BOARD OF DIRECTORS

AGENDA

Friday, January 27, 2006
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• PUBLIC HEARING: DRAFT 2030 REVENUE CONSTRAINED REGIONAL TRANSPORTATION PLAN AND SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

• 2006 LEGISLATIVE PROGRAM

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The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.
Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Board of Directors 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 Board of Directors meeting.

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BOARD OF DIRECTORS
Friday, January 27, 2006

ITEM # | RECOMMENDATION
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+1. APPROVAL OF DECEMBER 16, 2005, MEETING MINUTES | APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes. Board members also may provide information and announcements under this agenda item.

+3. ACTIONS FROM POLICY ADVISORY COMMITTEES | APPROVE

This item summarizes the actions taken by the Executive Committee on January 13, and the Transportation and Public Safety Committees on January 20.

CONSENT ITEMS (4 through 7)

+4. STATE TRANSIT ASSISTANCE (STA) ACT CLAIM AMENDMENT | APPROVE
(Sookyung Kim)

At the June 24, 2005, meeting, SANDAG approved the allocations for the Fiscal Year 2006 State Transit Assistance (STA) program which provide operating and capital support to transit operators. Allocations allow for the agencies to claim these funds for specified purposes. Claims were submitted and approved as part of the June 2005 Board action. Since then SANDAG received a revised estimate for the FY 2006 STA program, and NCTD has requested an amendment to its STA claim. The Board of Directors is asked to adopt Resolution No. 2006-08, approving the revised STA claim.

+5. QUARTERLY REPORT ON COMMITTEES AND WORKING GROUPS | INFORMATION
(Kim Kawada)

As required by SANDAG Board Policy No. 004, this item provides a quarterly report on the status of all standing and ad hoc committees and working groups.

+6. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Renée Wasmund) | INFORMATION

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy) and 017 (Delegation of Authority), this report summarizes certain delegated actions taken by the Executive Director during November 2005.
7. SANDAG DISADVANTAGED BUSINESS ENTERPRISE PROGRAM (Elaine Richardson)

SANDAG has an established Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation. At its October 28, 2005, meeting, the Board of Directors approved the release of SANDAG’s FY 2006 DBE goals for public comment and gave conditional approval of these goals in the event no public comments were received. No comments were received during the 45-day public comment period. Therefore, the following are SANDAG’s FY 2006 DBE goals: Projects with Federal Highway Administration Funds — Professional, Scientific, and Technical Services (7.1%); Projects with Federal Transit Administration Funds – Construction/Special Trades (6.6%); and Professional, Scientific, and Technical Services (5.1%).

CHAIR’S REPORT (8 through 9)

+8. ADDITION OF SECOND COUNTY SUPERVISOR REPRESENTATIVE ON SANDAG BOARD OF DIRECTORS

The SANDAG Board of Directors is asked to discuss the potential of adding a second County Supervisor representative on the SANDAG Board. This would include working with our state legislative delegation to enact a bill this legislative session. The additional seat would help ensure representation from the unincorporated area of the County.

9. APPOINTMENT OF POLICY ADVISORY COMMITTEE MEMBERS

SANDAG Board Policy No. 002 requires the City of San Diego, County of San Diego, and Board members from each of the four subregions (North County Coastal, North County Inland, East County, and South County) to make their appointments to the five Policy Advisory Committees by January 31 of each year. This item, which will provide an update on the status of these PAC appointments, will be distributed at the meeting.

REPORTS (10 through 14)

+10. PUBLIC HEARING ON DRAFT 2030 REVENUE CONSTRAINED REGIONAL TRANSPORTATION PLAN: 2006 UPDATE AND SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (Mike Hix)

+11. DRAFT 2006 LEGISLATIVE PROGRAM (Ellen Roundtree)  APPROVE

The proposed legislative program for calendar year 2006 includes policies and proposals for possible federal and state legislation and local activities. The Executive Committee recommends that the Board of Directors approve the 2006 Legislative Program.

+12. FISCAL YEAR 2007 FEDERAL TRANSPORTATION APPROPRIATIONS PROPOSALS (Ellen Roundtree)*  APPROVE

The FY 2007 federal appropriations process is scheduled to begin in early February 2006. The Transportation Committee recommends that the Board approve a prioritized list of transportation funding requests for the FY 2007 federal appropriations cycle.

+13. PROPOSED AMENDMENTS TO BOARD BYLAWS AND POLICIES (Julie Wiley)  APPROVE

The proposed amendments to Board Bylaws and Policies were reviewed by the Executive Committee at its November and December meetings. The amendments to Board Policy No. 002 were discussed and approved at the December Board meeting; however, there was not sufficient time for the Board to finish its review. The remaining proposed amendments to the Board Bylaws and Policies are being brought back to the Board for review and approval.

+14. REQUEST FROM THE TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (ITOC) FOR ADVANCED FUNDING FOR CONSULTING SERVICES (ITOC Chairman Mike Boyle)*  APPROVE

At its December 7, 2005 and January 18, 2006 meetings, the ITOC unanimously acted to request the Board of Directors’ approval to provide advanced funding for the ITOC to carry out its oversight responsibilities as related to the implementation of the TransNet Early Action Program. Funding for the ITOC does not begin under the TransNet Extension Ordinance and Expenditure Plan until FY 2009. The Board of Directors is asked to approve the request from the ITOC for advanced funding up to $250,000 per year until the ITOC’s annual funding becomes available in FY 2009. This allocation is contingent upon the Board’s approval of an annual budget for the ITOC’s activities consistent with provisions of the TransNet Extension Ordinance.

15. UPCOMING MEETINGS  INFORMATION

The next Policy Board of Directors meeting is scheduled for Friday, February 10, 2006, and the next Board of Directors Business meeting is scheduled for Friday, February 24, 2006, at 9 a.m.

16. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego County Regional Transportation Commission item
Chairman Mickey Cafagna (Poway) called the meeting of the SANDAG Board of Directors to order at 9:08 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF NOVEMBER 18, 2005, MEETING MINUTES

Councilmember Scott Peters (City of San Diego) indicated a correction on Agenda Item No. 11 on page 6 of the minutes. He said that Ms. Wiley's comments came at the end of his comments and just before he left the room. He requested that the minutes be corrected accordingly.

**Action:** Upon a motion by Councilmember Joe Kellejian (Solana Beach) and a second by Councilmember Peters, the SANDAG Board of Directors approved the minutes from the November 18, 2005, meeting as corrected. Deputy Mayor Shari Mackin (Oceanside) abstained, and representatives from Chula Vista, Imperial Beach, and Lemon Grove were absent.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Chair Cafagna acknowledged several new people in attendance: Oceanside Deputy Mayor Shari Mackin and La Mesa Vice Mayor Dave Allan. He noted that Lemon Grove Councilmember Jerry Jones was expected to attend in place of First Vice Chair Mary Teresa Sessom, who is in Japan. He also recognized Coronado Councilmember Carrie Downey and Rear Admiral Len Hering.

Chuck Lungerhausen, a member of the public, said that in 1977 when he first came to San Diego as an aerospace engineer working on the General Dynamics Tomahawk cruise missile, he would pass by the Naval Air Station at Miramar on his commute. Even then he thought Miramar would be a great location for a new international airport because it was centrally located, and it had multiple freeway access points. In contrast, Lindbergh Field has only one short runway and a fully loaded 747 or 777 cannot use it. He thought that after 9/11 the military would be glad to share its more secure facility with the commercial aviation industry. He said that we should all examine the way we do things for the future. He repeated his remarks made at an earlier meeting that income from a new international airport would be good for San Diego’s financial health and would help to pay for this military base in the future. He wished everyone a Merry Christmas and a Happy New Year.

Consul General Luis Cabrera provided a brief overview of a recent trip of a Tijuana-San Diego business delegation to Mexico City, December 5-9, 2005. The binational delegation consisted of 30 businessmen and leaders of private organizations from both
San Diego and Baja California. The objective of this mission was to convey to the public and private sectors of Mexico City the great interdependence that exists between San Diego and Tijuana, to promote the border region, and to identify projects of common interest that can enhance the San Diego-Tijuana area. Mr. Cabrera reviewed the main issues and projects discussed during these meetings: initiatives being considered between the governments of Mexico, the United States, and Canada to consolidate North America as a sole region, specifically the Security and Prosperity Partnership for North America (SPP); the importance of power generation by means of alternative sources and the need to establish liquid natural gas (LNG) plants on the coast of Baja California; the importance of working on a “project for the region,” setting specific goals that should be fulfilled within a ten-year period, such as the 2016 Olympic Games; the importance of developing information technology service companies in Mexico; the construction of a binational terminal at Tijuana’s airport; Mexico’s interest in improving the facilities of the Otay Mesa Port of Entry and in planning and constructing a new port of entry in East Otay Mesa; the development of Punta Colonet in Baja California as a cargo port; and the construction of railway infrastructure for transporting goods into the United States through Mexicali. Mr. Cabrera said that he will keep the SANDAG Board apprised of the development of these projects and asked for SANDAG’s support for them.

Chair Cafagna mentioned that included in the agenda package was an opinion from the Fair Political Practices Commission (FPPC) regarding conflict of interest provisions of the Political Reform Act as related to city council appointments to joint powers agencies. It is the FPPC’s opinion that a councilmember who is the subject of an appointment to a joint powers agency may not participate in the decision to appoint.

Chair Cafagna announced the retirement of Eric Pahlke, Chief Deputy Executive Director, and that Diane Eidam the former Executive Director of the California Transportation Commission (CTC) will be his replacement and will be starting on Monday, December 19. Chair Cafagna stated that Mr. Pahlke has held various leadership positions at SANDAG over his nearly 17 years. He was originally hired to manage the original TransNet program and worked closely with Caltrans to ensure a common understanding of the TransNet highway projects. Mr. Pahlke was promoted to SANDAG Transportation Director and then to his current position as Chief Deputy Executive Director. He said that Mr. Pahlke knew when to offer his sound counsel to Board members, and when not to. Chair Cafagna expressed appreciation for Mr. Pahlke’s efforts and contributions to SANDAG and the San Diego region. He presented Mr. Pahlke with a commemorative plaque.

Mr. Pahlke said that San Diego County has the best regional government. He contributed his success to the efforts of Board members, staff, and the Executive Director.

The SANDAG Board gave Mr. Pahlke a standing ovation.

Chair Cafagna announced that Poway City Manager, Jim Bowersox, retired after 30 years.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

This item summarizes the actions taken by the Public Safety (November 18), Executive and Regional Planning Committees (December 2), and the Transportation Committee (December 9).
Action: Upon a motion by Supervisor Pam Slater-Price (County of San Diego) and a second by Mayor Crystal Crawford (Del Mar), the SANDAG Board approved Agenda Item No. 3, Actions from Policy Advisory Committees. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Chula Vista, Imperial Beach, and Lemon Grove.

Supervisor Slater-Price expressed her appreciation to staff for separating this item from the rest of the agenda. She thought that the separation brought it more to the attention of the Board.

CONSENT ITEMS (4 through 5)

4. ADDENDUM TO THE MASTER MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN SANDAG, NCTD, AND MTS (APPROVE)

A revised Addendum No. 3 is proposed to the existing Memorandum of Understanding (MOU) between SANDAG, North County Transit District (NCTD), and Metropolitan Transit System (MTS). The Board of Directors is asked to approve revised Addendum No. 3 between SANDAG and NCTD, which formalizes the methodology to be used for allocating funding to SANDAG for the administrative functions that transferred in consolidation.

5. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR FOR OCTOBER 2005 (INFORMATION)

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy) and 017 (Delegation of Authority), this report summarizes certain delegated actions taken by the Executive Director during October 2005.

Action: Upon a motion by Supervisor Slater-Price and second by Vice Mayor Pia Harris-Ebert (San Marcos), the SANDAG Board voted to approve Consent Item Nos. 4 and 5. Yes – 16. No - 0. Abstain – 0. Absent – Chula Vista, Imperial Beach, and Lemon Grove.

CHAIR’S REPORTS (6 through 10)

6. RECOGNITION OF METROPOLITAN TRANSIT SYSTEM BOARD CHAIRMAN LEON WILLIAMS

Chair Cafagna stated that MTS Chair Leon Williams was retiring. He said that throughout Mr. Williams’ life and during his numerous leadership positions he has been the advocate for public transportation. He is the “dean” of local governmental officials. He said that Mr. Williams has spent more than three decades in public service and public office, first as a member of the San Diego City Council, then as a member of the San Diego County Board of Supervisors. As a member of the San Diego City Council, Mr. Williams became one of MTDB’s first Board members when the agency was created in 1976. He has been instrumental in the decision-making process that made the Metropolitan Transit Development Board (MTDB) a pioneer leader in the renaissance of light rail transit in the United States. He presented Mr. Williams with a commemorative plaque for his involvement
in SANDAG, and expressed the appreciation of the SANDAG Board for Mr. Williams' productive work and friendship.

Mr. Williams thanked the Chair and the Board. He said it has been an honor and a pleasure to have had the opportunity to have the confidence of the people of San Diego to serve as an elected official, and in working with the SANDAG Board. He has a lot of confidence in the Board's ability to continue to build a livable community. He is looking forward to seeing our great country through motor home travels. He announced that Harry Mathis has been selected as his successor as MTS Chair. He said Mr. Mathis is a great guy, and he is committed to transportation.

The Board gave Mr. Williams a standing ovation.

Supervisor Slater-Price said that she served with Mr. Williams when he was on the County Board of Supervisors and now on the SANDAG Board. It has been her pleasure to have served on the County Board of Supervisors with him. One thing about Mr. Williams is that he is a consummate gentleman no matter what the issue. He knows how to keep the person and the issue separate. That explains why he has done so well. She noted that Mr. Williams also served as president of the California State Association of Counties (CSAC) in 1984, and in that capacity he did a lot to elevate the County of San Diego's concerns. Mr. Williams has been the only African-American to sit on the Board of Supervisors. She wished Mr. Williams and his wife a wonderful journey.

Councilmember Kellejian said that he and Mr. Williams have spent many years together in the halls of congress lobbying for transportation issues. He agreed with Supervisor Slater-Price that Mr. Williams is a perfect gentleman, a perfect elected official, and a perfect representative of San Diego County. He has been a transit and public official mentor, and he wished him luck.

Councilmember Peters commented that Mr. Williams' service on the San Diego City Council set an example for them on how to behave and spend their time in public service. He wished him the best in retirement.

7. ELECTION OF 2006 BOARD OFFICERS: REPORT OF THE NOMINATING COMMITTEE (APPROVE)

Councilmember Jim Madaffer (City of San Diego), Chair of the Nominating Committee, reported that the Nominating Committee met on November 16, and at the November 18 SANDAG Board meeting, the Nominating Committee recommended that Poway Mayor Mickey Cafagna continue as Chair and Lemon Grove Mayor Mary Teresa Sessom continue as the First Vice Chair through calendar year 2006. Following that meeting on November 18, the Nominating Committee reviewed three candidates for the position of Second Vice Chair: Del Mar Mayor Crystal Crawford, Deputy Mayor Christy Guerin, and Escondido Mayor Lori Holt Pfeiler. He was impressed with the high caliber of all three candidates. The interview questions were included in the agenda report. Through this process, the Nominating Committee is recommending Mayor Lori Holt Pfeiler for the position of Second Vice Chair for 2006.

Councilmember Madaffer said that in the past there was an unwritten rule of rotating the officers amongst the various subregions. He realized that since passage of SB 1703 this
organization has begun to play an even bigger role in the region, and some practices must be eliminated for more formal policies and procedures. Suggestions for changes would include a process for selecting new Board officers. In April of each year, staff would develop an application for Board officer positions, and it would be reviewed by the Executive Committee. Applications would be structured for the best regional leaders and would include questions of the applicants’ vision statement and qualifications. In July, the application form would be made available on the Web page. In September, the Board would appoint a Nominating Committee. The Nominating Committee would interview candidates and submit a slate for the three Board officer positions. He noted that nominations also can continue to be made from the floor. The Executive Committee spent a lot of time reviewing these proposed changes to the Board officer nominations process. The objective for the change is to create a greater degree of transparency and openness.

Julie Wiley, General Counsel, clarified that based on the FPPC's opinion, the nominees for Board office, Mayor Holt Pfeiler and Chair Cafagna, cannot vote during this process.

