Any local street and road revenues not allocated pursuant to the maintenance of effort requirement shall be redistributed to the remaining eligible agencies according to the formula described in Section 4(D)(1). The maintenance of effort requirement also shall apply to any local agency discretionary funds being used for the other purposes specified under Section 4. In addition, revenues provided from this Ordinance shall not be used to replace other private developer funding that has been or will be committed for any project.

SECTION 9. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP):

A. New Development Exactions

Starting on July 1, 2008, each local agency in the San Diego region shall contribute $2,000 in exactions from the private sector, for each newly constructed residential housing unit in that jurisdiction to the RTCIP. These exactions shall ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in San Diego Association of Governments’ (SANDAG’s) most recent, adopted Regional Transportation Plan. New residential housing units constructed for extremely low, very-low, low, and moderate income households, as defined in California Health and Safety Code Sections 50105, 50106, 50079.5 and 50093, will be exempted from the $2,000 per unit contribution requirement. The amount of contribution shall be increased annually, in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record or similar cost of construction index. Each local agency shall establish an impact fee or other-revenue Funding Program by which it collects and funds its contribution to the RTCIP. Each local agency shall be responsible for establishing a procedure for providing its monetary contribution to the RTCIP. The RTCIP revenue will be used to construct improvements on the Regional Arterial System such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional
express bus and rail transit. This action is predicated on the desire to establish a uniform mitigation program that will mitigate the regional transportation impacts of new development on the Arterial system. While the RTCIP cannot and should not fund all necessary regional transportation network components and improvements, the RTCIP will establish a new revenue source that ensures future development will contribute its pro rata share towards addressing the impacts of new growth on regional transportation infrastructure.

B. Oversight, Audit and Funding Allocations

The Regional Transportation Congestion Improvement Program (RTCIP) shall be overseen by SANDAG and implemented by each local agency, with the objective of developing a consolidated mitigation program for the San Diego region as a funding source for the Regional Arterial System. The RTCIP and each local agency's Funding Program shall be subject to an annual review and audit to be carried out by the SANDAG and the Independent Taxpayers Oversight Committee, as defined in Section 11 of this Ordinance. Any local agency that does not provide its full monetary contribution required by Section 9(A) in a given fiscal year will not be eligible to receive funding for local streets and roads under section 4(D)(1) of the TransNet Ordinance for the immediately following fiscal year. Any funding not allocated under 4(D)(1) as a result of this requirement shall be reallocated to the remaining local agencies that are in compliance with this Section.

C. Implementation of the Regional Transportation Improvement Program (RTCIP)

Provisions for implementation of the RTCIP are described in the document titled “TransNet Extension Regional Transportation Congestion Improvement Program,” which is hereby incorporated by reference as if fully set forth herein.

SECTION 10. BONDING AUTHORITY: Upon voter approval of the ballot proposition to approve the extension of the tax and the issuance of bonds payable from the proceeds of the tax, bonds may be issued by the Commission pursuant to Division 12.7 of the Public Utilities Code, at any time, and from time to time, payable from the proceeds of the existing tax and its extension and secured by a pledge of revenues from the proceeds of the tax, in order to finance and refinance improvements authorized by Ordinance 87-1 and this Ordinance. The Commission, in allocating the annual revenues from the measure, shall meet all debt service requirements prior to allocating funds for other projects.

SECTION 11. INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE: An Independent Taxpayer Oversight Committee (ITOC) shall be established to provide an enhanced level of accountability for expenditure made under the Expenditure Plan. The ITOC will help to ensure that all voter mandates are carried out as required and will develop recommendations for improvements to the financial integrity and performance of the program. The roles and responsibilities of the ITOC, the selection process for ITOC members, and related administrative procedures shall be carried out in substantially the same manner as further described in the document titled “Statement of Understanding Regarding the Implementation of the Independent Taxpayer Oversight Committee for the TransNet Program,” which is hereby incorporated by reference as if fully set forth herein. Up to $250,000 per year, with adjustments for inflation based on the Consumer Price Index for San Diego County, may be expended for activities related to the ITOC.

SECTION 12. ADMINISTRATIVE EXPENSES: Revenues may be expended by the Commission for staff salaries, wages, benefits, and overhead and for those services, including contractual services, necessary to administer the Act; however, in no case shall such expenditures exceed one percent of the annual revenues provided by the measure. Any funds not utilized in a given fiscal year shall
remain available for expenditure in subsequent fiscal years. Costs of performing or contracting for project related work shall be paid from the revenues allocated to the appropriate purpose as set forth in Section 4 herein. An annual independent audit shall be conducted through the Independent Taxpayers Oversight Committee to assure that the revenues expended by the Commission under this section are necessary and reasonable in carrying out its responsibilities under the Act.

SECTION 13. ESTABLISHMENT OF SEPARATE ACCOUNTS: Each agency receiving funds pursuant to Section 4 shall have its funds deposited in a separate Transportation Improvement Account. Interest earned on funds allocated pursuant to this Ordinance shall be expended only for those purposes for which the funds were allocated.

SECTION 14. IMPLEMENTING ORDINANCES: Upon approval of this measure by the voters, the Commission shall, in addition to the local rules required to be provided pursuant to this ordinance, adopt implementing ordinances, rules, and policies and take such other actions as may be necessary and appropriate to carry out its responsibilities.

SECTION 15. EFFECTIVE AND OPERATIVE DATES: This Ordinance shall be effective on November 3, 2004, if one of the following events occurs: 1) two-thirds of the electors voting on the ballot proposition approving the ordinance vote to approve the ballot proposition on November 2, 2004; or 2) a law is passed on or before November 2, 2004 that lowers the voter approval threshold applicable to this Ordinance and the number of electors voting in favor of this Ordinance meets that threshold. The extension of the tax authorized by Section 3 of this Ordinance shall be operative on April 1, 2008. Bonds payable from the proceeds of the tax may be issued at any time prior to, on or after April 1, 2008. The provisions of Section 4 of this Ordinance, relating to the allocation of revenues, shall be operative on July 1, 2008.

SECTION 16. AMENDMENTS: With the exception of Sections 2(D), 3, 4(E)(1), 8, 9, and 11 which require a vote of the electors of the County of San Diego to amend, this ordinance may be amended to further its purposes by ordinance, passed by roll call vote entered in the minutes, with two-thirds of the Commission concurring consistent with the Commission’s standard voting mechanism. Separate documents incorporated by reference in the Ordinance in Sections 2, 9, and 11 also may be amended with a two-thirds vote of the Commission.

SECTION 17. TEN-YEAR COMPREHENSIVE PROGRAM REVIEW: The Commission shall conduct a comprehensive review of all projects and programs implemented under the Expenditure Plan to evaluate the performance of the overall program over the previous ten years and to make revisions to the Expenditure Plan to improve its performance over the subsequent ten years. Such comprehensive program reviews shall be conducted in Fiscal Years 2019, 2029 and 2039. Revisions to the Ordinance and Expenditure Plan required as a result of the ten-year review shall be subject to the amendment process in Section 16.

SECTION 18. DESIGNATION OF FACILITIES: Each project or program in excess of $250,000 funded in whole or in part by revenues from this Ordinance shall be clearly designated during its construction or implementation as being provided by revenues from this Ordinance.

SECTION 19. SEVERABILITY: If any section, subsection, part, clause or phrase of this Ordinance is for any reason held unenforceable or unconstitutional by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining funds or provisions of this Ordinance, and the Commission declares that it would have passed each part of this Ordinance irrespective of the validity of any other part. Notwithstanding the foregoing, if any part, clause, or
phrase of Section 9(A) of the Ordinance is for any reason held unenforceable or unconstitutional, the remaining portions of Section 9 shall be deemed invalid.

SECTION 20. ANNUAL APPROPRIATIONS LIMIT: Article XIII(B) of the California Constitution requires the establishment of an annual appropriations limit for certain governmental entities. The maximum annual appropriations limit for the Commission shall be established as $950 million for the 2004-05 fiscal year. The appropriations limit shall be subject to adjustment as provided by law. All expenditures of the transactions and use tax revenues imposed in Section 3 are subject to the appropriations limit of the Commission.

SECTION 21. DEFINITIONS:

A. Commission. Means the San Diego County Regional Transportation Commission created by Chapter 1576 of the Statutes of 1985 (Division 12.7 of the Public Utilities Code, commencing with Section 132000).

B. Transit. Means all purposes necessary and convenient to the construction, operation and maintenance of public transportation services and facilities including the acquisition of vehicles and right-of-way. Public transportation services include, but are not limited to, local and express bus, bus rapid transit (BRT), paratransit (dial-a-ride), fixed guideway, light rail (trolley) and commuter rail services and facilities.

C. Local Streets and Roads. Means all purposes necessary and convenient for the purposes as described in Section 2(C)(1).

D. Highways. Means all purposes necessary and convenient to the design, right-of-way acquisition, and construction of highway facilities, including all state highway routes and any other facilities so designated in the Expenditure Plan.

E. Bicycle and Pedestrian Facilities. Means all purposes necessary and convenient to the design, right-of-way acquisition, and construction of facilities intended for use by bicycles and pedestrians. Bicycle and pedestrian facilities shall also mean facilities and programs that help to encourage walking and the use of bicycles, such as secure bicycle parking facilities and bicycle and pedestrian promotion and safety education programs.

F. Bonds. Means indebtedness and securities of any kind or class, including but not limited to bonds, notes, bond anticipation notes, and commercial paper.

G. Expenditure Plan. Means the expenditure plan required by Section 132302 of the Public Utilities Code to be included in the transactions and use tax ordinance to be approved by the Commission. The expenditure plan includes the allocation of revenues for each authorized purpose.

H. Regional Transportation Plan. Means the long-range transportation plan for the San Diego region required by Section 65080 of the Government Code to be prepared by the San Diego Association of Governments as the designated Regional Transportation Planning Agency.

I. Regional Transportation Improvement Program. Means the five-year programming document required by Section 65080 of the Government Code to be prepared by the San Diego Association of Governments as the designated Regional Transportation Planning Agency.
J. Transit Operator. Means any transit district, included transit district, municipal operator, included municipal operator, or transit development board as defined in Public Utilities Code Section 99210.

K. Regional Comprehensive Plan. Means the document integrating land use, transportation systems, infrastructure needs, and public investment strategies within a regional framework to be prepared by the San Diego Association of Governments as required by Section 132360 of the Public Utilities Code.

SECTION 22. EFFECT ON COMMISSION ORDINANCE 87-1: This Ordinance is intended to extend and expand the provisions of Commission Ordinance 87-1, and shall not be read to supercede Commission Ordinance 87-1. If this Ordinance is not approved by the voters of San Diego County, the provisions of Commission Ordinance 87-1 and all powers, duties, and actions taken thereunder shall remain in full force and effect.

PASSED AND ADOPTED by the San Diego County Regional Transportation Commission, the 28th day of May, 2004 by the following vote:

AYES: Commissioners Hall, Padilla, Monroe, Crawford, Lewis, Guerin, Holt Pfeiler, McCoy, Jantz, Sessom, Morrison, Feller, Cafagna, Murphy, Smith, Dale, Powell, Vance,

NOES: Commissioner Jacob

ABSENT: None

______________________________
Chairman

STATE OF CALIFORNIA )
COUNTY OF SAN DIEGO )

I, Gary L. Gallegos, the Secretary of the San Diego County Regional Transportation Commission, do hereby certify that the foregoing is a true copy of an Ordinance adopted by the San Diego County Regional Transportation Commission on May 28, 2004 at the time and by the vote stated above, which said Ordinance is on file in the office of the San Diego County Regional Transportation Commission.

DATED: May 28, 2004
**TransNet Extension 40-Year Expenditure Plan**

(in millions of 2002 dollars)

<table>
<thead>
<tr>
<th>#</th>
<th>Expenditure Plan Component</th>
<th>Total TransNet Requirement (40-year Total)</th>
<th>Percent of Net</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Congestion Relief Program</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Major Transportation Corridor Improvements:</td>
<td>$6,850</td>
<td>50.5%</td>
<td>48.9%</td>
</tr>
<tr>
<td>3</td>
<td>Freeway, Highway, &amp; Transit Capital Projects</td>
<td>$5,150</td>
<td>38.0%</td>
<td>36.8%</td>
</tr>
<tr>
<td>4</td>
<td>Project Specific Transit Operations</td>
<td>$1,100</td>
<td>8.1%</td>
<td>7.9%</td>
</tr>
<tr>
<td>5</td>
<td>Freeway, Highway, &amp; Transit Project Environmental Mitigation</td>
<td>$600</td>
<td>4.4%</td>
<td>4.3%</td>
</tr>
<tr>
<td>6</td>
<td>Local System Improvements</td>
<td>$4,480</td>
<td>33.0%</td>
<td>32.0%</td>
</tr>
<tr>
<td>7</td>
<td>Local Street &amp; Road Projects</td>
<td>$3,950</td>
<td>29.1%</td>
<td>28.2%</td>
</tr>
<tr>
<td>8</td>
<td>Local Street &amp; Road Project Environmental Mitigation</td>
<td>$250</td>
<td>1.8%</td>
<td>1.8%</td>
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<tr>
<td>9</td>
<td>Smart Growth Incentive Competitive Grant Program</td>
<td>$280</td>
<td>2.1%</td>
<td>2.0%</td>
</tr>
<tr>
<td>10</td>
<td>Transit System Improvements -</td>
<td>$2,240</td>
<td>16.5%</td>
<td>16.0%</td>
</tr>
<tr>
<td>11</td>
<td>Continuing Bus/Rail Support and Improvements, including Senior/Disabled/Youth Transit Passes and Specialized Senior/Disabled Transportation Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Sub-Total</td>
<td>$13,570</td>
<td>100.0%</td>
<td>N/A</td>
</tr>
<tr>
<td>14</td>
<td>Bicycle, Pedestrian &amp; Neighborhood Safety Grant Program</td>
<td>$280</td>
<td>*</td>
<td>2.0%</td>
</tr>
<tr>
<td>15</td>
<td>Administration</td>
<td>$140</td>
<td>*</td>
<td>1.0%</td>
</tr>
<tr>
<td>16</td>
<td>Oversight Committee</td>
<td>$10</td>
<td>*</td>
<td>0.1%</td>
</tr>
<tr>
<td>17</td>
<td>TOTAL TransNet Funding Requirement</td>
<td>$14,000</td>
<td>100.0%</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>TOTAL TransNet Funds Available</td>
<td>$14,000</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>

* These categories deducted "off the top" prior to other allocations.
### TABLE 1: Congestion Relief Program - Major Transportation Corridor Improvements

<table>
<thead>
<tr>
<th>Table</th>
<th>Description</th>
<th>TransNet Proposal</th>
<th>Total Capital Cost</th>
<th>Mitigation Cost**</th>
<th>Net Capital Cost*</th>
<th>Transit Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>I-15</td>
<td></td>
<td>$1,400</td>
<td>$10</td>
<td>$1,390</td>
<td>$240</td>
</tr>
<tr>
<td>3</td>
<td>I-805</td>
<td></td>
<td>$2,100</td>
<td>$24</td>
<td>$2,076</td>
<td>$170</td>
</tr>
<tr>
<td>4</td>
<td>I-5 (INTERNATIONAL BORDER TO I-805)</td>
<td></td>
<td>$1,893</td>
<td>$21</td>
<td>$1,872</td>
<td>$310</td>
</tr>
<tr>
<td>5</td>
<td>I-5 (I-805 TO VANDEGRIFT)</td>
<td></td>
<td>$1,670</td>
<td>$60</td>
<td>$1,610</td>
<td>$170</td>
</tr>
<tr>
<td>6</td>
<td>SR-52</td>
<td></td>
<td>$410</td>
<td>$3</td>
<td>$407</td>
<td>$0</td>
</tr>
<tr>
<td>7</td>
<td>SR-94 / SR-125</td>
<td></td>
<td>$620</td>
<td>$10</td>
<td>$610</td>
<td>$0</td>
</tr>
<tr>
<td>8</td>
<td>SR-54 / SR-125</td>
<td></td>
<td>$140</td>
<td>$1</td>
<td>$139</td>
<td>$0</td>
</tr>
<tr>
<td>9</td>
<td>SR-67</td>
<td></td>
<td>$240</td>
<td>$22</td>
<td>$218</td>
<td>$0</td>
</tr>
<tr>
<td>10</td>
<td>I-8</td>
<td></td>
<td>$30</td>
<td>$1</td>
<td>$29</td>
<td>$0</td>
</tr>
<tr>
<td>11</td>
<td>SR-78</td>
<td></td>
<td>$700</td>
<td>$8</td>
<td>$692</td>
<td>$130</td>
</tr>
<tr>
<td>12</td>
<td>SR-76</td>
<td></td>
<td>$180</td>
<td>$16</td>
<td>$164</td>
<td>$0</td>
</tr>
<tr>
<td>13</td>
<td>SR-56</td>
<td></td>
<td>$100</td>
<td>$1</td>
<td>$99</td>
<td>$0</td>
</tr>
<tr>
<td>14</td>
<td>MID-CITY SAN DIEGO TO DOWNTOWN SAN DIEGO</td>
<td></td>
<td>$90</td>
<td>$1</td>
<td>$89</td>
<td>$80</td>
</tr>
<tr>
<td>15</td>
<td>CORONADO TUNNEL</td>
<td></td>
<td>$25</td>
<td>$0</td>
<td>$25</td>
<td>$0</td>
</tr>
<tr>
<td>16</td>
<td>BORDER ACCESS IMPROVEMENTS</td>
<td></td>
<td>$25</td>
<td>$0</td>
<td>$25</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>TOTAL CORRIDORS</td>
<td></td>
<td>$9,623</td>
<td>$178</td>
<td>$9,445</td>
<td>$1,100</td>
</tr>
</tbody>
</table>

(See FIGURE 1)  
TOTAL TRANSNET FUNDING REQUIREMENT: $4,650 $1,100

### CORRIDOR ANALYSIS FOR TRANSNET EXTENSION

<table>
<thead>
<tr>
<th></th>
<th>$5,750</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESTIMATED FINANCING COST:</td>
<td>$500</td>
</tr>
<tr>
<td>FREEWAY/HIGHWAY/TRANSIT PROJECT ENVIRONMENTAL MITIGATION:</td>
<td>$600</td>
</tr>
<tr>
<td>TOTAL TRANSNET:</td>
<td>$6,850</td>
</tr>
</tbody>
</table>

**CHANGES TO MARCH 19, 2004 DRAFT VERSION SHOWN IN BOLD.**

Note: Costs in millions of 2002 dollars and rounded to the nearest $10 million, with the exception of the matching funds included for the Coronado Tunnel and Border Access Improvement projects.

* Of the total net capital cost of $9,445 million, TransNet funding is assumed to leverage approximately 50% from federal, state, and other sources. Additional matching funds are assumed to compensate for the 100% TransNet funds used for the Environmental Mitigation Program, reducing the TransNet requirement to approximately $4,650 million.

** The figures in this column represent the habitat-related mitigation costs included in the original cost estimates that will be funded out of the Environmental Mitigation Program.
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-15</td>
<td>SR 163</td>
<td>SR56</td>
<td>8F</td>
<td>8F+4ML/MB</td>
<td>$220</td>
<td>c</td>
<td>$220</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>I-15</td>
<td>Centre City Pkwy</td>
<td>SR 78</td>
<td>8F</td>
<td>8F+4ML</td>
<td>$120</td>
<td>c</td>
<td>$120</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>I-15</td>
<td>SR94</td>
<td>SR 163</td>
<td>6F/8F</td>
<td>8F+2HOV</td>
<td>$200</td>
<td>$3</td>
<td>$197</td>
<td>$197</td>
</tr>
<tr>
<td>4</td>
<td>HOV 2 HOV</td>
<td>I-15</td>
<td>SR 78</td>
<td>--</td>
<td>E to S, N to W</td>
<td>$200</td>
<td>$3</td>
<td>$197</td>
<td>$197</td>
</tr>
<tr>
<td>5</td>
<td>HOV 2 HOV</td>
<td>I-15</td>
<td>SR 94</td>
<td>--</td>
<td>S to W, E to N</td>
<td>$150</td>
<td>$2</td>
<td>$148</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>SR94</td>
<td>I-5</td>
<td>I-15</td>
<td>8F</td>
<td>8F+2HOV</td>
<td>$80</td>
<td>$1</td>
<td>$79</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>BRT Rt 610</td>
<td>Escondido Trans Ctr</td>
<td>Downtown San Diego</td>
<td>--</td>
<td>No Kearny Mesa Transitway; uses HOV lanes on I-15 between Qualcomm and SR 52. Builds/upgrades 6 BRT stations, upgrades downtown stations, builds DARs in 4 locations.</td>
<td>$370</td>
<td>$1</td>
<td>$369</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>BRT Rt 610</td>
<td>Escondido Trans Ctr</td>
<td>Downtown San Diego</td>
<td>--</td>
<td>10 min peak only service by 2010; 10 min peak / 15 min offpeak service by 2030</td>
<td>$150</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>BRT Rt 470 via I15/Mira Mesa Blvd</td>
<td>Escondido Trans Ctr</td>
<td>Sorrento Mesa</td>
<td>--</td>
<td>Escondido to Sorrento Mesa; Uses Rt 610 stations and DARs.</td>
<td>$60</td>
<td>&lt;$1</td>
<td>$60</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>BRT Rt 470 via I15/Mira Mesa Blvd</td>
<td>Escondido Trans Ctr</td>
<td>Sorrento Mesa</td>
<td>--</td>
<td>15 min peak only service from Escondido by 2016</td>
<td>$90</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL FOR CORRIDOR:** $1,400 $10 $1,390 $240

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures. c=cleared, project habitat impacts previously cleared or not included.
### TABLE 3: I-805 CORRIDOR

(SEE FIGURE 3)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility From</th>
<th>To</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>I-805 SR 905</td>
<td>SR 54</td>
<td>8F</td>
<td>8F+2HOV, Reversible</td>
<td>$150</td>
<td>$2</td>
<td>$148</td>
</tr>
<tr>
<td>10</td>
<td>I-805 SR 54</td>
<td>I-8</td>
<td>8F</td>
<td>8F+4ML</td>
<td>$450</td>
<td>$5</td>
<td>$445</td>
</tr>
<tr>
<td>11</td>
<td>I-805 Mission Valley Viaduct</td>
<td>8F</td>
<td>8F+4ML</td>
<td>$250</td>
<td>$4</td>
<td>$246</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>I-805 I-8</td>
<td>I-5</td>
<td>8F</td>
<td>8F+4ML</td>
<td>$380</td>
<td>$6</td>
<td>$374</td>
</tr>
<tr>
<td>13</td>
<td>I-805 and SR 54 interchange improvements (E to S)</td>
<td></td>
<td></td>
<td>$10</td>
<td>&lt;$1</td>
<td>$10</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>BRT Rt 628 via I805/SR94 CAPITAL Otay Mesa</td>
<td>Downtown San Diego</td>
<td>--</td>
<td>Builds fewer DARs along I-805 reflecting changes to highway improvement; Builds 13 stations and DARs in 4 locations.</td>
<td>$500</td>
<td>$3</td>
<td>$497</td>
</tr>
<tr>
<td>14</td>
<td>BRT Rt 628 via I805/SR94 OPERATIONS Otay Mesa</td>
<td>Downtown San Diego</td>
<td>--</td>
<td>15 min peak / 30 min offpeak svc by 2010; 10 min peak / 15 min offpeak service by 2020</td>
<td>$120</td>
<td>$6</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>SR94 HWAY I-805</td>
<td>I-15</td>
<td>8F</td>
<td>8F+2HOV</td>
<td>$70</td>
<td>$1</td>
<td>$69</td>
</tr>
<tr>
<td>16</td>
<td>BRT Rt 680 via I805/SR52 CAPITAL San Ysidro</td>
<td>Sorrento Mesa</td>
<td>--</td>
<td>Builds 1 new station; uses DARs and stations built by routes 610 and 628.</td>
<td>$70</td>
<td>&lt;$1</td>
<td>$70</td>
</tr>
<tr>
<td>16</td>
<td>BRT Rt 680 via I805/SR52 OPERATIONS San Ysidro</td>
<td>Sorrento Mesa</td>
<td>--</td>
<td>15 min peak only service by 2015; 10 min peak only service by 2030</td>
<td>$50</td>
<td>$2</td>
<td>$52</td>
</tr>
<tr>
<td>17</td>
<td>SR 52 I-15</td>
<td>I-805</td>
<td>6F</td>
<td>6F+2HOV</td>
<td>$70</td>
<td>$1</td>
<td>$69</td>
</tr>
<tr>
<td>18</td>
<td>HOV 2 HOV I-805</td>
<td>SR 52</td>
<td>--</td>
<td>W to N, S to E</td>
<td>$150</td>
<td>$2</td>
<td>$148</td>
</tr>
</tbody>
</table>

**TOTAL FOR CORRIDOR:** $2,100 $24 $2,076 $170

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures.
## TABLE 4: I-5 CORRIDOR (International Border to I-805)

(SEE FIGURE 4)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>I-5</td>
<td>SR 905</td>
<td>SR 54</td>
<td>8F</td>
<td>8F+2HOV</td>
<td>$130</td>
<td>$2</td>
<td>$128</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>I-5</td>
<td>SR 54</td>
<td>I-8</td>
<td>8F</td>
<td>8F+2HOV</td>
<td>$600</td>
<td>$6</td>
<td>$594</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>I-5</td>
<td>I-8</td>
<td>I-805</td>
<td>8F</td>
<td>8F+2HOV (including environmental and preliminary engineering for I-5/I-8 interchange improvements)</td>
<td>$193</td>
<td>$1</td>
<td>$192</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Route 500 Blue Line Trolley Improvements</td>
<td></td>
<td></td>
<td></td>
<td>Conversion to low-floor vehicles, enhanced stations, signal upgrades, extended platforms, grade separations in Chula Vista</td>
<td>$270</td>
<td>$2</td>
<td>$268</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Route 500 Blue Line Trolley Improvements</td>
<td></td>
<td></td>
<td></td>
<td>7.5 min peak / 7.5 min offpeak by 2020</td>
<td></td>
<td></td>
<td>$90</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Route 570 MidCoast CAPITAL Old Town</td>
<td>UCSD/UTC</td>
<td></td>
<td>--</td>
<td>Extension of light rail transit from Old Town Transit Center to UTC via I-5 and UCSD</td>
<td>$670</td>
<td>$10</td>
<td>$660</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Route 570 MidCoast OPERATIONS Old Town</td>
<td>UCSD/UTC</td>
<td></td>
<td>--</td>
<td>15 min all day service by 2020</td>
<td></td>
<td></td>
<td>$110</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Route 634 Super Loop CAPITAL UTC</td>
<td>UCSD</td>
<td></td>
<td>--</td>
<td>Signal priority, queue jumper lanes, other arterial improvements, vehicles, stations</td>
<td>$30</td>
<td>&lt;$1</td>
<td>$30</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Route 634 Super Loop OPERATIONS UTC</td>
<td>UCSD</td>
<td></td>
<td>--</td>
<td>10 minute all day service by 2010</td>
<td></td>
<td></td>
<td>$110</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL FOR CORRIDOR:** $1,893 $21 $1,872 $310

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures.
## TABLE 5: I-5 CORRIDOR (I-805 to Vandegrift Blvd.)

