MEETING NOTICE
AND AGENDA

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

Wednesday, June 15, 2005
12:00 to 3:00 p.m.

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

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

SANDAG offices are accessible by public transit.
Phone 1-800-COMMUTE or see www.sdcommute.com for route information.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
Welcome to SANDAG. Members of the public may speak to the TransNet Independent Taxpayer Oversight Committee (ITOC) members on any item at the time the ITOC is considering the item. Also, members of the public are invited to address the ITOC on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The ITOC may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under Meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the ITOC meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
<table>
<thead>
<tr>
<th>ITEM #</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>+1.</td>
<td>Welcome and Introductions ACCEPT</td>
</tr>
<tr>
<td></td>
<td>A summary of the May 18, 2005, meeting has been prepared for the Committee’s review.</td>
</tr>
<tr>
<td>2.</td>
<td>Public Comments/Communications/Member Comments</td>
</tr>
<tr>
<td></td>
<td>Members of the public will have the opportunity to address the ITOC on any issue within the jurisdiction of the ITOC. Speakers will be limited to three minutes each. Committee members also may provide information and announcements under this agenda item.</td>
</tr>
<tr>
<td>+3.</td>
<td>TransNet Debt Financing Overview (Craig Scott/Keith Curry) INFORMATION</td>
</tr>
<tr>
<td></td>
<td>Staff and SANDAG’s Financial Advisor, Public Financial Management (PFM), will provide an overview of debt financing under the TransNet program and the proposed interim financial strategy related to the implementation of the TransNet Early Action program. A copy of the SANDAG Transportation Committee report on this topic is included.</td>
</tr>
<tr>
<td>+4.</td>
<td>SANDAG Performance Measurement Efforts (Richard Chavez) INFORMATION</td>
</tr>
<tr>
<td></td>
<td>Staff will summarize efforts in the region to monitor and measure transportation system performance and what improvements and enhancements are planned for the near future.</td>
</tr>
<tr>
<td>+5.</td>
<td>Regional Transportation Plan (RTP) Update Process (Mike Hix) INFORMATION</td>
</tr>
<tr>
<td></td>
<td>Staff will describe the process underway to update the 2030 RTP, including a review of the function of the RTP, the major components of the RTP, and how the ITOC’s roles relate to the RTP update process.</td>
</tr>
<tr>
<td>+6.</td>
<td>ITOC Scope of Work DISCUSSION</td>
</tr>
<tr>
<td></td>
<td>The ITOC should discuss how it wants to go about carrying out its roles and responsibilities and prioritizing work tasks in the near term. Options include using the majority of the next meeting as a workshop on this topic or setting a special meeting for this purpose. A sample committee charter format that SANDAG uses for its committees is provided for reference.</td>
</tr>
</tbody>
</table>
7. **Future Meeting Schedule**

   The next meeting has been scheduled for July 20, 2005, from 12:00 p.m. to 3:00 p.m. It is suggested that the following dates be set as potential meeting dates at the same time, with the next meeting date to be confirmed at the end of each meeting:

   - August 17, 2005
   - September 14, 2005
   - October 19, 2005
   - November 9, 2005
   - December 7, 2005

8. **Adjournment**

   + next to an agenda item indicates an attachment
SUMMARY OF THE MAY 18, 2005 INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE MEETING

Attendance: Committee Members: Maryam Babaki
Hamid Bahadori
Michael Boyle
James Callaghan
Doug Gibson
John Meyer
Jim Ryan

Ex-Officio Members: Gary Gallegos, SANDAG
Tracy Sandoval, County of San Diego

Others: Harvey Goodfriend, S.D. Co. Taxpayers Association
Jack Boda, SANDAG
Jack Limber, SANDAG
Eric Pahlke, SANDAG
Craig Scott, SANDAG
Julie Wiley, SANDAG

The following summarizes the major actions and key discussion points under each agenda item from the May 18, 2005 meeting.

Item 1 - Welcome and Introductions

Gary Gallegos, SANDAG Executive Director, welcomed the Independent Taxpayer Oversight Committee (ITOC) members to their first meeting. He discussed the importance of the ITOC as one of the key voter safeguards provided as part of Proposition A. He described how the ITOC was developed in cooperation with the San Diego County Taxpayers Association. Harvey Goodfriend, representing the Taxpayers Association, also welcomed the ITOC members and emphasized the importance of having such an independent group to help guide the implementation of the TransNet program. Each ITOC member provided a brief self-introduction describing their background and how they hoped to contribute to the ITOC.
Item 2 - Selection of Chair and Vice-Chair

Mike Boyle was selected to serve as ITOC Chair and Jim Callaghan was selected to serve as Vice-Chair by unanimous votes of the committee. Both were selected for two year terms.

Item 3 - TransNet Program Overview

Craig Scott provided an overview of the TransNet Extension Ordinance and Expenditure Plan, as approved by the voters on November 2, 2004 as Proposition A. The presentation covered the background leading up to the development of the ballot measure, the fund distribution and key components of the Expenditure Plan, and key provisions of the Ordinance, including the provisions related to the ITOC. There were many questions regarding the various components of the TransNet program. There was a general understanding that each of the major program categories would be topics of discussion at future ITOC meetings. A request was made for copies of the PowerPoint presentation and for a status report on the current TransNet program.

Item 4 - TransNet Early Action Program

Jack Boda reviewed the list of projects approved by the SANDAG Board in January for accelerated implementation through the TransNet Early Action Program (EAP). He covered the major highway and transit projects included in the EAP and described the status of the each project. There was a discussion of the HOV/Managed Lane concept and how those lanes would function. A request was made for copies of the PowerPoint presentation used for this report.