Mayor Crawford expressed her support for the Nominating Committee’s recommendation, and thanked the Nominating Committee for continuing to refine the Bylaws to formalize this process. She appreciated the improvements to the process.

**Action:** Upon a motion by Councilmember Madaffer and a second by Second Vice Chair Jack Dale (Santee), the SANDAG Board approved the nomination of Mayor Mickey Cafagna as Chair, Mayor Mary Teresa Sessom as First Vice Chair, and Mayor Lori Holt Pfeiler as Second Vice Chair for calendar year 2006. Yes – 14 (weighted vote, 93%). No – 0 (weighted vote, 0%). Abstain – 2 (Escondido and Poway) (7%). Absent – Chula Vista, Imperial Beach, and Lemon Grove.

8. **2006 ANNUAL SANDAG BOARD RETREAT (APPROVE)**

Garry Bonelli, Communications Director, reported that during the last three months, the Executive Committee served as the working group to determine the Board retreat agenda and format. It approved the topics solicited under the Discussion section. The Retreat will start late Wednesday, February 1, 2006, will continue all day on Thursday, February 2, and will conclude midday on Friday, February 3. It will be held at Casa Del Zorro in Borrego Springs. The objective of the Retreat is to afford the participants an opportunity to strategize on public policy and programs. We want to review and confirm the agency’s vision and mission, and value statement. By the end of this month, the Legislative Analyst’s Office (LAO) will have its report out, and there may be an opportunity to respond and strategize during the Retreat on that response. The Board also will meet our new federal lobbyist. When the voters passed Proposition A last year, it contained a provision that we would go back to the voters within the next four years to look at additional infrastructure funding. We will look at that issue as well. The attendees will hear about the Smart Growth Concept Map and the Independent Transit Planning Review. We will look at what you have accomplished during 2005 and will discuss the goals for 2006. For new Board members, we will have a primer on what SANDAG is and what we are about. The Chair and Executive Committee have invited three speakers: Sunnie Wright-McPeak, Daniel Yankelovich, and Herman “Dutch” Leonard. Mr. Bonelli reviewed the schedule for finalizing and transmitting the Retreat agenda.
Councilmember Phil Monroe (Coronado) said one of the things we are charged with is congestion relief, and there are a number of different theories about how to achieve that. He attended a seminar on congestion relief earlier in the year. He suggested having experts come in and talk about the best ways to relieve congestion in urban areas as a future retreat discussion topic.

**Action:** Upon a motion by Vice Mayor Harris-Ebert and a second by Supervisor Slater-Price, the SANDAG Board approved the Retreat agenda. Yes – 17 (weighted vote, 98%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Imperial Beach and Lemon Grove.

9. **INTRODUCTION OF COMMANDER NAVY REGION SOUTHWEST, REAR ADMIRAL LEN HERING, USN (INFORMATION)**

Captain Daniel King introduced Rear Admiral (RDML) Len Hering for the Board to hear about the coordination between the Navy and the San Diego region.

RDML Hering explained his role of Commander of Naval Shore Installation Management Headquarters for the Southwest Region. In his role, he provides coordination of base operating support functions for operating forces throughout the region. This includes providing expertise in areas such as housing, environmental, security, family services, port services, air services, bachelor quarters, supply, medical, and logistical concerns for the hundreds of thousands of active-duty, reserve, and retired military members throughout the region. He talked about the interdependence that his organization has with all areas of the region and noted that the Navy and San Diego communities are inextricably linked.

RDML Hering mentioned the impact the Navy has on both the San Diego economy and the economy of California. The Navy is extremely concerned about the issues that SANDAG wrestles with every day and is interested in promoting good citizenship and being a good neighbor. He said that the community needs to understand that its primary task is training its forces to conduct the war on global terrorism. He has placed priorities to ensure that those training complexes remain intact. He provided information on how the Navy has changed its operations to accommodate nearby communities. He mentioned the difficult housing situation here and noted that they have built more than 6,000 homes in the local area, and another 2,600 are due to be started and completed in the 2006-2007 time frame. The Navy’s new housing program provides the local communities with a tax benefit that has never before been experienced in military housing anywhere in the country, and military housing meets the affordable housing goals. He mentioned his excitement about the redevelopment opportunities in the downtown San Diego area to provide quality office space for his staff and others.

RDML Hering said that they have met monthly with the City of Coronado for issues that are pending there. Coronado has been a leader and a good steward of its land. Coronado has more environmentally protected species than any other place. Environmental compliance and military operations are not mutually exclusive, however, the Navy has to protect its land. The Navy receives many requests from local communities who have expanded to their limits and see federal properties as opportunities for further expansion. Dealings with local and state entities are important to them, but there is a point of impact to national security. His number one priority is mission readiness. The men and women who train here put their lives at risk, and we owe it to them to provide the best opportunity to train and operate in real world conditions. The training complexes here provide that opportunity, and that
RDML Hering thanked the SANDAG Board for its leadership and support.

**Action**: This item was presented for information only.

10. PRESENTATION BY HONORABLE JORGE HANK, MAYOR OF TIJUANA (INFORMATION)

Chair Cafagna stated that since Tijuana Mayor Jorge Hank’s first official visit to SANDAG about a year ago, we have been working toward building a stronger partnership. SANDAG has been honored to attend several important events during Mayor Hank’s first year in office; among those were the 116th anniversary of the City of Tijuana in July, Mexico’s Independence Day in September, and SANDAG’s first official visit to Tijuana in August. This partnership is becoming even stronger with our joint preparation of the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan. He noted that Mayor Hank was ill and not able to attend this meeting. He introduced Mr. Alfonso Bustamante to provide remarks on Mayor Hank’s behalf.

Mr. Bustamante thanked the SANDAG Board for its support of the City of Tijuana in its efforts to facilitate binational affairs. The huge population growth in Tijuana has created a challenge to satisfy the increased demand for services. However, due to the size of its economy, Tijuana has become the fifth city of importance in Mexico. The working force is concentrated in the manufacturing industry, the maquiladoras, commerce, and tourism services. To provide a more efficient border crossing that benefits both San Diego and Tijuana, the governments of the two cities must work together to find the best solution. We should look at both communities as one region. We also should increase the understanding of our mutual issues including the economy, tourism, education, culture, and ecology. The City of Tijuana is working on the construction of several projects to improve the flow of people and goods. It strongly believes in investing in its children’s education. Tijuana is the only municipality in Mexico with an educational system of its own. Under Mayor Hank’s administration and starting this coming school year, parents will not pay for the city school system. He asked for SANDAG’s help in acquiring portable trailers for classrooms and equipment that is renewed every year by the San Diego Unified School District, the County Department of Public Works, San Diego’s Department of Public Security, and San Diego’s Fire Department. On behalf of Mayor Hank, Mr. Bustamante wished everyone a Merry Christmas and a Happy New Year.

**Action**: This item was presented for information only.
Councilmember Kellejian reported that at the November 4 Transportation Committee meeting, staff was directed to prepare the final TransNet Plan of Finance for the Early Action Program (EAP), based on the use of bonding. The Plan of Finance provides the financial strategy for moving forward with implementation of the EAP. The EAP includes work on 20 of the 47 major corridor projects identified in Proposition A. That work ranges from the initiation of environmental work to completion of total projects. The Plan of Finance for future projects beyond the EAP is to be conducted along with the comprehensive development of the 2007 Regional Transportation Plan. Development of the Plan of Finance is a dynamic process to be reviewed, reevaluated, and refined continuously as we move forward with implementing the TransNet program. In September, the Board approved the expansion of the TransNet commercial paper program from $135 million to $335 million. Final documents were signed in early November, and the expanded program is now in place to help finance the accelerated implementation of the EAP. The strategy of the Plan of Finance included the concept of issuing additional short-term notes as needed between now and 2008 to meet the cash-flow needs of the projects, with the first major long-term bonds planned for 2008. The final piece of the strategy was to investigate hedging opportunities to lock in today’s low rates for that 2008 bond issue. Councilmember Kellejian said that at the last meeting, the Board approved moving forward with $600 million in interest rate swaps. He reported that the final pricing of those swaps took place and a rate of 3.89 percent has been locked in for the $600 million bond issue planned for 2008. All of these actions have placed SANDAG in a very good financial position to move forward with the EAP. Councilmember Kellejian noted that on November 4 the Transportation Committee received the support of the Independent Taxpayers Oversight Committee (ITOC) in moving forward with the actions recommended today.

Craig Scott, TransNet Project Manager, provided an overview of the report. He said that the EAP was approved by the Board in January 2005 and will “jumpstart” these major projects before the TransNet Extension starts in FY 2009. In May 2005, additional transit components were added to the EAP. He reviewed the EAP projects in two tiers. Three projects from the original TransNet measure also were included in the TransNet Extension and were given priority in the ballot measure. He discussed the components of the Plan of Finance, including that all costs and revenues have been adjusted to future year (escalated) dollars, costs/schedules/detailed cash flows have been updated for each project, the TransNet revenue forecasts have been updated, the state/federal/other matching funds have been updated, the financial model calculates the borrowing needs to meet project cash flows, and an analysis was conducted for the overall TransNet program and the major program components. He explained the 40-year TransNet revenue categories. The main component for the EAP is the funding set aside for the major projects. Approximately $1.8 billion is set aside for the financing cost. Also included is the environmental mitigation for the Major Corridor projects ($2.1 billion) and for local projects ($0.9 billion). The final part is the formula for local streets and roads and the transit services programs.

Mr. Scott reviewed the assumptions for the revenue updates, the project cost updates, the Caltrans Index, the compounded rate at 2.6 percent, and the quarterly comparison and forecast. He showed that the EAP 2005 cost estimate went from $1,913 million in 2002 to
$2,741 million in 2005. For the other major corridors, the cost went from $7,710 million in 2002 to $9,500 million in 2005.

Mr. Scott said there were several policy choices to consider: To bond or not to bond? What share of TransNet Major Corridor funds should go to the EAP? What share of State Transportation Improvement Program/Congestion Mitigation and Air Quality/Surface Transportation Program (STIP/CMAQ/STP) funds should go to the EAP? He showed the projected use of STIP/CMAQ/STP funds from FY 1998 to FY 2009 and explained that a significant portion of these state and federal funds would need to be set aside to implement the EAP projects on their accelerated schedules. He showed the EAP project delivery schedules and a summary of the TransNet Major Corridor program. He described the financial analysis summary indicating the benefits of bonding, the impacts of not bonding, and the public benefits. The benefits of bonding far outweigh the cost of bonding. He cautioned that there are a lot of assumptions, and we will need to continuously monitor them. He provided the Transportation Committee’s recommendation and next steps.

Councilmember Madaffer stated that Councilmember Peters will be abstaining from this issue. He said it is obvious that we will be able to implement these important projects and save money with this strategy.

Mayor Pro Tem Matt Hall (Carlsbad) expressed concerns about the spike in the price of construction materials. He asked if we had determined its cause. Mr. Scott said that we will need to watch this trend closely, and that the Board will be updated if the increase in construction costs proves to be more than just a spike.

Mayor Pro Tem Hall said that this information was from 1972 to 2004. He asked what the trend was between 2004 and 2005. Richard Chavez, Senior Engineer, said that following the large spike at the end of December 2003 and the beginning of 2004, the Caltrans Index comes back in line with the national indices. In March 2006, we will have a full set of data for 2005 to analyze. The trend in construction cost increases is beginning to flatten out. Some of the speculation for the large spike was the reconstruction on the Bay Bridge in the San Francisco Bay area. When that project went out to bid, it was the largest project California had ever done, and steel and concrete were at their peak cost. This project used labor and material resources from around the state.

Councilmember Kellejian reminded Board members that this will be a dynamic process that will continuously be reviewed, reevaluated, and refined. Mr. Gallegos stated that one of the highlights of this plan was to put together a TransNet project office to monitor costs on a regular basis. This project office will report regularly to the Transportation Committee, and the information will be folded into the Board’s quarterly transportation progress reports. If our assumptions shift and we see another spike that was not anticipated, we will report back to the Transportation Committee and the Board as soon as possible. One cost savings opportunity has arisen with the purchase of the movable barrier wall needed for the Interstate 15 (I-15) Managed Lanes. Purchasing this material now saves $1 million in costs. We will constantly be looking for ways to contain costs.

Councilmember Kellejian asked if the ITOC will be brought up to speed. Mr. Gallegos said that the ITOC is meeting often and is one of the safeguards in the TransNet Extension sales tax measure.
Pedro Orso-Delgado, Caltrans District 11 Director, added that by the middle of next month, we will have set up corridor managers that will be part of the team managing these TransNet projects. These corridor managers will provide regular project updates to the Transportation Committee.

Chair Cafagna asked Mr. Gallegos to explain the concept of corridor managers. Mr. Gallegos said that it is an innovative idea. These major corridor projects are billion dollar investments, and you have to manage them differently. The idea is to hire a Caltrans employee to work for Caltrans but also work for SANDAG indirectly. There would be one person working on behalf of both agencies managing the whole corridor. We will be holding interviews in the middle of January for those positions. California Department of Transportation Director Will Kempton is trying to use this model in other counties around the state. It will save the cost of hiring two people.

Councilmember Monroe asked if local contractors will be able to do some of the work. Mr. Gallegos said that the I-15 project is already under construction, and work on SR 52 will begin shortly. He thought that some of the work on the I-5 and I-805 projects could be separated out into smaller projects for our local contractors, but they will likely have to team up with other larger contractors. We have been working with the Association of General Contractors on this issue.

Action: Upon a motion by Councilmember Madaffer and a second by Second Vice Chair Dale, the SANDAG Board approved the final TransNet Plan of Finance based on the use of bonding to complete the Early Action Program (EAP) projects on the proposed schedules, including a set-aside of 10 percent of TransNet Major Corridor funds for other non-EAP TransNet projects and a set-aside of 15 percent of future State Transportation Improvement Program, Congestion Mitigation and Air Quality, and Surface Transportation Program funds for other non-EAP and non-TransNet projects. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Imperial Beach, Lemon Grove, and San Diego (B).

12. 2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (APPROVE)

Councilmember Kellejian said the Transportation Committee is recommending that the Board approve the 2006 STIP, which covers the period FY 2007 through FY 2011. The 2006 STIP was developed using criteria approved by the Transportation Committee in October 2005. Councilmember Kellejian pointed out that there is no new money for major projects and only a modest increase of $6.3 million in Transportation Enhancement (TE) funding. This STIP seeks to construct and implement existing 2004 STIP programmed projects as early as possible. The total funding including the additional TE funds is $177.7 million.

Jose Nuncio, Senior Engineer/Programming Manager, reported that the STIP is a five-year program that is updated every two years. The last update was in 2004. The STIP typically funds major highway capacity programs. He reviewed the 2006 STIP proposed program that includes the SR 52 extension to SR 67, the Mid-Coast Light Rail Transit (LRT) Extension, freeway incident detectors, SANDAG Planning and Program Monitoring funds, already programmed TE funds, and the new TE funding reserve. He showed a table that indicated currently programmed amounts by year in the 2004 STIP and the California Transportation Commission (CTC) funding targets. There is no new money in the 2006 STIP, and the CTC
would like us to delay projects from the early years (2007 to 2009), to the later years of the STIP (2009 to 2011).

Mr. Nuncio reviewed the details of the 2006 STIP proposed programming totaling $177.72 million. There is an opportunity to advance some projects, but it depends on what other regions have available in unprogrammed funds. Some regions have funds for projects that are not ready to go. We would like the CTC to advance us those regions’ funds for our ready-to-go projects. The next steps are to submit the 2006 STIP to the CTC by the January 30, 2006, deadline. The CTC is scheduled to adopt the STIP on April 27, 2006.

Chair Cafagna noted that there was one request to speak on this item.

Kathy Keehan, San Diego County Bicycle Coalition, said that the rideshare program has been shifted over from STIP funding to potentially being funded with CMAQ monies. She wanted to confirm SANDAG’s use of CMAQ dollars for this purpose, and if the TE reserve money would be used for smart growth. She said that her organization is counting on funds to match TransNet dollars.

Mr. Nuncio stated that the rideshare program has been in the STIP in the past two cycles, but the CTC has given this program a low funding priority and has not approved funding for it. We will be funding the rideshare program with CMAQ monies, which the region controls. SANDAG is committed to the rideshare program and has already programmed it in the Regional Transportation Improvement Program (RTIP). He noted that projects for the new TE funds have not yet been identified.