*(SEE FIGURE 5)*

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>I-5/I-805</td>
<td></td>
<td></td>
<td>16F</td>
<td>16F+4ML</td>
<td>$30</td>
<td>c</td>
<td>$30</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>I-5</td>
<td>SR 56</td>
<td>Leucadia Blvd</td>
<td>8F</td>
<td>8F+4ML</td>
<td>$400</td>
<td>$16</td>
<td>$384</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>I-5</td>
<td>Leucadia Blvd</td>
<td>Vandegrift Blvd.</td>
<td>8F</td>
<td>8F+4ML</td>
<td>$370</td>
<td>$11</td>
<td>$359</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>HOV 2 HOV</td>
<td>I-5</td>
<td>I-805</td>
<td>--</td>
<td>N to N, S to S</td>
<td>$180</td>
<td>$3</td>
<td>$177</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>FWY 2 FWY</td>
<td>I-5</td>
<td>SR 56</td>
<td>--</td>
<td>W to N, S to E</td>
<td>$140</td>
<td>$4</td>
<td>$136</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>FWY 2 FWY</td>
<td>I-5</td>
<td>SR 78</td>
<td>--</td>
<td>W to S, S to E</td>
<td>$150</td>
<td>$2</td>
<td>$148</td>
<td></td>
</tr>
</tbody>
</table>

### I-5 CORRIDOR: Route 398 COASTER/BRT Route 472 (El Camino Real)

**CAPITAL**

- Improvements

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>I-5 CORRIDOR: Route 398 COASTER/BRT Route 472 (El Camino Real)</td>
<td></td>
<td></td>
<td>Corridor transit improvements that would include some combination of projects from the following: <strong>Coaster</strong>: Vehicles, stations improvements including parking, double tracking and other improvements, Del Mar tunnel; and <strong>BRT (El Camino Real/I-5)</strong>: Vehicles, stations, signal priority and other arterial improvements along El Camino Real, direct access ramps on I-5 south from Encinitas.</td>
<td>$400</td>
<td>$24</td>
<td>$376</td>
</tr>
</tbody>
</table>

**OPERATIONS**

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>I-5 CORRIDOR: Route 398 COASTER/BRT Route 472 (El Camino Real)</td>
<td></td>
<td></td>
<td>Corridor transit improvements that would include some combination of projects from the following: <strong>Coaster</strong>: 20 min peak / current offpeak svc by 2016; 20 min peak / 60 min offpeak svc by 2025; and <strong>BRT (El Camino Real/I-5)</strong>: 15 min peak / 30 min offpeak service by 2020.</td>
<td></td>
<td></td>
<td>$170</td>
</tr>
</tbody>
</table>

### TOTAL FOR CORRIDOR:

- $1,670
- $60
- $1,610
- $170

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures.

c=cleared, project habitat impacts previously cleared or not included.

Major north-south transit service improvements are assumed for this corridor with the primary options being enhanced service on the Coaster and BRT service in the El Camino Real/I-5 Corridor.
## TABLE 6: SR-52

(SEE FIGURE 6)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>SR 52</td>
<td>I-15</td>
<td>SR 125</td>
<td>4F</td>
<td>6F+2ML (Reversible)</td>
<td>$170</td>
<td>$3</td>
<td>$167</td>
<td></td>
</tr>
</tbody>
</table>

(I-15 - I-805 segment included in I-805 corridor for transit services; I-805/SR 52 HOV2HOV Connector included in I-805 corridor)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td>SR 52</td>
<td>SR 125</td>
<td>SR 67</td>
<td>-- 4F</td>
<td>$240 c</td>
<td>$240</td>
<td></td>
<td>$410</td>
<td></td>
</tr>
</tbody>
</table>

| TOTAL FOR CORRIDOR: | $410 | $3 | $407 | $0 |

\(c=\text{cleared, project habitat impacts previously cleared or not included.}\)

## TABLE 7: SR-94 / SR-125

(SEE FIGURE 6)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>SR 94 and SR 125 Interchange</td>
<td>W to N, S to E</td>
<td></td>
<td></td>
<td></td>
<td>$110</td>
<td>$2</td>
<td>$108</td>
<td></td>
</tr>
</tbody>
</table>

(I-805 to I-5 segments included in I-15 and I-805 corridors for transit services)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>SR 94</td>
<td>SR 125</td>
<td>Steele Canyon</td>
<td>4F/4C-2C</td>
<td>Widen to 6-lane freeway from SR 125 to Avocado Blvd and provide 4-lane conventional highway from Avocado Blvd to Steele Canyon</td>
<td>$90</td>
<td>$2</td>
<td>$88</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>SR 94/SR 125</td>
<td>I-805</td>
<td>I-8</td>
<td>8F</td>
<td>8F+2HOV</td>
<td>$350</td>
<td>$5</td>
<td>$345</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>37</td>
<td>Route 520 Orange Line Trolley CAPITAL Improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$70</td>
<td>$1</td>
<td>$69</td>
<td></td>
</tr>
</tbody>
</table>

| TOTAL FOR CORRIDOR: | $620 | $10 | $610 | $0 |

Revisions Since March 19, 2004 Board Discussion
## CORRIDOR ANALYSIS FOR TRANSNET EXTENSION

### TABLE 8: SR-54 / SR-125

(SEE FIGURE 6)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>TransNet Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>38</td>
<td>SR 54/SR 125</td>
<td>I-805</td>
<td>SR 94</td>
<td>4F +2/6 F</td>
<td>Widen to provide a continuous 6F+2 HOV Facility</td>
<td>$140 $1 $139</td>
</tr>
</tbody>
</table>

TOTAL FOR CORRIDOR: $140 $1 $139 $0

### TABLE 9: SR-67

(SEE FIGURE 6)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>TransNet Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>39</td>
<td>SR 67</td>
<td>Mapleview St</td>
<td>Dye Rd</td>
<td>2C</td>
<td>4C - To be constructed with environmental enhancements</td>
<td>$240 $22 $218</td>
</tr>
</tbody>
</table>

TOTAL FOR CORRIDOR: $240 $22 $218 $0

### TABLE 10: I-8 CORRIDOR

(SEE FIGURE 6)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>TransNet Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>I-8</td>
<td>Second St</td>
<td>Los Coches</td>
<td>4F</td>
<td>6F</td>
<td>$30 $1 $29</td>
</tr>
</tbody>
</table>

TOTAL FOR CORRIDOR: $30 $1 $29 $0
## Corridor Analysis for TransNet Extension

**Table 11: SR-78**

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>SR 78 I-5 I-15 6F</td>
<td></td>
<td></td>
<td></td>
<td>6F+2HOV</td>
<td>$500</td>
<td>$5</td>
<td>$495</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FWY 2 FWY</td>
<td>I-5</td>
<td>SR 78</td>
<td></td>
<td>Included in I-5 North Coast Corridor</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>HOV 2 HOV</td>
<td>I-15</td>
<td>SR 78</td>
<td></td>
<td>Included in I-15 Corridor</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>SR 78 Corridor Route</td>
<td></td>
<td></td>
<td></td>
<td>Corridor transit improvements that would</td>
<td>$200</td>
<td>$3</td>
<td>$197</td>
<td></td>
</tr>
<tr>
<td></td>
<td>399 SPRINTER/</td>
<td></td>
<td></td>
<td></td>
<td>include some combination of projects from the</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>BRT Route 471</td>
<td></td>
<td></td>
<td></td>
<td>following:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(Palomar Airport Rd)</td>
<td></td>
<td></td>
<td></td>
<td>SPRINTER: double tracking, North County Fair</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CAPITAL Improvements</td>
<td></td>
<td></td>
<td></td>
<td>extension, some grade separations; and</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BRT (Palomar Airport Rd): vehicles, signal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>priority and other arterial improvements; builds</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>18 stations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>SR 78 Corridor Route</td>
<td></td>
<td></td>
<td></td>
<td>SPRINTER: 15 min peak / current offpeak svc by</td>
<td>$130</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>399 SPRINTER/</td>
<td></td>
<td></td>
<td></td>
<td>2016, 15 min all day service by 2030;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>BRT Route 471</td>
<td></td>
<td></td>
<td></td>
<td>BRT (Palomar Airport Rd): 15 min peak / 30</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(Palomar Airport Rd)</td>
<td></td>
<td></td>
<td></td>
<td>min off peak service by 2020</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>OPERATIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total for Corridor:** $700 $8 $692 $130

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures.

Major east-west transit service improvements are assumed for this corridor with the primary options being enhanced service on the Sprinter and BRT service in the Palomar Airport Rd / San Marcos Blvd Corridor.

**Table 12: SR-76**

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>SR 76 Melrose Dr</td>
<td>I-15</td>
<td>2C</td>
<td></td>
<td>4C - (Mission Road to I-15 segment to be</td>
<td>$180</td>
<td>$16</td>
<td>$164</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>constructed with environmental enhancements)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total for Corridor:** $180 $16 $164 $0
## TABLE 13: SR-56

(SEE FIGURE 7)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>TransNet Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Capital Cost</td>
</tr>
<tr>
<td>44</td>
<td>SR 56</td>
<td>I-5</td>
<td>I-15</td>
<td>4F</td>
<td>6F</td>
<td>$100</td>
</tr>
</tbody>
</table>

**TOTAL FOR CORRIDOR:** $100 $1 $99 $0

## TABLE 14: MID-CITY SAN DIEGO TO DOWNTOWN SAN DIEGO

(SEE FIGURE 7)

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>TransNet Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Capital Cost</td>
</tr>
<tr>
<td>45</td>
<td>BRT Showcase Rt 611</td>
<td>SDSU</td>
<td>Downtown</td>
<td>13</td>
<td>Signal priority, queue jumper lanes, other arterial improvements, vehicles; builds 13 stations and upgrades to downtown stations</td>
<td>$90</td>
</tr>
<tr>
<td></td>
<td>via El Cajon &amp; Park</td>
<td></td>
<td>San Diego</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Blvd's CAPITAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>BRT Showcase Rt 611</td>
<td>SDSU</td>
<td>Downtown</td>
<td>13</td>
<td>10 min peak / 15 min offpeak by 2006</td>
<td>$80</td>
</tr>
<tr>
<td></td>
<td>via El Cajon &amp; Park</td>
<td></td>
<td>San Diego</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Blvd's OPERATIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL FOR CORRIDOR:** $90 $1 $89 $80

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures.
**TABLE 15: CORONADO TUNNEL**

*(SEE FIGURE 7)*

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>46</td>
<td>SR75/SR 282</td>
<td>Glorietta Blvd</td>
<td>Alameda Blvd</td>
<td>--</td>
<td>Tunnel Construction</td>
<td>$25</td>
<td>c</td>
<td>$25</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Match Only</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

\[c=cleared,\text{ project habitat impacts previously cleared or not included.}\]

**TOTAL FOR CORRIDOR:** $25 $0 $25 $0

**TABLE 16: BORDER ACCESS IMPROVEMENTS**

*(SEE FIGURE 7)*

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Route/Facility</th>
<th>From</th>
<th>To</th>
<th>Existing</th>
<th>Improvement</th>
<th>Capital Cost</th>
<th>Mitigation Cost</th>
<th>Net Capital Cost</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>47</td>
<td>Border Access</td>
<td>Miscellaneous</td>
<td></td>
<td>--</td>
<td>Construction Match</td>
<td>$25</td>
<td>c</td>
<td>$25</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>Improvements</td>
<td>improvements</td>
<td></td>
<td></td>
<td>to enhance access in the</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>to</td>
<td></td>
<td></td>
<td>border area.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

\[c=cleared,\text{ project habitat impacts previously cleared or not included.}\]

**TOTAL FOR CORRIDOR:** $25 $0 $25 $0
PROJECT DESCRIPTION

I-15 CORRIDOR

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>COST ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$220</td>
</tr>
<tr>
<td>2</td>
<td>$120</td>
</tr>
<tr>
<td>3</td>
<td>$197</td>
</tr>
<tr>
<td>4</td>
<td>$197</td>
</tr>
<tr>
<td>5</td>
<td>$148</td>
</tr>
<tr>
<td>6</td>
<td>$79</td>
</tr>
<tr>
<td>7</td>
<td>$519</td>
</tr>
<tr>
<td>8</td>
<td>$150</td>
</tr>
</tbody>
</table>

TOTAL COST: $1,630

See Table 2
Figure 3
PROPOSED TRANSNET PROJECTS
April 2004
I-805 CORRIDORS
- Transit
- Managed/HOV Lanes
- General Purpose Lanes
- General Purpose Lanes with Environmental Enhancements
- Freeway Connectors
- HOV to HOV Connectors
- Border Access

OVERALL NETWORK
- Transit
- Managed/HOV Lanes
- General Purpose Lanes
- General Purpose Lanes with Environmental Enhancements
- Freeway Connectors
- HOV to HOV Connectors
- Border Access

PROJECT DESCRIPTION
I-805 CORRIDOR

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>COST (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 I-805 (SR-905 – SR-54)</td>
<td>$148</td>
</tr>
<tr>
<td>10 I-805 (SR-54 – I-8)</td>
<td>$445</td>
</tr>
<tr>
<td>11 I-805 (Mission Valley)</td>
<td>$246</td>
</tr>
<tr>
<td>12 I-805 (I-8 – I-5)</td>
<td>$374</td>
</tr>
<tr>
<td>13 I-805 / SR-54 (Interchange)</td>
<td>$10</td>
</tr>
<tr>
<td>14 BRT (Otay Mesa – Downtown)</td>
<td>$617</td>
</tr>
<tr>
<td>15 SR-94 (I-805 – I-15)</td>
<td>$69</td>
</tr>
<tr>
<td>16 BRT (San Ysidro – Sorrento Mesa)</td>
<td>$120</td>
</tr>
<tr>
<td>17 SR-52 (I-15 – I-805)</td>
<td>$69</td>
</tr>
<tr>
<td>18 I-805 / SR-52 (HOV – HOV)</td>
<td>$148</td>
</tr>
</tbody>
</table>

TOTAL COST: $2,246

See Table 3
## PROJECT DESCRIPTION

**I-5 CORRIDOR**  
(International Border to I-805)

<table>
<thead>
<tr>
<th>PROJECT Description</th>
<th>COST ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5 (SR-905 – SR-54)</td>
<td>$128</td>
</tr>
<tr>
<td>I-5 (SR-54 – I-8)</td>
<td>$594</td>
</tr>
<tr>
<td>I-5 (I-8 – I-805)</td>
<td>$192</td>
</tr>
<tr>
<td>Blue Line Trolley Improvements</td>
<td>$358</td>
</tr>
<tr>
<td>Mid-Coast Transit Guideway Project</td>
<td>$770</td>
</tr>
<tr>
<td>Mid-Coast Super Loop Project</td>
<td>$140</td>
</tr>
</tbody>
</table>

**TOTAL COST:**  
$2,182

See Table 4

---

**Figure 4**  
PROPOSED TRANSNET PROJECTS  
April 2004  
I-5 CORRIDOR  
(International Border to I-805)

- **Transit**
- **Managed/HOV Lanes**
- **General Purpose Lanes**
- **General Purpose Lanes with Environmental Enhancements**
- **Freeway Connectors**
- **HOV to HOV Connectors**
- **Border Access**

**OVERALL NETWORK**

- **Transit**
- **Managed/HOV Lanes**
- **General Purpose Lanes**
- **General Purpose Lanes with Environmental Enhancements**
- **Freeway Connectors**
- **HOV to HOV Connectors**
- **Border Access**

**MILES**

0 3 6

0 4.83 9.6

**KM**

0 4.83 9.6

---

**San Diego Region**  
**MAP AREA**

- North County West
- Oceanside
- Carlsbad
- Encinitas
- Solana Beach
- Vista
- San Marcos
- Escondido
- Chula Vista
- National City
- Imperial Beach
- Tijuana, B.C.
**PROJECT DESCRIPTION**

**I-5 CORRIDOR (I-805 to Vandegrift Blvd.)**

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>COST ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>30</td>
</tr>
<tr>
<td>26</td>
<td>384</td>
</tr>
<tr>
<td>27</td>
<td>359</td>
</tr>
<tr>
<td>28</td>
<td>177</td>
</tr>
<tr>
<td>29</td>
<td>136</td>
</tr>
<tr>
<td>30</td>
<td>148</td>
</tr>
<tr>
<td>31</td>
<td>546</td>
</tr>
</tbody>
</table>

**TOTAL COST:** $1,780

**See Table 5**
PROJECT DESCRIPTION

EAST COUNTY CORRIDORS

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>COST ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-52 (I-15 – SR-125)</td>
<td>$167</td>
</tr>
<tr>
<td>SR-52 (SR-125 – SR-67)</td>
<td>$240</td>
</tr>
<tr>
<td>SR-94 / SR-125 Connectors</td>
<td>$108</td>
</tr>
<tr>
<td>SR-94 (SR-125 – Steele Canyon)</td>
<td>$88</td>
</tr>
<tr>
<td>SR-94 / 125 (I-805 – I-8)</td>
<td>$345</td>
</tr>
<tr>
<td>Orange Line Trolley Improvements</td>
<td>$69</td>
</tr>
<tr>
<td>SR-54 / SR-125 (I-805 – SR-94)</td>
<td>$139</td>
</tr>
<tr>
<td>SR-67 (Mapleview – Dye Rd.)</td>
<td>$218</td>
</tr>
<tr>
<td>I-8 (2nd Street – Los Coches)</td>
<td>$29</td>
</tr>
</tbody>
</table>

TOTAL COST: $1,403

See Tables 6, 7, 8, 9 & 10

Figure 6
PROPOSED TRANSNET PROJECTS
April 2004

EAST COUNTY CORRIDORS
- Transit
- Managed/HOV Lanes
- General Purpose Lanes
- General Purpose Lanes with Environmental Enhancements
- Freeway Connectors
- HOV to HOV Connectors
- Border Access

OVERALL NETWORK
- Transit
- Managed/HOV Lanes
- General Purpose Lanes
- General Purpose Lanes with Environmental Enhancements
- Freeway Connectors
- HOV to HOV Connectors
- Border Access

MILES 0 3 6 9 6
KM 0 4.83 9.6
Figure 7
PROPOSED TRANSNET PROJECTS
April 2004

ADDITIONAL CORRIDORS
- Transit
- Managed/HOV Lanes
- General Purpose Lanes
- General Purpose Lanes with Environmental Enhancements
- Freeway Connectors
- HOV to HOV Connectors
- Border Access

OVERALL NETWORK
- Transit
- Managed/HOV Lanes
- General Purpose Lanes
- General Purpose Lanes with Environmental Enhancements
- Freeway Connectors
- HOV to HOV Connectors
- Border Access

PROJECT DESCRIPTION
ADDITIONAL CORRIDORS

<table>
<thead>
<tr>
<th>PROJECT DESCRIPTION</th>
<th>COST ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-78 (I-5 – I-15) Transit Improvements: SPRINTER / BRT (Palomar Airport Rd.)</td>
<td>$495</td>
</tr>
<tr>
<td>SR-76 (Melrose – I-15)</td>
<td>$164</td>
</tr>
<tr>
<td>SR-56 (I-5 – I-15)</td>
<td>$99</td>
</tr>
<tr>
<td>BRT (SDSU – Downtown)</td>
<td>$169</td>
</tr>
<tr>
<td>Coronado Tunnel (Construction only)</td>
<td>$25</td>
</tr>
<tr>
<td>Border Access Improvements</td>
<td>$25</td>
</tr>
<tr>
<td>TOTAL COST:</td>
<td>$1,304</td>
</tr>
</tbody>
</table>

See Tables 11 – 16
1. The TransNet Extension Expenditure Plan shall include a funding allocation category entitled “Transportation Project Environmental Mitigation Program.”

2. The Environmental Mitigation Program (EMP) shall include an allocation for the estimated direct costs for mitigation of upland and wetland habitat impacts for regional transportation projects included in the proposed TransNet Expenditure Plan, as well as for regional projects that are included in the adopted 2030 Regional Transportation Plan Mobility Network. The “mitigation costs,” including land acquisition, restoration, management, and monitoring, for these regional projects are estimated at approximately $450 million. Funds for direct mitigation, management and monitoring of these projects shall be placed into a “Transportation Project Mitigation Fund,” where they can be used as partial funding for regional acquisition, habitat management and monitoring activities related to implementation of the Multiple Species Conservation Program (MSCP), the Multiple Habitat Conservation Program (MHCP), and future amendments thereto.

3. The EMP shall also include an allocation for the estimated direct costs for mitigation of upland and wetland habitat impacts for local transportation projects, in a total amount not to exceed $200 million. Funds for direct mitigation of these projects shall also be placed in the “Transportation Project Mitigation Fund” outlined in Section 2 above.

4. The EMP shall also include a funding allocation for the estimated economic benefits of incorporating specified regional and local transportation projects into applicable habitat conservation plans, thereby allowing mitigation requirements for covered species to be fixed, and allowing mitigation requirements to be met through purchase of land in advance of need in larger blocks at a lower cost. The benefits of this approach are estimated at approximately $200 million ($150 million for regional projects and $50 million for local projects). This amount will be allocated to a “Regional Habitat Conservation Fund,” which will be made available for regional habitat acquisition, management and monitoring activities necessary to implement the MSCP and MHCP described in Section 2 above. Therefore, the total funding allocation for the Environmental Mitigation Program shall be set at $850 million.

5. SANDAG shall work with the Wildlife Agencies (California Department of Fish and Game and the US Fish and Wildlife Service) and permit holders under the MSCP and MHCP to establish a regional entity that will be responsible for the allocation of funding included in the “Regional Habitat Conservation Fund” in accordance with the goals and policies of said plans. In addition, this entity will provide recommendations regarding the structure and content of future funding measures as described in Section 10 below.