Item 5 - Conflict of Interest and Related Legal Issues

Julie Wiley presented an overview of the basic legal restrictions relating to the operation of ITOC in terms of meeting the open meeting requirements of the Brown Act, rules and regulations regarding quorums and communications between ITOC members, and conflict of interest requirements. Members were reminded to complete the conflict of interest forms and the FPPC Form 700 Statement of Economic Interest and return them to the staff.

Item 6 - Future Meeting Dates

The ITOC discussed future meeting dates and scheduled the next two ITOC meetings for June 15 and July 20, 2005 from 12:00 to 3:00 p.m. at SANDAG.

Item 7 - Other Items

The ITOC members discussed the role of the committee and what topics the committee should focus on over the next few meetings. There was general agreement that the creation of a scope of work for the ITOC and the development of internal operating procedures will be discussed over the next few committee meetings.

Item 8 - Adjournment
TRANSNET PLAN OF FINANCE FOR THE EARLY ACTION PROGRAM:
INITIAL FINANCIAL STRATEGY RECOMMENDATIONS

Introduction

In January, the Transportation Committee and Board of Directors approved a set of projects as part of the TransNet Early Action Program and directed the staff to proceed with actions necessary to develop these projects for accelerated implementation. At the last meeting, the Transportation Committee approved a recommendation that the Board approve the incorporation of additional transit-related improvements as part of the Early Action Program.

Based on this direction, the staff has been working in coordination with Caltrans to update project costs and schedules and has been developing detailed revenue assumptions and other key inputs needed for the updated Plan of Finance process. SANDAG’s Financial Advisor, Public Financial Management (PFM), has been developing a detailed cash flow model for the Plan of Finance. As project costs and schedules are refined, this information will be incorporated into the model in terms of annual cash flow requirements. The model will be used to analyze the cash flow needs of the Early Action Program, in addition to the ongoing requirements of the existing TransNet program commitments through FY 2008, and to develop financial strategies for implementing these projects on the accelerated schedules desired.

Although this work is ongoing, preliminary analysis indicates that funding needs could be substantial as these projects move into implementation in FY 2006 and FY 2007. As work on the Plan of Finance continues, it is important to move forward with an interim financial strategy to ensure that financing options are in place to support the implementation of the Early Action Program. Attachment 1 provides such a financial strategy recommendation from PFM.

Recommendation

The Transportation Committee is asked to direct the staff to work with the Financial Advisor on the expansion of SANDAG’s commercial paper program to $335 million, as reflected in the attached recommendations from PFM, including increasing the number of commercial paper dealers from one to three, obtaining the required letter-of-credit providers, and investigating hedging strategies to lock in historically low rates for upcoming long-term debt issuances.

Discussion

In addition to the ongoing work on the Plan of Finance, progress has continued on the selection process for the financing team to implement future TransNet-backed debt financing mechanisms. A
Request for Proposals (RFP) process for financial advisory services resulted in the selection of PFM to continue as SANDAG’s Financial Advisor. A Request for Qualifications (RFQ) process has led to the establishment of a short-list of qualified firms to serve as bond counsel. Finally, an RFQ process for investment banking services has led to the establishment of a short-list of qualified investment banking firms in five specific categories, including senior manager for long-term bonds, senior manager for variable/auction rate bonds, dealer for tax-exempt commercial paper, innovative finance transactions, and co-managers. Firms on the investment banking short-list would be requested to respond to an RFP for specific services, such as the recommended expansion of the commercial paper program.

CRAIG SCOTT
TransNet Program Manager

Attachment

Key Staff Contact: Craig Scott, (619) 699-1926; csc@sandag.org
May 9, 2005

Memorandum

To: Craig Scott, SANDAG
From: Keith D. Curry, Public Financial Management
Re: Financial Planning Status and Next Steps

With the successful passage of the TransNet extension, PFM has been working with SANDAG staff to develop a new, interactive financial planning model. The model will enable SANDAG staff to independently assess financial capacity to undertake new projects and to project cash flow and borrowing requirements.

Of particular importance is developing a model that allows the final years of the TransNet I program to be fully integrated with the beginning of TransNet II. The SANDAG Board has identified a set of “Early Action” projects from TransNet II to be advanced prior to the tax extension taking effect in 2008. Early indications are that the amount of projects that could be advanced is substantial. The role of the finance team is, to the extent possible, to ensure that funding is available to allow the Early Action Program to commence with the lowest possible cost of financing.

When fully operational, the financial model will allow TransNet to track expenditures by project and by major program category. This will be important in ensuring that the projects undertaken with TransNet II funds are consistent with voter expectations.

It is our understanding that SANDAG staff is currently reviewing the project cost estimates, Caltrans construction schedule estimates and project delivery constraints prior to finalizing a list of Early Action projects. When this process is completed, the financial model will allow SANDAG to determine the impact of these projects on both the overall TransNet II cash flows as well as the ability to complete projects currently programmed under TransNet I.

SANDAG’s debt capacity is currently limited by the terms of its existing sales tax bond indentures and by its outstanding debt service requirements through 2008. Estimated existing bond debt service is shown in the following table:

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bond Debt Service</td>
<td>$82,583,360</td>
<td>82,480,125</td>
<td>82,511,775</td>
<td>82,488,313</td>
</tr>
</tbody>
</table>
In addition, SANDAG currently has outstanding approximately $68 million of its authorized $135 million commercial paper program.

In 2003, SANDAG entered into a Swaption Agreement with Morgan Stanley and received a payment of $401,000, representing an upfront advance of refunding savings attributable to $34.21 million of the 1996 callable sales tax bonds. This swaption will require SANDAG to enter into an interest rate swap in 2006 to make payments based on a rate of 3.45% and to receive a floating rate equal to 60% of the London Inter Bank Offered Rate (LIBOR). It is our expectation that commercial paper will be ramped up to defease the outstanding callable bonds and the resulting debt service requirement will be essentially the same as today. (This is because SANDAG received its refunding savings in 2003). It will however require $34.21 million in commercial paper capacity.