**Action:** Upon a motion by Supervisor Slater-Price and a second by Councilmember Madaffer, the SANDAG Board approved the 2006 STIP as shown in the table entitled, “Recommended 2006 STIP,” included in the revised agenda report. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Imperial Beach and Lemon Grove.


Mayor Lori Holt Pfeiler (Escondido), Chair of the Regional Planning Committee (RPC), said that we are making progress on the TransNet Extension on several fronts. The RPC reviewed the recommendations from the Environmental Mitigation Program (EMP) Working Group regarding this fiscal year’s $1 million allocation of regional habitat conservation funds. She introduced Coronado Councilmember Carrie Downy, the Chair of the EMP Working Group, to present the recommendation from the Working Group as approved by the RPC.

Councilmember Downey reported that it has been over a year since the Board approved the guidelines for the TransNet Extension EMP. One of the guidelines approved $1 million for management and monitoring implementation activities this fiscal year. In May 2005, the Board approved the creation of the TransNet EMP Working Group, and Councilmember Downey was asked to chair this group. The first task of the Working Group was to assess the implementation needs of the regional habitat conservation plans. From that we formulated recommendations for this year’s funding allocation. The first part of the recommendation is to approve a budget for FY 2006 EMP Regional Habitat Conservation Fund expenditures for some specific tasks, including a contract with the United States (U.S.) Fish and Wildlife
Service to prepare a conserved lands database. This will provide a picture of how the preserve is being assembled, how it was preserved, cost for acquisition, funding source, and the responsible land manager. The estimated cost to set up this database is $100,000 - $125,000. The second task is to contract with the U.S. Geological Survey to conduct post-wildfire biological monitoring in response to the 2003 wildfires. Multiple Species Conservation Plan (MSCP) lands were seriously damaged by the two fires so there is concern over the recovery of these habitats and the covered species that live in them. The agencies believe that this type of monitoring should become a priority for several years within this preserve. The estimated cost to conduct this monitoring, including setting up a database and reporting the results, will be about $100,000 - $150,000. The third task is to fund on-site management for up to $750,000 for one year. The MSCP and the North County Multiple Habitat Conservation Plan (MHCP) require that preserve lands are managed and that activities include exotic species removal, trash pick up, trail and fence maintenance, and erosion control.

Councilmember Downey said that the second part of the recommendation is to approve a process for allocating the $750,000. For this fiscal year only, the EMP Working Group will make recommendations to the RPC through a “call for projects” based upon criteria for eligible land management projects. After this allocation procedure is completed, the Working Group and the RPC will assess the process and determine if any additional changes are needed for future funding allocations.

Councilmember Downey stated that the third part of the recommendation is to approve the criteria for eligible land management activities and a rating system for considering funding requests. If the recommended actions are approved today, there will be a call for projects. Applications would be due on January 19, 2006. A selection committee would be appointed by the EMP Working Group at its January 10, 2006, meeting. The selection committee would rank the projects in accordance with the criteria. Persons submitting proposals for funding would not be on the evaluation committee.

The RPC would approve a list of projects at its March 2006 meeting, and the SANDAG Board would be requested to ratify the list at its March 2006 meeting. Contracts also would be drafted with the U.S. Fish and Wildlife Service to prepare the conserved lands database and with the US Geological Survey to conduct the post wildfire monitoring. Chair Cafagna noted that there was one request to speak on this item.

Thomas Oberbauer, County Planning and Land Use Department and Vice Chair of the EMP working Group, said that the EMP Working Group would select the selection committee to rank the proposals. SANDAG has requested that members chosen for the project selection committee not be members of agencies submitting proposals for funding. He said that since the RPC will be approving the projects, there would be no conflict of interest and members of the EMP Working Group should be allowed to be on the selection committee. He thought there were ample checks and balances in the process. A compromise position would be for proposals to go directly to the EMP Working Group and not have a selection committee. County staff prefers that the EMP Working Group members participate in the initial project screening and be a part of the selection committee. However, in all instances, the County would like to see the program move forward and not be slowed down.
Councilmember Madaffer thanked Councilmember Downey and staff. He understood the conflict of issue concern. This issue is ultimately reviewed by the Board, but it probably is good to make sure that the EMP Working Group is heading in the direction dictated by prior policy.

Councilmember Madaffer asked how we will make sure jurisdictions are notified about submitting projects. Ms. Fairbanks said that we will post the application and a memo on the SANDAG Web site, plus a memo will be sent to all members of the SANDAG Board and the EMP Working Group. Staff has already contacted the Planning Directors in each local jurisdiction with a habitat plan.

Councilmember Monroe asked if there was a vote of the EMP Working Group on this matter. Councilmember Downey responded that we received direction about an appearance of conflict of interest from SANDAG staff after the Working Group’s last meeting.

Councilmember Peters thought this was a good way to go. We used the same model for ranking and selecting the Pilot Smart Growth Incentive Program projects. He liked the idea of having input from disinterested people on how the criteria shake out.

Chair Cafagna thought there would be enough disinterested people to form the selection committee. Mayor Holt Pfeiler commented that there are many who are interested.

Supervisor Slater-Price said that many local jurisdictions may have an eligible project, and she wondered whether there would be enough members to form the selection committee.

Councilmember Downey stated that the EMP Working Group will be meeting on January 10, 2006. She didn’t think this was a jurisdictional conflict as much as an individual conflict for members of the EMP. We have backup names for the selection committee and have asked people to make suggestions. The military also has qualified biologists.

Supervisor Slater-Price thanked Councilmember Downey for doing a great job. She wanted to ensure that the U.S. Fish and Wildlife Service is involved. Councilmember Downey noted that one project will be submitted from the U.S. Fish and Wildlife, but it will be coming from a different department from where the person on the committee works.

**Action:** Upon a motion by Councilmember Madaffer and a second by Councilmember Monroe, the SANDAG Board approved the following actions: (1) the proposed budget for FY 2006 Environmental Mitigation Program (EMP) Regional Habitat Conservation Fund (RHCF) expenditures, which includes $100,000 - $125,000 for development of a conserved lands database for the San Diego region; $100,000 - $150,000 to conduct post-wildfire biological monitoring; and up to $750,000 for eligible land management projects; (2) the proposed process for allocating FY 2006 EMP RHCF funds, which would involve a call for projects during FY 2006; and (3) the proposed criteria for eligible land management activities and a rating system for considering funding requests. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Imperial Beach and Lemon Grove.

Chair Cafagna announced that due to time considerations we would take Agenda Item No. 15 before Agenda Item No. 14, which is not as time sensitive.
Mr. Gallegos reported that the debate in Sacramento has turned to infrastructure. There are a variety of legislative proposals currently under development. He consulted with Senators Kehoe and Ducheny, and they feel that conditions are ripe for infrastructure bills in the next legislative session. He recently met with the American Society of Civil Engineers (ASCE), which recently developed a report card on infrastructure for the San Diego region. Staff recommends that we work with the 18 cities and the County to develop a consensus on our needs. The infrastructure funding process will be competitive statewide. If the San Diego region is going to be competitive, we need to be well organized and united. He reviewed the proposed framework and schedule for this matter. We would use the Policy Board meetings to come to a consensus on this important issue. Next steps are to discuss this matter further at the January 13 Policy Board meeting with a presentation from the ASCE on its review of infrastructure needs and estimated costs. We will invite area city managers and the county’s Chief Administrative Officer to attend this meeting. We hope to come to a general consensus and then further review and refine our position at the Board Retreat in early February. At the February 10, 2006, Policy Board meeting, we will invite our legislative delegation to attend and discuss this issue with the Board. We need to unite over a proposal for infrastructure in San Diego and to develop a plan to ensure that San Diego receives its fair share of any statewide infrastructure funding. This also could help fulfill the promise to consider a future “quality of life” funding proposal, which was one of our commitments in the TransNet Extension.

Councilmember Jerome Stocks (Encinitas) agreed that we need to reinvest and rebuild California.

Supervisor Slater-Price commented that various jurisdictions struggle with environmental issues. Part of the problem is that they have issues they need assistance in resolving. If we had a central clearinghouse that had mapping and Geographic Information Systems (GIS), then we could see where we are and where we can make improvements to maximize our investments. She suggested that we utilize conservancy and other nonprofit organizations.

Councilmember Kellejian said that it was very important that Board members inform their city managers to attend the January 13, 2006, Policy Board meeting.

Councilmember Monroe asked if an invitation to this meeting will be sent to area city managers. Mr. Gallegos said that he will work through the City/County Managers Association.

Councilmember Monroe noted that some of these projects are not a one-time-only thing. The beaches of our county are regional assets, and they need to be replenished on a continuing basis.

Chair Cafagna noted that there were two requests to speak on this item.

Brad Barnum, representing the Associated General Contractors (AGC) and the Transportation Committee of the San Diego Regional Chamber of Commerce, said that they have started meeting in small groups about the infrastructure bond measure. The AGC and Transportation California had a meeting this week. As these
proposals move forward, we need to make sure that Proposition 42 funds are protected. He encouraged the Board to work with them on this issue.

Kathy Keehan, San Diego County Bicycle Coalition, noted that on the list of infrastructure projects, there are no bicycle and pedestrians included. She asked that they be included in the recommended list of projects.

Councilmember Peters agreed with that suggestion. Mr. Gallegos stated that the TransNet Extension set aside funds for non-motorized types of projects. Any statewide infrastructure fund program will be very competitive and will be about infrastructure, so it is unclear how non-motorized projects would compete.

Councilmember Peters stated that we should talk about it at the January Policy Board meeting. He said that bikeways are a transportation issue that should be taken seriously, and he wanted to have a strategy for it. Mr. Gallegos agreed that this item will come back to the Board in January.

Councilmember Mackin echoed Mr. Peters' comments.

**Action:** Upon a motion by Councilmember Stocks and a second by Councilmember Kellejian, the SANDAG Board approved the process and schedule for participation in the statewide effort to develop future infrastructure bond proposals, including recommendations for programs and selection of projects for the San Diego region. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – Imperial Beach and Lemon Grove.

14. **PROPOSED AMENDMENTS TO BOARD BYLAWS AND POLICIES (APPROVE)**

Chair Cafagna deferred this item to the January 2006 meeting.

Councilmember Peters said there are amendments to Board Policy No. 002 that affect the City of San Diego when it transitions in January to a new form of government. He said that the new form of government will have a city council where the mayor is not a part of the “governing body.” He wanted to clarify that either the mayor or a council person can be a representative from the City of San Diego to SANDAG.

Ms. Wiley clarified that the Board only wanted to review the changes to Board Policy No. 002 at this meeting and defer the remaining proposed Bylaws and Board Policy changes to January 2006. The Board agreed that was correct.

Mayor Crawford asked as a point of order if Board Policy No. 002 has impacts to the Policy Advisory Committee (PAC) appointments. If so, waiting until January will rush that appointment process.

Ms. Wiley reviewed only the proposed changes for Board Policy No. 002. The policy only allows a member of the jurisdictions governing board, i.e., the city council, to be appointed to serve on the PACs. On page 20, Section 3, we are proposing to amend the policy to ensure a clear understanding that ex officio members do not have voting rights, and Section 4.1.1. allows that either a mayor or council member from the City of San Diego can be appointed to serve on SANDAG’s PACs.
Chair Cafagna indicated that Section 4.1.2 concerns the appointments to the PACs and the process for those appointments. The only real change to this section is that the Chair is to provide the notice of the date, time, and location of when the subregions plan to meet to select their PAC representatives. In addition, SANDAG will provide the subregions with the attendance sheets of the current PAC members. Each subregion will be responsible for scheduling this meeting. That meeting information will then be given to SANDAG staff, and staff will send out a meeting notice. Once a selection has been made by the subregion, it should be communicated in writing to the Board Chair. Page 21, Section 7, is a change to strengthen the attendance requirements. Voting members of all committees will be required to comply with SANDAG’s attendance requirements. Section 7.3 is a new section recommended by the Executive Committee to assure a quorum. Members who are eligible for compensation for attendance at a SANDAG meeting must be present for at least half of the time set for the meeting or the duration of the meeting, whichever is less.

Ms. Wiley noted that SB 1703 allowed for SANDAG Board members to be either a mayor or a city council person from member jurisdictions.

Supervisor Slater-Price addressed committee member representation limitations. Ms. Wiley stated that change is on Section 2, page 20, and Board members can only serve as a primary member of not more than two PACs at any one time.

Councilmember Kellejian asked Ms. Wiley to explain the time period a person would have to attend the meeting to receive compensation. Ms. Wiley said that if a meeting is set from 9 a.m. to 12:00 p.m. but ends at 10:30 a.m., the duration of that meeting would be one hour and 30 minutes rather than the scheduled three-hour duration. The member would have to be in attendance for at least half that period of time (in this example, half of the meeting duration would be 45 minutes).

Ms. Wiley completed a review of the proposed Board Policy No. 002 amendments.

Action: Upon a motion by Mayor Holt Pfeiler and a second by Councilmember Kellejian, the SANDAG Board approved the recommended amendments to the SANDAG Board Policy No. 002. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (%). Absent – Imperial Beach and Lemon Grove.

16. UPCOMING MEETINGS

The next Policy Board meeting is scheduled for Friday, January 13, 2006, and the next regular Board of Directors business meeting is scheduled for Friday, January 27, 2006.

Supervisor Slater-Price announced that this was her last meeting, and Supervisor Bill Horn will be the County’s representative to the SANDAG Board in 2006. Chair Cafagna thanked the Supervisor for her contributions to this Board.

Chair Cafagna mentioned that this would also be the last Board meeting for Second Vice Chair Jack Dale, and he expressed appreciation for his efforts as well.
17. ADJOURNMENT

The meeting was adjourned at 12:02 p.m.

DGunn/M/DGU
## ATTENDANCE

**SANDAG BOARD OF DIRECTORS’ MEETING**  
**DECEMBER 16, 2005**

<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</th>
<th>COMMENTS</th>
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</thead>
<tbody>
<tr>
<td>City of Carlsbad</td>
<td>Matt Hall (Member)</td>
<td>Yes</td>
<td></td>
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<tr>
<td>City of Chula Vista</td>
<td>Jerry Rindone (Alternate)</td>
<td>Yes</td>
<td>Arrived at 9:44 a.m.</td>
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<tr>
<td>City of Coronado</td>
<td>Phil Monroe (Member)</td>
<td>Yes</td>
<td></td>
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<tr>
<td>City of Del Mar</td>
<td>Crystal Crawford (Member)</td>
<td>Yes</td>
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<tr>
<td>City of El Cajon</td>
<td>Mark Lewis (Member)</td>
<td>Yes</td>
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<tr>
<td>City of Encinitas</td>
<td>Jerome Stocks (Alternate)</td>
<td>Yes</td>
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<tr>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler (Member)</td>
<td>Yes</td>
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<tr>
<td>City of Imperial Beach</td>
<td>Patricia McCoy (Member)</td>
<td>No</td>
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<tr>
<td>City of La Mesa</td>
<td>Dave Allan (1st Alternate)</td>
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<tr>
<td>City of Lemon Grove</td>
<td>Jerry Jones (1st Alternate)</td>
<td>No</td>
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<tr>
<td>City of National City</td>
<td>Ron Morrison (Member)</td>
<td>Yes</td>
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<tr>
<td>City of Oceanside</td>
<td>Shari Mackin (2nd Alternate)</td>
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<tr>
<td>City of Poway</td>
<td>Mickey Cafagna, Chair (Member)</td>
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<tr>
<td>City of San Diego - A</td>
<td>Jim Madaffer (Member A)</td>
<td>Yes</td>
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<tr>
<td>City of San Diego - B</td>
<td>Scott Peters (Member B)</td>
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<tr>
<td>City of San Marcos</td>
<td>Pia Harris-Ebert (Member)</td>
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<tr>
<td>City of Santee</td>
<td>Jack Dale (Member)</td>
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<tr>
<td>City of Solana Beach</td>
<td>Joe Kellejian (Member)</td>
<td>Yes</td>
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<tr>
<td>City of Vista</td>
<td>Morris Vance (Member)</td>
<td>Yes</td>
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<tr>
<td>County of San Diego</td>
<td>Pam Slater-Price (Member)</td>
<td>Yes</td>
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</table>

**ADVISORY MEMBERS LISTED BELOW (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)**

<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</th>
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<tbody>
<tr>
<td>Caltrans</td>
<td>Pedro Orso-Delgado (Alternate)</td>
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<tr>
<td>MTS</td>
<td>Leon Williams (Member)</td>
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<tr>
<td>NCTD</td>
<td>Jerome Stocks (Member)</td>
<td>Yes</td>
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<tr>
<td>Imperial County</td>
<td>Victor Carrillo (Member)</td>
<td>Yes</td>
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<tr>
<td>US Dept. of Defense</td>
<td>CAPT Daniel King (Member)</td>
<td>Yes</td>
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<tr>
<td>SD Unified Port District</td>
<td>William Hall (Member)</td>
<td>Yes</td>
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<tr>
<td>SD County Water Authority</td>
<td>Marilyn Dailey (Member)</td>
<td>Yes</td>
</tr>
<tr>
<td>Baja California/Mexico</td>
<td>Luis Cabrera Cuaron (Member)</td>
<td>Yes</td>
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The meeting was convened at 9:08 a.m. and adjourned at 12:02 p.m. for a total period of 2 hours, 54 minutes.
ACTIONS FROM POLICY ADVISORY COMMITTEES

The following actions were taken by the Policy Advisory Committees (PACs) since the last Board meeting.