6. Land acquisitions, and management and monitoring activities, that result from the implementation of this program shall receive credit toward the “regional funding obligations,” if any, under the applicable habitat conservation plans, with the exception that land acquisitions in the MSCP planning area (as designated and permitted as of April 9, 2004) shall not count toward the regional funding obligation for land acquisition (currently estimated at 10,267 acres) established for that program.
7. In order to provide the economic benefits of the proposed EMP, the participating local jurisdictions shall apply for, and the Wildlife Agencies shall process, requests for any necessary amendments to the previously adopted MSCP and related agreements and permits, to include Regional Transportation Plan (RTP) transportation projects as “covered projects” under this plan pursuant to the standards in effect at that time for the remaining life of those plans. For projects in the planning areas of the MHCP and proposed MSCP North County Suburban for unincorporated North County, the participating local jurisdictions shall include RTP projects in their proposed plans and implementing agreements, and the Wildlife Agencies will process those plans and agreements so as to provide coverage for RTP projects for the life of those plans.

8. The expenditure of funds included in this allocation category shall be phased over time in order to allow goals of regional habitat acquisition, management and monitoring to be met, while also meeting the requirements for individual transportation projects. The timeframe by which the phasing will be done will allow for the early acquisition of land within the first 10 years of the permits and/or amended permits with corresponding funds available for management and monitoring. In addition, mitigation land for projects in the planning area covered in the proposed MSCP for unincorporated North County shall be purchased within the multiple habitat planning area designated for that plan, while mitigation for projects in the adopted MSCP and MHCP planning areas shall be purchased within the multiple habitat planning areas designated for those plans, unless otherwise approved by SANDAG, the Wildlife Agencies, and affected permit holders. As transportation projects are completed, if it is determined that the actual direct costs for mitigation of upland and wetland habitat impacts are less than those that were estimated in Section 2 above, those cost savings shall be transferred to the “Regional Habitat Conservation Fund” described in Section 4 above.

9. In addition to the direct economic benefits associated with inclusion of these projects in the MSCP and MHCP, SANDAG and the Wildlife Agencies both recognize the value of expedited processing of environmental documents for individual transportation projects by all involved Federal, State, and regional agencies. Therefore, SANDAG and the Wildlife Agencies shall actively support efforts to accomplish complete review of environmental documents within reduced timeframes. To the extent that the processing time required for such documents is reduced, the value of expedited processing shall be allocated equally between transportation-related expenditures and the “Regional Habitat Conservation Fund”. SANDAG and the Wildlife Agencies will develop guidelines for implementing this principle within one year of the passage of the TransNet extension.

10. SANDAG agrees to act on additional regional funding measures (a ballot measure and/or other secure funding commitments) to meet the long-term requirements for implementing habitat conservation plans in the San Diego region, within the timeframe necessary to allow a ballot measure to be considered by the voters no later than four years after passage of the TransNet Extension. In the event that such future funding measures generate funding to fully meet regional habitat acquisition and management requirements, SANDAG is authorized to reallocate excess funds included in the “Regional Habitat Conservation Fund” to local transportation projects.
11. In the event that SANDAG and its member agencies are not able to obtain coverage for transportation projects the MSCP and MHCP in accordance with the principles set forth above, the funding allocations set forth in this program shall be made available to meet habitat mitigation requirements of transportation projects, either through an alternative program that is acceptable to SANDAG, its member agencies, and the Wildlife Agencies, or through environmental review and permitting of individual projects under existing regulatory procedures.
TransNet Expenditure Plan:

Environmental Enhancement Criteria Mitigating Highway 67, 76, and 94 Expansion Impacts

Segments of Highways SR 67, SR 76 and SR 94 are proposed for expansion from two to four lanes through funding identified in the TransNet Expenditure Plan. The proposed expansions will have substantial direct and indirect impacts to plant and animal species and to the regional wildlife movement corridors bisected by the roads. These corridors are essential “infrastructure” for our region’s nationally-recognized habitat preservation plans.

Very high levels of road kill are a significant existing condition on all of these highway segments, which could be exacerbated by the increased traffic along the expanded highways should they be widened. Direct and indirect impacts to sensitive plant and animal populations, and to the function of the wildlife corridors, should be mitigated in order to produce an on-site “net-benefit” to species and to the movement of wildlife along these wildlife corridors.

In order to accomplish this objective, it is necessary that the adopted TransNet Expenditure Plan include policy language and directives that insures the “net benefit” mitigation standard is met. This will require a comprehensive baseline analysis of existing and future conditions, adoption of measures to mitigate direct and indirect impacts to species, adoption of measures to accommodate species-specific wildlife movement through the corridors, and implementation of capital project designs that can reduce impacts.

Biological analysis and recommendations need to be consistent with Multiple Species Conservation Program (MSCP) and Multiple Habitat Conservation Program (MHCP) goals and objectives, data, and protocols. Analysis will commence at the time of, or prior to, TransNet funding availability.

Key road segments:

- SR67, Mapleview to Dye Road
- SR76, Melrose to I-15
- SR94, Jamacha Road to Steele Canyon Road
Providing new transportation services and facilities is an expensive undertaking. Not providing them, however, will result in a decreased quality of life due to significant increases in traffic congestion, degrading mobility throughout the San Diego region. As SANDAG’s Regional Transportation Plan explains, our challenge is especially critical for the Regional Arterial System, which is forecast to carry an increasingly significant amount of traffic volume. The SANDAG Board recognizes the need to establish a new Regional Transportation Congestion Improvement Program (RTCIP) that ensures future development will contribute its share toward funding and mitigating new traffic impacts on the Regional Arterial System.

A. Funding Program

1. Section 9 of the TransNet Ordinance requires that local jurisdictions establish a program or mechanism that provides $2,000 per new residential unit for the purpose of funding the Regional Arterial System, including SR 75. For purposes of the RTCIP, the Regional Arterial System is defined in SANDAG’s most recent and adopted Regional Transportation Plan. Each jurisdiction’s program or mechanism shall be known as a “Funding Program.” Local jurisdictions may choose to implement a Funding Program through a development impact fee program or other exactions from the private sector.

2. In the event a jurisdiction(s) chooses to establish a development impact fee program to meet its Funding Program requirements, said program shall be consistent with Government Code Section 66000 et seq.

3. SANDAG will be responsible for producing the required nexus study to satisfy the requirements of California Government Code Section 66000 et seq. for Funding Programs utilizing a development impact fee. The first draft of the regional nexus study shall be presented to the SANDAG Board within nine months of the successful reauthorization of TransNet.

4. In no case will non-residential development be subject to a development impact fee to meet the requirements of Section 9 of the TransNet Ordinance.

5. Each jurisdiction’s Funding Program shall be submitted for review by the Independent Taxpayer Oversight Committee (ITOC) referred to in Section 11 of the TransNet Ordinance prior to April 1, 2008, approved by Regional Transportation Commission by June 1, 2008 and shall become operative on July 1, 2008. Failure to submit a Funding Program for review by the ITOC by April 1 of any year beginning April 1, 2008 shall result in that jurisdiction losing eligibility to receive funding for local streets and roads under Section 4(D)(1) of the Ordinance until July 1 of the following year.
B. Purpose

1. The purpose of each jurisdiction’s Funding Program is to provide additional revenue to fund those facility and service improvements on the Regional Arterial System necessitated by development of newly constructed residences.

C. Fee Adjustment

1. The fee amount per residential unit shall be adjusted by SANDAG on July 1 of each year beginning July 1, 2009 based upon the Engineering Construction Cost Index as published by the Engineering News Record or similar cost of construction index.

2. Any increase shall not exceed the percentage increase set forth in the construction index. In no event, however, shall the increase be less than two percent per year. The purpose of this annual adjustment is to retain purchasing power in anticipation of future inflation.

D. Expenditure of Funding Program Revenues

1. Revenues collected under Section 9 of the TransNet Ordinance shall be deposited into each jurisdiction’s Funding Program for use on the Regional Arterial System as described in this Subsection D.

2. Revenue collected through the Funding Programs shall be used to construct transportation improvements on the Regional Arterial System such as new arterial roadway lanes, turning lanes, reconfigured freeway-arterial interchanges, railroad grade separations and new regional express bus services, or similar types of improvements, preliminary and final engineering, right of way acquisition, and construction that will be needed to accommodate future travel demand generated by new development throughout the San Diego region. A reasonable portion of the program revenue, up to a maximum of three percent, may be used for fund administration.

3. Expenditure of the Funding Program revenues shall be in a manner consistent with the expenditure priorities in SANDAG’s most recent and adopted long-range Regional Transportation Plan and with Section 5 of the TransNet Ordinance. To maximize the effective use of these Funding Program revenues, they may be transferred, loaned, or exchanged in accordance with the requirements of Section 7 of the TransNet Ordinance.

E. Exemptions

The following development types shall be exempt from the Funding Program requirements:

1. New moderate, low, very low, and extremely low income residential units as defined in Health & Safety Code sections 50079.5, 50093, 50105, 50106, and by reference in Government Code section 65585.1.
2. Government/public buildings, public schools and public facilities.

3. The rehabilitation and/or reconstruction of any legal, residential structure and/or the replacement of a previously existing dwelling unit.

4. All new, rehabilitated, and/or reconstructed non-residential structures.

5. Development Projects which are the subject of a Public Facilities Development Agreements (pursuant to applicable Government Code Sections) prior to the effective date of this ordinance, wherein the imposition of new fees are expressly prohibited, provided, however that, if the term of such a Development Agreement is extended after July 1, 2008, the requirements of this funding program shall be imposed.

6. Guest Dwellings

7. Additional residential units located on the same parcel regulated by the provisions of any agricultural zoning.

8. Kennels and Catteries established in conjunction with an existing residential unit.

9. The sanctuary building of a church, mosque, synagogue, or other house of worship, eligible for property tax exemption.

10. Residential units that have been issued a building permit prior to July 1, 2008.

11. Condominium conversions

F. Credits

1. If a developer funds or constructs improvements on the Regional Arterial System and/or as that arise out of SANDAG’s Congestion Management Program, the developer shall receive credit for the costs associated with the arterial improvements, offsetting the revenue requirements of the Funding Program. Such credits shall only apply to the Funding Program for the jurisdiction in which the residential unit was developed.

2. In special circumstances, when a developer constructs off-site improvements such as an interchange, bridge, or railroad grade separation, credits shall be determined by the local jurisdiction in consultation with the developer.

3. The amount of the credit shall not exceed the revenue requirements of the most current Funding Program or actual cost, whichever is less.

4. The local jurisdictions shall compare facilities in their Funding Program, against the Regional Arterial System and eliminate any overlap in its Funding Program except where there is a legally recognized benefit district established.
5. If there is a legally recognized benefit district established, the local agency may credit that portion of the facility identified in both programs against its Funding Program.

G. Procedures for the Levy, Collection and Disposition of Funding Program Revenues

1. Each jurisdiction shall establish and implement a procedure to levy and collect its required contribution to the RTCIP in its Funding Program document.

2. Each jurisdiction shall determine its own schedule for collecting and/or contributing private sector exactions to its Funding Program. This schedule shall be kept up-to-date and provided to SANDAG and the Independent Taxpayers Oversight Committee each year at the time of the annual review and audit. Each jurisdiction must submit its Funding Program documents, including an expenditure plan and financial records pertaining to its Funding Program, to the Independent Taxpayer Oversight Committee for a review and audit by July 1 of each year beginning July 1, 2009. The Taxpayer Independent Oversight Committee shall review each jurisdiction’s Funding Program consistent with its auditing role as described in Section 11 of the Ordinance and the Statement of Understanding referenced in that Section.

3. Funding Program revenue requirements shall not be waived.

4. Each jurisdiction shall have up to but no more than seven fiscal years to expend Funding Program revenues on the Regional Arterial Systems projects. The seven year term shall commence on the first day of July following the jurisdiction’s receipt of the revenue. At the time of the review and audit by the Independent Taxpayer Oversight Committee, each jurisdiction collecting a development impact fee to meet the requirements of its Funding Program shall provide the Committee with written findings for any expended, unexpended and uncommitted fees in their Program Fund and demonstrates a reasonable relationship between the fee and the purpose for which it was charged, consistent with the requirements of Government Code Section 66000 et seq. Unless a planned need for such fees can be demonstrated and a justification for the delay can be provided that is acceptable to the Taxpayer Independent Oversight Committee, the unexpended or uncommitted portion of the Funding Program revenues shall be transferred to the Regional Transportation Commission (SANDAG) to be expended within three years on qualified projects within the same subregion. Contributions to the Funding Program not committed or expended by the tenth anniversary date of the July 1 following collection shall be refunded to the current record owner of the development project on a prorated basis. In no case will a refund be more than was initially contributed to the Funding Program.

5. The Independent Taxpayers Oversight Committee identified in Section 11 of the Ordinance shall be responsible for issuing an annual audit statement on each jurisdiction’s compliance with requirements of Section 9 of the TransNet Ordinance by October 1 of each year beginning October 1, 2009. SANDAG will report to the Board on the RTCIP and the annual audit statement in November of each year beginning in November 2009.
STATEMENT OF UNDERSTANDING REGARDING THE IMPLEMENTATION OF THE INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE FOR THE TRANSNET PROGRAM

Purpose of the ITOC

The Independent Taxpayer Oversight Committee (ITOC) is intended to provide an increased level of accountability for expenditures made under the TransNet Extension, in addition to the independent annual fiscal and compliance audits required under the existing TransNet program. The ITOC should function in an independent, open and transparent manner to ensure that all voter mandates are carried out as required in the Ordinance and Expenditure Plan, and to develop positive, constructive recommendations for improvements and enhancements to the financial integrity and performance of the TransNet program.

Intent of the ITOC as a Functional Partner to SANDAG

The TransNet Ordinance contains a summary of the ITOC’s role and responsibilities consistent with the above Purpose. In this document, additional and supplementary details with regard to the ITOC are delineated. These pertain to the process for selecting members of ITOC, terms and conditions governing membership, responsibilities, funding and administration, and conflict of interest provisions.

It is noteworthy that these details have been developed in a cooperative process between SANDAG and representatives of the San Diego County Taxpayers Association, and with the involvement of other transportation professionals within the region. This document is understood to provide the basis for describing how the ITOC will function once the Ordinance is approved.

In addition to the details outlined in this document the intent that provides the foundation for the desired partnership between ITOC and SANDAG, as viewed by the principal authors, is summarized as follows:

- Resource—it is the intent that the ITOC will serve as an independent resource to assist in SANDAG’s implementation of TransNet projects and programs. The Committee’s membership is designed to provide to SANDAG a group of professionals who, collectively, can offer SANDAG the benefit of their experience to advance the timely and efficient implementation of TransNet projects and programs. The ITOC will work in a public way to ensure all deliberations are conducted in an open manner. Regular reports from the ITOC to the SANDAG Board of Directors (or policy committees) are expected with regard to program and project delivery, and overall performance.

- Productive—it is the intent that the ITOC will rely upon data and processes available at SANDAG, studies initiated by the ITOC, and other relevant data generated by reputable sources. It is understood, however, that SANDAG will be continuously striving to improve the reliability of data and to update analytical and modeling processes to be consistent with the state-of-the-art, and that the ITOC will be kept abreast of any such efforts, and invited to participate in development of such updates in a review capacity.
Cost-efficient—it is the intent that the ITOC will not add cost burden to SANDAG’s implementation of the TransNet program and projects. Rather, through a cooperative and productive working relationship between ITOC and the SANDAG implementation team, it is the objective that costs will be saved.

Flexible—it is the intent that the ITOC will assist SANDAG to be opportunistic to take advantage of changing situations in the future with regard to technologies and transportation developments. Therefore, the provisions contained below are viewed through 2048 based upon a 2004 perspective and are not meant to be unduly restrictive on ITOC’s and SANDAG’s roles and responsibilities.

Membership and Selection Process

1. Membership: There shall be seven ITOC voting members with the characteristics described below. The intent is to have one member representing each of the specified areas of expertise. If, however, after a good faith effort, qualified individuals have not been identified for one or more of the areas of expertise, then no more than two members from one or more of the remaining areas of expertise may be selected. For each of the areas of expertise listed below, an individual representing one of the region’s colleges or universities with a comparable level of academic experience also would be eligible for consideration.

- A professional in the field of municipal/public finance and/or budgeting with a minimum of ten years in a relevant and senior decision making position in the public or private sector.
- A licensed architect, civil engineer or traffic engineer with demonstrated experience of ten years or more in the fields of transportation and/or urban design in government or the private sector.
- A professional with demonstrated experience of ten years or more in real estate, land economics, and/or right-of-way acquisition.
- A professional with demonstrated experience of ten years or more in the management of large-scale construction projects.
- A licensed engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten years experience in a relevant and senior decision making position in the government or private sector.
- The chief executive officer or person in a similar senior-level decision making position, of a major private sector employer with demonstrated experience in leading a large organization.
- A professional in biology or environmental science with demonstrated experience of ten years or more with environmental regulations and major project mitigation requirements and/or habitat acquisition and management.

Ex-Officio Members: SANDAG Executive Director and the San Diego County Auditor

The criteria established for the voting members of the ITOC are intended to provide the skills and experience needed for the ITOC to carry out its responsibilities and to play a valuable and constructive role in the ongoing improvement and enhancement of the TransNet program.
Applications will be requested from individuals interested in serving on the ITOC through an open, publicly noticed solicitation process.

2. Technical Screening Committee: A technical screening committee will be established to review applications received from interested individuals. This committee will consist of three members selected by the SANDAG Executive Director from high-level professional staff of local, regional, state or federal transportation agencies outside of the San Diego region, or from one of the region’s colleges or universities in a transportation-related field, or a combination thereof. The committee will develop a list of candidates determined to be qualified to serve on the ITOC based on the criteria established for the open position(s) on the ITOC. The technical screening committee will recommend two candidates for each open position from the list of qualified candidates for consideration by the Selection Committee. The recommendations shall be made within 30 days of the noticed closing date for applications.

3. Selection Committee: A selection committee shall be established to select the ITOC members from the list of qualified candidates recommended by the technical screening committee. The selection committee shall consist of the following:

- Two members of the County of San Diego Board of Supervisors
- The Mayor of the City of San Diego
- A mayor from the Cities of Chula Vista, Coronado, Imperial Beach, or National City selected by the mayors of those cities.
- A mayor from the Cities of El Cajon, La Mesa, Lemon Grove, or Santee selected by the mayors of those cities.
- A mayor from the Cities of Carlsbad, Del Mar, Encinitas, Oceanside, or Solana Beach selected by the mayors of those cities.
- A mayor from the Cities of Escondido, Poway, San Marcos, or Vista selected by the mayors of those cities.

The selection of ITOC members shall be made within 30 days of the receipt of recommendations from the technical screening committee. All meetings of the selection committee shall be publicly noticed and conducted in full compliance with the requirements of the Brown Act. Should the selection committee be unable to reach agreement on a candidate from the qualified candidates recommended by the technical screening committee, the selection committee shall request the technical screening committee to recommend two additional qualified candidates for consideration.

Terms and Conditions for ITOC members

- ITOC members shall serve a term of four years, except that initial appointments may be staggered with terms of two to four years.

- ITOC members shall serve without compensation except for direct expenses related to the work of the ITOC.

- In no case shall any member serve more than eight years on the ITOC.
- If and when vacancies in the membership of the ITOC occur, the same selection process as outlined above shall be followed to select a replacement to fill the remainder of the term. At the completion of a term, eligible incumbent members will need to apply for reappointment for another term.

- Term limits for ITOC members should be staggered to prevent significant turnover at any one time. The initial appointment process should be based on this staggered term limit concept.

**ITOC Responsibilities**

The ITOC shall have the following responsibilities:

1. Conduct an annual fiscal and compliance audit of all TransNet-funded activities using the services of an independent fiscal auditor to assure compliance with the voter-approved Ordinance and Expenditure Plan. This annual audit will cover all recipients of TransNet funds during the fiscal year and will evaluate compliance with the maintenance of effort requirement and any other applicable requirements. The audits will identify expenditures made for each project in the prior fiscal year and will include the accumulated expenses and revenues for ongoing, multi-year projects.

2. Prepare an annual report to the SANDAG Board of Directors presenting the results of the annual audit process. The report should include an assessment of the consistency of the expenditures of TransNet funds with the Ordinance and Expenditure Plan and any recommendations for improving the financial operation and integrity of the program for consideration by the SANDAG Board of Directors. This consistency evaluation will include a review of expenditures by project type for each local jurisdiction. The ITOC shall share the initial findings of the independent fiscal audits and its recommendations with the SANDAG Transportation Committee 60 days prior to their release to resolve inconsistencies and technical issues related to the ITOC’s draft report and recommendations. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate to its report and recommendations, and adopt its report for submission directly to the SANDAG Board of Directors and the public. The ITOC shall strive to be as objective and accurate as possible in whatever final report it adopts. Upon completion by the ITOC, the report shall be presented to the SANDAG Board of Directors at its next regular meeting and shall be made available to the public.

3. Conduct triennial performance audits of SANDAG and other agencies involved in the implementation of TransNet-funded projects and programs to review project delivery, cost control, schedule adherence and related activities. The review should include consideration of changes to contracting, construction, permitting and related processes that could improve the efficiency and effectiveness of the expenditure of TransNet revenues. These performance audits shall be conducted using the services of an independent performance auditor and should include a review of the ITOC’s performance. A draft of the ITOC’s report and recommendations regarding the performance audits shall be made available to the SANDAG Transportation Committee at least 60 days before its final adoption by the ITOC to resolve inconsistencies and technical issues related to the ITOC’s draft report and recommendations. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate to its report and related recommendations, and adopt its report for presentation directly to the SANDAG Board of Directors and the public. The ITOC shall strive to be as
objective and constructive as possible in the text and presentation of the performance audits. Upon completion by the ITOC, the report shall be presented to the SANDAG Board of Directors at its next regular meeting and shall be made available to the public.

4. Provide recommendations to the SANDAG Board of Directors regarding any proposed amendments to the Ordinance and Expenditure Plan.

5. Provide recommendations as part of the 10-year review process. This process provides an opportunity to undertake a comprehensive review of the TransNet program every 10 years and to make recommendations for improving the program over the subsequent 10 years. This review process should take into consideration the results of the TransNet-funded improvements as compared to the performance standards established through the Regional Transportation Plan and the Regional Comprehensive Plan.

6. Participate in the ongoing refinement of SANDAG’s transportation system performance measurement process and the project evaluation criteria used in development of the Regional Transportation Plan (RTP) and in prioritizing projects for funding in the Regional Transportation Improvement Program. The focus of this effort will be on TransNet-funded projects. Based on the periodic updates to the RTP, as required by state and federal law, the oversight committee shall develop a report to the SANDAG Transportation Committee, the SANDAG Board of Directors and the public providing recommendations for possible improvements and modifications to the TransNet program.

7. On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG’s “State of the Commute” report, and provide an independent analysis of information included in that report. This evaluation process is expected to include such factors as level of service measurements by roadway segment and by time of day, throughput in major travel corridors, and travel time comparisons by mode between major trip origins and destinations. Such information will be used as a tool in the RTP development process.

8. Review and comment on the programming of TransNet revenues in the Regional Transportation Improvement Program (RTIP). This provides an opportunity for the ITOC to raise concerns regarding the eligibility of projects proposed for funding before any expenditures are made. In addition to a general eligibility review, this effort should focus on significant cost increases and/or scope changes on the major corridor projects identified in the Ordinance and Expenditure Plan.

9. Review proposed debt financings to ensure that the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs.

10. Review the major Congestion Relief projects identified in the Ordinance for performance in terms of cost control and schedule adherence on a quarterly basis.

In carrying out its responsibilities, the ITOC shall conduct its reviews in such a manner that does not cause unnecessary project delays, while providing sufficient time to ensure that adequate analysis can be completed to allow the ITOC to make objective recommendations and to provide the public with information about the implementation of the TransNet program.
ITOC Funding and Administration

1. All costs incurred in administering the activities of the ITOC, including related fiscal and performance audit costs, shall be paid annually from the proceeds of the TransNet sales tax. The funds made available to the ITOC shall not exceed $250,000 annually, as adjusted for inflation annually for the duration of the program. Any funds not utilized in one fiscal year shall remain available for expenditure in subsequent years as part of the annual budget process.

2. The expenditures of the ITOC shall be audited annually as part of the same fiscal audit process used for all other TransNet-funded activities.