SANDAG has a limited amount of remaining bond capacity. A long-term bond with “wrapped” debt service to extend principal into the post-2008 period could be issued. However, this approach is constrained by the overall amount of bonds that could be issued, the need to utilize the existing bond covenants, which otherwise should be updated, and the need to redirect TransNet I funds currently programmed for projects to debt service in the 2005-2008 period. Alternatively, debt service could be capitalized, i.e., borrowed as part of the financing. We believe this to be needlessly costly and not efficient.

As the Early Action projects are more fully identified and costs and schedules become more exact, we believe the following financing strategy will provide SANDAG with the greatest flexibility and the lowest cost of capital.

1. **Expand the Existing Commercial Paper Capacity**

SANDAG currently has an authorized commercial paper program in the amount of $135 million, of which $68 million is outstanding. We recommend renegotiating the terms of the existing program to allow it to continue, supported by TransNet II revenues, post-2008. In addition, we recommend that SANDAG retain two additional commercial paper dealers with separate commercial paper tranches of $100 million each. This will provide flexible project financing capacity of $335 million that can be accessed as project requirements warrant. Commercial paper eliminates the carrying cost of outstanding debt prior to actual expenditures and it allows the debt program to adjust to the real-time schedule of project requirements.

By having multiple commercial paper dealers, in this case, three, SANDAG can promote competition among its dealers and achieve a broader distribution of its short-term debt. It also allows some diversification among letter-of-credit providers, which in itself can open up
SANDAG to additional investors. As previously noted, commercial paper is also the most efficient vehicle for meeting the obligations of the Agency under the terms of its 2003 Swaption.

2. **Develop Short-Term Note Financing Structure**

To the extent that project requirements exceed the expanded commercial paper capacity, we would recommend the use of short-term notes. These notes would be interest only with a maturity in 2008. Accordingly, notes issued in 2006 would mature in two years; notes issued in 2007 would have a one-year maturity. Estimated interest rates would be in the 2%-3% range.

These notes would provide temporary, low-cost financing until the existing debt is retired and the tax extension is in place. It would be our recommendation, dependent on market rates at the time, to issue long-term bonds in 2008 to both retire outstanding commercial paper and any notes that may be issued. Commercial paper can then be used again to fund project requirements until a sufficient mass is reached, justifying a second long-term bond financing. We believe the combination of commercial paper, notes and pay-as-you-go funding should be sufficient to fund identified Early Action project requirements between 2005 and 2008.

3. **Explore Hedging Strategies to Lock in a Portion of Long-Term Debt Costs**

*TransNet II* is a 40-year, long-term capital improvement program. It is expected that the program will exist through periods of both low and high rates, as well as economic expansions and recessions. Because long-term interest rates are near historic low levels, it may be prudent to explore financial tools that enable SANDAG to lock in a portion of its long term debt costs. These could include cash settled swap agreements, interest rate caps, or other financial tools.

Because hedging strategies can involve costs, similar to insurance products, we believe this analysis should be undertaken carefully, with a strong understanding of the expected project requirements, estimated revenue expectations, and assumed interest rate environments.

Our goal in this effort will be to avoid higher fixed rate interest costs, prior to 2008, while efficiently ensuring rate protection for the initial long term bond issue.

Once the investment banking procurement is concluded, we anticipate working with them to identify an optimal recommendation.
In summary, the expansion of the commercial paper program, the use of short term notes and prudent hedging strategies should accomplish the dual strategies of funding the Early Action program while mitigating the impacts of rising rates on the *TransNet II* program.
SANDAG PERFORMANCE MEASUREMENT EFFORTS

As requested at the May 18, 2005 ITOC meeting, staff is providing an overview of some of the current SANDAG transportation system performance measurement activities.

Overview

Measuring the quantitative performance of the region’s transportation system is limited by the availability of data. While much data exists and some key indicators can be established, data accuracy and data availability make detailed system monitoring a challenge. Providing resources to develop improvements to the data accuracy and data collection is a policy decision balanced against efforts to develop system improvements.

State of the Commute

In January 2005, the SANDAG Board of Directors approved its first ever State of the Commute report, enclosed. The report outlines some of the key challenges facing the region’s commuters and highlights some of the solutions for improving commuter mobility. The report details growth in travel, population, funding, hours of delay, and other key indicators. The report demonstrates the success of the managed lanes on I-15, vanpool program, and commuter time savings due to SR 125 construction. The report also outlines the strategy for making transit a more competitive option. The report is simple, easy to read, and geared toward the general public as a snapshot of regional mobility.

Travel Time Analysis

In 2002 and 2003, SANDAG conducted a study to evaluate travel times in some of the region’s major transportation corridors. Both transit and highway corridors were analyzed. The day to day commuting patterns of commuters were tracked and analyzed using voice recorder and GPS technology. A good overview of commute patterns and traveler behavior was obtained. A key finding was the sometimes extreme variability of trip time based on the hour of travel. These studies were discontinued due to a lack of available funding.

Performance Monitoring System (PeMS)

PeMS is a Web based performance monitoring tool developed by Caltrans in cooperation with the University of California, Berkeley. The Web site is open to the public and can be found at
http://pems.eecs.berkeley.edu. Inductive loops imbedded in the region’s freeways lanes transmit data to the PeMS database. A variety of charts and reports can be generated that indicate the performance of the region’s freeway system. Recent upgrades to PeMS conducted by SANDAG include adding three years of data to the PeMS database, standardizing some of the freeway reports, and adding a ramp meter interface component.