TRANSPORTATION COMMITTEE MEETING (JANUARY 6, 2006)

The Transportation Committee meeting scheduled for January 6, 2006, was cancelled.

REGIONAL PLANNING COMMITTEE MEETING (JANUARY 6, 2006)

The Regional Planning Committee meeting scheduled for January 6, 2006, was cancelled.

EXECUTIVE COMMITTEE MEETING (JANUARY 13, 2006)

The Executive Committee took the following actions or recommended the following approvals:

• Approved an amendment to the FY 2006 Overall Work Program (OWP) and Program Budget for the I-15 Managed Lanes Implementation Study Work Element 11092, to accept $240,000 in Caltrans State Planning and Research grant funds and to budget the required $60,000 in local match. The additional funding will be used to develop the I-15 Managed Lanes Operations and Incident Management Plan.

• Recommended that the SANDAG Board of Directors approve the 2006 Legislative Program as prioritized.

• Approved the process objectives and the priority setting process as the basis for developing the FY 2007 OWP and Program Budget.

• Approved the proposed date, location, and agenda content for the March 10, 2006, Tribal Summit at the Pala Reservation.

• Approved the January 27, 2006, SANDAG Board of Directors meeting agenda, as revised.

TRANSPORTATION COMMITTEE MEETING (JANUARY 20, 2006)

The Transportation Committee is being asked to take the following actions or recommend the following approvals:
• Adopt Resolution No. 2006-09, approving Amendment No. 13 to the 2004 Regional Transportation Improvement Program (RTIP).

• Amend the FY 2006 Overall Work Program (OWP) Work Element 50009 (South Bay Bus Rapid Transit [BRT]) to include the scope of work for the H Street Transit Study, and authorize the Executive Director to enter into a Memorandum of Understanding with the City of Chula Vista to contribute $25,000 in funding from Work Element 50009 to the H Street Transit Study.

• Recommend that the SANDAG Board of Directors approve a prioritized list of transportation funding requests for the fiscal year 2007 federal appropriations cycle.

• Recommend that the SANDAG Board of Directors approve the proposed Comprehensive Transit Fare Ordinance. The proposed ordinance maintains all existing fares, passes, transfers, and revenue-sharing arrangements and adds new provisions to facilitate introduction of the new Compass Card (regional smart card) fare media.

Staff will update the Board of Directors if the actual actions taken by the Transportation Committee on January 20, 2006, differ from those described in this report.

PUBLIC SAFETY COMMITTEE (JANUARY 20, 2006)

There were no action items scheduled for this Public Safety Committee meeting. In lieu of its regular meeting, the Committee will be holding the first in a series of workshops on public safety interoperability and communications.

BORDERS COMMITTEE MEETING (JANUARY 27, 2006)

The Borders Committee scheduled for January 27, 2006, was cancelled.

GARY L. GALLEGOS
Executive Director
STATE TRANSIT ASSISTANCE (STA) ACT CLAIM AMENDMENT  File Number 4000500

Introduction

At the June 24, 2005 meeting, the SANDAG Board of Directors approved the regional allocation for the FY 2006 State Transit Assistance (STA) program which provides operating and capital support to transit operators. The approval of the allocation, which is based on estimates from the State Controller’s Office, allows the transit operators to claim these funds for specified purposes. Subsequent to the SANDAG June 2005 action, the State Controller issued a revised estimate for the FY 2006 STA program, and North County Transit District (NCTD) has now requested an amendment to its STA claim to access these additional revenues. Table 1 provides a comparison of the June 2005 approved STA allocations and the revised estimate.

Discussion

The STA program is funded from the Public Transportation Account (PTA). The PTA is a trust fund with revenues derived primarily from the state sales tax on gasoline and diesel fuel. The transportation funds transferred into the PTA account each year may be appropriated by the legislature only for transportation planning and mass transportation purposes. The appropriated funds are divided 50-50 between the state programs, including planning and administration, and the STA program. Twenty-five percent of the program funds are allocated to regional entities such as SANDAG and Metropolitan Transit System (MTS) according to a population formula, and 25 percent are allocated to individual operators proportionately based on a revenue formula.

Because MTS is designated in statute, for STA purposes, as a regional entity, MTS’ share of the STA funds and claims by its transit operators do not require SANDAG Board approval. However, NCTD must file and obtain approval of that claim from SANDAG as the regional planning agency.

In August 2005, the Office of State Controller provided a revised estimate for the FY 2006 STA program which increased NCTD’s revenues by $947,376. This claim amendment increases NCTD’s STA revenue to $2,982,667 (compared to $2,035,291 approved as part of the June 2005 action). The NCTD Board is scheduled to approve this item at its meeting on January 19, 2006.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Resolution No. 2006-08

Key Staff Contact: Sookyung Kim, (619) 699-6909, ski@sandag.org
APPROVING THE ALLOCATION OF STATE TRANSIT ASSISTANCE (STA) CLAIM TO THE NORTH COUNTY TRANSIT DISTRICT

WHEREAS, the North County Transit District (NCTD) has filed a claim amendment for State Transit Assistance (STA) funds up to the revised amount of $2,982,667 for FY 2006 pursuant to Section 6730(a) and (b) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, the Board of Directors of the San Diego Association of Governments (SANDAG) has reviewed the claim and finds that the revised claim is in substantial conformance with the provisions of the Transportation Development Act of 1971, as amended, and meets the specific requirements of Section 6754 of Title 21 of the CCR;

NOW THEREFORE, BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors does hereby approve the revised allocation up to $2,982,667 to NCTD for operating support pursuant to Section 6730(b) of Title 21 of the CCR; and

2. That the Board of Directors certifies that the findings set forth in the "Required Findings for North San Diego County Transit Development Board STA Claim" adopted as part of the June 24, 2005, action pursuant to Section 6754 remains in effect; and

3. That the Board of Directors does hereby instruct the San Diego County Auditor to pay NCTD up to $2,982,667 from the SANDAG State Transit Assistance Fund as funds become available by the State Controller, with payment to be made first with the funds made available pursuant to Section 99314 of the Public Utilities Code (PUC) to the extent possible, and the remainder to be paid with funds made available pursuant to Section 99313 of the PUC.

PASSED AND ADOPTED this 27th day of January 2006.
QUARTERLY REPORT ON SANDAG COMMITTEES AND WORKING GROUPS

Introduction

SANDAG Board Policy No. 004 requires that an informational report be provided to the Board of Directors on a quarterly basis concerning the status of all standing and ad hoc committees and working groups that report to SANDAG’s Policy Advisory Committees (PACs). With the exception of the Executive Committee, each PAC has a number of different committees and working groups that report to it. The groups advise the PACs on a variety of projects and issues related to SANDAG’s Overall Work Program and Capital Improvement Program.

This item summarizes the status of the 26 current committees and working groups that report to the Transportation, Regional Planning, Borders, and Public Safety Committees. Attachment 1 depicts the relationship between each of the PACs and their related committees and working groups. Attachment 2 lists the membership, responsibilities, year established, frequency of meetings, and status of each of these groups.

Discussion

One working group, the Transportation Project Evaluation Criteria Ad Hoc Working Group, was added since the last quarterly report in October 2005. The Transportation Committee approved the formation of and charter for this ad hoc working group at its December 9, 2005, meeting. The group will review and help update the transportation project evaluation criteria for the Comprehensive 2007 Regional Transportation Plan (RTP) update. The ad hoc group includes one or two members of various existing SANDAG transportation and planning advisory groups in addition to agency staff from SANDAG, Caltrans, Metropolitan Transit System, and North County Transit District. The Transportation Project Evaluation Criteria Ad Hoc Working Group will begin meeting in January 2006 and will conclude its work and disband in early 2007.

Another group, the Mid-Coast Working Group, is being deleted from the listing of existing SANDAG committees and working groups. Due to the scale and complexity of the Mid-Coast Corridor Transit Project, staff with the assistance of the public relations members of the project consultant team will be preparing a comprehensive Public Involvement and Communications Plan for presentation to the Transportation Committee. The Plan may include an overall project advisory working group and a number of focused issue groups to provide input into the Mid-Coast Corridor Transit Project. If an advisory working group is created, it would be added back to the committee/working group listing at that time.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Policy Advisory Committees and Related Working Groups
2. List of Committees and Working Groups

Key Staff Contact: Kim Kawada, (619) 699-6994, kka@sandag.org
Board of Directors

Public Safety Committee

Chiefs'/Sheriff’s Management Committee

ARJIS

Business Working Group
Crime Analysis Working Group
Technical Working Group
Users Working Group
# LIST OF COMMITTEES AND WORKING GROUPS

## TRANSPORTATION COMMITTEE

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
<th>STATUS OF CHARTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bayshore Bikeway Working Group</td>
<td>Supervisor Cox (County), Mayor Rose (Imperial Beach), Councilmember Monroe (Coronado), Councilmember Faulconer (San Diego), Councilmember Zarate (National City), Councilmember McCann (Chula Vista), and representatives from the Port of San Diego and the bicycling community</td>
<td>Reviews and supports improvements to the Bayshore Bikeway</td>
<td>1989</td>
<td>Will terminate upon project completion Meeting Schedule: Periodically No. of Mtgs. in 2005: 2</td>
<td>☒ completed June 2005</td>
</tr>
<tr>
<td>2 Bicycle-Pedestrian Advisory Working Group</td>
<td>Staff from local jurisdictions, Caltrans, MTS, NCTD, Port of San Diego, San Diego County Bicycle Coalition, North County Cycle Club, and Walk San Diego</td>
<td>Makes bicycle and pedestrian funding recommendations and reviews non-motorized transportation issues</td>
<td>1970s</td>
<td>Standing Meeting Schedule: Monthly No. of Mtgs. in 2005: 6</td>
<td>☒ completed May 2005</td>
</tr>
<tr>
<td>3 Cities/County Transportation Advisory Committee (CTAC)</td>
<td>Public works directors from local jurisdictions and staff from Caltrans, MTS, and NCTD</td>
<td>Makes arterial project funding recommendations and reviews arterial planning and project issues</td>
<td>1993</td>
<td>Standing Meeting Schedule: Monthly No. of Mtgs. in 2005: 11</td>
<td>☒ completed June 2005</td>
</tr>
<tr>
<td>4 Regional Fare Structure Working Group</td>
<td>NCTD, MTS, and other transit operator staffs</td>
<td>Assists in developing Regional Comprehensive Fare Ordinance, conducts annual evaluation of regional transit fare structure, and develops recommendations for fare changes as part of the annual transit agency budget process.</td>
<td>2004</td>
<td>Standing Meeting Schedule: Monthly No. of Mtgs. in 2005: 3</td>
<td>To be scheduled for an upcoming meeting</td>
</tr>
</tbody>
</table>

Revised January 2006
<table>
<thead>
<tr>
<th></th>
<th>TRANSPORTATION COMMITTEE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>COMMITTEE OR WORKING GROUP NAME</strong></td>
<td><strong>MEMBERSHIP</strong></td>
</tr>
<tr>
<td>6</td>
<td>Regional Transit Planning Working Group</td>
</tr>
<tr>
<td>7</td>
<td>San Diego Region Conformity Working Group</td>
</tr>
<tr>
<td>8</td>
<td>San Diego Regional Traffic Engineers Council (SANTEC)</td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>9 Subcommittee for Accessible Transportation (SCAT)</td>
<td>Staff from social service agencies, SANDAG, MTS, and NCTD, and citizens</td>
</tr>
<tr>
<td>10 Transit Access Advisory Committee</td>
<td>Interested citizens representing various organizations involved in the American with Disabilities Act (ADA)</td>
</tr>
<tr>
<td>11 Mid-Coast Working Group</td>
<td>Staff from the City of San Diego and its City Council offices; community groups; business and property owners; University of California, San Diego (UCSD)</td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>13 Regional Car Sharing Working Group</td>
<td>Staff from the City of San Diego, NCTD, MTS, Caltrans, and the San Diego Economic Development Corporation (SDEDC)</td>
</tr>
<tr>
<td>14 Transportation Project Evaluation Criteria Ad Hoc Working Group</td>
<td>Two members each from the Cities/County Transportation Advisory Committee (CTAC), Regional Planning Stakeholders Working Group (SWG), and Regional Planning Technical Working Group (TWG); and one member each from the Bicycle-Pedestrian Working Group, Regional Freight Working Group, and Regional Housing Working Group.</td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>15 Shoreline Preservation Working Group</td>
<td>Mayor Pro Tem Kulchin (Carlsbad), Councilmember Janney and Mayor Rose (Imperial Beach), Councilmembers Tierney and Monroe (Coronado), Councilmember Faulconer (San Diego), Councilmember Finnell and Mayor Crawford (Del Mar), Councilmembers Roberts and Kellejian (Solana Beach), Deputy Mayor Bond (Encinitas), Supervisor Slater-Price (County), Deputy Mayor Mackin and Councilmember Sanchez (Oceanside); representatives from resource agencies, DOD, Port of San Diego, Surfrider, Sierra Club, California Coastal Coalition, and California Lobster and Trap Fisherman Association</td>
</tr>
<tr>
<td>16 Regional Housing Working Group</td>
<td>UCSD Connect; housing staff representatives from the City of San Diego, County of San Diego, North County Coastal, North County Inland, East County, and South County; housing authority staff; housing industry representatives, and housing advocates</td>
</tr>
<tr>
<td>17 Energy Working Group</td>
<td>Councilmember Abarbanel (Del Mar, representing North County Coastal), Mayor Madrid (La Mesa, representing East County), Councilmember Campbell (Vista, representing North County Inland), Councilmember Frye (San Diego), Vacant (South Bay), Vacant (County); representatives from San Diego Gas &amp; Electric (SDG&amp;E), environmental groups, consumer advocates, small and large businesses, labor, academia, and economic development agencies</td>
</tr>
</tbody>
</table>

**REGIONAL PLANNING COMMITTEE**

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 Shoreline Preservation Working Group</td>
<td>Mayor Pro Tem Kulchin (Carlsbad), Councilmember Janney and Mayor Rose (Imperial Beach), Councilmembers Tierney and Monroe (Coronado), Councilmember Faulconer (San Diego), Councilmember Finnell and Mayor Crawford (Del Mar), Councilmembers Roberts and Kellejian (Solana Beach), Deputy Mayor Bond (Encinitas), Supervisor Slater-Price (County), Deputy Mayor Mackin and Councilmember Sanchez (Oceanside); representatives from resource agencies, DOD, Port of San Diego, Surfrider, Sierra Club, California Coastal Coalition, and California Lobster and Trap Fisherman Association</td>
</tr>
<tr>
<td>16 Regional Housing Working Group</td>
<td>UCSD Connect; housing staff representatives from the City of San Diego, County of San Diego, North County Coastal, North County Inland, East County, and South County; housing authority staff; housing industry representatives, and housing advocates</td>
</tr>
<tr>
<td>17 Energy Working Group</td>
<td>Councilmember Abarbanel (Del Mar, representing North County Coastal), Mayor Madrid (La Mesa, representing East County), Councilmember Campbell (Vista, representing North County Inland), Councilmember Frye (San Diego), Vacant (South Bay), Vacant (County); representatives from San Diego Gas &amp; Electric (SDG&amp;E), environmental groups, consumer advocates, small and large businesses, labor, academia, and economic development agencies</td>
</tr>
</tbody>
</table>