3. The process for selecting the initial ITOC members shall be started no later than April 1 of the year following the passage of the Ordinance by the voters. Because the funding for this activity would not be available until Fiscal Year 2008-09, the ITOC activities during the initial transition period will be phased in to the extent possible within the budget constraints of the one percent administrative cap under the current TransNet Ordinance. Given the forty-year duration of the TransNet tax extension, the ITOC shall continue as long as funds from the current authorization remain available.

4. An annual ITOC operating budget shall be prepared and submitted to the SANDAG Board of Directors for its approval 90 days prior to the beginning of each fiscal year.

5. All ITOC meetings shall be public meetings conducted in full compliance with the Brown Act. The ITOC will meet on a regular basis, at least quarterly, to carry out its roles and responsibilities.

6. SANDAG Directors and staff will fully cooperate with and provide necessary support to the ITOC to ensure that it successfully carries out its duties and obligations, but should limit involvement to the provision of information required by the ITOC to ensure the independence of the ITOC as it carries out its review of the TransNet program and develops its recommendations for improvements.

7. ITOC members and their designated auditors shall have full and timely access to all public documents, records and data with respect to all TransNet funds and expenditures.

8. All consultants hired by the ITOC shall be selected on an open and competitive basis with solicitation of proposals from the widest possible number of qualified firms as prescribed by SANDAG’s procedures for procurement. The scope of work of all such consultant work shall be adopted by the ITOC prior to any such solicitation.

9. SANDAG shall provide meeting space, supplies and incidental materials adequate for the ITOC to carry out its responsibilities and conduct its affairs. Such administrative support shall not be charged against the funds set aside for the administration of the ITOC provided under No. 1 above.
**Conflict of Interest**

The ITOC shall be subject to SANDAG’s conflict of interest policies. ITOC members shall have no legal action pending against SANDAG and are prohibited from acting in any commercial activity directly or indirectly involving SANDAG, such as being a consultant to SANDAG or to any party with pending legal actions against SANDAG during their tenure on the ITOC. ITOC members shall not have direct commercial interest or employment with any public or private entity, which receives TransNet sales tax funds authorized by this Ordinance.
DRAFT TRANSNET EARLY ACTION PROGRAM

Introduction

In November 2004, San Diego County voters approved Proposition A extending the TransNet ½ cent sales tax for transportation through 2048. At the December meeting, the Board approved a work program outlining a set of tasks related to the implementation of the TransNet Extension. Some of these tasks began immediately following the passage of the ballot measure and others will continue over the next three fiscal years until the new program is fully phased in by FY 2009. This report provides an update on several of the major tasks currently underway, with a focus on tasks related to the identification of priority projects for early implementation – referred to as the draft TransNet Early Action Program.

Proposition A included a total of 47 major transportation infrastructure improvement projects and several transportation programs. The revenues from the sales tax extension will become available in FY 2009 (July 2008); however, the Board has the ability to issue bonds backed by the sales tax revenue stream to fund the implementation of an early action program, if the Board so chooses. Staff has prepared a Draft TransNet Early Action Program for the Board to review and discuss. Based on the direction provide to the staff at today’s meeting, as well as at the upcoming 2005 Board retreat, the program will be revised, funding needs will be identified, and a specific list of early action projects will be submitted as an amendment to the Regional Transportation Improvement Program (RTIP) for the Board’s consideration at the February 25, 2005 Board meeting.

Recommendation

It is recommended that the Board review and discuss the Draft TransNet Early Action Program and authorize staff to proceed on the identified early action projects. The ongoing refinement of this Early Action Program and the overall implementation of the TransNet Extension will be a major topic of discussion at the 2005 Board Retreat.

Discussion

Staff has developed an early action program that will jump-start several of the key projects and programs contained in Proposition A. Once this Early Action Program is approved, staff can begin developing detailed financial strategies and schedules for advancing the early action projects and programs.
Proposed Early Action Projects

“Tier 1 Projects”: The first priority TransNet projects include those projects that remain uncompleted from the original 1987 TransNet Ordinance and Expenditure Plan. These projects include the widening of SR 76 between Melrose Drive and I-15, the extension of SR 52 from SR 125 to SR 67, and the Mid-Coast light rail extension from Old Town to University City (see attached map). Proposition A specified that these projects should receive priority treatment for implementation.

“Tier 2 Projects”: The second priority TransNet projects include projects on corridors already under construction or construction ready including the I-15 Managed Lanes Corridor from SR 78 to SR 163 and the SR 52 Managed Lane/HOV project from I-15 to SR 125. Efforts on these projects include advancing the design and construction work on the I-15 project and the environmental, design, and construction phases of the SR 52 project within a 5 to 7 year completion period. This proposed “get in and get out” strategy will minimize the disruption to the traveling public and give full utility to the corridor within a single condensed time frame, as opposed to phasing the improvements in smaller stages over a greater number of years. An additional set of projects will focus on completing environmental documents on the I-5 North Coast Corridor and segments of the I-805 Corridor in order to accelerate the future construction of these projects (see attached map).

Other Early Action Efforts

Plan of Finance Development: Staff has begun the process of updating the TransNet Plan of Finance to determine detailed cash flow needs related to the completing the current TransNet program through FY 2008 and, at the same time, to develop financing strategies for accelerating the implementation of projects from the new measure. As part of this effort, staff has initiated the process to competitively procure financial advisors, bond counsel, and investment bankers to assist with any debt financings to be approved by the Board. These procurement processes are expected to take 4-5 months. In the meantime, the Board has the ability to expand the current TransNet commercial paper program in less than two months. Staff has begun discussions with SANDAG’s financial advisor on this option. The use of commercial paper could provide a quick and cost-effective way to fund immediate cash flow needs on “Tier 1” and “Tier 2” TransNet projects. The commercial paper for immediate needs could then be rolled into a long-term, fixed rate debt issued at a later date once the new Plan of Finance is completed and approved by the Board and the new financing team is in place by the end of the fiscal year. Staff has also begun discussing Local Street and Road Program bond capacity issues with local agency staff through the Cities/County Transportation Advisory Committee (CTAC).

Environmental Mitigation Program: A critical factor for successful implementation of the early action projects is advancing the development of the TransNet Environmental Mitigation Program (EMP). Advancing the project mitigation packages will facilitate and expedite the delivery of the early action projects. Staff is beginning discussions with the resource agencies and permit holders next month on establishing habitat plan coverage for early action TransNet projects, and we hope to negotiate initial agreements on these projects over the next several months. In addition, staff has drafted options for the establishment of a regional entity to administer the Regional Habitat Conservation Fund contained within the EMP. We will discuss these options with the MSCP and MHCP permit holders and will then bring forward a recommended approach regarding this matter.
Independent Taxpayer Oversight Committee (ITOC): Staff has initiated the solicitation process for individuals interested in applying for a position on the ITOC. Newspaper advertisements have been developed and a letter of interest has been distributed. Application forms are being mailed to all interested candidates. Applications are due by February 25, 2005. As described in the TransNet Extension Ordinance and Expenditure Plan, a Technical Screening Committee will be established to review applications and recommend candidates to the Selection Committee. The Selection Committee will make the final selection of the ITOC members. One of the first actions of the ITOC will be to review the financing strategies related to the implementation of the Early Action Program and provide recommendations to the Board.

Independent Transit Plan Review: Staff has begun efforts to competitively procure a consulting firm to conduct an independent review of the region’s long-range transit plan. The firm will focus its review on the transit technology and service concepts for the regional corridors. Parallel to this effort, an independent peer review committee is being established to help hire the consultant, define the scope of work, and review the consultant firm’s findings. Transit professionals from regions with operating bus rapid transit (BRT) services, transit guideways, and light rail services are being targeted to participate on the peer review committee. The first meeting of the Peer Review Panel will be in late March 2005 and the consultant contract is scheduled to be awarded in April 2005. We plan to bring a report to the Transportation Committee in March outlining the study work scope and process.

Maintenance of Effort Requirements: Through the Cities/County Transportation Advisory Committee (CTAC), staff has begun discussing the new Maintenance of Effort (MOE) requirements with local agency staff. These requirements specify that TransNet funds shall be used to augment, not supplant existing local revenues being used for transportation purposes. A special audit will be conducted, most likely in coordination with the FY 2005 fiscal audits, to establish the new MOE base for each jurisdiction. These new requirements and related changes to eligibility requirements for TransNet local street and road expenditures will continue to be discussed with CTAC.

Regional Transportation Congestion Improvement Program (RTCIP): Staff has begun efforts to competitively procure a consulting firm to complete a nexus study related to the $2,000 per dwelling unit private developer funding contribution required by the new TransNet Extension Ordinance. Staff has met with consulting firms experienced in conducting nexus studies. Staff has also conducted benchmarking of other California regions that have previously completed nexus studies. The TransNet Ordinance calls for the draft nexus study to be presented to the SANDAG Board within nine months of the passage of the proposition, or by August 2005. Staff expects to release an RFP to obtain a consultant to carry out the nexus study by early February and begin work related to this study one month later.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Craig Scott (619) 699-1926; csc@sandag.org
Funds are budgeted in Work Element #1102
Attachment
TransNet EARLY ACTION PROJECTS

Introduction

On January 28, 2005, the SANDAG Board of Directors approved a Draft TransNet Early Action Program to jump-start several key projects contained in Proposition A. The intent of the Early Action Program is to allow staff to begin developing detailed financial strategies and schedules for advancing the early action projects for future Transportation Committee and Board consideration.

To date, the Draft Early Action Program focuses primarily on freeway expansion and high-occupancy vehicle/managed lanes. Due to the multimodal characteristics of these corridors in the Regional Transportation Plan (RTP), the Board asked that related transit projects be included in the Early Action Program.

Recommendation

The Transportation Committee is asked to recommend that the SANDAG Board of Directors include the Interstate 15 (-15) Bus Rapid Transit project, the South Bay Bus Rapid Transit project, and the Mid-Coast Super Loop in the Draft TransNet Early Action Program to advance these multimodal corridors in a comprehensive manner.

Discussion

The early action projects approved in January 2005 include “Tier 1 Projects” which are those projects that remain uncompleted from the original 1987 TransNet Ordinance and Expenditure Plan, and “Tier 2 Projects” which are priority projects on corridors already under construction or in advanced phases of planning and design (Attachment 1). Tier 1 Projects include:

- Widening SR 76 between Melrose Drive and I-15
- Extension of SR 52 from SR 125 to SR 67
- Mid-Coast light rail extension

Tier 2 Projects include:

- I-15 Managed Lanes from SR 78 to SR 163
- SR 52 Managed Lanes/HOV from I-15 to SR 125
- Environmental documents on I-5 North Coast Corridor
- Environmental documents on I-805 Corridor between I-5 and SR 905
Several of these corridors and projects include transit components in the Regional Transportation Plan. To advance the multimodal corridor development identified in the RTP, the following transit projects are recommended for inclusion in the TransNet Early Action Program. If approved by the SANDAG Board, these projects would be included in the draft TransNet Plan of Finance and related Regional Transportation Improvement Program (RTIP) amendments over the next few months.

**I-15 Bus Rapid Transit Project**

The TransNet extension includes development of bus rapid transit services and facilities along the I-15 corridor from Escondido to downtown San Diego, via Mid-City (Attachment 2). Expansion of the Tier 2 I-15 Early Action Managed Lanes Project to accommodate the transit component would include:

- Completion of the three BRT stations at Del Lago, Rancho Bernardo, and Sabre Springs/Penasquitos along the managed lanes segment currently under construction between Centre City Parkway and SR 56
- A new or expanded BRT station in north Escondido
- A new BRT station, transit center, and direct access ramp (DAR) at Miramar College in Mira Mesa
- Freeway transit lanes between Mission Valley and SR 94 in the median of I-15
- Two new BRT stations in the Mid-City area of San Diego at El Cajon Boulevard and University Avenue to tie into the Mid-City Transit Plazas in these locations
- Enhanced bus stops in downtown San Diego to accommodate the BRT services
- Restructuring of existing express bus services in the corridor into BRT services
- Implementation of a new BRT service from Escondido to downtown San Diego via Mid-City
- Acquisition of BRT vehicles for the restructured and new BRT services in the corridor

Activities related to the transit component of the project would involve planning and design of the BRT facilities, development of the corridor BRT operating plan, and acquisition of the vehicles. These activities and facilities would be incorporated into the overall I-15 Corridor project budget and schedule.

SANDAG has received letters from Congresswoman Susan Davis and several Mid-City residents supporting inclusion of the Mid-City capital and service component of the I-15 BRT project in the Early Action Program. In addition, at the March 11, 2005 Executive Committee meeting, Mid-City resident Steve Russell testified and submitted a statement on behalf of the Mid-City community supporting the Mid-City component of the I-15 BRT project in the Early Action Program (Attachment 3).

**South Bay Bus Rapid Transit Project**

Planning, preliminary engineering, and environmental work has been underway for several years on the South Bay BRT project between Otay Ranch and downtown San Diego (Attachment 4). This TransNet project will travel on dedicated transit right-of-way in Otay Ranch and will take advantage of a segment of the future managed lanes on I-805 between Olympic Parkway in Chula Vista and SR 94. It includes five stations in the Otay Ranch transit oriented villages and three stations along I-805 connected to the managed lanes via direct access ramps. Future phases include service to the Otay Mesa Border crossing.
Activities to advance the project include continuation of the design and environmental work associated with the transit facilities in coordination with the environmental document preparation for the I-805 managed lanes project. It is possible that the South Bay BRT could be implemented in advance of the I-805 managed lanes by phasing the transit project. A phased BRT project would involve development of the BRT stations and transitway in the Otay Ranch segment and operation of the BRT on converted freeway shoulder lanes along I-805 until implementation of the I-805 managed lanes is complete. We continue to work with Caltrans and the California Highway Patrol to conduct a demonstration of transit use of freeway shoulder lanes as an interim solution for BRT until managed lanes are available for BRT services.

**Mid-Coast Super Loop**

Planning and design for the Mid-Coast Super Loop have also been underway for several years. The Super Loop is proposed to be a high quality bus transit circulator in the University City area that includes extensive application of transit priority treatments and customer amenities. The Super Loop will connect the University of California, San Diego with the heart of University City’s high intensity office, retail and residential areas, and act as a distributor for the future Tier 1 Early Action Mid-Coast light rail project (Attachment 5). Advancing the Super Loop as part of the Early Action Program would ensure that this supporting service is in place when the Mid-Coast LRT begins service and provide early implementation of a planned TransNet project in this major urban center. Activities to advance the Super Loop would include design and construction of the previously identified transit priority treatments and stations, and acquisition of vehicles.

**Status of Other Transit Projects**

The Showcase BRT, from San Diego State University to downtown San Diego via El Cajon and Park Boulevards, is not recommended for inclusion in the Early Action Program at this time. As work has advanced on the Showcase project, it has become apparent that there are community and design challenges to our ability to implement the transit priority treatments along the arterial streets that are necessary to create a true BRT in this corridor. As a result, we are rethinking the application of the Showcase project and will ask the Independent Transit Planning Review consultant and Peer Review Panel to evaluate the appropriateness and feasibility of bus rapid transit and/or transit priority measures in this corridor. We will return to the Transportation Committee at a future date with a revised proposal to redefine the Showcase BRT into a program of enhanced transit services in this corridor.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments

Key Staff Contact: Toni Bates, (619) 699-6950; tba@sandag.org
Early Action Projects
January 2005

Project Description

**Tier 1 Projects**

1. SR 76 - Widening ($180 million)
2. SR 52 - New freeway ($240 million)
3. Mid-Coast LRT ($670 million)

**Tier 2 Projects**

4. I-15 Managed Lanes - North and South Extension ($340 million)
5. SR 52 - HOV/Managed Lanes (Reversible) ($170 million)
6. I-5 North Coast Corridor - Environmental Effort ($27.8 million)
   **Total Cost $980 million**
7. I-805 Corridor - Environmental Effort ($26 million)
   **Total Cost $1,240 million**

TransNet
San Diego Region
MAP AREA

Notes:
- Project Locations
- Phase Divisions

MILES
0 3 6
0 4.83 9.6
KILOMETERS

County of San Diego
United States
Mexico

San Diego Region

SANDAG
I-15 Corridor BRT Project: Escondido - Downtown San Diego

- 35 mile long corridor
- Stations spaced 4-5 miles on average
- Part of regional system of high-speed LRT and BRT routes
Congress of the United States
House of Representatives
Washington, DC 20515–0553

April 15, 2005

Mr. Mickey Cafagna, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101-4231

Dear Chairman Cafagna:

I am writing in support of adding the Mid City Bus Rapid Transit System in the Early Action Plan for the implementation of the TransNet extension. As the federal representative of Mid City, I know first hand how critical this project is for the ongoing community and economic development of this area.

As you know from SANDAG’s previous support of the creation of transit plazas at the University Avenue and El Cajon Boulevard interchanges with Interstate 15, this corridor features the busiest bus routes in the County. The demand for transit services at these connectors remains high and is expected to grow. Additional support from TransNet funds for the Mid City Bus Rapid Transit System will help expand services in this area and meet the increasing demand from residents traveling to job centers in other parts of our region.

I appreciate the work that SANDAG does every day to help our region meet its transportation needs and improve our collective quality of life. Your consideration of the Mid City Bus Rapid Transit System for the TransNet Early Action Plan is very much appreciated.

With warm regards,

SUSAN A. DAVIS
Member of Congress

SAD:trg

cc: Jay Powell, City Heights Community Development Corporation
April 13, 2005

Honorable Mickey Cafagna, Chairman and Board Members
SANDAG
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

Dear Chairman Cafagna and SANDAG Board Members:

I am writing as a resident concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Many organizations and businesses have promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Boulevard interchanges with the I-15 freeway. These stations service two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights- and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.

Your consideration is greatly appreciated.

Respectfully,

[Signature]
Eldon Thompson
March 11, 2004

Honorable Chair and Members of the SANDAG Executive Committee:

I am speaking today on behalf of myself and others in the Mid-City communities with regards to the TransNet Early Action Program approved by the SANDAG Board on January 28, 2005.

First I would like to commend the Board for its aggressive efforts to deliver expeditiously on the promises made in the TransNet reauthorization.

TransNet was broadly supported in my community of City Heights and in the other communities that make up Mid-City. My neighbors and I recognize not just the value, but the necessity of good transit service in our urban communities, and we supported TransNet for this reason.

What concerns me, and where I seek your advice, is in regard to the program that has been approved for the I-15 corridor.

As I understand the Early Action Program that was approved, it speaks of improvements to the I-15 corridor, north and south, from Escondido to the 163 in Kearny Mesa in order to implement BRT service in this corridor.

Certainly no one can argue with the necessity of mass transit in this corridor. I have recently made several trips to the California Center for the Performing Arts at rush hour, and I understand the compelling need.

But to those of us in Mid-City, there appears to be a glaring gap in the proposed corridor improvements. Specifically, we would hope to see the completion of the HOV/BRT lanes through the I-15 corridor in Mid-City, as well as the median stations at El Cajon Boulevard and University Avenue.

From the standpoint of the efficiency of the Escondido-Downtown link, this stretch of the freeway is significant. But from the perspective of our Mid-City communities, completing our link to the north and to the south is vital.

Although I have left the office of Councilmember Toni Atkins in order to return to school, I continue to volunteer my time to some projects in Mid-City. Chief among these is an effort to recruit employment to the region. Underemployment is one of our chief woes, and a lack of access to employment opportunities is one of the root causes of this problem.
Those of us who have worked in economic development for many years have always referred to the proposed I-15 corridor transit service as "the jobs train".

As Mr. Gallegos can attest, many years of many people's lives were spent to design this freeway to support exactly the kind of transit service that will someday run in this corridor.

While hundreds of millions are being spent on land acquisition and bus flyovers for BRT service in the North County, the rights-of-way and platforms are ready right now and waiting in Mid-City.

Because of this, the cost of completing these lines through Mid-City should be much less than in other segments of the corridor. What is needed are construction of bus lanes in the existing freeway medians, and vertical connections from the medians to the existing stations at El Cajon Boulevard and University Avenue. These improvements ought to be completed in concert with the rest of the I-15 corridor.

I am here today to let you know what our concerns are and to ask your advice and support in securing the resources we need in order to fulfill this long-standing promise to Mid-City.

I will add that we are looking very closely at the Smart Growth Incentive Program as one way that we might advance the design of these stations, but we need your support if we are ever going to see them implemented.

Mid-City is already one of the most densely populated areas of the entire region; University Avenue supports the busiest single transit route in the region, and the El Cajon Boulevard corridor is proposed to be the site of the Transit First Showcase Pilot Project.

Because there are existing, high volume east-west transit services in this region, and identified station platforms already in our possession, enhanced service in the I-15 corridor has the potential for incredible synergy, high farebox recovery, and immeasurable economic benefits to the region. For these reasons, this corridor is an unparalleled low-investment/high yield opportunity for this agency.

This board has traditionally been very supportive of the concepts that I am speaking of today. I ask for your support and your guidance in bringing the Mid-City I-15 improvements off of the back burner and back into the forefront of your agenda.

Thank you for your time and consideration.

Stephen Russell
April 20, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

Dear Chairman Cafagna and SANDAG Board Members:

I am writing as a resident concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Many other residents, organizations and businesses have promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Boulevard interchanges with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off-ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.

Your consideration is greatly appreciated. Please contact me at _____________ if you have further questions and please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

[Signature]

cc Mayor Dick Murphy, City of San Diego
   Supervisor Ron Roberts, County of San Diego
   Councilmember Toni Atkins, City of San Diego
   Councilmember Jim Madaffrer, City of San Diego
   Councilmember Scott Peters, City of San Diego
   Councilmember Tony Young, City of San Diego
   Gary Gallegos, Executive Director, SANDAG
The Honorable Mickey Cafagna  
Chairman, Board of Directors  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101  

Dear Mickey:

I am writing in support of adding the Mid City Rapid Transit System to the Early Action Plan for the implementation of the TransNet extension. As an elected representative of San Diego County, I know how important this project is to the development of the Mid-City area.

SANDAG’s creation of transit plazas at University Avenue and El Cajon Boulevard have created the busiest bus routes in the County. The demand for transit services is growing rapidly. Additional support from TransNet funds for the Mid City Bus Rapid Transit System will meet the demand from residents traveling to jobs in other parts of the region.

I appreciate your consideration of adding the Mid City Bus Rapid Transit System to the TransNet Early Action Plan. If you have any questions, please contact me or Mario C. López of my staff at (619) 422-5963.

Sincerely,

BOB FILNER  
Member of Congress

BF/lb  
2199267
April 26, 2005

Honorable Joe Kellejian, Chairman
SANDAG Transportation Committee
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Inclusion of Mid City I-15 Bus Rapid Transit System in SANDAG TransNet Early Action Program

Dear Chairman Kellejian and Transportation Committee Members:

Please find attached the Resolution adopted by the Board of Directors for City Heights Community Development Corporation (CHCDC) in support of adding the Mid City I-15 Bus Rapid Transit System to the TransNet Early Action Program.

It is our understanding that the SANDAG Transportation Committee will be considering this item at their May 6, 2005 meeting. We urge your support and leadership on this issue. I have also attached a copy of the letter provided to the Transportation Committee meeting of March 18, 2005 requesting this action.

As that letter and the Resolution outline, the in line stations, access ways including elevators at the two mid city transit plazas and dedicated lanes for this route are essential facilities for the economic development of City Heights and the Mid City region. They will provide swift, convenient transportation to job centers both north and south of the Mid City as well as access to thousands of job seekers from throughout the Metro region into the new Metro Career Center located directly adjacent to the City Heights Transit Plaza.

Thank you again for your support and leadership and please contact me or our Director of Community and Economic Development, Wendy Hope at 584-1535, if you have any questions regarding this matter.

Sincerely,

Jay Powell, CHCDC Executive Director

Endl Resolution in Support of I 15 Bus Rapid Transit System March 17, 2005 CHCDC letter to SANDAG Transportation Committee

Cc: Toni Bates
Bob Leiter
RESOLUTION To Include Mid-City I-15 Bus Rapid Transit System in the SANDAG TransNet Early Action Program

Whereas the Mid-City Communities Plan, adopted in 1998, identifies the junctions of I-15 at University Avenue and El Cajon Boulevard and as key regional transit nodes; and
Whereas substantial investments have already been made into the Boulevard and City Heights Transit Plazas at these interchanges by CalTrans, SANDAG, and the City of San Diego; and
Whereas the establishment of high-speed, high-frequency transit connections to employment centers to the north and south are critical to the continued economic development of the Mid-City communities; and
Whereas SANDAG is proceeding with an Early Action Program to implement TransNet-funded projects on a cost effective and time sensitive basis; and
Whereas the I-15 corridor north of Highway 163 is included in this Early Action Program; and
Whereas there are substantial benefits to Mid-City and to the San Diego region as whole that would result from including the entire I-15 corridor in the Early Action Program;

Now Therefore, the Board of Directors of the City Heights Community Development Corporation urges the Board of Directors of SANDAG to include the Mid-City I-15 corridor transit lanes, stations and elevators in SANDAG's TransNet Early Action Program for completion in concert with the entire I-15 corridor Bus Rapid Transit project.