**Next Steps**

Upcoming efforts to continue monitoring the performance of the region’s transportation system include the completion of a design report to further enhance the freeway monitoring capabilities of PeMS. The report will also outline a strategy to incorporate transit and local arterial monitoring capabilities into PeMS. The report will detail both short- and long-term measures and is scheduled for completion by December 2005. Other efforts include Caltrans adding inductive loops to freeway segments not currently covered including I-5 south of SR 94, I-805 south of SR 54, and SR 52. MTS and NCTD are considering the possibility of adding automated passenger counters and GPS as standard features for future bus procurements.

Attachment: State of the Commute Report
Today, not only is congestion increasing but the infrastructure to handle the traffic is not being built fast enough to keep pace. Since 1985, traffic has expanded faster than the building of new highway lanes. Sharp increases in land and construction costs combined with significant reductions in funds for transportation infrastructure have resulted in an overworked system during rush hours and more hours stuck in traffic. San Diegans want out of congestion. More than 67 percent of voters recently extended their half-cent sales tax, known as TransNet, to add $14 billion to help fund transportation projects in our region.

Improving mobility in the San Diego region is a top priority for local, regional, and state agencies. Mobility solutions are outlined in the region’s long-range transportation plan titled Mobility 2030. Commuter solutions include creating a more efficient system by building a network of “Managed Lanes” within our existing freeway system. The new lanes would be equipped with state of the art technology, like moveable barriers, which could be shifted back and forth to add lanes in one direction or another as a way to respond to changing traffic conditions. The lanes would be open to transit, vanpools, carpools and single-occupant autos as is currently in use in a portion of Interstate 15 (I-15). Other strategies include making transit a more competitive option, reducing trips, and expanding the capacity of the existing freeway system.

More than half of all travel occurs on the freeway system. Increasing the productivity of the existing freeway system is critical. The current FasTrak™ program on I-15 has demonstrated the ability to move thousands more people during rush hours in a Managed Lane than in a comparable general purpose lane. Construction of additional managed lanes is planned for a number of the region’s major freeway corridors. Additional future increases in productivity can be achieved with “smart car” technologies and the operation of bus rapid transit lines.

Providing more transit choices for commuters will go a long way toward improving regional mobility. New transit vehicles, more frequent service, and upgraded stations are important for providing competitive transit choices for commuters. Currently, a transit trip from Escondido to Kearny Mesa more than doubles the travel time when compared to driving alone. But with planned transit improvements such as Bus Rapid Transit (BRT), transit travel will be more competitive with driving alone. Such BRT improvements are planned along key regional corridors. BRT provides high-speed transit connections across the region, using Managed Lanes, and special priority treatments along arterial streets to ensure fast and reliable service.

Managing the demand on the roadway system is another important strategy for curbing congestion. This strategy focuses on reducing single-occupant vehicle trips made during commute periods by encouraging alternative modes of travel such as carpooling and vanpooling. SANDAG’s vanpool program remained an estimated 1.3 million vehicle trips from our freeways during 2004. Expanding the capacity of the existing freeway system for carpool, transit, single-occupant vehicles, and FasTrak™ customers is an important strategy for improving regional mobility. We’re already benefiting from major highway improvements. The recent completion of State Route (SR) 125 between SR 54 and SR 52 resulted in a dramatic improvement in travel times on I-8, SR 52, and SR 94. Averaged over a year, it is estimated that regular commuters using I-8 saved almost 50 hours of time due to the completion of SR 125.

Expanding the capacity of the existing freeway system for carpool, transit, single-occupant vehicles, and FasTrak™ customers is an important strategy for improving regional mobility. We’re already benefiting from major highway improvements. The recent completion of State Route (SR) 125 between SR 54 and SR 52 resulted in a dramatic improvement in travel times on I-8, SR 52, and SR 94. Averaged over a year, it is estimated that regular commuters using I-8 saved almost 50 hours of time due to the completion of SR 125.

The State of the Commute – Door to Door

Public opinion polls identify “traffic congestion” as the region’s number one issue - more important than housing, education, crime, and growth.

Commuter Challenges

Travel Has Outpaced Other Indicators

- Percent Growth
- All Travel
- Employment
- Population
- Housing Stock


- Source: U.S. Census Bureau, Bureau of Economic Analysis, SANDAG, California Employment Development Department

Travel Has Outpaced Highway Construction

- Percent Growth
- Highway Travel
- New Highway Miles


- Source: SANDAG

Highway Travel Has Outpaced Transportation Funding

- Percent Change
- Highway Travel
- State Aid
- Motor Fuel Tax
- State & Federal Contribution
- State Only Contribution


- Source: SANDAG

Traffic Delays Have Increased

- Hours of Delay Per Year Per Traveler During Peak Period


- Source: Texas Transportation Institute, 2004 Urban Mobility Study - San Diego Region, SANDAG

Commuter Solutions

Providing Managed Lanes to Increase Capacity

- Percent More People Moved Between 9 a.m. and 5 p.m. on Managed Lanes

1,000 1,500 2,000 2,500 3,000

- Source: Caltrans Monitoring Station at I-75 and U.S. 90, September 2002, Daily Averages

Making Transit a More Competitive Option

- Travel Time in Minutes

2005 2015 2020

- Source: SANDAG

Getting More Cars Off the Road

- Vehicle Trips Reduced per Year by Vanpooling


- Source: SANDAG

Improving Highway Capacity Saves Time

- SR 52, SR 54, I-8

Source: Caltrans Performance Monitoring System (PMS)
Construction Projects Scheduled for 2005