### Responsibilities

- Advises on the implementation of the Shoreline Preservation Strategy adopted by SANDAG in 1993
- Serves as a forum for discussion of regional housing issues
- Advises on the implementation of the Regional Energy Strategy adopted by SANDAG in 2003

### Year Established

- 1980s
- 2000
- 2004

### Current Status

- Standing
- Standing
- Standing

### Status of Charter

- ☑ completed September 2005
- ☑ completed October 2005
- ☑ completed June 2005
<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
<th>STATUS OF CHARTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 Regional Planning Technical Working Group (TWG)</td>
<td>Planning directors from local jurisdictions, and staff from other agencies, including Port of San Diego, MTS, NCTD, County Water Authority (CWA), and Local Agency Formation Commission (LAFCO)</td>
<td>Advises on the development and implementation of the RCP</td>
<td>1990</td>
<td>Standing</td>
<td>☑ completed June 2005</td>
</tr>
<tr>
<td>20 Regionwide Forecast Technical Working Group</td>
<td>Representatives of business, academia, and government agencies</td>
<td>Review and evaluate the methods and assumptions contained in the Demographic and Economic Forecasting Model to help update the Regional Growth Forecast to the year 2030</td>
<td>2005</td>
<td>Will terminate upon completion of forecast (Spring 2006)</td>
<td>☑ completed April 2005</td>
</tr>
</tbody>
</table>
### REGIONAL PLANNING COMMITTEE

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
<th>STATUS OF CHARTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>21 Environmental Mitigation Program (EMP) Working Group</td>
<td>Councilmember Carrie Downey (Coronado); staff representatives from City of San Diego, County of San Diego, North County Coastal, North County Inland, East County, and South County; representatives from the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish and Game, California Wildlife Conservation Board, Caltrans, The Nature Conservancy, Conservation Resource Network, U.S. Geological Survey, Endangered Habitats League, Building Industry Association, San Diego Foundation, California Coastal Conservancy, and Alliance for Habitat Conservation</td>
<td>Advises on issues related to the coordination and implementation of the TransNet Environmental Mitigation Program</td>
<td>2005 (Sept.)</td>
<td>Will continue through duration of implementation of TransNet EMP</td>
<td>☑ completed October 2005</td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
<td>RESPONSIBILITIES</td>
<td>YEAR ESTABL.</td>
<td>CURRENT STATUS</td>
<td>STATUS OF CHARTER</td>
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</tr>
<tr>
<td>22 Committee on Binational Regional Opportunities (COBRO)</td>
<td>Stakeholders from both sides of the border, including representatives from local jurisdictions, businesses, and academia</td>
<td>Advises on binational-related planning and project development issues</td>
<td>1995</td>
<td>Standing</td>
<td>☒ completed July 2005</td>
</tr>
<tr>
<td>23 I-15 IRP Technical Working Group</td>
<td>Staff from local jurisdictions in the San Diego and southwestern Riverside regions, Caltrans, Riverside County Transportation Commission (RCTC), Riverside Transit Agency (RTA), economic development agencies, chambers of commerce, state legislative offices, and other interested parties</td>
<td>Advises I-15 IRP Policy Committee on implementation of recommended strategies</td>
<td>2001</td>
<td>Will terminate upon completion of Phase Two work (2006)</td>
<td>To be scheduled for an upcoming meeting</td>
</tr>
</tbody>
</table>

Meeting Schedule:
- Monthly No. of Mtgs. in 2005: 8
<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
<th>STATUS OF CHARTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 Chiefs’ / Sheriff’s Management Committee</td>
<td>Sheriff and police chiefs from around the region</td>
<td>Reviews, evaluates, and oversees the SANDAG Automated Regional Justice Information System (ARJIS) and Criminal Justice work programs and budgets; oversees the ARJIS Business, Technical, Users, and Crime Analyst Working Groups; and evaluates and recommends regional public safety initiatives</td>
<td>1981</td>
<td>Standing</td>
<td>Scheduled for early 2006</td>
</tr>
<tr>
<td>25 ARJIS Business Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs’ / Sheriff’s Management Committee</td>
<td>Provides advice to the Chiefs’ / Sheriff’s Management Committee on ARJIS matters relating to information sharing, business practices, and budget</td>
<td>1998</td>
<td>Standing</td>
<td>Scheduled for early 2006</td>
</tr>
<tr>
<td>26 ARJIS Crime Analysis Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs’ / Sheriff’s Management Committee</td>
<td>Provides advice to the Chiefs’ / Sheriff’s Management Committee on matters relating to the verification, validation, and analysis of regional public safety information and mandated federal reporting requirements</td>
<td>1980s</td>
<td>Standing</td>
<td>Scheduled for early 2006</td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
<td>RESPONSIBILITIES</td>
<td>YEAR ESTABL.</td>
<td>CURRENT STATUS</td>
<td>STATUS OF CHARTER</td>
</tr>
<tr>
<td>--------------------------------</td>
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</tr>
<tr>
<td>27 ARJIS Technical Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs’ / Sheriff’s Management Committee</td>
<td>Provides advice to the Chiefs’ / Sheriff’s Management Committee on ARJIS matters relating to state-of-the-art information technology that enhances both officer and public safety</td>
<td>1998</td>
<td>Standing</td>
<td>☑ completed December 2005</td>
</tr>
<tr>
<td>28 ARJIS Wireless Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs’ / Sheriff’s Management Committee</td>
<td>Provides advice to the Chiefs’ / Sheriff’s Management Committee on ARJIS matters relating to the operational capabilities and use of wireless applications and technology initiatives</td>
<td>2004</td>
<td>Standing</td>
<td>☑ completed December 2005</td>
</tr>
</tbody>
</table>
REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR

Introduction

Board Policy Nos. 003 and 017 require the Executive Director to report certain actions to the Board of Directors on a monthly basis.

Discussion

Board Policy No. 003

Board Policy No. 003, “Investment Policy,” requires the submittal of a monthly report of investment transactions to the Board. Attachment 1 contains the report of investment transactions for November 2005.

Board Policy No. 017

Board Policy No. 017, “Delegation of Authority,” requires the Executive Director to report to the Board certain actions taken at the next regular meeting. There are two types of actions taken which require reporting this month: budget transfers and procurement protests.

Budget Transfers: The policy authorizes the Executive Director to enter into agreements not currently incorporated in the budget and make other modifications to the budget in an amount up to $100,000 per transaction so long as the overall budget remains in balance. Attachment 2 provides budget transfers and amendments approved under the Executive Director’s authority that were processed since the last report.

Procurement Protests: Policy No. 017 also authorizes the Executive Director to provide the final determination to persons or firms filing a protest regarding SANDAG’s procurement or contracting processes or procedures. A protest was received from HMS Construction, Inc., on November 10, 2005, regarding fiber optic installation project procurement. HMS, the third lowest bidder, alleged SANDAG had given the two lowest bidders an unfair advantage by waiving minor deviations in their bids. The Executive Director appointed a Protest Committee, which conducted an investigation and responded to the protest by rejecting it on substantive grounds on December 1, 2005. HMS did not file an appeal.

GARY L. GALLEGOS
Executive Director


2. November 2005 Budget Transfers and Amendments

Key Staff Contact: Renée Wasmund, (619) 699-1940, rwa@sandag.org
### MONTHLY ACTIVITY FOR SECURITIES TRANSACTIONS FOR NOVEMBER 1 THROUGH NOVEMBER 30, 2005

<table>
<thead>
<tr>
<th>Transaction Date</th>
<th>Maturity Date</th>
<th>Security Description</th>
<th>Par Value</th>
<th>Amount (Cost)</th>
<th>Return Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/01/2005</td>
<td>03/28/2006</td>
<td>FEDERAL HOME LN MTG CORP DISC NOTE</td>
<td>245,056.89</td>
<td>239,562.26</td>
<td>5.650%</td>
</tr>
<tr>
<td>11/01/2005</td>
<td>03/28/2006</td>
<td>FEDERAL HOME LN MTG CORP DISC NOTE</td>
<td>323,646.06</td>
<td>316,394.47</td>
<td>5.640%</td>
</tr>
<tr>
<td>11/01/2005</td>
<td>03/28/2006</td>
<td>FEDERAL HOME LN MTG CORP DISC NOTE</td>
<td>277,569.48</td>
<td>271,345.84</td>
<td>5.650%</td>
</tr>
<tr>
<td>11/01/2005</td>
<td>03/28/2006</td>
<td>FEDERAL HOME LN MTG CORP DISC NOTE</td>
<td>1,580,336.54</td>
<td>1,544,927.64</td>
<td>5.640%</td>
</tr>
<tr>
<td>11/01/2005</td>
<td>03/28/2006</td>
<td>FEDERAL HOME LN MTG CORP DISC NOTE</td>
<td>302,062.44</td>
<td>295,289.64</td>
<td>5.650%</td>
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<tr>
<td>11/01/2005</td>
<td>03/28/2006</td>
<td>FEDERAL HOME LN MTG CORP DISC NOTE</td>
<td>3,080,154.96</td>
<td>3,011,141.25</td>
<td>5.640%</td>
</tr>
<tr>
<td>11/01/2005</td>
<td>03/28/2006</td>
<td>FEDERAL HOME LN MTG CORP DISC NOTE</td>
<td>180,311.19</td>
<td>176,268.28</td>
<td>5.650%</td>
</tr>
<tr>
<td>11/01/2005</td>
<td>03/28/2006</td>
<td>FEDERAL HOME LN MTG CORP DISC NOTE</td>
<td>1,039,862.44</td>
<td>1,016,563.36</td>
<td>5.640%</td>
</tr>
<tr>
<td>11/02/2005</td>
<td>01/31/2006</td>
<td>FEDERAL HOME LN MTG CORP DISC NOTE</td>
<td>1,000,000.00</td>
<td>989,850.00</td>
<td>4.100%</td>
</tr>
<tr>
<td>11/02/2005</td>
<td>12/30/2005</td>
<td>WINDMILL FDG CORP DISC COML PAPER</td>
<td>650,000.00</td>
<td>645,758.75</td>
<td>4.200%</td>
</tr>
<tr>
<td>11/10/2005</td>
<td>02/08/2006</td>
<td>MET LIFE FDG DISC COML PAPER</td>
<td>1,000,000.00</td>
<td>989,600.00</td>
<td>4.250%</td>
</tr>
<tr>
<td>11/10/2005</td>
<td>03/02/2006</td>
<td>UBS FIN INC DISC COML PAPER</td>
<td>1,000,000.00</td>
<td>986,777.78</td>
<td>4.320%</td>
</tr>
<tr>
<td>11/10/2005</td>
<td>08/15/2006</td>
<td>FEDERAL HOME LN MTG CORP DISC NOTE</td>
<td>2,100,000.00</td>
<td>2,028,646.67</td>
<td>4.592%</td>
</tr>
<tr>
<td>11/10/2005</td>
<td>05/10/2006</td>
<td>FEDERAL NATL MTG ASSN DISC NTS</td>
<td>2,100,000.00</td>
<td>2,054,493.58</td>
<td>4.465%</td>
</tr>
<tr>
<td>11/10/2005</td>
<td>02/08/2006</td>
<td>GENERAL ELECTRIC CAPITAL CORP. COMM PAPER</td>
<td>2,100,000.00</td>
<td>2,077,845.00</td>
<td>4.345%</td>
</tr>
<tr>
<td>11/16/2005</td>
<td>03/10/2006</td>
<td>FEDERAL HOME LOAN BANK CONS DISC NOTE</td>
<td>1,000,000.00</td>
<td>986,795.00</td>
<td>4.240%</td>
</tr>
<tr>
<td>11/21/2005</td>
<td>03/13/2006</td>
<td>FEDERAL NATL MTG ASSN DISC NTS</td>
<td>1,000,000.00</td>
<td>986,964.44</td>
<td>4.240%</td>
</tr>
<tr>
<td>11/30/2005</td>
<td>03/01/2006</td>
<td>FEDERAL NATL MTG ASSN DISC NTS</td>
<td>1,000,000.00</td>
<td>989,332.77</td>
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<tr>
<td>11/30/2005</td>
<td>02/01/2006</td>
<td>SOCIETE GENERALE NA COMM PAPER</td>
<td>750,000.00</td>
<td>744,356.25</td>
<td>4.326%</td>
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**Total Bought:**

- **Par Value:** 20,729,000.00
- **Amount (Cost):** 20,351,912.98
- **Return Rate:** 4.869%
## MONTHLY ACTIVITY FOR SECURITIES TRANSACTIONS FOR NOVEMBER 1 THROUGH NOVEMBER 30, 2005

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<tr>
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<th>Maturity Date</th>
<th>Issuer</th>
<th>Principal Amount</th>
<th>Amount Maturity</th>
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<td>3.910%</td>
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<td>11/10/2005</td>
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<td>TENNESSEE VALLEY AUTH DISC NTS</td>
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<td>FEDERAL NATL MTG ASSN DISC NTS</td>
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<td>FEDERAL HOME LOAN BANK CONS DISC NOTE</td>
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**TOTAL MATURED:** 14,250,000.00 14,193,837.43 3.980%
## BUDGET TRANSFERS AND AMENDMENTS

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<tr>
<th>PM</th>
<th>PROJECT NUMBER</th>
<th>PROJECT NAME</th>
<th>CURRENT BUDGET</th>
<th>NEW BUDGET</th>
<th>CHANGE (in 000s)</th>
<th>NOTES</th>
<th>GRANTS DEPT. APPROVAL</th>
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</thead>
<tbody>
<tr>
<td>D. Bossert</td>
<td>1098100</td>
<td>Network Server Replacement Upgrade</td>
<td>$520.0</td>
<td>$541.6</td>
<td>$21.6</td>
<td>This transfer will close out project 1098300 and transfer</td>
<td></td>
</tr>
<tr>
<td>D. Bossert</td>
<td>1098300</td>
<td>Organization Database Storage</td>
<td>$100.0</td>
<td>$78.4</td>
<td>($21.6)</td>
<td>$21,600.00 to project 1098100 to expand MTS' enterprise storage for the ERP system, SQL database, Oracle database, the exchange system, and the users network file storage system.</td>
<td>YES</td>
</tr>
<tr>
<td>D. Bossert</td>
<td>1099400</td>
<td>Organization Desktops</td>
<td>$796.2</td>
<td>$790.9</td>
<td>($5.4)</td>
<td>This transfer will close out project 1098100 and transfer</td>
<td></td>
</tr>
<tr>
<td>J. Webster</td>
<td>1114000</td>
<td>NCT Facility Surveillance System</td>
<td>$5.0</td>
<td>$5.6</td>
<td>$0.6</td>
<td>This transfer will add $613.00 to project 1114000 to cover the contract cost and relieve the remaining budget from 1106500 which will then be closed.</td>
<td>YES</td>
</tr>
<tr>
<td>J. Webster</td>
<td>1106500</td>
<td>NCT Safety Surveillance System</td>
<td>$20.8</td>
<td>$20.2</td>
<td>($0.6)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. Linthicum</td>
<td>1111000</td>
<td>Regional Miscellaneous Capital (SANDAG/MTS)</td>
<td>$81.0</td>
<td>$76.0</td>
<td>($5.0)</td>
<td>This transfer will move $5,000.00 from 1111000 to cover Contract Change Order (CCO) to provide analysis for recommendation to add additional reinforcement to concrete slab due to expansive soils discovered during construction.</td>
<td></td>
</tr>
<tr>
<td>J. Codling</td>
<td>1111900</td>
<td>H Street Transit Center Pavement Rehabilitation</td>
<td>$265.0</td>
<td>$270.0</td>
<td>$5.0</td>
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ADDICTION OF SECOND COUNTY SUPERVISOR ON SANDAG BOARD OF DIRECTORS

File Number 7000900

Introduction

The SANDAG Board of Directors is asked to discuss the potential of adding a second County Supervisor representative on the SANDAG Board. This would include working with our state legislative delegation to enact a bill this legislative session. The additional seat would help ensure continuity of County Board membership and representation from both the incorporated and unincorporated areas of the County.