Adopted this date: April 26, 2005
March 17, 2005

Chairman and Members, Transportation Committee
San Diego Association of Governments (SANDAG)

RE: SANDAG Transportation Committee Docket Agenda Item #5, Amendment of RTIP

Dear Chairman and Transportation Committee Members:

I am writing on behalf of the City Heights Community Development Corporation (CHCDC) regarding the proposed amendments adding TransNet Early Action expenditures to the SANDAG RTIP (Item #5 on the March 18, 2005 Transportation Committee agenda).

I have attached a letter presented to the SANDAG Executive Committee earlier this month by City Heights resident Steve Russell regarding this matter and requesting that the Mid City segment of the I-15 Bus Rapid Transit (BRT) system be added to the Early Action project list for I-15.

As the letter outlines significant work and right of way dedication has already been completed in the Mid City segment to recommend the addition of this segment to your Early Action Plan. We request that the engineering scope of work include evaluation of interconnecting stations at the Transit Plazas located at I-15 and El Cajon Boulevard (Boulevard Marketplace Transit Plaza), University Avenue (City Heights Transit Plaza) and the intersection with the extended East Mission Valley trolley line.

The limited hours express buses currently established at the two Mid City transit intersections have demonstrated a need to move residents from City Heights and Mid City San Diego to job centers north and south. CHCDC is participating with representatives to the Mid City Network Advisory Committee and the MTS Comprehensive Analysis Advisory Committee. We have identified the completion of the north-south BRT line in the I-15 median and in line stations with elevator access as a key priority in the Mid City Transit network to improve the economic viability of the Mid City and its residents.

We believe that the scope of work can be modified at a marginal expense to accommodate the necessary evaluation of these stations, facilities and services and will result in a more comprehensive rapid public transit system for the I-15 corridor as a part of your Early Action Plan for TransNet. Thank you for your consideration of this amendment and please contact me at (619) 584-1535, if you require additional information or clarification regarding our request.

Sincerely,

Jay Powell, CHCDC Executive Director

Enc March 11, 2005 Letter to SANDAG Executive Committee
April 22, 2005

The Honorable Mickey Cafagna and SANDAG Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

Re: Mid City San Diego Bus Rapid Transit System

Dear Chairman Cafagna and Members:

As a State Senator representing the Mid City San Diego area, I am writing to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension. Expediting this system will accelerate community and economic development already flourishing in the Mid City.

Many organizations and entities have actively promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City, as well as regional access to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at the University Avenue and El Cajon Boulevard interchanges off the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided faster routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide an easement for Rapid Bus Transit infrastructure for stations serving this system. The transit plaza improvements include space to accommodate platforms and elevators down to inline stations that would be located at the City Heights and Boulevard transit plazas. It is
Chairman Cafagna and Members
April 22, 2005
Page 2

important that this section of the I-15 be included for engineering evaluation, design, and

Your consideration of the Mid City Bus Rapid Transit System is greatly appreciated.
Please feel free to contact me if I can be of assistance to you during this process. I would
also appreciate any update that you may provide regarding this vital public transit facility
improvement.

Sincerely,

Denise Moreno Ducheny
California State Senator, 40th District

cc: Gary Gallegos, Executive Director, SANDAG
Uncouncilmember Toni Atkins, City of San Diego

DMD/erf
May 6, 2005

Honorable Joe Kellejian, Chair
SANDAG Transportation Committee
401 B Street, Suite 800
San Diego, CA 92101

Dear Chairman Kellejian and Members of the Transportation Committee,

I write in strong support of including the Mid City Bus Rapid Transit (BRT) System in the Early Action Plan for the implementation of the TransNet extension. The I-15 BRT project from Escondido to downtown via the Mid-City Transit Plazas will provide the critical final transit component essential for the economic revitalization of City Heights and Mid-City.

As a San Diego City Councilmember representing Mid-City and City Heights from 1993 to 2000, I worked closely with SANDAG and Caltrans to develop the transit plaza improvements that would accommodate future BRT lanes, platforms and elevators.

SANDAG provided funding for the project’s first phase with two transit plazas constructed at I-15 and University Avenue and I-15 and El Cajon Boulevard. The high ridership and consistent demand for transit services on these busy east-west and north-south bus lines indicate what’s possible when all planned improvements are in place.

Now is the time to make the vision a reality. By directing staff to include this project in the TransNet Early Action Program, it will become part of the TransNet Plan of Finance and will be heard at the May 20th Transportation Committee meeting when all the Early Action Projects are discussed. The Board will make the final decision on Early Action Projects.

I urge you to vote today to include the Mid City San Diego Bus Rapid Transit System in the Early Action Plan.

Sincerely,

Christine Kehoe
Senator, 39th District
April 13, 2005

Council Member Jim Madaffer
City of San Diego
202 "C" Street
San Diego, CA 92101

RE: Mid City San Diego Bus Rapid Transit System

Dear Mr. Madaffer,

I am writing as a resident concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Many organizations and businesses have promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Boulevard interchanges with the I-15 freeway. These stations service two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.

Your consideration is greatly appreciated.

Respectfully,

[Signature]

Eldon Thompson
April 26, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

I am writing as a representative of an organization, “Teralta Concerned Citizens Association”, which is concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Our organization has actively promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Blvd. interchanges with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

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Your consideration is greatly appreciated. Please contact me at 619-584-2360 if you have further questions and please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

Christine Andersen
Teralta Concerned Citizen’s Association

cc Mayor Dick Murphy, City of San Diego
Supervisor Ron Roberts, County of San Diego
Councilmember Toni Atkins, City of San Diego
Councilmember Jim Madaffer, City of San Diego
Councilmember Scott Peter, City of San Diego
CouncilMember Tony Young, City of San Diego
Gary Gallegos, Executive Director, SANDAG
April 29, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 “B” Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City Rapid Transit System

Dear Chairman Cafagna and SANDAG Board Members,

I am writing both as an employer concerned with community and economic development in the City Heights region and in support of inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

We have promoted the revitalization of this area through direct investment and advocacy. A critical component to the economic development is access to jobs for residents of City Heights and access for others in the region by locating the new Metro Career Center at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Boulevard interchanges with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent express routes running North and South from off-ramp stations. These stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.
Your consideration is greatly appreciated. Please contact me at (619)795-2004 if you have further questions. Please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

Matthew C. Hervey
Community Development Director
mhervey@price-entities.com

MCH:Ih
ELIZABETH T. VALDEZ
3646 37TH STREET
SAN DIEGO, CA 92115-2407
TELEPHONE 619-584-4505 CELL 619-743-5414
E-MAIL bettyvaldez@cox.net

April 28, 2005

Honorable Mickey Cafagna, Chairman Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

Dear Chairman Cafagna and SANDBAG Board Members:

I am coping and writing as a resident/member of Cherokee Point Neighborhood Association an organization concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the Trans Net extension.

Our organization has actively promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic developments is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University and El Cajon Boulevard inter changes with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off-ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high rider ship and high demand for this service to be expanded.

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Your consideration is greatly appreciated. Please contact me at bettyvaldez@cox.com if you have further questions and please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

Elizabeth T. Valdez, Sr. Citizen

CC Councilmembers City of San Diego
April 21, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: MID CITY SAN DIEGO BUT RAPID TRANSIT SYSTEM

Dear Chairman Cafagna and SANDAG Board Members:

I am writing to support the inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

As a long time resident and full time activist for the Mid City Community for twenty-four years I have worked shoulder to shoulder with other residents to revitalize this neighborhood. When the I-15 freeway was being planned, the community had the foresight to plan for space in the median for Rapid Bus Transit lanes, platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. Public transportation is critical for the economic development of this area for residents to access jobs. Mid City is the heart of San Diego. What is good for Mid City will be good of the entire region.

Thank you for your consideration. I can be contacted at 619-563-4014.

Sincerely,

Linda Pennington
Linda Pennington, Volunteer Director, Project CLEAN

Copies to:
Mayor Dick Murphy, City of San Diego
Supervisor Ron Roberts, County of San Diego
Councilmember Toni Atkins, City of San Diego
Councilmember Scott Peters, City of San Diego
Councilmember Tony Young, City of San Diego
Gary Gallegos, Executive Director, SANDAG
April 26, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

I am writing as a representative of an organization, “Teralta Concerned Citizens Association”, which is concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Our organization has actively promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Blvd., interchanges with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide space in the medians for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.

I myself am a daily bus rider and have in pursuit of better employment found it impossible to get access to the better jobs in the areas located North of City Heights because of the current lack of efficient travel time and access to those better jobs. I look forward to the time when the deserving residents in the Mid-City areas have the opportunity to find better employment by reasonable access to these jobs.

Your consideration in greatly appreciated. Please contact me at 619-584-2360 if you have further questions and please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

Susan Ringo, President
Teralta Concerned Citizen's Association

cc  Mayor Dick Murphy, City of San Diego
     Supervisor Ron Roberts, County of San Diego
     Councilmember Toni Atkins, City of San Diego
     Councilmember Jim Medafer, City of San Diego
     Councilmember Scott Peier, City of San Diego
     CouncilMember Tony Young, City of San Diego
     Gary Gallegos, Executive Director, SANDAG
RESOLUTION

Whereas the Mid-City Communities Plan, Adopted in 1998, identifies the junctions of I-15 at University Ave. and El Cajon Blvd. and as key regional transit nodes; and

Whereas substantial investments have already been made into the Boulevard and City Heights transit Plaza at these interchanges by CalTrans, SANDAG, and the City of San Diego; and

Whereas the establishment of high-speed, high-frequency transit connections to employment centers to the north and south are critical to the continued economic development of the Mid-City communities; and

Whereas SANDAG is proceeding with an Early Action Program to implement TransNet-funded projects on a cost effective and time sensitive basis; and

Whereas the I-15 corridor North of Highway 163 is included in this Early Action Program; and

Whereas there are substantial benefits to Mid-City and to the San Diego region as whole that would result from including the entire I-15 corridor in the Early Action Program;

Now Therefore, the Teralta Concerned Citizens Association urges the Board of Directors of SANDAG to include the Mid-City I-15 corridor transit lanes, stations and elevators in SANDAG’s TransNet Early Action Program for completion in concert with the entire I-15 corridor Bus Rapid Transit project.

Approved, April 26, 2005
April 29, 2005

Honorable Mickey Cafagna, Chairman and Board Members
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231

RE: Mid City San Diego Bus Rapid Transit System

Dear Chairman Cafagna and SANDAG Board Members:

I am writing as President of the Cherokee Point Neighborhood Association, an organization concerned with community and economic development in the Mid City San Diego region to support inclusion of the Mid City Bus Rapid Transit System in the Early Action Plan for implementation of the TransNet extension.

Our organization has actively promoted the revitalization of this area through direct investment and advocacy to stimulate economic reinvestment. A critical component to the economic development is access to jobs for residents of City Heights and Mid City and access for others in the region to the new Metro Career Center located at the City Heights Transit Plaza.

SANDAG has invested in two transit plazas to provide the first phase of improvements for interconnections at University Avenue and El Cajon Boulevard interchanges with the I-15 freeway. These stations serve two of the busiest East-West bus lines in the County. In addition, they serve adjacent interim express routes running North and South from off ramp stations. These interim stations have provided fast routes to residents traveling to job centers in downtown San Diego and in North County and there is already high ridership and high demand for this service to be expanded.

The I-15 freeway was specifically designed through the Mid City area to provide space in the median for Rapid Bus Transit lanes and platforms and elevators for in-line stations serving this system at the City Heights and Boulevard transit plazas. The transit plaza improvements include space to accommodate the necessary elevators down to the in-line stations. It is important that this section of I-15 be included for engineering evaluation, design and implementation in the Early Action Plan for TransNet.
On April 26, 2005 the association unanimously adopted Cherokee Point Neighborhood Association Resolution 4-2005 and all present affixed their signatures. It is hereewith forwarded.

Your consideration is greatly appreciated. Please contact me at 619-285-1611/alstaz@yahoo.com if you have further questions and please keep me advised of the status of this most important public transit facility improvement.

Sincerely,

[Signature]

Charles A. Stasukevich

cc  Mayor Dick Murphy, City of San Diego
     Supervisor Ron Roberts, County of San Diego
     Councilmember Toni Atkins, City of San Diego
     Councilmember Jim Madaffer, City of San Diego
     Councilmember Scott Peters, City of San Diego
     Councilmember Tony Young, City of San Diego
     Gary Gallegos, Executive Director, SANDAG
WHEREAS the Mid-City Communities Plan, adopted in 1998, identifies the junctions of I-15 at University Avenue and El Cajon Boulevard and as key regional transit nodes; and
WHEREAS substantial investments have already been made into the Boulevard and City Heights Transit Plazas at these interchanges by CalTrans, SANDAG, and the City of San Diego; and
WHEREAS the establishment of high-speed, high-frequency transit connections to employment centers to the north and south are critical to the continued economic development of the Mid-City communities; and
WHEREAS SANDAG is proceeding with an Early Action Program to implement TransNet–funded projects on a cost effective and time sensitive basis; and
WHEREAS the I-15 corridor north of Highway 163 is included in this Early Action Program; and
WHEREAS there are substantial benefits to Mid-City and to the San Diego region as whole that would result from including the entire I-15 corridor in the Early Action Program;

NOW, THEREFORE, the Cherokee Point Neighborhood Association urges the Board of Directors of SANDAG to include the Mid-City I-15 corridor transit lanes, stations and elevators in SANDAG’s TransNet Early Action Program for completion in concert with the entire I-15 corridor Bus Rapid Transit project.

Adopted this date: April 26, 2005

CHPT RES 4-2005 - April 26, 2005
Dora Medina
3862 Wilson Ave, SD 92104

Barbara Keehr
3727 Swift Ave SD 92104

ANGEL E. ESPINOZA
2039 L Ave #21 NC

Aima R Espinoza
2039 L Ave #21

Jose G. Morales
3729 Cherokee Ave S.D.C.A 92104

Maria Morales
3729 Cherokee Ave S.D.C.A 92104
Marine Carare  
Name Printed  
4133 42nd Street  
Address  
Signature  

Kathryn Goetz  
Name Printed  
3216 35th St, SD, CA 92104  
Address  
Signature  

Anne Runge  
Name Printed  
12218 Sunrise Ct, Pomry, CA 92064  
Address  
Signature  

Name Printed  
Signature  
Address  

Name Printed  
Signature  
Address  

Name Printed  
Signature  
Address  

CHPT RES 4-2005 - April 26, 2005
TransNet INDEPENDENT TAXPAYER OVERSIGHT
COMMITTEE (ITOC)

DECLARATION CONCERNING CONFLICTS

Directions

Please review the language in this declaration carefully prior to signing below. Once you have signed the declaration, please enclose it in an envelope marked “confidential” and submit it to Craig Scott at SANDAG, 401 B Street, Suite 800, San Diego, CA 92101.

Definitions
For purposes of this declaration, the terms below shall have the following definitions:

“Commercial activity directly or indirectly involving SANDAG” means being an employee, consultant, contractor, attorney, agent, broker, supplier of services or goods, landlord or tenant of SANDAG or to any party with pending legal actions against SANDAG.

“Direct commercial interest or employment with any public or private entity that receives TransNet sales tax funds authorized by SANDAG Ordinance 04-01” means having a financial interest, either personal or organizational, including but not limited to, owning stock or having an investment or profit-sharing interest in, receiving commissions or fees from, being an employee of, owning property with, or having a management or policy-making position with, a private or public entity that receives TransNet sales tax funds collected via Ordinance 04-01.

Declaration

I ____________________________, have been asked to serve as a member of SANDAG’s Independent Taxpayer Oversight Committee (ITOC).

I have been informed of the following:

• That I must immediately report any potential conflicts of interest that I become aware of after signing this declaration to Craig Scott.

• That if an actual or potential conflict arises after I become a member of the ITOC I must report the conflict during a meeting of the ITOC and abstain from participating in any part of the discussion or voting on any item that may trigger the conflict.

• That, as a member of the ITOC, I will be subject to the conflict of interest requirements and prohibitions contained the attachment to SANDAG Ordinance
04-01 entitled “STATEMENT OF UNDERSTANDING REGARDING THE IMPLEMENTATION OF THE INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE FOR THE TRANSNET PROGRAM.”

In order to affirmatively establish that I do not have an actual or potential conflict interest at this time, I make the following statements of fact:

1. I am not engaged in any commercial activity directly or indirectly involving SANDAG.

2. I do not have a direct commercial interest or employment with any public or private entity that receives TransNet sales tax funds authorized by SANDAG Ordinance 04-01.

3. Neither my spouse nor children under 18 (if applicable) have an interest in or relationship with a firm that has a direct or indirect financial interest in a business, transaction, or professional activity that is in substantial conflict with the proper discharge of my duties as an ITOC member.

4. I have no legal action pending against SANDAG.

I declare under penalty of perjury under the laws of the state of California that the foregoing is true and correct to the best of my knowledge on this ___ day of ______________________, 20__.

________________________________________  _______________________________________
Signature of Declarant                        Printed Name of Declarant
QUICK TIPS FOR EASIER FILING

Most questions asked by filers are answered in detail in the instructions opposite each schedule. In addition, here are some quick tips for easier filing.

1. Know your jurisdiction
You only have to report investments and business positions in business entities, real property, and income from sources that are located or doing business in your agency's jurisdiction. Gifts are reportable regardless of the jurisdiction. (See Appendix-9 for an explanation of jurisdiction.)

2. Determine your type of disclosure
Two types of public officials complete the Form 700.

   • If you file this form because you hold a position listed under Gov. Code section 87200, or you are filing as a board/commission member of a newly created agency not yet covered under a conflict-of-interest code, disclose all of your economic interests in your agency's jurisdiction. (See Appendix-1 for a complete list of 87200 filers and information on newly created agencies.)

   • If you file because your position is listed in a state or local agency's conflict-of-interest code, review your disclosure categories because they will describe the specific interests you must report. Obtain your disclosure categories from your agency. They are part of your agency's conflict-of-interest code, and are not contained in the Form 700.

3. Reporting periods
Generally speaking, you should not change the pre-printed dates on the form. Refer to Appendix-2 if you need help determining the correct reporting period for your statement.

4. Check your calendar
File this form by the due date. Statements that are mailed are considered filed on the date of the postmark. The law does not provide for filing deadline extensions.

Statements of 30 pages or fewer may be faxed by the deadline as long as the paper version is sent within 24 hours. The faxed version must be the same as the paper version.

5. Use the provided schedules
Do not attach brokerage statements or other financial documents. For further guidance, the instructions for each schedule contain a detailed list of reportable interests.

6. Use your computer
An interactive version of Form 700 is available on our website (www.fppc.ca.gov).

7. Review your statement
Your Form 700 is a public record. Take a second look at your statement for accuracy and completeness before it is filed.

8. Sign your statement
File your originally signed statement with your filing official. Keep a copy of your statement for your files. Remember that when you sign your statement, you are stating under penalty of perjury that it is true and correct.

9. Amendments
You may amend your statement at any time. Amendment schedules are available from your filing official, the FPPC, or on our website (www.fppc.ca.gov).

10. Call us
Call toll-free at 866-ASK-FPPC or locally at (916) 322-5860 if you need assistance.

Form 700 Public Access

Statements of Economic Interests are public documents. The filing officer must permit any member of the public to inspect and copy any statement.

   • Forms are available for public inspection during the agency's regular business hours.
   • No conditions may be placed on persons seeking access to the forms.
   • No information or identification may be requested from persons seeking access.
   • Reproduction fees of no more than 10 cents per page may be charged.

Where to Find...

\* Types of Statements — See Appendix-2
\* When to File — See Appendix-3
\* Where to File — See Appendix-3
\* Terms and Definitions — See Appendix-5
INTRODUCTION

The Political Reform Act (Gov. Code sections 81000-91015) requires most state and local government officials and employees to publicly disclose their personal assets and income. They also must disqualify themselves from participating in decisions which may affect their personal economic interests. The Fair Political Practices Commission (FPPC) is the state agency responsible for issuing the attached Statement of Economic Interests, Form 700, and for interpreting the law's provisions.

Gift Prohibition
Most state and local officials, employees, and candidates are prohibited from accepting gifts totaling more than $360 (effective January 1, 2005) in a calendar year from a single source.

In addition, state officials, state candidates, and certain state employees are subject to a $10 limit per calendar month on gifts from lobbyists and lobbying firms registered with the Secretary of State. (See Appendix-7 for more detailed information.)

State and local officials and employees also should check with their agency to determine if any other restrictions apply.

Honorarium Ban
Most state and local officials, employees, and candidates are prohibited from accepting an honorarium for any speech given, article published, or attendance at a conference, convention, meeting, or like gathering. (See Appendix-7 for more detailed information.)

Loan Prohibitions
State and local public officials may not receive any personal loan totaling more than $250 from an official, employee, or consultant of, or from anyone who contracts with, their governmental agencies. In addition, elected officials may not receive any personal loan totaling more than $500 from a single lender unless certain terms of the loan are specified in writing. Under certain circumstances, a personal loan that is not being repaid or is being repaid below certain amounts may become a gift to the official who received it. (See Appendix-10 for more detailed information.)

Disqualification
Public officials are, under certain circumstances, required to disqualify themselves from making, participating in, or attempting to influence governmental decisions that will affect their economic interests. This may include interests they are not required to disclose (for example, certain sources of income of $500 or more are not reportable, but may be disqualifying). Specific disqualification requirements apply to 87200 filers (for example, city councilmembers, members of boards of supervisors and planning commissioners). These officials must orally identify the economic interest that creates a conflict of interest and leave the room before a discussion or vote takes place at a public meeting. For more information, consult Government Code section 87105 and regulation 18702.5, or refer to the booklet entitled "Can I Vote? Conflicts of Interest Overview," all of which are available on the FPPC website. Visit www.fppc.ca.gov and click on the Library & Publications icon.

Post-Governmental Employment
Members of the State Legislature and certain state agency officials and employees who leave office are subject to restrictions on representing clients or employers before their former agencies. For more information, refer to the fact sheet entitled "Leaving Your State Job? Post-Employment Restrictions May Affect You," available on the FPPC website.

Registered Domestic Partners (Effective January 1, 2005)
When reporting activity for the year 2005, filers must report investments and interests in real property held by, and sources of income to, registered domestic partners. In most cases this will apply to assuming or leaving office statements. (In re Roberts (2004) 17 FPPC Ops. 9.)

Federal Employees (Effective January 1, 2005)
A federal officer or employee serving in an official federal capacity on a state or local government agency is not required to fill out the Form 700. (SB 1353, Chapter 484, Stats. 2004.)

Late Filing
The filing officer who retains originally signed statements of economic interests may impose a fine for any statement that is filed late. The fine is $10 per day up to a maximum of $100. Late filing penalties can be reduced or waived under certain circumstances.

Persons who fail to timely file their Form 700 may be referred to the FPPC's enforcement division (and in some cases to the Attorney General or district attorney) for investigation and possible prosecution. In addition to the late filing penalties, a fine of up to $5,000 per violation may be imposed.

For assistance concerning reporting, prohibitions, and restrictions under the Act:

• Call the FPPC toll-free at (866) ASK-FPPC.
• See the booklet entitled "Your Duty to File: A Basic Overview of State Economic Disclosure Law and Reporting Requirements for Public Officials."
Enter your name, mailing address, and daytime telephone number in the spaces provided. Because the Form 700 is a document available for public review, you may list your business/office address instead of your home address.

Part 1. Office, Agency, or Court

- Enter the name of the office sought or held, or the agency or court. (Examples: State Assembly; Board of Supervisors; Office of the Mayor; Department of Finance; Hope County Superior Court.)
- Indicate the name of your division, board, or district, if applicable. (Examples: Division of Waste Management; Board of Accountancy; District 45.)
- Enter your position title. (Examples: Director; Chief Counsel; City Council Member; Staff Services Analyst.)

If you hold multiple positions (for example, a city council member who also is a member of a county board or commission), you may be required to file statements with each agency.