1. Intersection improvements: $4.2 million (SR 76 at Olive Hill and Camino del Rey)
2. SPRINT Light Rail Transit: $375 million (Oceanside to Escondido)
3. Inland Bikeway: $14.9 million (Parallel to SPRINT route)
4. Construct Interchange: $11 million (SR 78 at Las Posas Rd.)
5. Left turn lane and widen shoulders: $3.7 million (SR 78 at Summit Dr.)
6. Coastal Bikeway: $12.8 million (Oceanside, Carlsbad)
7. Freeway widening and new interchange: $141 million (I-5/I-805 Merge)
8. New freeway lanes: $51.3 million (I-15, Miramar Rd. to Mercy Rd.)
9. Construct Managed Lanes: $337 million (I-15, SR 56 to Centre City Parkway)
10. Add auxiliary lane: $7.8 million (I-15, Friars to I-8)
11. Interchange and lane improvements: $25 million (I-15/SR 56)
12. Adams Avenue Bikeway: $2.5 million (I-15 and Adams Ave.)
13. Widen shoulders and improve barriers: $5.6 million (SR 67, Prospect Ave. to Scripps/Poway Pkwy.)
15. Buses on freeway shoulder lanes demo: $250,000 (SR 52 and I-805)
16. Construct Guard Rail: $1.8 million (SR 163 Balboa Park)
17. Smart Corner Transit Project: $7 million (East Village)
18. Mission Valley East Trolley Extension: $506 million (Qualcomm to La Mesa via SDSU)
19. Add auxiliary lane: $9.6 million (I-5 in National City)
20. Improve interchange: $20 million (I-805 at Olympic Parkway)
21. Bayshore Bikeway: $350,000 (South Bay)
22. Construct interchange: $15 million (SR 905 at Siempre Viva Rd.)
23. San Ysidro Transit Center: $25.7 million (San Ysidro Station)
24. Construct SR 125: $400 million (SR 905 to San Miguel Rd.)
25. Systemwide Transit Smart Card: $39.4 million (Not Mapped)
WORK PROGRAM FOR REGIONAL TRANSPORTATION PLAN UPDATE

Introduction

SANDAG staff has prepared a draft work program and schedule for updating the Regional Transportation Plan (RTP), MOBILITY 2030. The last RTP update was completed in March 2003, and the next regularly scheduled update would occur in March 2006. Existing federal legislation requires SANDAG to make an air quality conformity determination of the long-range transportation plan every three years.

However, pending language in the federal transportation reauthorization legislation would change the normal update cycle to four years. This bill was passed by the House and sent to the Senate in mid-March. With an extended four-year cycle, staff proposes to develop a more comprehensive update of the RTP in 2007, incorporating a new regional growth forecast, strategic initiatives from the Regional Comprehensive Plan (RCP), the results of the Independent Transit Planning Review, and the funding impact of the TransNet extension. As a result, staff has developed a work program to produce both a technical RTP update in 2006 and a comprehensive RTP update in 2007.

In the past month, the RTP Work Program has been discussed with the Regional Planning Stakeholders Working Group, the Regional Planning Technical Working Group, and the Cities/County Transportation Advisory Committee. It was presented to the Regional Planning Committee and Regional Transportation Committee at a joint meeting on April 1, 2005.

Recommendation

The Board of Directors is asked to provide any additional comments and approve the RTP work program, schedule, and outline of issue papers.

Discussion

At the April 22 Board meeting, staff will provide an overview of the preliminary elements and schedules for the concurrent RTP updates. If the federal transportation legislation is reauthorized in the near future, the need for a 2006 RTP update could be eliminated. In that case, staff would focus its efforts on the issues and products necessary for the comprehensive 2007 RTP update.

Included with this item are five attachments. Attachment 1* is the 2006 RTP Schedule, and Attachment 2 is the 2007 RTP Schedule. Attachment 3, “2007 RTP Issue Papers,” provides more detail and the envisioned schedule for the various special analyses that would feed into the 2007 RTP. As they are developed over the course of the next year, these issues will be brought forward.

* Attachment 1 is not included as part of the ITOC agenda.
for discussion by the various working groups and the Regional Planning and Transportation Committees.

Attachment 4, “RTP Work Program – 2006 and 2007 Updates,” outlines the major tasks and time frames associated with both the 2006 and 2007 RTP updates. Finally, Attachment 5, “2006 and 2007 RTP Milestones,” depicts the projected dates when milestone products or issues would be available for final review or action.

2007 RTP Issue Papers

SANDAG staff intends to produce several issue papers as part of the development of the 2007 RTP. These papers will address several of the specific issue areas that have been identified as requiring focused analysis and discussion during the preparation of the RTP update. A brief description of each issue paper and anticipated production schedule are shown on Attachment 3.

For example, two efforts are beginning that are independent of the RTP, but whose results will be incorporated into the 2007 RTP update. The first is the Independent Transit Planning Review, already scheduled to be conducted in 2005; this review is a follow-up action to the TransNet extension that was approved in November 2004. The results of this review will affect the transit network and service assumptions in the 2007 RTP. The second effort—Habitat Planning Issues—also is a result of the extension of TransNet, as work begins to set up habitat mitigation banks related to the development of transportation projects and identified funding.

Several other topics are routinely updated along with any RTP, but have a new focus with the adoption of the RCP in 2004. They include land use forecasts, which will include the Smart Growth Concept Map currently under development, a review of the Transportation Project Evaluation Criteria, and an update of the Regional Arterial System. The preparation of a Regional Freight Strategy also was identified in the RCP as a priority action for the 2007 RTP Update.

Eight other issue papers will cover new topics or will report on results of recent studies. The five issues that were identified initially include Cross-Border Travel, Interregional Travel, Energy Demand and Infrastructure, Tribal Development Issues, and Public Safety/Homeland Security. Three more topics that were recently added to the listing of issue papers include Ground Access to the Regional Airport, Toll Facilities, and Network Improvements using HOV/Managed Lanes or General Purpose Lanes.

GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Michael Hix (619) 699-1977; mhi@sandag.org

Funds are budgeted in Work Element #80004
## 2007 Regional Transportation Plan Schedule

<table>
<thead>
<tr>
<th>MAJOR TASKS</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Outreach</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Issue Papers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GP/Alternate Land Use Forecasts</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Update Project Evaluation Criteria</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Update Performance Indicators</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternatives Analysis</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review Revenues and Costs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Create Scenarios and EIR Alternatives</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepare Draft RTP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepare Draft EIR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Hearing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Draft Final RTP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adopt Final RTP</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## 2007 RTP - Issue Papers Schedule

<table>
<thead>
<tr>
<th>TOPICS</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Independent Transit Planning Review</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Freight Strategy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Arterial System</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Project Eval. Criteria</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Airport Ground Access</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Technology</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smart Growth Concept Map</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cross - Border Travel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interregional Travel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Habitat Planning Issues</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tribal Development Issues</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy Demand and Infrastructure</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Safety &amp; Homeland Security</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toll Facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2007 RTP Issue Papers

Brief descriptions of topics to be covered in each issue paper are listed below. They have been grouped into the four major components of mobility from the MOBILITY 2030 RTP. Feedback from a March 15, 2005 meeting with the Stakeholders Working Group has been incorporated.

SYSTEM DEVELOPMENT ISSUE PAPERS

- **Independent Transit Planning Review.** The reassessment of the MOBILITY 2030 Transit Network would be completed by December 2005. The study involves a consultant and peer review group. At its completion, alternative networks may be recommended for analysis. This work should be done by March 2006 so that the entire transit/highway/arterial networks can be reviewed and go to the Board for inclusion in the draft RTP. In relation to the Independent Transit Review, members of the Stakeholders WG want the evaluation to include an evaluation of how well local service will connect with new regional services.

- **Regional Freight Strategy.** Staff will coordinate with rail, truck, ship, air, and pipeline infrastructure providers and users to develop a long-range and integrated freight strategy for the region. The individual modal assessment will be completed for the 2006 RTP Update. The intermodal strategy will be completed for the 2007 RTP.

- **Regional Arterial System.** The definition of a regional arterial and the selection of the Regionally Significant Arterial System should be reviewed and updated for the 2007 RTP. This should be done in context of the future TransNet development fee for regional facilities.

- **Transportation Project Evaluation Criteria.** Unique project evaluation criteria exist to prioritize different categories of transportation projects, such as freeways, arterials, and transit service. Each of these should be updated for the RTP, giving more consideration to transportation projects that are tied to and promote smart growth development. A new transportation category already under development is specialized evaluation criteria for proposed Rail Grade Separation projects. The development of this issue paper also should consider whether intermodal projects from the regional freight strategy can be prioritized with other regional projects or should be considered separately. The criteria would be used to develop the networks for the 2007 RTP funding scenarios.

- **Regional Airport Ground Access.** The San Diego County Regional Airport Authority (the “Authority”) is conducting the Airport Site Selection Program, evaluating potential new airport sites that could provide sufficient airport capacity to meet the long-range needs of San Diego County residents. At the end of their studies, the Authority is slated to put their site recommendation on a countywide ballot no later than November 2006. Regardless of whether the regional airport moves to a new site or remains at Lindbergh Field, improved ground access is an important issue that directly affects the regional transportation system. While a decision may not be available in time for input and analysis in the 2007 RTP, SANDAG will continue to work closely with the Authority to coordinate this issue.

- **HOV/Managed Lanes and General Purpose Lanes.** The last RTP was guided by a Board-adopted vision that emphasized the movement of people, not vehicles, and by goals and objectives
that focused on mobility. The Board may wish to reaffirm that vision, or revisit the issue of how best to provide additional capacity to the transportation network.

LAND USE/TRANSPORTATION CONNECTION ISSUE PAPERS

- **Smart Growth Concept Map.** A preliminary Smart Growth Concept Map, which illustrates locations where smart growth land uses are already planned or should be considered by local jurisdictions as they update their general plans, is expected to be completed by June 2005, with a final map to be completed by September 2005. This time frame would give staff the opportunity to create and discuss smart growth land use alternatives for analysis in the 2007 RTP.

- **Cross-Border Transportation Issues.** Given increasing development across the border in Baja California, this issue paper would assess the transportation impacts of cross-border travel. It would include the impacts of the new East Otay Mesa POE on the location of planned BRT routes and commercial inspection facilities.

- **Interregional Transportation Issues.** SANDAG staff is currently working with staff of the Western Riverside County Council of Governments (WRCOG) and Caltrans on Phase II studies of the I-15 corridor. These studies will include an evaluation of potential for increasing job opportunities in Riverside County, increased housing opportunities in San Diego County, and specific transportation facility and service improvements that should be planned to serve existing and future commuting patterns on the I-15 corridor. The outcomes of these studies would be presented. In addition, this issue paper will address the growing stock of housing in Imperial County and the travel to and from the San Diego region. What impacts does this recent trend have on the regional transportation system?

- **Habitat Planning Issues.** The new TransNet-funded Environmental Mitigation Program is intended to improve the preservation of habitat areas associated with regional transportation projects. How will the new program be implemented related to identified Early-Action TransNet Projects and other projects in the 2007 RTP identified for early development?

- **Tribal Reservation Development Issues.** New development on tribal reservations has caused traffic impacts in rural areas. How can the region better assess the potential impacts on regional facilities from reservation development and plan for the transportation facilities needed to avoid related congestion? The analysis would be done in collaboration with the individual tribes to assess the existing and planned land uses on tribal lands, and incorporate to the greatest degree possible the travel generated from these sources along with the rest of the regional inputs.