Discussion

Existing law (Public Utilities Code Section 132351.1), cited below, dictates membership on the SANDAG Board of Directors:

The board shall be composed of one primary representative selected by the governing body of each city in the county and a member of the San Diego County Board of Supervisors to serve until recalled by the governing body of the city or county. The City of San Diego shall have two primary representatives. Each director shall be a mayor, councilperson, or supervisor of the governing body which selected him or her. Vacancies shall be filled in the same manner as originally selected. Each city or county shall also select in the same manner as the primary representative one alternate to serve on the board when the primary representative is not available.

Historically, the Chairperson of the San Diego County Board of Supervisors has served as the SANDAG representative. Also historically, the Chairperson of the Board of Supervisors has served one-year terms alternating between members from substantially incorporated and unincorporated areas of jurisdiction. Because of the County’s method of alternating chair positions, continuity on the SANDAG Board is limited to the one-year term.

Continuity of the membership on the SANDAG Board is important as long-term policies typically take more than one year to develop. As well, consistent membership from the unincorporated areas, which represents 16 percent of the region, would be more representative.

Recommendation

The Board of Directors is asked to discuss and potentially approve amendments to SANDAG’s statutes concerning Board membership with language in substantially the same form as in Attachment 1. If the proposed changes are approved, the Board also is asked to direct staff to update SANDAG’s Legislative Program (Agenda Item No. 11) to include this new goal and take the necessary steps to sponsor legislation to effect the statutory
The Board took action in December 2005 to modify Board Policy No. 2 (Policies and Procedures for Policy Advisory Committees) in order to clarify that the City of San Diego’s mayor may serve on SANDAG’s Policy Advisory Committees. If the Board approves adding a second representative for the County, amendments will need to be made to Public Utilities Code Sections 132351.1, which is the same section that also could be modified to clarify that the City of San Diego’s mayor is considered part of its governing body for purposes of serving on the Board. Staff suggests making these modifications affecting the City of San Diego if the amendment for adding a second County representative will be pursued.

Next Steps

If approved by the Board, staff would revise the 2006 Legislative Program (Agenda Item No. 11) to include the additional county representative as a goal and work with the state legislative delegation on language to amend SANDAG’s enabling legislation. Staff also would work with County staff on a resolution stating its concurrence with the Board’s action to add a second County representative.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Ellen Roundtree, (619) 699-6960, ero@sandag.org

Attachment: 1. Draft of Proposed Changes to Public Utilities Code Sections 132351.1 and 132351.2
Draft of Proposed Changes to Public Utilities Code
Sections 132351.1 and 132351.2

Public Utilities Code Section 132351.1. Board of directors; members

(a) A board of directors consisting of 20-21 members shall govern the consolidated agency.

(b) For purposes of this Chapter the phrase “governing body” shall mean the board of supervisors, council, council and mayor where the mayor is not a member of the council, authority, trustees, director, commission, committee, or other policy making body, as appropriate, that exercises authority over an entity represented on the board of the consolidated agency.

(c) All powers, privileges, and duties vested in or imposed upon the consolidated agency shall be exercised and performed by and through a board of directors provided, however, that the exercise of all executive, administrative, and ministerial power may be delegated and redelegated by the board, to any of the offices, officers, or committees created pursuant to this chapter or created by the board acting pursuant to this chapter.

(d) The board shall be composed of one primary representative selected by the governing body of each city in the county and a member of the San Diego County Board of Supervisors to serve until recalled by the governing body of the city or county. The City of San Diego and County of San Diego shall each have two primary and secondary representatives. Each director shall be a mayor, councilperson, or supervisor of the governing body which selected him or her. Vacancies shall be filled in the same manner as originally selected. Each city or county shall also select in the same manner as the primary, or secondary representative if applicable, one alternate to serve on the board when the primary, or secondary representative if applicable, is not available. The alternate shall be subject to the same restrictions and have the same powers, when serving on the board, as the primary representative for whom he or she is substituting.

(e) Notwithstanding subdivision (d), in those years when the chair of the San Diego County Board of Supervisors is from a district that is substantially an incorporated area and is appointed the primary representative to the board, a supervisor that represents a district that is substantially an unincorporated area shall be appointed to the board as the secondary representative. Alternatively, in those years when the chair of the San Diego County Board of Supervisors is from a district that is substantially unincorporated area and is appointed the primary representative to the board, a supervisor that represents a district that is substantially an incorporated area shall be appointed to the board as the secondary representative.

(df) At its discretion, each city and county may select a second alternate, in the same manner as the primary representative, to serve on the board in the event that neither the primary representative nor the regular alternate is able to attend a meeting of the board. This alternate shall be subject to the same restrictions and have the same powers, when serving on the board, as the primary representative.

(ge) The board may allow for the appointment of advisory representatives to sit with the board but in no event shall said representatives be allowed a vote. The current advisory representatives to the San Diego Association of Governments may continue his or her advisory representation on the consolidated agency at their discretion of his or her governing body. The governing bodies of the County of Imperial and the cities in that county may collectively designate an advisory representative to sit with the board.
Public Utilities Code Section 132351.2. Quorum; voting formula; weighted vote

(a) A majority of the member agencies constitute a quorum for the transaction of business. In order to act on any item, except consent items which only require the vote specified in paragraph (1), the following voting formula in both paragraphs (1) and (2) shall apply:

(1) A majority vote of the members present on the basis of one vote per agency.

(2) A majority of the weighted vote of the member agencies present.

(b) The governing body of the City of San Diego and the County of San Diego, as appropriate, shall determine how to allocate its single agency votes and its weighted votes between its primary and secondary members.

(c) For the weighted vote, there shall be a total of 100 votes, except additional votes shall be allowed pursuant to subdivision (f). Each representative shall have that number of votes determined by the following apportionment formula, provided that each agency shall have at least one vote, no agency shall have more than 40 votes, and there shall be no fractional votes:

(1) If any agency has 40 percent or more of the total population of the San Diego County region, allocate 40 votes to that agency and follow paragraph (2), if not, follow paragraph (3).

(2) Total the population of the remaining agencies determined in paragraph (1) and compute the percentage of this total that each agency has.

(A) Multiply each percentage derived above by 60 to determine fractional shares.

(B) Boost fractions that are less than one, to one and add the whole numbers.

(C) If the answer to subparagraph (B) is 60, drop all fractions and the whole numbers are the votes for each agency.

(D) If the answer to subparagraph (B) is less than 60, the remaining vote(s) is allocated one each to that agency(s) having the highest fraction(s) excepting those whose vote was increased to one in subparagraph (B) above.

(E) If the answer to subparagraph (B) is more than 60, the excess vote(s) is taken one each from the agency(s) with the lowest fraction(s). In no case shall a vote be reduced to less than one.

(3) Total the population determined in paragraph (1) and compute the percentage of this total that each agency has.

(A) Boost fractions that are less than one, to one and add the whole numbers.

(B) If the answer to subparagraph (A) is 100, drop all fractions and the whole numbers are the votes for each agency.

(C) If the answer to subparagraph (A) is less than 100, the remaining vote(s) is allocated one each to that agency(s) having the highest fraction(s) excepting those whose vote was increased to one in subparagraph (A) above.
(D) If the answer to subparagraph (A) is more than 100, the excess vote(s) is taken one each from that agency(s) with the lowest fraction(s). In no case shall a vote be reduced to less than one.

(d) When a weighted vote is taken on any item that requires more than a majority vote of the board, it shall also require the supermajority percentage of the weighted vote.

(e) The weighted vote shall be recomputed in the above manner every July 1.

(f) Any other newly incorporated city shall receive one vote under the single vote procedure and one vote under the weighted vote procedure specified above until the next recomputation of the weighted vote, at which time the new agency shall receive votes in accordance with the formula specified in subdivision (b). Until this recomputation, the total weighted vote may exceed 100.
Introduction

The Regional Transportation Plan (RTP) is the public policy blueprint for how people and goods will move around the San Diego region over the next 25 years. MOBILITY 2030 is the most recent RTP adopted by the SANDAG Board of Directors in March 2003. The next regularly scheduled RTP update needs to occur no later than March 2006, in order to meet the federal requirement that SANDAG make an air quality conformity determination of the long-range transportation plan every three years. Staff has prepared the Draft 2030 Revenue Constrained RTP: 2006 Update to meet these requirements.

The RTP cycle is changing to every four years, but during the transition SANDAG must proceed with a technical RTP update. The more robust Reasonably Expected funding scenario in MOBILITY 2030 remains the vision for the region, and the 2006 Update addresses only the Revenue Constrained scenario that is required by federal law for determining air quality conformity. A comprehensive RTP update is underway for adoption in 2007.

On December 9, 2005, the Transportation Committee accepted the draft 2030 Revenue Constrained RTP: 2006 Update and the draft Supplemental Environmental Impact Report (SEIR) for public distribution and comment. The close of the public comment period is January 27, 2006.

Discussion

Draft 2030 Revenue Constrained RTP: 2006 Update

MOBILITY 2030 is the most recent RTP and was adopted by the SANDAG Board of Directors in March 2003. The Revenue Constrained Plan is an alternative in MOBILITY 2030 and is required by federal law as the basis for analyzing the air quality impacts of the long-range transportation plan. The air quality conformity analysis must be performed every three years, and the Revenue Constrained Plan can only assume current sources and trends of federal, state, and local transportation revenues projected out to 2030. By updating the Revenue Constrained Plan in 2006, the region would satisfy existing federal law. The new federal transportation bill, SAFETEA-LU (Safe,
Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), does not change the cycle to four years until July 2007.

The focus for the 2006 technical update was to maintain the previous revenue constrained network. The 2006 Update of the Revenue Constrained Plan contains all of the unfinished projects from the 2003 Revenue Constrained Plan, plus the projects from the TransNet Early Action Program (EAP) that were not already in the Revenue Constrained Plan. After updating cost estimates and forecasted revenues, the schedules of the EAP projects resulted in delayed phasing of non-EAP projects. All schedules and priorities will be readressed in the comprehensive 2007 RTP update, is currently underway.

In maintaining the previous revenue constrained network, the 2006 Update includes State Route 241 which is an Orange County toll facility that would eventually connect with I-5 in North San Diego County. This last segment of the Orange County toll road system was first included in SANDAG's 1996 RTP, with an anticipated connection to I-5 just south of the county line. Now that the SR 241 project EIR has defined alternative alignments, some opposition to the project has surfaced due to potential environmental impacts. The RTP is a policy document, and the SEIR for the RTP addresses issues at a program level, which does not identify impacts associated with specific projects. An EIR for the SR 241 project has been prepared by the project sponsor (Transportation Corridor Agencies) which analyzes the potential environmental impacts of all the project alternatives in detail.

A major RTP update in 2007 will reevaluate the projects and phasing for both the Revenue Constrained scenario and a new Reasonably Expected Revenue scenario. It will incorporate a new 2030 regional growth forecast, develop a strong connection between smart growth land use and transportation planning, and include various strategic initiatives from the Regional Comprehensive Plan (RCP). It also will incorporate the results of the Independent Transit Planning Review and the Smart Growth Concept Map, which are currently being developed.

Draft Supplemental Environmental Impact Report

The 2030 Revenue Constrained RTP: 2006 Update only proposes changes to the Revenue Constrained Plan in MOBILITY 2030. In MOBILITY 2030, the Revenue Constrained scenario was an alternative to the “project,” the Reasonably Expected Revenue scenario. For environmental review of the 2030 Revenue Constrained RTP: 2006 Update, the Revenue Constrained Plan is therefore compared against the Reasonably Expected Revenue scenario in MOBILITY 2030.

The proposed project, the 2030 Revenue Constrained Regional Transportation Plan: 2006 Update (the “Plan”), revises or eliminates certain projects in the Systems Development component of MOBILITY 2030 in accordance with recent project completions, calculations of project costs, and a new evaluation of revenue constraints. Pursuant to the provisions of the California Environmental Quality Act (CEQA), SANDAG prepared a Supplemental EIR disclosing the new information and impacts associated with the Plan. The changes are outlined in the Project Description of the SEIR and in the Traffic/Circulation Section.

The MOBILITY 2030 EIR concluded there would be no significant impact in the area of Transportation/Circulation because 2030 conditions would improve from the 2030 No Project condition. Similarly, the 2030 Revenue Constrained RTP: 2006 Update would improve from the 2030 No Project condition, but the conditions would not improve to the same level as MOBILITY 2030. It
has been determined that the Final EIR for MOBILITY 2030 adequately addresses the other issues associated with adoption of the 2030 Revenue Constrained RTP: 2006 Update.

Draft RTP/SEIR Distribution

The Draft 2030 Revenue Constrained RTP: 2006 Update and Draft Supplemental EIR were circulated to local jurisdictions, MTS, NCTD, Caltrans, and other interested parties and organizations. A notice of availability of the Draft RTP and SEIR was published in area newspapers and sent to interested individuals, working groups, agencies, and organizations generated from SANDAG’s mailing lists. Displays ads in area newspapers announcing the January 27, 2006, public hearing also were published.


Next Steps

The major RTP/SEIR milestones are summarized below:

- **January 27, 2006**: Public hearing on Draft 2030 Revenue Constrained RTP: 2006 Update and Draft SEIR
- **January 27, 2006**: Close of public comment period for Draft 2030 Revenue Constrained RTP: 2006 Update and SEIR
- **February 17, 2006**: Transportation Committee reviews RTP/SEIR comments
- **February 24, 2006**: SANDAG Board reviews changes to RTP/SEIR, certifies Final SEIR, approves air quality conformity finding, and adopts Final 2030 Revenue Constrained RTP: 2006 Update

NOTE: Hard copies of the Draft 2030 Revenue Constrained RTP: 2006 Update and the Draft SEIR were previously distributed to SANDAG Board members and alternates, Transportation Committee members and alternates, City Managers, key staff, and interested individuals. If you would like a copy of the Draft 2030 Revenue Constrained RTP: 2006 Update and/or Draft SEIR, please visit SANDAG’s Web site at www.sandag.org or call the Public Information Office at (619) 699-1950.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Michael Hix, (619) 699-1977, mhi@sandag.org
DRAFT 2006 LEGISLATIVE PROGRAM

Introduction

Each year, the Executive Committee recommends action on the legislative program for the next calendar year to the Board of Directors. Consistent with past programs, the proposed 2006 Legislative Program includes policies and proposals for possible federal and state legislation and local activities.

Discussion

At its January 13, 2006, meeting, the Executive Committee discussed proposed legislative goals and determined levels of priority for the 2006 Legislative Program (Attachment 1). As with previous years, adoption of a legislative program serves as a road map for Board members and staff to follow when various positions and activities are requested. The Executive Committee also provides direction on individual bills throughout the year.

In the development of legislative goals for the upcoming year, a review of the previous year's accomplishments is beneficial. The following provides a status report of the eight sponsored goals approved by the Board of Directors in the 2005 Legislative Program.

Goal 1: FY 2005/2006 Federal Appropriation Funding Requests

Status: Based on a Transportation Committee recommendation, SANDAG staff submitted funding requests totaling $199 million for inclusion in the FY 2005/2006 Transportation Appropriations Act.

The House and the Senate approved the FY 2006 Transportation Treasury HUD Appropriations Bill (H.R. 3058) on November 18, 2005; the bill was signed by the President on November 30, 2005. H.R. 3058 is consistent with the authorized levels included in SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). It appropriates $36.8 billion for federal aid highways and $8.6 billion for transit. The bill also appropriates $1.3 billion to Amtrak and imposes new regulations, including separating capital improvements and operations assistance, and it identifies $32.6 million in project earmarks for San Diego. The projects and approved funding levels are as follows:

Recommendation

The Board of Directors is asked to approve the 2006 Legislative Program (Attachment 1).
### Funding Program | Project Description | Amount
---|---|---
Surface Transportation Program | Interstate 5/Sorrento Valley Genessee | $600,000
State Route 56/Interstate 5 Northbound | $400,000
Bus and Bus-Related | ADA Paratransit Vehicles | $500,000
Blue Line Trolley Shelter Improvements | $350,000
East County Bus Maintenance Facility | $1,000,000
Interstate 15 Managed Lanes (Bus) | $1,000,000
San Diego Bus Rapid Transportation | $700,000
San Luis Rey Transit Center, Oceanside | $500,000
Solana Beach Transit Center | $500,000
New Starts | Mid-Coast Trolley Extension | $7,160,000
Mission Valley East Trolley Extension | $7,700,000
Oceanside-Escondido Rail Project | $12,210,000
FY 2006 Total | $32,620,000

Subsequent to the passage of this bill, President Bush signed into law the FY 2006 Department of Defense Appropriations Act on December 30, 2005. This bill included a 1% across the board rescission to all FY 2006 federal discretionary funding programs, except the Department of Veteran Affairs programs.