To simplify your filing obligations, you may complete an expanded statement.

To do this, enter the name of the other agency(ies) with which you are required to file and your position title(s) in the space provided. Attach an additional sheet if necessary. Complete one statement covering the disclosure requirements for all positions. Each copy must contain an original signature. Therefore, before signing a statement make a copy for each agency. Sign each copy with an original signature and file with each agency.

Remember that if you assume or leave a position after a filing deadline, you must complete a separate statement. For example, a city council member who assumes a position with a county special district after the April 1 annual filing deadline must file a separate assuming office statement. In subsequent years, the city council member may expand his or her annual filing to include both positions.

Part 2. Jurisdiction of Office

- Check the box indicating the jurisdiction of your agency and, if applicable, identify the jurisdiction. Judges, judicial candidates, and court commissioners have statewide jurisdiction. All other filers should review Appendix-9 to determine their jurisdiction.
- If your agency is a multi-county office, list each county in which your agency has jurisdiction.
- If your agency is other than a state office, court, county office, city office, or multi-county office (for example, school districts and special districts), check the "other" box and enter the county or city in which the agency has jurisdiction.

Example:

This filer is a member of a water district board with jurisdiction in a portion of Sutter County.

Part 3. Type of Statement

Check at least one box. The period covered by a statement is determined by the type of statement you are filing. If you are completing a 2004 Annual Statement, do not change the pre-printed dates to reflect 2005. Your annual statement is used for reporting the previous year's economic interests. Economic interests for your annual filing covering January 1, 2005, through December 31, 2005, will be disclosed on your statement filed in 2006. (See Appendix-2 for detailed information about types of statements.)

Combining Statements: Certain types of statements may be combined. For example, if you leave office after January 1 but before the deadline for filing your annual statement, you may combine your annual and leaving office statements. File by the earliest deadline. Consult your filing officer or the FPPC.

Part 4. Schedule Summary

- Check the "Yes" box for each schedule you use to disclose interests.

- or -

If you have nothing to disclose on any schedules, check the "No reportable interests" box. Please do not attach any blank schedules.

- Enter the total number of completed pages including the cover page.

Part 5. Verification

Complete the verification by signing the statement and entering the date signed. When you sign your statement, you are stating, under penalty of perjury, that it is true and correct. An unsigned statement is not considered filed and you may be subject to late filing penalties.

FPPC Form 700 (2004/2005)
FPPC Toll-Free Helpline: 888/ASK-FPPC
Instructions-1
STATEMENT OF ECONOMIC INTERESTS

FAIR POLITICAL PRACTICES COMMISSION

COVER PAGE

A Public Document

Please type or print in ink

NAME (LAST) (FIRST) (MIDDLE) DAYTIME TELEPHONE NUMBER

MAILING ADDRESS STREET CITY STATE ZIP CODE OPTIONAL: FAX / E-MAIL ADDRESS

(May use business address)

1. Office, Agency, or Court

Name of Office, Agency, or Court:

__________________________

Division, Board, District, if applicable:

__________________________

Your Position:

__________________________

If filing for multiple positions, list additional agency(ies)/position(s): (Attach a separate sheet if necessary.)

Agency: ____________________________

Position: ____________________________

2. Jurisdiction of Office (Check at least one box)

☐ State

☐ County of ____________________________

☐ City of ____________________________

☐ Multi-County ____________________________

☐ Other ____________________________

3. Type of Statement (Check at least one box)

☐ Assuming Office/Initial Date: __/__/____


☐ The period covered is __/__/____, through December 31, 2004.

☐ Leaving Office Date Left: __/__/____

☐ The period covered is January 1, 2004, through the date of leaving office.

☐ The period covered is __/__/____, through the date of leaving office.

☐ Candidate

4. Schedule Summary

(Chose applicable schedules or “No reportable interests.”)

→ During the reporting period, did you have any reportable interests to disclose on:

☐ Schedule A-1 ☐ Yes – schedule attached

Investments (Less than 10% Ownership)

☐ Schedule A-2 ☐ Yes – schedule attached

Investments (10% or greater Ownership)

☐ Schedule B ☐ Yes – schedule attached

Real Property

☐ Schedule C ☐ Yes – schedule attached

Income, Loans, & Business Positions (Income Other than Gifts and Travel Payments)

☐ Schedule D (Eliminated – report loans on Schedule C)

☐ Schedule E ☐ Yes – schedule attached

Income – Gifts

☐ Schedule F ☐ Yes – schedule attached

Income – Travel Payments

-OR-

☐ No reportable interests on any schedule

Total number of pages completed including this cover page: ______

5. Verification

I have used all reasonable diligence in preparing this statement. I have reviewed this statement and to the best of my knowledge the information contained herein and in any attached schedules is true and complete.

I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Date Signed ____________________________ (month, day, year)

Signature ____________________________ (Fla the originally signed statement with your filing official.)

WHAT SCHEDULE DO I USE TO REPORT?

Business positions ................................................................. Schedule A-2 or Schedule C
Commission income .............................................................. Schedule A-2 or Schedule C (see Appendix-5)
Gifts received by family members ............................................ Disclosure may not be required, see Schedule E
Gifts received from family members ............................................. Disclosure not required, see Schedule E
Income to my business ............................................................. Schedule A-2
Individual Retirement Account ................................................. Schedule A-1 or Schedule B (see Appendix-10)
Investments ........................................................................... Schedule A-1 or Schedule A-2
Loans made to others ............................................................... Disclosure not required, but report repayments on Schedule C
Loans received .......................................................................... Schedule B for real property or Schedule C
Loans to my business ............................................................... Schedule A-2

Owning a business or partnership
   If I own less than 10% ............................................................ Schedule A-1
   If I own 10% or more ............................................................. Schedule A-2

Real estate holdings .............................................................. Schedule B (Schedule A-2 if held by a business entity/trust)
Rental income ........................................................................... Schedule B or Schedule C
Rental property .......................................................................... Schedule B (Schedule A-2 if held by a business entity/trust)
Sale of my home/automobile/boat .............................................. Schedule A-2
Single proprietorship ............................................................... Schedule C
Spouse's or registered domestic partner's income ......................... Schedule A-2 or Schedule C

Stock holdings
   If I own less than 10% of a company's stock ................................ Schedule A-1
   If I own 10% or more of a company's stock ................................ Schedule A-2

Tickets and passes ..................................................................... Schedule E
Travel reimbursements or payments ............................................ Schedule F
Trusts ..................................................................................... Schedule A-2 (see Appendix-11)
QUESTIONS AND ANSWERS

Q. I hold two other board positions in addition to my position with the county. Must I file three statements of economic interests?

A. Yes. However, you may complete one statement listing the county and the two boards on the cover page of the Form 700 as the agencies for which you will be filing. Report your economic interests using the broadest jurisdiction and disclosure requirements assigned to you by the three agencies. Make two copies of the entire statement before signing it, sign each copy with an original signature, and distribute one original to the county and to each of the two boards. Remember to complete separate statements for positions that you leave or assume during the year.

Q. How do I disclose my spouse’s or registered domestic partner’s income from an employer?

A. Report the name of the employer as a source of income on Schedule C. Beginning in 2005, filers must report the income received by a registered domestic partner. Therefore, this new requirement will affect assuming and leaving office statements filed in 2005. Because the 2004 annual statement covers income received in 2004, income from a registered domestic partner is not required to be reported on an annual statement.

Q. I am classified as a department head but recently began acting as city manager. Should I file as the city manager?

A. Yes. File an assuming office statement as city manager. Persons serving as “acting” or “interim” or “alternate” must file as if they hold the position.

Q. I left one state agency to work for another state agency. Must I file a leaving office statement?

A. Yes.

Q. I have an investment interest in shares of stock in a company that does not have an office in my jurisdiction. Must I still disclose my investment interest in this company?

A. Probably. The definition of “doing business in the jurisdiction” is not limited to whether the business has an office in your jurisdiction. See Appendix-9 for guidance.

Q. My spouse and I have a living trust. The trust holds rental property in my jurisdiction, our primary residence, and investments in diversified mutual funds. I have full disclosure. How is this trust disclosed?

A. Disclose the name of the trust, the rental property and its income on Schedule A-2. Your primary residence and investments in diversified mutual funds registered with the SEC are not reportable.

Q. I believe I am not required to disclose the names of clients from whom my pro rata share of income is $10,000 or more on Schedule A-2 because of their right to privacy. Is there an exception for reporting clients’ names?

A. Regulation 18740 provides a procedure in which a client’s name may not be disclosed if disclosure of the name would violate a legally recognized privilege under California law. This regulation may be obtained from our website at www.fppc.ca.gov.

Q. I am the sole owner of my business. Where do I disclose my income - on Schedule A-2 or C?

A. Sources of income to a business in which you have an ownership interest of 10% or greater are disclosed on Schedule A-2. See Appendix-5 which defines “business entity” for more information.

Q. I am required to report all investments. I hold many stocks through an account managed by a brokerage firm. Must I disclose these stocks even though I did not decide which stocks to purchase?

A. Yes, you must disclose on Schedule A-1 or A-2 any stock worth $2,000 or more in a business entity located or doing business in your jurisdiction.

Q. If I receive a gift of two tickets to a concert valued at $100 each, but gave the tickets to a friend because I could not attend the concert, do I have any reporting obligations?

A. Yes. Since you accepted the gift and exercised direction and control of the use of the tickets, you must disclose the gift on Schedule E.
INSTRUCTIONS – SCHEDULES A-1 AND A-2
INVESTMENTS

“Investment” means a financial interest in any business entity which is located in, doing business in, planning to do business in, or which has done business during the previous two years in your agency’s jurisdiction (see Appendix-9) in which you, your spouse or registered domestic partner, or your dependent children had a direct, indirect, or beneficial interest totaling $2,000 or more at any time during the reporting period. (Filers must report investments of a registered domestic partner if the reporting period covers activity in 2005.)

Reportable investments include:

- Stocks, bonds, warrants, and options, including those held in margin or brokerage accounts
- Sole proprietorships
- Your own business or your spouse’s or registered domestic partner’s business (see Appendix-5 for the definition of business entity)
- Your spouse’s or registered domestic partner’s investments that are legally separate property
- Partnerships (for example, a law firm or family farm)
- Investments in reportable business entities held in a retirement account (see Appendix-11)
- If you, your spouse or registered domestic partner, or dependent children had a 10% or greater ownership interest in a business entity or trust (including a living trust), you must disclose investments held by the business entity or trust. (See Appendix-11 for more information on disclosing trusts.)
- Business trusts

You are not required to disclose:

- Diversified mutual funds registered with the Securities and Exchange Commission (SEC) under the Investment Company Act of 1940
- Bank accounts, savings accounts, and money market accounts
- Insurance policies
- Annuities
- Shares in a credit union

- Government bonds (including municipal bonds)
- Retirement accounts invested in non-reportable interests (for example, insurance policies, diversified mutual funds, or government bonds - see Appendix-9)
- Defined benefit pension plans and profit sharing plans qualified under Internal Revenue Code section 401(a)
- Interests held in a blind trust (see Appendix-11)

Use Schedule A-1 to report investments if your ownership interest in the entity was less than 10% (for example, stock). You also may be required to complete Schedule C to indicate gross income received. (See second example below.)

Use Schedule A-2 to report investments in which your ownership interest in the entity was 10% or greater (for example, a sole proprietorship).

TO COMPLETE SCHEDULE A-1:

Do not attach brokerage or financial statements.

- Disclose the name of the business entity.
- Provide a general description of the business activity of the entity (for example, pharmaceuticals, computers, automobile manufacturing, or communications).
- Check the box indicating the highest fair market value of your investment during the reporting period. If you are filling a candidate or an assuming office statement, indicate the fair market value on the filing date or the date you took office, respectively.
- Identify the nature of your investment (for example, stocks, warrants, options, or bonds).
- If you initially acquired or disposed of your entire investment interest during the reporting period, enter the date acquired or disposed.

Examples:

John Smith left his state position in February 2005. His conflict-of-interest code requires full disclosure of investments. John must disclose his stock holdings of $2,000 or more in any company that does business in California as well as those stocks held by his spouse or registered domestic partner and dependent children.

Susan Jones is a city council member. She has a 4% interest, worth $5,000, in a limited partnership located in the city. Susan must disclose the partnership on Schedule A-1 and income of $500 or more received from the partnership on Schedule C.

REMINDEERS

- Do you know your agency’s jurisdiction?
- Did you hold investments at any time during the period covered by this statement?
- Code filers – Your disclosure categories may require disclosure only of specific investments.

FPPC Form 700 (2004/2005)
FPPC Toll-Free Helpline: 888/ASK-FPPC
Instructions-4
<table>
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<td>Other</td>
<td>(Describe)</td>
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<td>IF APPLICABLE, LIST DATE:</td>
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<td>IF APPLICABLE, LIST DATE:</td>
<td>/ / 04  / / 04  ACQUIRED  DISPOSED</td>
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Comments:
INSTRUCTIONS – SCHEDULE A-2
INVESTMENTS

Use Schedule A-2 to report investments in a business entity or trust (including a living trust), in which you, your spouse or registered domestic partner, or your dependent children had a 10% or greater interest, valued at $2,000 or more, during the reporting period and which is located in, doing business in, planning to do business in, or which has done business during the previous two years in your agency's jurisdiction, as follows:

- Disclose each source of income and outstanding loan to the business entity or trust identified in part 1 if your pro rata share of the gross income (including your community property interest in your spouse's or registered domestic partner's share) to the business entity or trust from that source was $10,000 or more during the reporting period. (See Appendix-8 for example.) Loans from commercial lending institutions made in the lender's regular course of business on terms available to members of the public without regard to your official status are not reportable.

- Disclose each individual or entity that was a source of commission income of $10,000 or more during the reporting period through the business entity identified in part 1. (See Appendix-5 for an explanation of commission income.) You may be required to disclose sources of income located outside your jurisdiction. For example, you may have a client who resides outside your jurisdiction but who does business on a regular basis with you. Such a client, if a reportable source of $10,000 or more, must be disclosed.

To complete Schedule A-2:

Part 1. Disclose the name and address of the business entity or trust. If you are reporting an interest in a business entity, check "Business Entity" and complete the box as follows:

- Provide a general description of the business activity of the entity.
- Check the box indicating the fair market value of your investment.
- If you initially acquired or entirely disposed of this interest during the reporting period, enter the date acquired or disposed.
- Identify the nature of your investment.
- Disclose the job title or business position you held with the entity, if any (for example, if you were a director, officer, partner, trustee, employee, or held any position of management).

Part 2. Check the box indicating your gross income. Gross income is the total amount of income before deducting expenses, losses, or taxes. (This includes your pro rata share of the gross income received by the business entity or trust, as well as your community property interest in your spouse's or registered domestic partner's share.)

Part 3. Disclose the name of each source of income which is located in, doing business in, planning to do business in, or which has done business during the previous two years in your agency's jurisdiction, as follows:

Leave Part 3 blank if you do not have any reportable $10,000 sources of income to disclose. Adding phrases such as "various clients" or "not disclosing sources pursuant to attorney-client privilege" may trigger a request for an amendment to your statement. (See Appendix-10 for details about privileged information.)

Part 4. Report any investments or interests in real property held by the entity or trust identified in part 1 if your pro rata share of the interest held was $2,000 or more during the reporting period.

- Check the applicable box identifying the interest held as real property or an investment.
- If investment, provide the name and description of the business entity.
- If real property, report the address or other precise location (for example, an assessor's parcel number).
- Check the box indicating the fair market value of your interest in the real property or investment.
- Identify the nature of your interest.
- Enter the date acquired or disposed only if you initially acquired or entirely disposed of your interest in the property or investment during the reporting period.

FPPC Form 700 (2004/2005)
FPPC Toll-Free Helpline: 866/ASK-FPPC
Instructions-5
SCHEDULE A-2
Investments, Income, and Assets of Business Entities/Trusts
(Ownership Interest is 10% or Greater)

1. BUSINESS ENTITY OR TRUST

<table>
<thead>
<tr>
<th>Name</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Check one:
- [ ] Trust, go to 2
- [ ] Business Entity, complete the box, then go to 2

GENERAL DESCRIPTION OF BUSINESS ACTIVITY

<table>
<thead>
<tr>
<th>FAIR MARKET VALUE</th>
<th>IF APPLICABLE, LIST DATE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,000 - $10,000</td>
<td>/ / 04</td>
</tr>
<tr>
<td>$10,001 - $100,000</td>
<td>/ / 04</td>
</tr>
<tr>
<td>$100,001 - $1,000,000</td>
<td>/ / 04</td>
</tr>
<tr>
<td>Over $1,000,000</td>
<td></td>
</tr>
</tbody>
</table>

NATURE OF INVESTMENT
- [ ] Sole Proprietorship
- [ ] Partnership
- [ ] Other

YOUR BUSINESS POSITION

2. IDENTIFY THE GROSS INCOME RECEIVED (INCLUDE YOUR PRO RATA SHARE OF THE GROSS INCOME TO THE ENTITY/TRUST)

<table>
<thead>
<tr>
<th>FAIR MARKET VALUE</th>
<th>IF APPLICABLE, LIST DATE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0 - $499</td>
<td></td>
</tr>
<tr>
<td>$500 - $1,000</td>
<td></td>
</tr>
<tr>
<td>$1,001 - $10,000</td>
<td></td>
</tr>
</tbody>
</table>

3. LIST THE NAME OF EACH REPORTABLE SINGLE SOURCE OF INCOME OF $10,000 OR MORE (print a separate sheet if necessary)

<table>
<thead>
<tr>
<th>Name of Business Entity or Street Address or Assessor's Parcel Number of Real Property</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

4. INVESTMENTS AND INTERESTS IN REAL PROPERTY HELD BY THE BUSINESS ENTITY OR TRUST

Check one box:
- [ ] INVESTMENT
- [ ] REAL PROPERTY

<table>
<thead>
<tr>
<th>Description of Business Activity or City or Other Precise Location of Real Property</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

FAIR MARKET VALUE
- [ ] $2,000 - $10,000
- [ ] $10,001 - $100,000
- [ ] $100,001 - $1,000,000
- [ ] Over $1,000,000

NATURE OF INTEREST
- [ ] Property Ownership
- [ ] Deed of Trust
- [ ] Stock
- [ ] Partnership

[ ] Leasehold
[ ] Yes, remaining
[ ] Other

[ ] Check box if additional schedules reporting investments or real property are attached

Comments:

<table>
<thead>
<tr>
<th>FAIR MARKET VALUE</th>
<th>IF APPLICABLE, LIST DATE:</th>
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</thead>
<tbody>
<tr>
<td>$2,000 - $10,000</td>
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<td>/ / 04</td>
</tr>
<tr>
<td>Over $1,000,000</td>
<td></td>
</tr>
</tbody>
</table>

NATURE OF INTEREST
- [ ] Property Ownership
- [ ] Deed of Trust
- [ ] Stock
- [ ] Partnership

[ ] Leasehold
[ ] Yes, remaining
[ ] Other

[ ] Check box if additional schedules reporting investments or real property are attached

FPPC Toll-Free Helpline: 866/ASK-FPPC
INSTRUCTIONS – SCHEDULE B
INTERESTS IN REAL PROPERTY

Report interests in real property located in your agency’s jurisdiction (see Appendix-9) in which you, your spouse or registered domestic partner, or your dependent children had a direct, indirect, or beneficial interest totaling $2,000 or more any time during the reporting period. (Filers must report interests in real property of a registered domestic partner if the reporting period covers activity in 2005.)

Interests in real property include:

- An ownership interest (including a beneficial ownership interest)
- A deed of trust, easement, or option to acquire property
- A leasehold interest (see Appendix-9)
- A mining lease
- An interest in real property held in a retirement account (see Appendix-10)
- An interest in real property held by a business entity or trust in which you, your spouse or registered domestic partner, or your dependent children had a 10% or greater ownership interest (report on Schedule A-2)
- Your spouse’s or registered domestic partner’s interests in real property that are legally held separately by him or her

You are not required to report:

- A residence, such as a home or vacation cabin, used exclusively as a personal residence. However, a residence for which you claim a business deduction may be reportable. In this situation, you may report the portion of the residence claimed as the tax deduction as the fair market value.
- Interests in real property held through a blind trust (see Appendix-11 for exceptions)

To Complete Schedule B:

- Report the address or other precise location (for example, an assessor’s parcel number) of the real property.
- Check the box indicating the fair market value of your interest in the property (regardless of what you owe on the property).
- Enter the date acquired or disposed only if you initially acquired or entirely disposed of your interest in the property during the reporting period.

Reminders

- Income and loans already reported on Schedule B are not also required to be reported on Schedule C.
- Code filers – Do your disclosure categories require disclosure of real property?
- Identify the nature of your interest. If it is a leasehold, disclose the number of years remaining on the lease.
- If you received rental income, check the box indicating the gross amount you received.
- If you had a 10% or greater interest in real property and received rental income, list the name of the tenant if your pro rata share of the gross rental income from a single tenant was $10,000 or more during the reporting period. Otherwise, leave this section blank. Adding phrases such as “various tenants” or “tenants” may trigger a request for an amendment to your statement.
- Loans from a private lender that total $500 or more and are secured by real property may be reportable. Reportable loans may be disclosed on Schedule B or Schedule C. Loans from commercial lending institutions made in the lender’s regular course of business on terms available to members of the public without regard to your official status are not reportable.
  -- Provide the name and address of the lender.
  -- Describe the lender’s business activity.
  -- Disclose the interest rate and term of the loan. The term of a loan is the total number of months or years given for repayment of the loan at the time the loan was entered into. For variable interest rate loans, disclose the conditions of the loan (for example, Prime + 2) or the average interest rate paid during the reporting period.
  -- Check the box indicating the highest balance of the loan during the reporting period.
  -- Identify a guarantor, if applicable.

If you have more than one reportable loan on a single piece of real property, report the additional loan(s) on Schedule C.

Example:

Joe Nelson is a city planning commissioner. Joe received rental income of $12,000 during the reporting period from a single tenant who rented property Joe owned in the city’s jurisdiction. If Joe had received the $12,000 from two or more tenants, the tenants’ names would not be required as long as no single tenant paid $10,000 or more.
## SCHEDULE B
**Interests in Real Property**
*(Including Rental Income)*

<table>
<thead>
<tr>
<th>FAIR MARKET VALUE</th>
<th>IF APPLICABLE, LIST DATE:</th>
<th>CITY</th>
</tr>
</thead>
<tbody>
<tr>
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<td>/ / 04</td>
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<tr>
<td>$10,001 - $100,000</td>
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<tr>
<td>$100,001 - $1,000,000</td>
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<td></td>
</tr>
<tr>
<td>Over $1,000,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**FAIR MARKET VALUE**
- [ ] $2,000 - $10,000
- [ ] $10,001 - $100,000
- [ ] $100,001 - $1,000,000
- [ ] Over $1,000,000

**IF APPLICABLE, LIST DATE:**
- [ ] / / 04
- [ ] / / 04

**NATURE OF INTEREST**
- [ ] Ownership/Deed of Trust
- [ ] Easement
- [ ] Leasehold

**Yrs. remaining**
- [ ]

**Other**

**IF RENTAL PROPERTY, GROSS INCOME RECEIVED**
- [ ] $0 - $499
- [ ] $500 - $1,000
- [ ] $1,001 - $10,000
- [ ] $10,001 - $100,000
- [ ] OVER $100,000

**SOURCES OF RENTAL INCOME:**
If you own a 10% or greater interest, list the name of each tenant that is a single source of income of $10,000 or more.

<table>
<thead>
<tr>
<th>NAME OF LENDER*</th>
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<tbody>
<tr>
<td>Address</td>
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</table>

<table>
<thead>
<tr>
<th>BUSINESS ACTIVITY OF LENDER</th>
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</thead>
<tbody>
<tr>
<td>INTEREST RATE</td>
</tr>
<tr>
<td>---------------</td>
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<td>%</td>
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</table>

<table>
<thead>
<tr>
<th>HIGHEST BALANCE DURING REPORTING PERIOD</th>
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<tbody>
<tr>
<td>$500 - $1,000</td>
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<tr>
<td>$1,001 - $10,000</td>
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<tr>
<td>$10,001 - $100,000</td>
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<tr>
<td>OVER $100,000</td>
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<tr>
<td>OVER $100,000</td>
</tr>
</tbody>
</table>

**Comments:**

* Loans from commercial lending institutions made in the lender’s regular course of business on terms available to members of the public without regard to your official status are not reportable.
INSTRUCTIONS – SCHEDULE C
INCOME, LOANS, & BUSINESS POSITIONS
(Income Other than Gifts and Travel Payments)

Report the source and amount of gross income of $500 or more you received during the reporting period. Gross income is the total amount of income before deducting expenses, losses, or taxes and includes loans other than loans from a commercial lending institution. Also report your job title with each reportable business entity, even if you received no income during the reporting period. You must also report the source of income to your spouse or registered domestic partner if your community property share is $500 or more during the reporting period. (Filers must report income received by a registered domestic partner if the reporting period covers activity in 2005.)