DEMAND MANAGEMENT ISSUE PAPERS

- **Energy Demand and Infrastructure.** What types of Transportation Demand Strategies can affect the energy demands of the region for the movement of people and goods? As the cost of energy goes up, how can the region reduce its demand for transportation-related energy and the resulting pollutants? Can transportation corridors also serve as energy/utility corridors?
SYSTEMS MANAGEMENT ISSUE PAPERS

- **Public Safety and Homeland Security.** This issue paper will evaluate the impacts of Homeland Security directives on the regional transportation system, as well as looking at issues related to improving safety on the highways and transit system. One issue of public safety brought up at the Stakeholders’ WG meeting was developing a regional strategy to deal with planned or unplanned events which shut down a major transportation corridor or facility.

- **Toll Facilities.** Toll facilities have been considered in other parts of the country and recently in California as a way to provide additional network capacity. The southern portion of State Route 125 was built in this manner. The analysis for the new RTP should include an alternative that assesses the impact of new or expanded freeway facilities that are operated as toll facilities.
RTP Work Program - 2006 and 2007 Updates

1. **Establish Work Program** (March 2005)
   - 2006 RTP based on federal 3-year cycle; includes only updated funding scenarios based on revised revenue projections and project cost estimates; 2007 RTP intended to be comprehensive and incorporate better land use and transportation coordination, as outlined in the RCP.
   - 2006 RTP based on federal 3-year cycle; includes only updated funding scenarios based on revised revenue projections and project cost estimates; 2007 RTP intended to be comprehensive and incorporate better land use and transportation coordination, as outlined in the RCP.
   - Review work program with SWG, RPTWG, CTAC (March 2005).
   - Take to the Transportation Committee / Regional Planning Committee (April 1, 2005).

   - Incorporate RCP directives and Strategic Initiatives.
   - Incorporate Caltrans RTP Supplement guidelines.
   - Obtain direction from the Board for 2007 RTP (June 2005).

3. **Develop and Review Issue Papers** (March 2005–June 2006). These reports will be reviewed by the advisory and policy committees. Attachment 3 discusses these topics and their content in more detail.

4. **Public Outreach and Involvement**
   - Subregional workshops for the 2006 and 2007 RTP.
   - Mini-grants for outreach to minority/low income groups.
   - Work with communications staff to schedule events and outreach products; bring results to TC/RPC.

5. **Update Revenue and Project Cost Projections, with improved operating forecasts**
   - Incorporate improved operating costs in the projections, as directed by Federal Highways and Federal Transit Administration after the 2003 RTP.
   - For 2006 RTP, select new base year to be used for both the 2006 and 2007 RTPs. Update project costs and revenue forecasts for the Revenue Constrained and Reasonably Expected funding scenarios, incorporating the TransNet extension (May 2005).
• For 2007 RTP, review project costs and revenue forecasts for the Revenue Constrained and Reasonably Expected funding scenarios, incorporating TransNet II and TEA-LU, if new legislation is passed (June 2006).

6. **Incorporate recommendations from Corridor/Subarea Studies/Deficiency Plans for 2007 RTP** (June 2006). These studies could possibly be summarized as an issue paper(s) and brought to the Working Groups for review.

   • I-805 Corridor and Direct Access Ramp (DAR) study
   • I-5 North Coast
   • Central I-5 HOV analysis
   • North South Transportation Corridor Analysis


   • Create Capacity File for Existing Plans and Policies (July 2005).
   • Generate New Existing Policies Forecast (December 2005).
   • Use Smart Growth Land Use Concept Map from September 2005 to generate land use alternative(s) for 2007 RTP analysis (March 2006).
   • Internal SANDAG Review of Existing Plans and Policies (March 2006).
   • Board Accept Land Use Plan for use in the 2007 RTP (April 2006).

8. **Update Performance Indicators for 2007 RTP**

   • The performance indicators used to measure the success of transit and highway networks should be reevaluated and updated to be consistent with the goals and policy objectives of the Board (February 2006).
   • Update base year and projected Levels of Service, travel time, speed and other indicator data for the 2007 RTP (March – August 2006).

9. **Develop Network and/or Land Use Alternatives**

   • 2006 RTP – Develop EIR alternatives to include SOFAR agreement (March – June 2005).
   • 2007 RTP – Land Use and network alternatives need to be developed by March 2006. Recommended changes and analyses from the Independent Transit Planning Review need to be developed in time to meet these deadlines.
10. **Analyze Alternatives and Select Preferred Unconstrained Network for 2007 RTP**
(March – June 2006)

- Perform travel forecasts.
- Apply updated performance measures, such as overall LOS and average corridor travel times, to provide a grid of overall effectiveness of each alternative.
- Select Preferred Network; review with WGs, Committees and gain Board approval (June 2006).

11. **Update Network Phasing**

- Create new Revenue Constrained and Reasonably Expected funding scenarios.
- Employ revised evaluation criteria to assist in project selection for 2007 RTP scenarios.
- Review with Working Groups and gain approval from TC and Board.

12. **Perform Air Quality (AQ) forecasts**

- Address FTA/FHWA requirement for better documentation on SOV alternatives for AQ analysis.
- Follows the selection of the Revenue Constrained scenario of the preferred network alternative.
- AQ for 2006 RTP provided along with draft EIR (Nov 2005); revisions for final RTP (March 2006).
- AQ for 2007 RTP provided along with draft EIR (Nov 2006); revisions for final RTP (March 2007).

13. **Produce Draft RTP**

- Preliminary drafts sent to Transportation Committee in August.
- RTP 2006; include updated base-year data as available (October 2005).
- RTP 2007 (October 2006).

14. **EIR Preparation**

- EIR for RTP 2006 incorporating agreed-upon SOFAR alternative; draft EIR (Nov 2005); final (March 2006).
- Updated EIR for RTP 2007, draft EIR (Nov 2006); final (March 2007).
15. **Revised Draft Final RTP**
   - RTP 2006 (February 2006).
   - RTP 2007 (February 2007).

16. **Final RTP/EIR Adoption**
   - RTP 2006 (March 2006).
   - RTP 2007 (March 2007).