**Goal 2:** Reauthorization of a six-year transportation bill at highest levels of funding possible for highway and transit programs, railroad, and highway safety, goods movement, and other programs such as the New Starts and Smart Starts Program, Intelligent Transportation Systems, Borders, and Bus and Bus-Related, including the eligibility of Bus Rapid Transit (BRT). Support for inclusion of Board-adopted principles, including increased flexibility, environmental streamlining, change to the requirement for Regional Transportation Plans (RTPs) from three years to five years, requests for earmarks for projects, and flexibility for San Diego and Arizona Eastern (SD&AE) Railway funding.

**Status:** SAFETEA-LU was signed by the President on August 10, 2005, authorizing $286.45 billion over a six-year period, representing a 42 percent increase over TEA-21. Many of the Board’s principles were included in the bill, including the creation of a Small Starts program, the eligibility of BRT, changing the requirement to adopt an RTP from every three years to every four years, funding flexibility, and environmental streamlining. Without a gas tax increase or another mechanism to increase revenues, providing higher levels of funding for all of the transportation needs could not be accomplished. The San Diego region received over $258 million in project earmarks in SAFETEA-LU, and a language change, to allow flexibility for the SD&AE Railway, was included in the bill.

**Goal 3:** Seek funds to implement the Regional Energy Strategy (RES) and respond to legislation related to energy consistent with RES principles.

**Status:** To continue the implementation of the RES and to support the Energy Working Group (EWG), San Diego Gas & Electric provided $100,000 in FY 2006 that was matched with SANDAG funding. The EWG has been working to identify sources
of ongoing federal and state funds to continue its work beyond FY 2006. The EWG continues to respond to energy legislation and regulatory proceedings consistent with RES principles and within available funding.


*Status:* Over $2.6 million in Homeland Security funds was granted to the transit agencies in the San Diego region specifically for use on the buses and rail systems for FY 2005/2006. The Department of Homeland Security (DHS) also awarded ARJIS/SANDAG $875,000 to implement law enforcement data-sharing research findings throughout the southwest region and to expand the functionality of the wireless system, currently accessible through personal digital assistants.

Goal 5: Participating in activities related to legislative and administrative reform of the state housing element law.

*Status:* Last year, SANDAG Board and staff participated in various groups working towards these efforts. State legislation is anticipated in the next legislative session.

Goal 6: Allow for publication of an ordinance by summary.

*Status:* Language providing SANDAG with this authority was included in SB 966, the Local Government Omnibus Act of 2005.

Goal 7: Seek funds for the Regional Substance Abuse Monitoring Program (SAM) that collects, analyzes, and disseminates information about drug use and other risky behavior from adult juvenile inmates residing in local jails.

*Status:* Local funding totaling $75,000 was obtained to implement SAM for the current year. At its November 18, 2005, meeting, the Public Safety Committee recommended replacing Goal 7 with a broader goal: “Pursue funds to evaluate the effectiveness of adult and juvenile crime prevention programs and the impacts of drug use on crime and the success of treatment, especially methamphetamine.”

Goal 8: Authorize sales tax for quality of life improvements, including habitat preservation, beach sand replenishment, and water quality improvements.

*Status:* It is likely that SANDAG already has sufficient authority for a "quality of life" sales tax, and this goal may not be necessary. However, due to the importance of this issue, an outside legal opinion will be sought to confirm the opinion of the Office of General Counsel. If outside legal counsel has a different opinion, the goal would be brought back to the Executive Committee for proposed reinstatement in the Legislative Program.

The language that the Office of General Counsel believes provides the authority is shown below.
Public Utilities Code Section 132320 - For the purposes of this article, the following terms have the following meanings:

(a) To "expand" the transactions and use tax means to expand the purposes for which the revenue derived from the tax may be expended to include covering the costs of implementing measures to manage the impacts of regional transportation improvements, including, but not limited to, impacts related to growth, and to maximize the efficiency of regional transportation and transit systems. These measures may include, but need not be limited to, any or all of the following: (1) acquisition, management, maintenance, and monitoring of natural habitat and open space; (2) development and implementation of watershed management; (3) construction, repair, replacement, and maintenance of storm water conveyance systems.

(b) To "extend" the transactions and use tax means to extend the imposition of the tax beyond any term stated in the tax ordinance originally imposing the tax.

Development of the Draft 2006 Legislative Program

As you will recall, the format indicating Policy Advisory Committee jurisdiction was developed two years ago. Last year, the Executive Committee recommended a further refinement by distinguishing goals into levels of effort by categorizing them into three areas: (1) sponsor, (2) support/oppose, and (3) monitor.

To initiate discussion of the 2006 Legislative Program at the January 13, 2006, Executive Committee meeting, staff modified last year’s program. If a goal was accomplished or no longer determined to be needed, it is shown as a strike-out. A proposal for a new goal or a change to an existing goal is shown in bold Italics (see Attachment 1).

The Executive Committee reviewed the proposed goals and assigned levels of priority at the January 13, 2006, meeting. A summary of the proposed new legislative goals with the priority identification (shown in bold) except for the ones discussed under the Public Safety section below, are as follows:

- **Sponsor:** FY 2007 Transportation Appropriation Requests (see Agenda Item No. 12). **Highest**

- **Sponsor:** technical clean-up language to the multi-year transportation bill, SAFETEA-LU, such as but not limited to, revising and clarifying earmark language and policy changes if deemed appropriate, and agreed upon follow-up State legislation, e.g. identifying the Border Infrastructure Program as a stand-alone program that is exempt from Senate Bill 45 funding distribution. **Highest**

- **Sponsor:** legislation that would allow SANDAG to conduct public meetings in Mexico and other jurisdictions that border SANDAG’s jurisdiction for the purpose of addressing projects, programs, and issues that affect multiple jurisdictions, but which are currently restricted under the Brown Act. **Medium**

- **Support:** efforts consistent with financial strategies adopted in the Regional Transportation Plan, such as but not limited to, increase revenues for transportation and other related purposes through measures that would increase gas tax or equivalent revenue source, bond measures, developer fees, and public/private partnerships; efforts that maximize flexibility of federal and
state funding. Oppose: efforts that reduce revenues for transportation and other related purposes such as the borrowing of Proposition 42. **Highest**

- **Support**: efforts to expand available methods of transportation project delivery, e.g. design-build, construction management at risk procurements, and other alternative delivery methods that expedite project delivery. **Highest**

- **Support**: full funding of the Census Bureau’s American Community Survey Program to ensure timely release of critical demographic and economic information for our region. **High**

- **Monitor/Respond**: Legislation requiring local agencies to implement new administrative compliance measures. **Lower**

- **Monitor/Respond**: Proposals that limit the use of eminent domain for public infrastructure projects. **Lower**

**Proposed Public Safety Goals**

To provide input into SANDAG’s 2006 Legislative Program, the Public Safety Committee (PSC) at its October 21, 2005 meeting, reviewed five proposed legislative goals that are consistent with its mission to promote public safety and justice through collaboration, information sharing, effective technology, and objective monitoring and assessment. At the meeting, the PSC proposed revisions to the five proposed goals and added an additional goal. The PSC approved the set of goals listed below at its November 18, 2005, meeting and recommended to the Executive Committee inclusion of these goals in SANDAG’s overall Legislative Program. The Executive Committee prioritized these goals as shown in **bold** at its January 13, 2006, meeting.

- **Sponsor**: Aggressively pursue funding related to interoperability and communications, as well as other priority areas identified in the Regional Public Safety Needs Assessment. **Highest**

- **Sponsor**: Pursue Homeland Security funding at both the state and federal levels for prevention and emergency preparedness and response to catastrophic events in the San Diego region. **High**

- **Sponsor/Support**: State and federal legislation that focuses on youth and gang violence prevention and pursue funding for prevention and intervention efforts. **High**

- **Sponsor**: Pursue funds to evaluate the effectiveness of adult and juvenile crime prevention programs and the impacts of drug use on crime and the success of treatment, especially methamphetamine. **Medium**

- **Support**: Utilize existing legislative monitoring sources, such as the International Association of Chiefs of Police, National Sheriffs’ Association, California Police Chiefs Association, League of California Cities, California State Association of Counties, and National Association of Counties, to keep abreast of federal and state public safety legislation of interest to the region and the PSC, and support these organizations’ legislative programs where consistent with SANDAG’s Legislative Program. **High**

- **Support**: Legislative and funding initiatives that support and enhance public safety activities, including the California Law Enforcement Telecommunications System (CLETs) that provides the secure infrastructure and systems for public safety access to critical state and federal data. **High**
The PSC is unique because it is governed by the ARJIS Joint Powers Agreement and has the authority to act on legislative matters autonomously when acting in its role as the ARJIS governing board, so long as the actions are consistent with SANDAG’s policies and legislative program.

**Transit Boards**

Consistent with previous years, SANDAG will incorporate the transit boards’ legislative programs into the regional program. The transit boards will be acting on their respective programs over the next few months. Their respective program documents will be presented to the Executive Committee when available.

**Next Steps**

As with last year, it is our intent to provide periodic status reports on legislative activity based on the goals recommended by the Executive Committee and approved by the Board of Directors. If legislation or regulation is introduced related to SANDAG’s mission that is not part of the Board’s established legislative goals, the item would be brought back to the Executive Committee for direction.

GARY L. GALLEGOS  
Executive Director

Attachment: 1. Summary of Draft 2006 Legislative Program

Key Staff Contact: Ellen Roundtree, (619) 699-6960, ero@sandag.org

Funds are budgeted in Work Element #70009
## SUMMARY OF LEGISLATIVE GOALS FOR CALENDAR YEAR 2006

### SPONSOR

<table>
<thead>
<tr>
<th>GENERAL DESCRIPTION OF GOAL</th>
<th>NO.</th>
<th>PRIORITY</th>
<th>BOARD</th>
<th>POSITION</th>
<th>DATE</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>FED</th>
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</tr>
</thead>
<tbody>
<tr>
<td>FY 2007 Appropriation Requests (under development; to be presented to the Transportation Committee in January 2006).</td>
<td>1</td>
<td>Highest</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Reauthorization of a six-year transportation bill, including highest levels of funding for highway and transit programs, railroad and highway safety, goods movement and other programs such as the New Starts and Small Starts Program, Intelligent Transportation Systems (ITS), Borders, Bus and Bus Related, including the eligibility of Bus Rapid Transit. Support for inclusion of Board adopted principles, including increased flexibility, environmental streamlining, change to the requirement for Regional Transportation Plans from 3 years to 5 years, and requests for earmarks for projects as included in list of priority projects; flexibility for San Diego and Arizona Eastern Railway funding.</td>
<td>2</td>
<td>Highest</td>
<td>Sponsor/Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Technical clean-up language to the multi-year transportation bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), such as, but not limited to, revising and clarifying earmark language and policy changes if deemed appropriate, and agreed upon follow-up State legislation, e.g., identifying the Border Infrastructure Program as a stand-alone program that is exempt from Senate Bill 45 funding distribution.</td>
<td>2</td>
<td>Highest</td>
<td>Sponsor/Support</td>
<td>2005</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
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<tr>
<td>Aggressively pursue funding related to interoperability and communications, as well as other priority areas identified in the Regional Public Safety Needs Assessment.</td>
<td>3</td>
<td>Highest</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
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</tr>
<tr>
<td>Seek funds to implement the Regional Energy Strategy (RES); respond to legislation related to energy consistent with RES Principles.</td>
<td>4</td>
<td>Higher</td>
<td>Sponsor</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
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</tr>
<tr>
<td>Aggressively seek Homeland Security Funding for Automated Regional Justice Information System (ARJIS), transit, freight, regional public safety initiatives, and ports of entry.</td>
<td>5</td>
<td>High</td>
<td>Sponsor</td>
<td>2003</td>
<td>X</td>
<td></td>
<td>X</td>
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<td></td>
<td>X</td>
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<tr>
<td>NO.</td>
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<tr>
<td>6</td>
<td>High</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
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<tr>
<td>7</td>
<td>High</td>
<td>Sponsor/Support</td>
<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>8</td>
<td>Medium</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>9</td>
<td>Medium</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
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</tbody>
</table>

Pursue Homeland Security funding at both the state and federal levels for prevention and emergency preparedness and response to catastrophic events in the San Diego region.

Legislation that focuses on youth and gang violence prevention and pursue funding for prevention and intervention efforts

Pursue funds to evaluate the effectiveness of adult and juvenile crime prevention programs and the impacts of drug use on crime and the success of treatment, especially methamphetamine.

Allow SANDAG to conduct public meetings in Mexico and other jurisdictions that border SANDAG’S jurisdiction for the purpose of addressing projects, programs, and issues that affect multiple jurisdictions, but which are currently restricted under the Brown Act.

Allow for publication of an ordinance by summary.

Seek funds for the Regional Substance Abuse Monitoring Program that collects, analyzes, and disseminates information about drug use and other risky behaviors from adult and juvenile inmates residing in local jails. (replaced with goal 8)

Authorize sales tax for quality of life improvements, including habitat preservation, beach sand replenishment, and water quality improvements.
<table>
<thead>
<tr>
<th>GENERAL DESCRIPTION OF GOAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Efforts that would reduce transportation funding or challenge existing regional decision-making authority</td>
</tr>
<tr>
<td>Efforts consistent with financial strategies adopted in the Regional Transportation Plan, such as but not limited to, increase revenues for transportation and other related purposes through measures that would increase gas tax or equivalent revenue sources, bond measures, developer fees, and public/private partnerships; oppose efforts that reduce revenues for transportation and other related purposes such as the borrowing of Proposition 42; and maximize flexibility of federal and state funding.</td>
</tr>
<tr>
<td>Efforts to expand available methods of transportation project delivery, e.g., design-build, construction management at risk procurements, and other alternative delivery methods that expedite project delivery.</td>
</tr>
<tr>
<td>Fiscal reform initiatives enabling regions to develop their own fiscal strategies and oppose unfunded mandates on local government. Pursue initiatives that balance the fiscal influence that sales tax revenue has upon local land use decisions.</td>
</tr>
<tr>
<td>Legislation that rewards jurisdictions that produce more housing, especially affordable and transit-oriented developments; supports regional fair-share allocation of housing funds; and provides additional funding for affordable housing with greater local/regional control over the allocation of those funds.</td>
</tr>
<tr>
<td>Legislation assisting in the implementation of the Regional Comprehensive Plan, especially through funding incentives for smart growth (including, but not necessarily limited to, mixed-use projects, transit-oriented development, and/or walkable communities).</td>
</tr>
<tr>
<td>Lower the current 2/3rds voter requirement for special purpose taxes, such as transportation and quality of life improvements, to a simple majority vote.</td>
</tr>
</tbody>
</table>

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<tr>
<th>NO.</th>
<th>PRIORITY</th>
<th>BOARD POSITION</th>
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<tr>
<td>10</td>
<td>Highest</td>
<td>TBD (based on activity)</td>
<td>2002/ revised 2005</td>
<td>X</td>
<td></td>
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<tr>
<td>11</td>
<td>Highest</td>
<td>Support</td>
<td>2005</td>
<td>X</td>
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<td></td>
<td></td>
<td></td>
<td>X</td>
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<tr>
<td>12</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>13</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>14</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>15</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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Legend: T: Transportation; R: Regional Planning; P: Public Safety; B: Borders
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</thead>
<tbody>
<tr>
<td>Efforts assisting in the implementation of key environmental efforts, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues.</td>
<td>16</td>
<td>Higher</td>
<td>Support</td>
<td>2002</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>Mechanisms and funding providing for the implementation of MOBILITY 2030, including value pricing, Managed Lanes, high occupancy toll (HOT) Lanes; the alleviation of current constraints on transponder technology; use of freeway shoulder lanes by transit and other transit priority treatments; and other mechanisms that provide for more efficient use of highways and local roads.</td>
<td>17</td>
<td>Higher</td>
<td>Support</td>
<td>2003</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Transit boards' legislative programs consistent with SANDAG policy.</td>
<td>18</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>Enhancing of border security and reducing border wait times; pursuit of funding, legislation, and other financing mechanisms supporting interregional partnerships and bi-national trade and border projects.</td>
<td>19</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Participate in efforts related to legislative and administrative reform of the state housing element law. (Moved from Sponsor section to Support/Oppose section)</td>
<td>20</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>Generation of new revenue sources; maximize flexibility in use of federal and state dollars. (Consolidated with goal number 13.)</td>
<td>18</td>
<td>High</td>
<td>Support</td>
<td>2003</td>
<td></td>
<td>X</td>
<td>X</td>
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<tr>
<td>Full funding of the Census Bureau’s American Community Survey Program to ensure timely release of critical demographic and economic information for our region.</td>
<td>21</td>
<td>High</td>
<td>Support</td>
<td>2005</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Utilize existing legislative monitoring sources, such as the International Association of Chiefs of Police, National Sheriffs’ Association, California Police Chiefs Association, California State Sheriffs’ Association, League of California Cities, California State Association of Counties, and National Association of Counties, to keep abreast of federal and state public safety legislation of interest to the region and the PSC, and support these organizations’ legislative programs where consistent with SANDAG’s Legislative Program.</td>
<td>22</td>
<td>High</td>
<td>Support</td>
<td>2005</td>
<td></td>
<td>X</td>
<td>X</td>
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<tr>
<td>23</td>
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<td>Support</td>
<td>2005</td>
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<tr>
<td>24</td>
<td>Medium</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>25</td>
<td>Lower</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
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<td>X</td>
<td>X</td>
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<tr>
<td>26</td>
<td>Lower</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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</tbody>
</table>

**GENERAL DESCRIPTION OF GOAL**

Legislative and funding initiatives that support and enhance public safety activities, including the California Law Enforcement Telecommunications System (CLETS) that provides the secure infrastructure and systems for public safety access to critical state and federal data.