A source of income must be reported only if the source is located in, doing business in, planning to do business in, or has done business during the previous two years in your agency’s jurisdiction. (See Appendix-8 and 9 for more information about doing business in the jurisdiction.) Reportable sources of income may be further limited by your agency’s conflict-of-interest code.

Commonly reportable income and loans include:
- Salary/wages, per diem, reimbursement for expenses
- Community property interest (50%) in your spouse’s or registered domestic partner’s income – report the employer’s name and all other required information
- Income received from investment interests, such as partnerships, reported on Schedule A-1
- Commission income not required to be reported on Schedule A-2 (see Appendix-5)
- Gross income from any sale, including the sale of a house or car (report the total sale price)
- Rental income not required to be reported on Schedule B
- Prizes or awards not disclosed as gifts
- Payments received on loans you made to others, including loan repayments from a campaign committee
- An honorarium received prior to becoming a public official (see Appendix-7 concerning your ability to receive future honoraria)
- Incentive compensation (see Appendix-9)

You are not required to report:
- Salary, reimbursement for expenses or per diem, social security, disability, or other similar benefit payments received by you or your spouse or registered domestic partner from a federal, state, or local government agency.
- Income of dependent children.
- Payments received under an insurance policy.
- Interest, dividends, or premiums on a time or demand deposit in a financial institution, shares in a credit union, an insurance policy, or a bond or other debt instrument issued by a government agency.
- Alimony or child support payments.

See Appendix-8 for more exceptions to income reporting.

TO COMPLETE SCHEDULE C:

1. Name of Source of Income
- Disclose the name and address of each source of income or loan or each business entity with which you held a business position.
- Provide a general description of the business activity of the source or business entity (for example, law firm).
- Disclose the job title or business position, if any, you held with the business entity, even if you did not receive income during the reporting period.
- Check the box indicating the amount of gross income received or the highest balance of the loan during the reporting period.
- Identify the consideration for which the income was received.
- For income from commission sales, check the box indicating the gross income received and list the name of each source of commission income of $10,000 or more (see Appendix-5).
- For income from rental property that is not required to be listed on Schedule B, enter “Rental Income” under “Name of Source,” check the box indicating the gross income received, and, if you had a 10% or greater interest in the rental property, list the name of each tenant if your pro rata share of the gross income from that tenant was $10,000 or more during the reporting period.

2. Loans Received
- Disclose the interest rate and the term of the loan.
  -- The term of the loan is the total number of months or years given for repayment of the loan at the time the loan was entered into.
  -- For variable interest rate loans, disclose the conditions of the loan (for example, Prime + 2) or the average interest rate paid during the reporting period.
- Identify the security, if any, for the loan.

If more than one loan was received or outstanding during the reporting period and the security for each loan is the same, fill out box 2 only once and indicate in the comments section that the information in box 2 applies to all loans. If the security is different, fill out a separate box 2 for each loan.

FFPC Form 700 (2004/2005)
FFPC Toll-Free Helpline: 866/ASK-FFPC
Instructions-7
SCHEDULE C
Income, Loans* & Business Positions
(Other than Gifts and Travel Payments)

1. NAME OF SOURCE OF INCOME

ADDRESS

BUSINESS ACTIVITY, IF ANY, OF SOURCE

YOUR BUSINESS POSITION

GROSS INCOME RECEIVED/HIGHEST BALANCE DURING REPORTING PERIOD, IF LOAN
[ ] $500 - $1,000  [ ] $1,001 - $10,000  [ ] OVER $100,000
[ ] $10,001 - $100,000

CONSIDERATION FOR WHICH INCOME WAS RECEIVED
[ ] Salary  [ ] Spouse's income  [ ] Loan repayment  [ ] Other

[ ] Sale of ____________
(Property, car, boat, etc.)

[ ] Commission or [ ] Rental income, list each source of $10,000 or more

[ ] Other ____________
(Describe)

[ ] LOAN RECEIVED (complete box 2)

2. LOAN RECEIVED

ADDRESS

BUSINESS ACTIVITY, IF ANY, OF SOURCE

YOUR BUSINESS POSITION

GROSS INCOME RECEIVED/HIGHEST BALANCE DURING REPORTING PERIOD, IF LOAN
[ ] $500 - $1,000  [ ] $1,001 - $10,000  [ ] OVER $100,000
[ ] $10,001 - $100,000

CONSIDERATION FOR WHICH INCOME WAS RECEIVED
[ ] Salary  [ ] Spouse's income  [ ] Loan repayment  [ ] Other

[ ] Sale of ____________
(Property, car, boat, etc.)

[ ] Commission or [ ] Rental income, list each source of $10,000 or more

[ ] Other ____________
(Describe)

[ ] LOAN RECEIVED (complete box 2)

INTEREST RATE

TERM (Months/Years)

SECURITY FOR LOAN
[ ] None  [ ] Personal residence
[ ] Real Property __________________ Street address ____________

[ ] Guarantor __________________
City

[ ] Other __________________
(Describe)

* You are not required to report loans from commercial lending institutions, or any indebtedness created as part of a retail installment or credit card transaction, made in the lender's regular course of business on terms available to members of the public without regard to your official status.

Comments:

FPPC Toll-Free Helpline: 866/ASK-FPPC
SCHEDULE D
(ELIMINATED)

Report loans on
Schedule A-2, B, or C

- You are not required to report loans from commercial lending institutions made in
the lender's regular course of business on terms available to members of the
public without regard to your official status.

- You are not required to report any indebtedness created as part of a retail
installment or credit card transaction if made in the lender's regular course of
business on terms available to members of the public without regard to your
official status.
INSTRUCTIONS – SCHEDULE E  
INCOME – GIFTS

A gift is anything of value for which you have not provided equal or greater consideration to the donor. A gift is reportable if its fair market value is $50 or more. In addition, multiple gifts totaling $50 or more received during the reporting period from a single source must be reported. Gifts are reportable regardless of where the donor is located.

It is the acceptance of a gift, not the ultimate use to which it is put, that imposes your reporting obligation. Except as noted below, you must report a gift even if you never used it or if you gave it away to another person.

If the exact amount of a gift is not known, you must make a good faith estimate of the item’s fair market value. Listing the value of a gift as “over $50” or “value unknown” is not adequate disclosure. In addition, if you received a gift through an intermediary, you must disclose the name, address, and business activity of both the donor and the intermediary.

Commonly reportable gifts include:
- Tickets/passes to sporting or entertainment events
- Tickets/passes to amusement parks
- Parking passes
- Food, beverages, and accommodations, including those provided in direct connection with your attendance at a convention, conference, meeting, social event, meal, or like gathering, where you did not give a speech, participate in a panel or seminar, or provide a similar service
- Rebates/discounts not made in the regular course of business to members of the public without regard to official status
- Wedding gifts (see Appendix-12 to determine value)
- An honorarium. You may report an honorarium as income on Schedule C, rather than as a gift on Schedule E, if you provided services of equal or greater value than the payment received. (See Appendix-7 regarding your ability to receive future honoraria.)
- Transportation and lodging (see Schedule F)
- Forgiveness of a loan received by you

You are not required to disclose:
- Gifts that were not used and which, within 30 days after receipt, were returned to the donor or delivered to a charitable organization without being claimed by you as a charitable contribution for tax purposes
- Gifts from your spouse or registered domestic partner, child, parent, grandparent, grandchild, brother, sister, aunt, uncle, niece, nephew, or first cousin. Included in this exception are gifts from your spouse or domestic partner’s children, parents, brothers and sisters, and the spouse or registered domestic partner of the individuals listed above. The exception does not apply if the donor was acting as an agent or intermediary for a reportable source who was the true donor.
- Gifts of hospitality involving food, drink, or occasional lodging provided in an individual’s home when the individual or a member of the individual’s family was present
- Gifts equal in value exchanged between you and an individual, other than a lobbyist, on holidays, birthdays, or similar occasions
- Gifts of informational material provided to assist you in the performance of your official duties (for example, books, pamphlets, reports, calendars, periodicals, or educational seminars)
- A bequest or inheritance. However, Inherited investments or real property may be reportable on other schedules.
- Personalized plaques and trophies with an individual value of less than $250
- Campaign contributions
- Tickets to a fundraising event for an Internal Revenue Code section 501(c)(3) organization
- Tickets to political fundraisers
- Gifts given directly to members of your immediate family unless you received direct benefit from the gift or you exercised direction and control over the use or disposition of the gift
- A pass or ticket that provided a one-time admission to an event (theater performance, sporting event) that was not used and was not transferred to another person. Commission regulation 18CFR6.1 provides a method for determining the value of a ticket or pass that was used or transferred to another person and for determining the value of passes or tickets which provide repeated admission to facilities or services
- Food, beverages, and necessary accommodations provided directly in connection with an event at which you gave a speech, participated in a panel or seminar, or provided a similar service

TO COMPLETE SCHEDULE E:
- Disclose the name, address and business activity, if any, of the source.
- Provide the date (month, day, and year) of receipt, and disclose the fair market value and description of the gift.

REMINDERS
- Gifts are limited by law to a value of $360 from any one source in a calendar year.
- See Appendix-7 for additional gift and honoraria prohibitions.
- Code filers – You only need to report gifts from reportable sources.

FPPC Form 700 (2004/2005)
FPPC Toll-Free Helpline: 888/ASK-FPPC
**SCHEDULE E**  
Income – Gifts

<table>
<thead>
<tr>
<th>DATE (mm/dd/yyyy)</th>
<th>VALUE</th>
<th>DESCRIPTION OF GIFT(S)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tbody>
</table>

**NAME OF SOURCE**

ADDRESS

BUSINESS ACTIVITY, IF ANY, OF SOURCE

<table>
<thead>
<tr>
<th>DATE (mm/dd/yyyy)</th>
<th>VALUE</th>
<th>DESCRIPTION OF GIFT(S)</th>
</tr>
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<tbody>
<tr>
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**NAME OF SOURCE**

ADDRESS

BUSINESS ACTIVITY, IF ANY, OF SOURCE

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<thead>
<tr>
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<th>VALUE</th>
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**NAME OF SOURCE**

ADDRESS

BUSINESS ACTIVITY, IF ANY, OF SOURCE

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</table>

**NAME OF SOURCE**

ADDRESS

BUSINESS ACTIVITY, IF ANY, OF SOURCE

<table>
<thead>
<tr>
<th>DATE (mm/dd/yyyy)</th>
<th>VALUE</th>
<th>DESCRIPTION OF GIFT(S)</th>
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</table>

Comments:

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FPPC Toll-Free Helpline: 866/ASK-FPPC*
Travel payments reportable on Schedule F include advances and reimbursements for travel and related expenses, including lodging and meals.

Gifts of travel may be subject to a $300 gift limit. In addition, certain travel payments are reportable gifts, but are not subject to the gift limit. To avoid possible misinterpretation or the perception that you may have received a gift in excess of the gift limit, you may wish to provide a specific description of the purpose of your travel. See the FPPC fact sheet entitled "Limitations and Restrictions on Gifts, Honoraria, Travel, and Loans," which can be obtained from your filing officer or the FPPC at www.fppc.ca.gov.

You are not required to disclose:

- Travel payments received from any state, local, or federal government agency for which you provided services equal or greater in value than the payments received
- Travel payments received from your employer in the normal course of your employment
- Payments or reimbursements for transportation within California in connection with an event at which you gave a speech, participated in a panel or seminar, or performed a similar service
- Food, beverages, and necessary accommodations received directly in connection with an event held inside or outside California at which you gave a speech, participated in a panel, or provided a similar service. Note that payments for transportation outside of California are reportable.
- A travel payment that was received from a nonprofit entity exempt from taxation under Internal Revenue Code section 501(c)(3) for which you provided equal or greater consideration.

TO COMPLETE SCHEDULE F:

- Disclose the name and address of the source of the travel payment.
- Identify the business activity, if any, of the source.
- Check the box to identify the payment as a gift or income, report the amount, and disclose the date(s) if applicable.

-- Travel payments are gifts if you did not provide services that were equal to or greater in value than the payments received. You must disclose gifts totaling $50 or more from a single source during the period covered by the statement. Gifts of travel are reportable without regard to where the donor is located.

When reporting travel payments that are gifts, you must provide a description of the gift and the date(s) received.

-- Travel payments are income if you provided services that were equal to or greater in value than the payments received. You must disclose income totaling $500 or more from a single source during the period covered by the statement. You have the burden of proving the payments are income rather than gifts.

When reporting travel payments as income, you must describe the services you provided in exchange for the payment. You are not required to disclose the date(s) for travel payments that are income.

Example:
City council member Rick Chandler is a board member of the League of California Cities. The League reimburses its board members for travel and lodging, as well as meals and other expenses associated with board meetings. If Rick provides equal or greater consideration for the travel and lodging when he participates in the meeting, the reimbursements are reported as income.
**SCHEDULE F**  
Income – Gifts  
Travel Payments, Advances, and Reimbursements

- Reminder – you must mark the gift or income box.  
- You are not required to report “income” from government agencies.

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<th>NAME OF SOURCE</th>
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<th>BUSINESS ACTIVITY, IF ANY, OF SOURCE</th>
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Comments: _______________________________  

FPPC Form 700 (2004/2005) Sch. F  
FPPC Toll-Free Helpline: 866/ASK-FPPC
APPENDIX
TWO CATEGORIES OF FILERS

1. Officials and Candidates Specified in Gov. Code Section 87200 and Members of Boards/Commissions of Newly Created Agencies
   The Act requires the following individuals to fully disclose their personal assets and income described in the attached Form 700:
   - Governor
   - Lieutenant Governor
   - Attorney General
   - Controller
   - Insurance Commissioner
   - Secretary of State
   - Treasurer
   - Members of the State Legislature
   - Superintendent of Public Instruction
   - State Board of Equalization Members
   - Public Utilities Commissioners
   - State Energy Resources Conservation and Development Commissioners
   - State Coastal Commissioners
   - Fair Political Practices Commissioners
   - State Public Officials (including employees and consultants) Who Manage Public Investments
   - Elected members of and candidates for the Board of Administration of the California Public Employees' Retirement System

   Other officials and employees of state boards, commissions, agencies, and departments file Form 700 as described in part 2 on this page.

2. State and Local Officials and Employees Designated in a Conflict-of-Interest Code
   The Act requires every state and local government agency to adopt a unique conflict-of-interest code. The code lists each position within the agency filled by individuals who make or participate in making governmental decisions that could affect their personal economic interests. The code also requires individuals holding those positions to periodically file Form 700 disclosing certain personal economic interests as determined by the code's "disclosure categories." These individuals are called "designated employees" or "code filers."

   Obtain your disclosure categories from your agency—they are not contained in the Form 700. Persons with broad decisionmaking authority must disclose more interests than those in positions with limited discretion. For example, you may be required to disclose only investments and business positions in or income from businesses of the type that contract with your agency, or you may not be required to disclose real property interests.

   In addition, certain consultants to public agencies may qualify as public officials because they make, participate in making, or act in a staff capacity for governmental decisions.

   Note:
   - An official who holds a position specified in Gov. Code section 87200 is not required to file statements under the conflict-of-interest code of any agency that has the same or a smaller jurisdiction (for example, a state legislator who also sits on a state or local board or commission).
TYPES OF STATEMENTS

Assuming Office Statement:
If you are a newly elected or newly appointed official or are newly employed in a position designated in a state or local agency's conflict-of-interest code, your assuming office date is the date you were sworn in, employed, or otherwise authorized to serve in the position.

- Investments, interests in real property, and business positions held on the date you assumed the office or position must be reported. In addition, income (including loans, gifts, and travel payments) received during the 12 months prior to the date you assumed the office or position is reportable.

For positions subject to confirmation by the State Senate or the Commission on Judicial Performance, your assuming office date is the date you were appointed or nominated to the position.

Example:
Maria Lopez was appointed by the Governor to serve on a state agency board that is subject to State Senate confirmation. The assuming office date is the date Maria accepts the position. Maria must report investments, interests in real property, and business positions she holds on that date, and income, including loans, gifts, and travel payments received during the 12 months prior to that date.

Initial Statement:
If your office or position has been added to a newly adopted or newly amended conflict-of-interest code, use the effective date of the code or amendment, whichever is applicable.

- Investments, interests in real property, and business positions held on the effective date of the code or amendment must be reported. In addition, income (including loans, gifts, and travel payments) received during the 12 months prior to the effective date of the code or amendment is reportable.

Annual Statement:
Generally, the period covered is January 1, 2004, through December 31, 2004. If the period covered by the statement is different than January 1, 2004, through December 31, 2004 (for example, you assumed office between October 1, 2003 and December 31, 2003, or you are combining statements), you must specify the period covered.

- Investments, interests in real property, business positions held and income (including loans, gifts, and travel payments) received during the period covered by the statement must be reported. Do not change the preprinted dates on Schedules A-1, A-2, and B unless you are required to report the acquisition or disposition of an interest that did not occur in 2004.

Leaving Office Statement:
Generally, the period covered is January 1, 2004, through the date you stopped performing the duties of this position. If the period covered differs from January 1, 2004, through the date you stopped performing the duties of this position (for example, you assumed office between October 1, 2003 and December 31, 2003, or you are combining statements), the period covered must be specified.

- Investments, interests in real property, business positions held and income (including loans, gifts, and travel payments) received during the period covered by the statement must be reported. Do not change the preprinted dates on Schedules A-1, A-2, and B unless you are required to report the acquisition or disposition of an interest that did not occur in 2004.

Candidate Statement:
If you are filing a statement in connection with your candidacy for state or local office, investments, interests in real property, and business positions held on the date of filing your declaration of candidacy must be reported. In addition, income (including loans, gifts, and travel payments) received during the 12 months prior to the date of filing your declaration of candidacy is reportable. Do not change the preprinted dates on Schedules A-1, A-2, and B.

Candidates running for special district offices (for example, school board trustees and water district board members) should consult the agency’s conflict-of-interest code to determine if candidate statements are required and what economic interests to disclose.

Amendments:
If you discover errors or omissions on any statement, file an amendment as soon as possible. To obtain amendment schedules, contact the FPPC, your filing official, or the FPPC website at www.fppc.ca.gov.
### WHERE TO FILE

1. **Officials Specified in Gov. Code Section 87200 (listed in Appendix-1):**

   In most cases, the filing officials listed below will retain a copy of your statement and forward the original to the FPPC.

   **87200 Filers**
   - State offices
   - Judicial offices
   - Retired Judges
   - County offices
   - City offices
   - Multi-County offices

   **Where to File**
   - Your agency
   - The clerk of your court
   - Directly with FPPC
   - Your county clerk
   - Your city clerk
   - Your agency

   **87200 Candidates**
   - State offices
   - Judicial offices
   - Multi-County offices
   - County offices
   - City offices
   - Public Employees’ Retirement System (CalPERS)

   **Where to File**
   - County election official
   - with whom you file your declaration of candidacy
   - County Clerk
   - City Clerk
   - CalPERS

2. **Members of Boards/Commissions of Newly Created Agencies:**

   File with your newly created agency or with your agency’s code reviewing body as provided by your code reviewing body.

3. **Code Filers — State and Local Officials and Employees Designated in a Conflict-of-Interest Code:**

   File with your agency, board, or commission unless it is otherwise specified in your agency’s conflict-of-interest code. In most cases, the agency, board, or commission will retain the statements.

   State Senate and Assembly staff members file statements directly with the FPPC.

   **Exceptions:**
   - Elected state officers are not required to file statements under any agency’s conflict-of-interest code.
   - 87200 filers are not required to file statements under any agency’s conflict-of-interest code in the same jurisdiction. For example, a county supervisor who is appointed to serve for an agency with jurisdiction in the same county has no additional filing obligations.

### WHEN TO FILE

**Assuming Office and Initial Statements:**

<table>
<thead>
<tr>
<th>Filer</th>
<th>Deadline</th>
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<tbody>
<tr>
<td>Elected officials</td>
<td>30 days after assuming office</td>
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<tr>
<td>Appointed positions specified in Gov. Code section 87200 (listed in Appendix-1)</td>
<td>30 days after assuming office</td>
</tr>
<tr>
<td>or Newly created board and commission members not covered by a conflict-of-interest code</td>
<td>10 days after appointment or nomination if subject to Senate or judicial confirmation</td>
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</table>

**Other appointed positions (including newly-hired employees) designated in a conflict-of-interest code**

| Positions newly-added to a new or amended conflict-of-interest code | 30 days after the effective date of the code or code amendment |

**Exceptions:**

- Elected state officers who assume office in December or January are not required to file an assuming office statement, but will file the next annual statement due.
- If you complete a term of office and, within 30 days, begin a new term of the same office (for example, you are reelected or reappointed), you are not required to file an assuming office statement. Instead, you may file the next annual statement due.
- If you leave an office specified in Gov. Code section 87200 and, within 30 days, you assume another office or position specified in section 87200 that has the same jurisdiction (for example, a city planning commissioner elected mayor), you are not required to file an assuming office statement. Instead, you may file the next annual statement due.
- If you transfer from one designated position to another designated position within the same agency, contact your filing officer or the FPPC to determine your filing obligations.

FPPC Form 700 (2004/2005)
FPPC Toll-Free Helpline: 866/ASK-FPPC
Appendix-3
WHEN TO FILE
Continued

Annual Statements:
1. Elected state officers (including members of the state legislature and members elected to the Board of Administration of the California Public Employees' Retirement System);
   Judges and court commissioners; and
   Members of state boards and commissions specified in Gov. Code section 87200 (listed in Appendix-1):
   File no later than Tuesday, March 1, 2005.
2. County and city officials specified in Gov. Code section 87200:
   File no later than Friday, April 1, 2005.
3. Multi-County officials:
   File no later than Friday, April 1, 2005.
4. State and local officials and employees designated in a conflict-of-interest code:
   File on the date prescribed in the code (April 1 for most filers).

Exception:
- If you assumed office between October 1, 2004, and December 31, 2004, and filed an assuming office statement, you are not required to file an annual statement until March 1, 2006, or April 1, 2006, whichever is applicable. The annual statement will cover the day after you assumed office through December 31, 2005.

Incumbent officeholders who file candidate statements also must file annual statements by the specified deadlines.

Leaving Office Statements:
Leaving office statements must be filed no later than 30 days after leaving the office or position.

Exceptions:
- If you complete a term of office and, within 30 days, begin a new term of the same office (for example, you are reelected or reappointed), you are not required to file a leaving office statement. Instead, you may file the next annual statement due.
- If you leave an office specified in Gov. Code section 87200 and, within 30 days, you assume another office or position specified in section 87200 that has the same jurisdiction (for example, a city planning commissioner elected mayor), you are not required to file a leaving office statement. Instead, you may file the next annual statement due.
- If you transfer from one designated position to another designated position within the same agency, contact your filing officer or the FPPC to determine your filing obligations.

Candidate Statements:
All candidates (including incumbents) for offices specified in Gov. Code section 87200 must file statements no later than the final filing date for their declaration of candidacy.

Exceptions:
- If you have filed an assuming office or annual statement for the same jurisdiction within 60 days before filing a declaration of candidacy, you are not required to file a candidate statement.
- For elective offices designated in an agency's conflict-of-interest code, you must file a candidate statement only if the code specifically requires one to be filed. You should obtain a copy of the disclosure categories from the code to verify what interests are reportable. Contact the agency to verify whether you are required to file and to obtain a copy of your disclosure categories.
The instructions located on the back of each schedule describe the types of interests that must be reported. The purpose of this section is to explain other terms used in this form that are not defined in the instructions to the schedules or elsewhere.

**Blind Trust:** See Trusts, Appendix-11.

**Business Entity:** Any organization or enterprise operated for profit, including a proprietorship, partnership, firm, business trust, joint venture, syndicate, corporation, or association. This would include a business for which you take business deductions for tax purposes (for example, a small business operated in your home).

**Code Filer:** An individual who has been designated in a state or local agency's conflict-of-interest code to file statements of economic interests.