17. **Air Quality Conformity**
## 2006 and 2007 RTP Milestones

### Committees and Working Groups

<table>
<thead>
<tr>
<th>MILESTONES</th>
<th>CTAC</th>
<th>TWG</th>
<th>SWG</th>
<th>RPC</th>
<th>TC</th>
<th>BOD</th>
<th>Public Workshops</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RTP Work Program</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2006 Prelim Draft RTP</td>
<td>Apr-05</td>
<td>Mar-05</td>
<td>Mar-05</td>
<td>Apr-05</td>
<td>Apr-05</td>
<td>Apr-05</td>
<td></td>
</tr>
<tr>
<td>2006 Draft RTP</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2006 Draft EIR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Nov-05</td>
</tr>
<tr>
<td>Public Hearing RTP/EIR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Dec-05</td>
</tr>
<tr>
<td>Results of Public Outreach</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Jan-06</td>
</tr>
<tr>
<td>Draft RTP Changes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Jan-06</td>
</tr>
<tr>
<td>2006 Draft Final RTP</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Feb-06</td>
</tr>
<tr>
<td>Adopt Final 2006 RTP/EIR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Mar-06</td>
</tr>
<tr>
<td>Air Quality Conformity Finding</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Apr-06</td>
</tr>
<tr>
<td>2007 Revised Goals and Objectives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>May-05</td>
</tr>
<tr>
<td><strong>Issue Papers:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Mar-06*</td>
</tr>
<tr>
<td>Ind Transit Planning Review</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Dec-05</td>
</tr>
<tr>
<td>Regional Freight Strategy:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Dec-05</td>
</tr>
<tr>
<td>Modal Plans</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Jun-05</td>
</tr>
<tr>
<td>Intermodal Strategy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Jun-05</td>
</tr>
<tr>
<td>Regional Arterial System</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Mar-06</td>
</tr>
<tr>
<td>Project Evaluation Criteria</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Feb-06</td>
</tr>
<tr>
<td>Airport Ground Access</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>May-06</td>
</tr>
<tr>
<td>HOV/ML &amp; General Purpose Lanes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Feb-06</td>
</tr>
<tr>
<td>Smart Growth Concept Map</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Sep-05</td>
</tr>
<tr>
<td>Cross-Border Travel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Nov-05</td>
</tr>
<tr>
<td>Interregional Travel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Feb-06</td>
</tr>
<tr>
<td>Habitat Planning</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>May-06</td>
</tr>
<tr>
<td>Tribal Development Impacts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Feb-06</td>
</tr>
<tr>
<td>Energy Impacts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>May-06</td>
</tr>
<tr>
<td>Public Safety/Homeland Security</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>May-06</td>
</tr>
<tr>
<td>Toll Facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Feb-06</td>
</tr>
<tr>
<td><strong>Updated Performance Indicators</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Dec-05</td>
</tr>
<tr>
<td><strong>Updated Land Use Forecasts</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Dec-05</td>
</tr>
<tr>
<td><strong>2007 Network/Funding Alts</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>May-06</td>
</tr>
<tr>
<td><strong>2007 Prelim Draft RTP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Aug-06</td>
</tr>
<tr>
<td><strong>2007 Draft RTP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Nov-06</td>
</tr>
<tr>
<td><strong>2007 Draft EIR</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Nov-06</td>
</tr>
<tr>
<td>Public Hearing Draft EIR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Dec-06</td>
</tr>
<tr>
<td>Results of Public Outreach</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Jan-07</td>
</tr>
<tr>
<td>Draft RTP Changes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Jan-07</td>
</tr>
<tr>
<td><strong>2007 Draft Final RTP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Feb-07</td>
</tr>
<tr>
<td>Adopt Final 2007 RTP/EIR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Mar-07</td>
</tr>
<tr>
<td>Air Quality Conformity Finding</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Apr-07</td>
</tr>
</tbody>
</table>

*Public Workshop regarding draft issues papers.*
PURPOSE
The purpose of the Regional Planning Stakeholders Working Group (SWG) is to review and provide input into key activities associated with the implementation of the Regional Comprehensive Plan (RCP) and the update of the Regional Transportation Plan (RTP). The SANDAG Board of Directors approved the creation of the SWG on November 19, 2004.

LINE OF REPORTING
The SWG will act in an advisory capacity to both the Regional Planning and Transportation Committees on specific RCP and RTP activities, as discussed in the next section. The Regional Planning and Transportation Committees in turn report to the SANDAG Board. The SANDAG Board makes final decisions on the Regional Comprehensive Plan and the Regional Transportation Plan.

RESPONSIBILITIES
The SWG will review and provide input into key RCP implementation and RTP update activities. These activities include the development of a smart growth concept map, a smart growth incentive program, land use and transportation performance indicators and targets, and the RTP update. The SWG will also assist with associated RCP/RTP public outreach and help inform and encourage active public participation by outside groups. In general, the SWG’s focus will be on regionwide planning activities.

MEMBERSHIP
The SWG has 26 voting members. The voting members were approved by the Board on January 28, 2005. The members were selected based on their individual qualifications. Voting members do not have alternates. If a stakeholder misses two meetings in a row or three meetings over the course of one year, he/she will be replaced. In the event that any members need to be replaced, the Regional Planning and Transportation Committees will recommend new members to the Board of Directors from the original candidate list. The Board will make final replacements.

MEETING TIME AND LOCATION
The SWG will meet on a monthly basis at SANDAG. Meetings will typically be held on the third Tuesday of the month from 3 to 5 p.m.

SELECTION OF THE CHAIR
The Chair of the SWG was appointed by the SANDAG Board of Directors on January 28, 2005. The SWG will elect first and second vice-chairs by a majority vote.

DURATION OF EXISTENCE
The SWG will complete its work with the adoption of the comprehensive RTP update (anticipated in early 2007).