**Commission Income:** "Commission income" means gross payments of $500 or more received during the period covered by the statement as a broker, agent, or salesperson, including insurance brokers or agents, real estate brokers or agents, travel agents or salespersons, stockbrokers, and retail or wholesale salespersons, among others.

In addition, you may be required to disclose the names of sources of commission income if your pro rata share of the gross income was $10,000 or more from a single source during the reporting period. If your spouse or registered domestic partner received commission income, you would disclose your community property share (50%) of that income (for example, the names of sources of $20,000 or more in gross commission income received by your spouse or registered domestic partner). (You must report your community property share (50%) of your registered domestic partner's income only if you are reporting activity in 2005.)

Report commission income as follows:

- If the income was received through a business entity in which you or your spouse or registered domestic partner had a 10% or greater ownership interest (or if you receive commission income on a regular basis as an independent contractor or agent), use Schedule A-2.

- If the income was received through a business entity in which you or your spouse or registered domestic partner did not receive commission income on a regular basis or you had a less than a 10% ownership interest, use Schedule C.

The "source" of commission income generally includes all parties to a transaction, and each is attributed the full value of the commission.

**Examples:**

- You are a partner in Smith and Jones Insurance Company and have a 50% ownership interest in the company. You sold two Businessmen's Insurance Company policies to XYZ Company during the reporting period. You received commission income of $5,000 from the first transaction and $8,000 from the second. On Schedule A-2, report your partnership interest in income received from Smith and Jones Insurance Company in parts 1 and 2. In part 3, list both Businessmen's Insurance Company and XYZ Company as sources of $10,000 or more in commission income.

- You are a stock broker for Prime Investments, but you have no ownership interest in the firm. You receive commission income on a regular basis through the sale of stock to clients. Your total gross income from your employment with Prime Investments was over $100,000 during the reporting period. On Schedule A-2, report your name as the name of the business entity in part 1 and the gross income you have received in part 2. (You do not need to complete the information in the box in part 1 indicating the general description of business activity, fair market value, or nature of investment.) In part 3, list Prime Investments and the names of any clients who were sources of $10,000 or more in commission income to you.

- You sell real estate on a part-time basis for Super Realty and you have no ownership interest in the company. Since you are not receiving commission income on a regular basis, you are not considered to be a business entity. On Schedule C, if you received gross commission income of $500 or more, identify Super Realty as a source of income to you. If you received commission income of $10,000 or more from a real estate transaction, you must report the name(s) of the source(s) on Schedule C.

**Note:** If your pro rata share of commission income from a single source is $500 or more, you may be required to disqualify yourself from decisions affecting that source of income, even though you are not required to report the income. For information regarding disclosure of "incentive compensation," see Appendix-9.
Conflict of Interest: A public official or employee has a conflict of interest under the Act when all of the following occur:

- The official makes, participates in making, or uses his or her official position to influence a governmental decision;
- It is reasonably foreseeable that the decision will affect the official's economic interest;
- The effect of the decision on the official's economic interest will be material; and
- The effect of the decision on the official's economic interest will be different than its effect on the public generally. Check the Commission's website (www.fppc.ca.gov) for a fact sheet entitled, "Can I Vote? Conflict of Interest Overview".

Conflict-of-Interest Code: The Act requires every state and local government agency to adopt a conflict-of-interest code. The code may be contained in a regulation, policy statement, or a city or county ordinance, resolution, or another document.

An agency's conflict-of-interest code must designate all officials and employees of, and consultants to, the agency who make or participate in making governmental decisions that could cause conflicts of interest. These individuals are required by the code to file statements of economic interests and to disqualify themselves when conflicts of interest occur.

The disclosure required under a conflict-of-interest code for a particular designated official or employee should include only the kinds of personal economic interests he or she could significantly affect through the exercise of his or her official duties. For example, an employee whose duties are limited to reviewing contracts for supplies, equipment, materials, or services provided to the agency should be required to report only those interests he or she holds that are likely to be affected by the agency's contracts for supplies, equipment, materials, or services.

Consultant: An individual who contracts with or whose employer contracts with state or local government agencies and who makes, participates in making, or acts in a staff capacity for making governmental decisions. Consultants may be required to file Form 700. The obligation to file Form 700 is always imposed on the individual who is providing services to the agency, not on the business or firm that employs the individual.

FPPC regulation 18701 defines "consultants" as including the following individuals who make a governmental decision whether to:

- Approve a rate, rule, or regulation
- Adopt or enforce a law
- Issue, deny, suspend, or revoke any permit, license, application, certificate, approval, order or similar authorization or entitlement
- Authorize the agency to enter into, modify, or renew a contract provided it is the type of contract that requires agency approval
- Grant agency approval to a contract that requires agency approval and to which the agency is a party, or to the specifications for such a contract
- Grant agency approval to a plan, design, report, study or similar item
- Adopt, or grant agency approval of, policies, standards, or guidelines for the agency, or for any of its subdivisions

A consultant also is an individual who:

- serves in a staff capacity with the agency and in that capacity participates in making a governmental decision; or
- performs the same or substantially all the same duties for the agency that would otherwise be performed by an individual holding a position specified in the agency's conflict-of-interest code.

Designated Employee: An official or employee of a state or local government agency whose position has been designated in the agency's conflict-of-interest code to file statements of economic interests. Individuals who contract with government agencies (consultants) may also be designated in a conflict-of-interest code.

A federal officer or employee serving in an official federal capacity on a state or local government agency is not a designated employee.

Disclosure Categories: The section of an agency's conflict-of-interest code that specifies the types of personal economic interests officials and employees of the agency must disclose on their statements of economic interests. Disclosure categories are usually contained in an appendix or attachment to the conflict-of-interest code. Contact your agency to obtain a copy of your disclosure categories.

Diversified Mutual Fund: Diversified portfolios of stocks, bonds, or money market instruments that are managed by investment companies whose business
is pooling the money of many individuals and investing it to seek a common investment goal. Mutual funds are managed by trained professionals who buy and sell securities. A typical mutual fund will own between 75 to 100 separate securities at any given time so they also provide instant diversification. Only diversified mutual funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 are exempt from disclosure.

**Elected State Officer:** Elected state officers include the Governor, Lieutenant Governor, Attorney General, Insurance Commissioner, State Controller, Secretary of State, State Treasurer, Superintendent of Public Instruction, members of the State Legislature, members of the State Board of Equalization, and elected members of the Board of Administration of the California Public Employees’ Retirement System.

**Enforcement:** The FPPC investigates suspected violations of the Act. Other law enforcement agencies (the Attorney General or district attorney) also may initiate investigations under certain circumstances. If violations are found, the Commission may initiate administrative enforcement proceedings that could result in fines of up to $5,000 per violation.

Instead of administrative prosecution, a civil action may be brought for negligent or intentional violations by the appropriate civil prosecutor (the Commission, Attorney General, or district attorney), or a private party residing within the jurisdiction. In civil actions, the measure of damages is up to the amount or value not properly reported.

Persons who violate the conflict-of-interest disclosure provisions of the Act also may be subject to agency discipline, including dismissal.

Finally, a knowing or willful violation of any provision of the Act is a misdemeanor. Persons convicted of a misdemeanor may be disqualified for four years from the date of the conviction from serving as a lobbyist or running for elective office, in addition to other penalties that may be imposed. The Act also provides for numerous civil penalties, including monetary penalties and damages, and injunctive relief from the courts.

**Expanded Statement:** Some officials or employees may have multiple filing obligations (for example, a city council member who also holds a designated position with a county agency, board, or commission). Such officials or employees may complete one expanded statement covering the disclosure requirements for all positions and file a complete, originally signed copy with each agency.

**Fair Market Value:** When reporting the value of an investment, interest in real property, or gift, you must disclose the fair market value – the price at which the item would sell for on the open market. This is particularly important when valuing gifts, because the fair market value of a gift may be different from the amount it cost the donor to provide the gift. For example, the wholesale cost of a bouquet of flowers may be $10, but the fair market value may be $25 or more. In addition, there are special rules for valuing free tickets and passes. Call the FPPC for assistance.

**Gift and Honoraria Prohibitions:**

**Gifts:**

State and local officials who are listed in Gov. Code section 87200 (except judges – see below), candidates for these elective offices (including judicial candidates), and officials and employees of state and local government agencies who are designated in a conflict-of-interest code are prohibited from accepting a gift or gifts totaling more than $360 in a calendar year from a single source.

In addition, elected state officers, candidates for elective state offices, and officials and employees of state agencies are subject to a $10 per calendar month limit on gifts from lobbyists and lobbying firms registered with the Secretary of State.

**Honoraria:**

State and local officials who are listed in Gov. Code section 87200 (except judges – see below), candidates for these elective offices (including judicial candidates), and employees of state and local government agencies who are designated in a conflict-of-interest code are prohibited from accepting honoraria for any speech given, article published, or attendance at any public or private conference, convention, meeting, social event, meal, or like gathering.

**Exceptions:**

- Some gifts are not reportable or subject to the gift and honoraria prohibitions, and other gifts may not be subject to the prohibitions but are reportable.
- For detailed information, see the FPPC fact sheet entitled “Limitations and Restrictions on Gifts, Honoraria, Travel, and Loans,” which can be obtained from your filing officer or the FPPC’s website (www.fppc.ca.gov).

FPPC Form 700 (2004/2005)
FPPC Toll-Free Helpline: 888/ASK-FPPC

Appendix 7
• The $360 gift limit and the honorarium prohibition do not apply to a part-time member of the governing board of a public institution of higher education, unless the member is also an elected official.

• If you are designated in a state or local government agency's conflict-of-interest code, the $360 gift limit and honorarium prohibition are applicable only to sources you would otherwise be required to report on your statement of economic interests. However, this exception is not applicable if you also hold a position listed in Gov. Code section 87200 (see Appendix-1).

• For state agency officials and employees, the $10 lobbyist/lobbying firm gift limit is applicable only to lobbyists and lobbying firms registered to lobby your agency. This exception is not applicable if you are an elected state officer or a member or employee of the State Legislature.

Judges:
Section 170.9 of the Code of Civil Procedure imposes gift limits on judges and prohibits judges from accepting any honorarium. Section 170.9 is enforced by the Commission on Judicial Performance. The FPPC has no authority to interpret or enforce the Code of Civil Procedure. Court commissioners are subject to the gift limit under the Political Reform Act.

Income Reporting: Reporting income under the Act is different than reporting income for tax purposes. The Act requires gross income (the amount received before deducting losses, expenses, or taxes) to be reported.

Pro Rata Share: The instructions for reporting income refer to your pro rata share of the income received. Your pro rata share is normally based on your ownership interest in the entity or property. For example, if you are a sole proprietor, you must disclose 100% of the gross income received by your business entity on Schedule A-2. If you own 25% of a piece of rental property, you must report 25% of the gross rental income received. If the income is community property, your pro rata share is 50% of your spouse's or your registered domestic partner's share.

When you are required to report sources of income to a business entity, sources of rental income, or sources of commission income, you are only required to disclose individual sources of income of $10,000 or more. However, you may be required to disqualify yourself from decisions affecting sources of $500 or more in income, even though you are not required to report them.

Example:
• Alicia Ruiz is an attorney with her own law firm. As a candidate for mayor, she must disclose reportable sources of income to the firm of $10,000 or more. Her husband Ed is also a public official. His community property share in her income is 50%, so he must disclose reportable sources of income to Alicia's law firm of $20,000 or more.

You are not required to report:
• Salaries, reimbursement for expenses or per diem, social security, disability, or other similar benefit payments received by you or your spouse or registered domestic partner from a federal, state, or local government agency.
• Campaign contributions.
• A cash bequest or cash inheritance.
• Returns on a security registered with the Securities and Exchange Commission, including dividends, interest, or proceeds from a sale of stocks or bonds.
• Payments received under an insurance policy.
• Interest, dividends, or premiums on a time or demand deposit in a financial institution, shares in a credit union, an insurance policy, or a bond or other debt instrument issued by a government agency.
• Your spouse's or registered domestic partner's income which is legally "separate" income.
• Income of dependent children.
• Automobile trade-in allowances from dealers.
• Loans and loan repayments received from your spouse or registered domestic partner, child, parent, grandparent, grandchild, brother, sister, parent-in-law, brother-in-law, sister-in-law, nephew, niece, aunt, uncle, or first cousin unless he or she was acting as an intermediary or agent for any person not covered by this provision.
• Alimony or child support payments.
• Payments received under a defined benefit pension plan qualified under Internal Revenue Code section 401(a).
• Any loan from a commercial lending institution made in the lender's regular course of business on terms available to the public without regard to your official status.
• Any retail installment or credit card debts incurred in the creditor's regular course of business on terms available to the public without regard to your official status.
• Loans made to others. However, repayments may be reportable on Schedule C.
• A loan you co-signed for another person unless you made payments on the loan during the reporting period.

Incentive Compensation: “Incentive compensation” means income over and above salary that is either ongoing or cumulative, or both, as sales or purchases of goods or services accumulate. Incentive compensation is calculated by a predetermined formula set by the official’s employer which correlates to the conduct of the purchaser in direct response to the effort of the official.

Incentive compensation does not include:

• Salary

• Commission income (for information regarding disclosure of “commission income” see Appendix 5)

• Bonuses for activity not related to sales or marketing, the amount of which is based solely on merit or hours worked over and above a predetermined minimum

• Executive incentive plans based on company performance, provided that the formula for determining the amount of the executive’s incentive income does not include a correlation between that amount and increased profits derived from increased business with specific and identifiable clients or customers of the company

• Payments for personal services which are not marketing or sales

The purchaser is a source of income to the official if all three of the following apply:

• the official’s employment responsibilities include directing sales or marketing activity toward the purchaser; and

• there is direct personal contact between the official and the purchaser intended by the official to generate sales or business; and

• there is a direct relationship between the purchasing activity of the purchaser and the amount of the incentive compensation received by the official.

Report incentive compensation as follows:

• In addition to salary, reimbursement of expenses, and other income received from your employer, separately report on Schedule C the name of each person who purchased products or services sold, marketed or represented by you if you received incentive compensation of $500 or more attributable to the purchaser during the period covered by the statement.

• If incentive compensation is paid by your employer in a lump sum, without allocation of amounts to specific customers, you must determine the amount the incentive compensation attributable to each of your customers. This may be based on the volume of sales to those customers.

(See regulations 18703.3 and 18728.5 for more information.)

Jurisdiction: You must disclose investments and sources of income that are located in or doing business in your jurisdiction, are planning to do business in your jurisdiction, or that have done business during the previous two years in your jurisdiction, and interests in real property located in your jurisdiction.

A business entity is located in or doing business in your jurisdiction if the entity has business contacts on a regular or substantial basis with a person who maintains a physical presence in your jurisdiction.

Business contacts include, but are not limited to, manufacturing, distributing, selling, purchasing, or providing services or goods. Business contacts do not include marketing via the Internet, telephone, television, radio, or printed media.

The same criteria are used to determine whether an individual, organization, or other entity is located in or doing business in your jurisdiction.

Exception:

• Gifts are reportable regardless of the location of the donor. For example, a state agency official with full disclosure must report gifts from sources located outside of California. (Designated employees should consult their disclosure categories to determine if the donor of a gift is of the type that must be disclosed.)

For reporting interests in real property, if your jurisdiction is the state, you must disclose real property located within the state of California unless your agency’s conflict-of-interest code specifies otherwise.

For local agencies, an interest in real property is located in your jurisdiction if any part of the property is located in, or within two miles of, the region, city, county, district, or other geographical area in which the agency has jurisdiction, or if the property is located within two miles of any land owned or used by the agency.

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Appendix-8
See the following explanations to determine what your jurisdiction is:

State Offices and All Courts: Your jurisdiction is the state if you are an elected state officer, a state legislator, or a candidate for one of these offices. Judges, judicial candidates, and court commissioners have statewide jurisdiction. (In re Baty (1979) 5 FPPC Ops. 10). If you are an official or employee of, or a consultant to, a state board, commission, or agency, or of any court or the State Legislature, your jurisdiction is the state.

County Offices: Your jurisdiction is the county if you are an elected county officer, a candidate for county office, or if you are an official or employee of, or a consultant to, a county agency or any agency with jurisdiction solely within a single county.

City Offices: Your jurisdiction is the city if you are an elected city officer, a candidate for city office, or you are an official or employee of, or a consultant to, a city agency or any agency with jurisdiction solely within a single city.

Multi-County Offices: If you are an elected officer, candidate, official or employee of, or a consultant to, a multi-county agency, your jurisdiction is the region, district, or other geographical area in which the agency has jurisdiction. (Example: A water district has jurisdiction in a portion of two counties. Members of the board are only required to report interests located or doing business in that portion of each county in which the agency has jurisdiction.)

Other (for example, school districts and special districts): If you are an elected officer, candidate, official or employee of, or a consultant to, an agency not covered above, your jurisdiction is the region, district, or other geographical area in which the agency has jurisdiction. See the multi-county example above.

Leasehold Interest: The term "interest in real property" includes leasehold interests. An interest in a lease on real property is reportable if the value of the leasehold interest is $2,000 or more. The value of the interest is the total amount of rent owed by you during the reporting period or, for a candidate, assuming office, or initial statement, during the prior 12 months.

You are not required to disclose a leasehold interest with a value of less than $2,000 or a month-to-month tenancy.

Loans: State and local elected and appointed officials and employees are prohibited from receiving any personal loan totaling more than $250 from an official, employee, or consultant of their governmental agencies or any governmental agency over which the official or the official's agency has direction or control. In addition, loans of more than $250 from any person who has a contract with the official's agency or an agency under the official's control are prohibited unless the loan is from a commercial lending institution or part of a retail installment or credit card transaction made in the regular course of business on terms available to members of the public.

State and local elected officials are also prohibited from receiving any personal loan of $500 or more unless the loan is in writing and clearly states the terms of the loan, including the parties to the loan agreement, the date, amount, and term of the loan, the date or dates when payments are due, the amount of the payments, and the interest rate on the loan.

Campaign loans and loans from family members are not subject to the $250 and $500 loan prohibitions.

A personal loan made to a public official that is not being repaid or is being repaid below certain amounts will become a gift to the official under certain circumstances. Contact the FPPC for further information, or see the FPPC fact sheet entitled "Limitations and Restrictions on Gifts, Honoraria, Travel, and Loans," which can be obtained from your filing officer or the FPPC's website (www.fppc.ca.gov).

You are not required to disclose loans from commercial lending institutions, or any indebtedness created as part of retail installment or credit card transactions that are made in the lender's regular course of business, without regard to official status, on terms available to members of the public.

Privileged Information: You are not required to disclose on Schedule A-2, Part 3, the name of a person who paid fees or made payments to a business entity if disclosure of the name would violate a legally recognized privilege under California law. For example, a name is protected by attorney-client privilege when facts concerning an attorney's representation of an anonymous client are publicly known and those facts, when coupled with disclosure of the client's identity, might expose the client to an official investigation or to civil or criminal liability.

A patient's name is protected by physician-patient privilege when disclosure of the patient's name would also reveal the nature of the treatment received by the patient because, for example, the physician is recognized as a specialist.

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FPPC Toll-Free Helpline: 866/ASK-FPPC
Appendix-10
FPPC regulation 18740 sets out specific procedures that must be followed in order to withhold the name of a source of income.

Public Officials Who Manage Public Investments: Individuals who invest public funds in revenue-producing programs must file Form 700. This includes individuals who direct or approve investment transactions, formulate or approve investment policies, and establish guidelines for asset allocations. FPPC regulation 18701 defines "public officials who manage public investments" to include the following:

- Members of boards and commissions, including pension and retirement boards or commissions, and committees thereof, who exercise responsibility for the management of public investments;
- High-level officers and employees of public agencies who exercise primary responsibility for the management of public investments (for example, chief or principal investment officers or chief financial managers); and
- Individuals who, pursuant to a contract with a state or local government agency, perform the same or substantially all the same functions described above.

Retirement Accounts (for example, deferred compensation and individual retirement accounts (IRAs)): Assets held in retirement accounts must be disclosed if the assets are reportable items, such as common stock (investments) or real estate (interests in real property). For help in determining whether your investments and real property are reportable, see the instructions to Schedules A-1, A-2, and B.

If your retirement account holds reportable assets, disclose only the assets held in the account, not the account itself. You may have to contact your account manager to determine the assets contained in your account.

Schedule A-1: Report any business entity in which the value of your investment interest was $2,000 or more during the reporting period. (Use Schedule A-2 if you have a 10% or greater ownership interest in the business entity.)

Schedule B: Report any place of real property in which the value of your interest was $2,000 or more during the reporting period.

Examples:

- Alice McSherry deposits $500 per month into her employer's deferred compensation program. She has chosen to purchase shares in two diversified mutual funds registered with the Securities and Exchange Commission. Because her funds are invested solely in non-reportable mutual funds (see Schedule A-1 instructions), Alice has no disclosure requirements with regard to the deferred compensation program.

- Bob Allison has $6,000 in an individual retirement account with an investment firm. The account contains stock in several companies doing business in his jurisdiction. One of his stock holdings, Gala Computers, reached a value of $2,500 during the reporting period. The value of his investment in each of the other companies was less than $2,000. Bob must report Gala Computers as an investment on Schedule A-1 because the value of his stock in that company was $2,000 or more.

- Adriane Fisher has $5,000 in a retirement fund that invests in real property located in her jurisdiction. The value of her interest in each piece of real property held in the fund was less than $2,000 during the reporting period. Although her retirement fund holds reportable assets, she has no disclosure requirement because she did not have a $2,000 or greater interest in any single piece of real property. If, in the future, the value of her interest in a single piece of real property reaches or exceeds $2,000, she will be required to disclose the real property on Schedule B for that reporting period.

Trusts: Investments and interests in real property held by a trust (including a living trust) are reported on Schedule A-2 if you, your spouse or registered domestic partner, or your dependent children had a 10% or greater interest in the trust and your pro rata share of a single investment or interest in real property was $2,000 or more. (Filars must report investments held by a trust of a registered domestic partner if the reporting period covers activity in 2005.)

You have an interest in a trust if you are a trustor and:

- Can revoke or terminate the trust;
- Have retained or reserved any rights to the income or principal of the trust or retained any reversionary or remainder interest; or
- Have retained any power of appointment, including the power to change the trustee, or the beneficiaries.
Or you are a **beneficiary** and:

- Presently receive income; or
- Have an irrevocable future right to receive income or principal. (See FPPC regulation 18234 for more information.)

**Examples:**

- Sarah Murphy has set up a living trust which holds her principal residence, stock in several companies that do business in her jurisdiction, and a rental home in her agency's jurisdiction. Since Sarah is the trustor and she can revoke or terminate the trust, she must disclose any stock worth $2,000 or more and the rental home on Schedule A-2. Sarah's residence is not reportable.
- Ben Yee is listed as a beneficiary in his grandparents' trust. However, Ben does not presently receive income from the trust, nor does he have an irrevocable future right to receive income or principal. Therefore, Ben is not required to disclose any assets contained in his grandparents' trust.

**Blind Trusts:**

A blind trust is a trust managed by a disinterested trustee who has complete discretion to purchase and sell assets held by the trust. If you have a direct, indirect, or beneficial interest in a blind trust, you may not be required to disclose your pro rata share of the trust's assets or income. However, the trust must meet the standards set out in FPPC regulation 18235, and you must disclose reportable assets originally transferred into the blind trust and income from those original assets until they have been disposed of by the trustee.

**Trustees:**

If you are only a trustee, you do not have a reportable interest in the trust. However, you may be required to report the income you received from the trust for performing trustee services.

**Wedding Gifts:** Wedding gifts must be disclosed if they were received from a reportable source during the period covered by the statement. Gifts valued at $50 or more are reportable; however, a wedding gift is considered a gift to both spouses equally. Therefore, you would count one-half the value of a wedding gift to determine if it is reportable and need only report individual gifts with a total value of $100 or more unless a particular gift can only be used by you or is intended only for your use.

For example, you receive a placesetting of china valued at $150 from a reportable source as a wedding gift. Because the value to you is $50 or more, you must report the gift on Schedule E but may state its value as $75.

Wedding gifts are not subject to the $360 gift limit, but they are subject to the $10 lobbyist/lobbying firm gift limit for state officials.

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Information requested on all FPPC forms is used by the FPPC to administer and enforce the Political Reform Act (Government Code sections 81000-91014 and California Code of Regulations sections 18109-18997). All information required by these forms is mandated by the Political Reform Act. Failure to provide all of the information required by the Act is a violation subject to administrative, criminal or civil prosecution. All reports and statements provided are public records open for public inspection and reproduction.

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