Maintain and increase regional decision-making authority in areas consistent with SANDAG’s mission/policies.

Legislation resulting in cost efficiencies and savings.

Other organizations' legislative programs where consistent with SANDAG policy, i.e., CALCOG (California Association of Councils of Governments), APTA (American Public Transportation Association), AMPO (Association of Metropolitan Planning Organization), NARC (National Association of Regional Councils), Self-Help Counties Coalition, League of California Cities, and California State Association of Counties, and Caltrans.
## GENERAL DESCRIPTION OF GOAL

<table>
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<tr>
<th>NO.</th>
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<tbody>
<tr>
<td>27</td>
<td>Higher</td>
<td>Monitor/Respond</td>
<td>2004</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>28</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2003</td>
<td></td>
<td>X</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>29</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2003</td>
<td>X</td>
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<tr>
<td>30</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2005</td>
<td></td>
<td>X</td>
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<td>X</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>31</td>
<td>Lower</td>
<td>Monitor/Respond</td>
<td>2005</td>
<td></td>
<td>X</td>
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</tbody>
</table>

**Legends:**
- T: Transportation
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- FED: Federal
- STATE: State
- LOCAL: Local
FISCAL YEAR 2007 FEDERAL TRANSPORTATION APPROPRIATIONS PROPOSALS

Introduction

Each year, SANDAG approves a list of transportation projects for funding consideration during the annual federal appropriations process. It is anticipated that the FY 2007 transportation appropriation process will begin in early February 2006. In order to provide Members of Congress with SANDAG’s proposals for this next cycle of funding, the Board should approve a list of projects in January 2006. In light of the many competing needs that Congress is currently facing, it is likely that the funding levels for discretionary projects will be limited.

The Transportation Committee approved a set of criteria for any new local project to be included in the SANDAG submittal of funding requests to our Congressional delegation at its December 9, 2005, meeting. At its January 20, 2006, meeting, the Transportation Committee will be discussing the new project submittals, which were evaluated against the approved criteria. Attachment 1, which lists proposed project funding requests, includes prior year submittals, new transit requests, and local projects meeting the approved criteria.

Discussion

In December, the Transportation Committee approved several criteria for any new project to be submitted in the FY 2007 Federal Appropriations Act. The project must first be in the adopted Regional Transportation Plan (RTP), MOBILITY 2030, in order to qualify. If the project is in the RTP then it is evaluated with the following criteria:

- Projects that are in construction and require additional funding
- Projects that are “ready to go” to construction
- Projects that have significant local funding identified
- Projects that are environmentally cleared
- Projects that improve security and safety in the region
- Projects that protect the region’s investment in infrastructure, including rolling stock

Projects that met the greater number of these criteria would be considered for recommendation to the Congressional delegation.

Project proposals were received from the City of Del Mar, the City of San Diego, and the County of San Diego. Attachment 2 lists the local project proposals that were submitted and their evaluation.
against the approved criteria. Staff recommends selecting projects that meet three or more criteria and have federal environmental clearance for inclusion in the FY 2007 Federal Appropriations Process. The projects meeting three or more criteria that also have environmental clearance are as follows:

- Clairemont Mesa Boulevard/State Route (SR) 163 $ 2.0 million
- Bird Rock Traffic Improvements $ 0.8 million
- Rose Creek Bikeway Bridge $ 2.0 million
- The University Avenue Mobility Plan $ 2.0 million
- SR 905 Heritage Interchange $ 2.0 million
- Interstate 805/La Jolla Village Drive Interchange Improvements $ 4.0 million

Transit

Consistent with prior years, the Metropolitan Transit System (MTS) and North County Transit District (NCTD) have developed a list of projects to include in the Joint Federal Transportation Agenda. The Joint Committee on Regional Transit (JCRT) approved this listing of projects on January 12, 2006, and the NCTD and MTS Boards subsequently approved a list of projects at their respective Board meetings on January 19 and January 26.

For the most part, the transit proposals are the same as in prior years with adjustments for receipt of federal funding or cost increases. The new transit project proposals are listed below.

- Command and Control Infrastructure $15.0 million
- Regional Bus Replacement Vehicles (NCTD and MTS) $39.1 million

Previously Approved Projects

The previously approved projects from FY 2006 are shown on Attachment 1 and notated as existing projects. Attachment 1 also lists the new transit projects above and local projects submitted that meet three or more of the criteria and have environmental clearance.

Next Steps

Following Board approval of project proposals, staff will initiate the necessary steps to participate in the appropriations process, including MTS, NCTD, and SANDAG staff meetings in early February with Congressional staff, submittal of appropriation request forms, and the development of the Joint Transportation Legislative Agenda in preparation for the American Public Transportation Association (APTA) Legislative Conference scheduled for March 2006 in Washington, DC.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Proposed Project Funding Recommendations
2. Matrix Ranking New Projects Proposed for FY 2007 Funding

Key Staff Contact: Ellen Roundtree, (619) 699-6960, ero@sandag.org

Funds are budgeted in Work Element #70009
# Proposed Project Funding Recommendations

<table>
<thead>
<tr>
<th>Project Identifier</th>
<th>Project Description</th>
<th>Existing or New Federal Project Request</th>
<th>Previously Received Federal Discretionary Dollars</th>
<th>Proposed Dollar Request</th>
<th>Funding Program</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>I-5/SR 78 Interchange Improvements</td>
<td>Existing</td>
<td>Yes</td>
<td>$0</td>
<td>Highway</td>
</tr>
<tr>
<td>B</td>
<td>State Route 76</td>
<td>Existing</td>
<td>Yes</td>
<td>$5.0 million</td>
<td>Highway</td>
</tr>
<tr>
<td>C</td>
<td>I-5 Sorrento Valley and Genesee Interchanges</td>
<td>Existing</td>
<td>Yes</td>
<td>$5.0 million</td>
<td>Highway</td>
</tr>
<tr>
<td>D</td>
<td>North Coast I-5</td>
<td>Existing</td>
<td>Yes</td>
<td>$10.0 million</td>
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</tr>
<tr>
<td>E</td>
<td>I-805</td>
<td>Existing</td>
<td>No</td>
<td>$10.0 million</td>
<td>Highway</td>
</tr>
<tr>
<td>F</td>
<td>SR 67/SR 52 Improvements</td>
<td>Existing</td>
<td>Yes</td>
<td>$5.0 million</td>
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<td>G</td>
<td>SR 52 Improvements</td>
<td>Existing</td>
<td>Yes</td>
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</tr>
<tr>
<td>H</td>
<td>I-15 Managed Lanes</td>
<td>Existing</td>
<td>Yes</td>
<td>$10.0 million</td>
<td>Highway and Transit- Bus and Bus Related</td>
</tr>
<tr>
<td>I</td>
<td>I-5 and I-8 Connectors</td>
<td>Existing</td>
<td>Yes</td>
<td>$0</td>
<td>Highway</td>
</tr>
<tr>
<td>J</td>
<td>SR 905</td>
<td>Existing</td>
<td>Yes</td>
<td>$10.0 million</td>
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<tr>
<td>K</td>
<td>SR 11 and East Otay Mesa Port of Entry</td>
<td>Existing</td>
<td>Yes</td>
<td>$9.2 million</td>
<td>Highway</td>
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<tr>
<td>L</td>
<td>Otay Mesa Port of Entry Truck Lane Improvements</td>
<td>Existing</td>
<td>Yes</td>
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<td>Highway</td>
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<tr>
<td>M</td>
<td>SR 94-SR 125 Connectors</td>
<td>Existing</td>
<td>No</td>
<td>$0</td>
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<td>N</td>
<td>Mission Valley East Trolley Extension</td>
<td>Existing</td>
<td>Yes</td>
<td>$0.6 million</td>
<td>Transit-New Starts</td>
</tr>
<tr>
<td>O</td>
<td>Oceanside-Escondido Sprinter Rail Project</td>
<td>Existing</td>
<td>Yes</td>
<td>$0.4 million</td>
<td>Transit-New Starts</td>
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<tr>
<td>P</td>
<td>Mid-Coast Light Rail Trolley Extension</td>
<td>Existing</td>
<td>Yes</td>
<td>$5.0 million</td>
<td>Transit-New Starts</td>
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<td>Q</td>
<td>LOSSAN Rail Improvements</td>
<td>Existing</td>
<td>Yes</td>
<td>$6.4 million</td>
<td>Transit-New Starts</td>
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<tr>
<td>R</td>
<td>COASTAL Maintenance of Way Facility</td>
<td>Existing</td>
<td>No</td>
<td>$5.6 million</td>
<td>Transit-New Starts</td>
</tr>
<tr>
<td>S</td>
<td>East County Bus Maintenance Facility</td>
<td>Existing</td>
<td>Yes</td>
<td>$6.0 million</td>
<td>Transit-Bus and Bus Related</td>
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<tr>
<td>PROJECT IDENTIFIER</td>
<td>PROJECT DESCRIPTION</td>
<td>EXISTING OR NEW FEDERAL PROJECT REQUEST</td>
<td>PREVIOUSLY RECEIVED FEDERAL DISCRETIONARY DOLLARS</td>
<td>PROPOSED DOLLAR REQUEST</td>
<td>FUNDING PROGRAM</td>
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<td>-------------------</td>
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<td>----------------------------------------</td>
<td>---------------------------------------------------</td>
<td>-------------------------</td>
<td>------------------</td>
</tr>
<tr>
<td>T</td>
<td>Oceanside Center Security and Maintenance Facility</td>
<td>Existing</td>
<td>Yes</td>
<td>$3.0 million</td>
<td>Transit-Bus and Bus Related</td>
</tr>
<tr>
<td>U</td>
<td>San Luis Rey Transit Center</td>
<td>Existing</td>
<td>Yes</td>
<td>$3.8 million</td>
<td>Transit-Bus and Bus Related</td>
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<tr>
<td>V</td>
<td>South Bay Bus Maintenance Facility</td>
<td>Existing</td>
<td>Yes</td>
<td>$4.5 million</td>
<td>Transit-Bus and Bus Related</td>
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<tr>
<td>W</td>
<td>Escondido Bus Maintenance Facility</td>
<td>Existing</td>
<td>Yes</td>
<td>$1.5 million</td>
<td>Transit-Bus and Bus Related</td>
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<td>X</td>
<td>Blue Line Station Improvements</td>
<td>Existing</td>
<td>No</td>
<td>$2.3 million</td>
<td>Transit-Bus and Bus Related</td>
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<td>Y</td>
<td>Command and Control Infrastructure</td>
<td>New</td>
<td>N/A</td>
<td>$15.0 million</td>
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<tr>
<td>Z</td>
<td>Regional Bus Replacement Vehicles</td>
<td>New (sought by Transit Agencies in the Past)</td>
<td>Yes</td>
<td>$39.2 million</td>
<td>Transit-Bus and Bus Related</td>
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<td>AA</td>
<td>Solana Beach Transit Center (placeholder)</td>
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<td>Yes</td>
<td>$6.0 million</td>
<td>Transit-Bus and Bus Related</td>
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<tr>
<td>AB</td>
<td>Transit First Implementation</td>
<td>Existing</td>
<td>Yes</td>
<td>$2.0 million</td>
<td>Transit-Bus and Bus Related</td>
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<tr>
<td>AC</td>
<td>Regional Grade Separation Program</td>
<td>Existing</td>
<td>Yes</td>
<td>$3.0 million</td>
<td>Highway</td>
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<tr>
<td>AD</td>
<td>Joint Transportation Operation Center</td>
<td>Existing</td>
<td>Yes</td>
<td>$10.8 million</td>
<td>ITS</td>
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<tr>
<td>AE</td>
<td>Clairemont Mesa/SR 163</td>
<td>New</td>
<td>N/A</td>
<td>$3.5 million</td>
<td>Highway</td>
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<tr>
<td>AF</td>
<td>Bird Rock Traffic Improvements</td>
<td>New</td>
<td>N/A</td>
<td>$0.8 million</td>
<td>Highway</td>
</tr>
<tr>
<td>AG</td>
<td>Rose Creek Bikeway Bridge</td>
<td>New</td>
<td>N/A</td>
<td>$2.0 million</td>
<td>Highway</td>
</tr>
<tr>
<td>AH</td>
<td>University Avenue Mobility Plan</td>
<td>New</td>
<td>N/A</td>
<td>$2.0 million</td>
<td>Highway</td>
</tr>
<tr>
<td>AI</td>
<td>SR 905/Heritage Interchange</td>
<td>New</td>
<td>N/A</td>
<td>$2.0 million</td>
<td>Highway</td>
</tr>
<tr>
<td>AJ</td>
<td>I-805/La Village Drive Interchange Improvements</td>
<td>New</td>
<td>N/A</td>
<td>$4.0 million</td>
<td>Highway</td>
</tr>
</tbody>
</table>
### Matrix Ranking New Projects Proposed for FY 2007 Funding

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Agency Submitted</th>
<th>Request</th>
<th>In RTP</th>
<th>Projects in construction and require additional funding</th>
<th>Projects that are “ready to go” to construction</th>
<th>Projects that have significant local funding identified</th>
<th>Projects that are environmentally cleared</th>
<th>Projects that improve security and safety in the region</th>
<th>Projects that protect the region’s investment in infrastructure, including rolling stock</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clairemont Mesa/ SR 163*</td>
<td>City of SD</td>
<td>$2.0 m</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Bird Rock Traffic Improvements*</td>
<td>City of SD</td>
<td>$0.8 m</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes (nearly complete)</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Rose Creek Bikeway Bridge*</td>
<td>City of SD</td>
<td>$2.0 m</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>University Ave Mobility Plan*</td>
<td>City of SD</td>
<td>$2.0 m</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes (nearly complete)</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>SR 905/Heritage Interchange*</td>
<td>City of SD</td>
<td>$2.0 m</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<tr>
<td>I-805/ La Jolla Village*</td>
<td>City of SD</td>
<td>$4.0 m</td>
<td>Yes</td>
<td>No</td>
<td>Yes (in 9 months)</td>
<td>Yes</td>
<td>Yes (95%-Complete)</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Bradley Avenue/ SR 67</td>
<td>County of SD</td>
<td>$2.5 m</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Moderate</td>
<td>No</td>
</tr>
<tr>
<td>South Santa Fe Reconstruction Project</td>
<td>County of SD</td>
<td>$10.1 m</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Moderate</td>
<td>No</td>
</tr>
<tr>
<td>Sorrento Overhead Bridge</td>
<td>City of Del Mar</td>
<td>$21.0 m</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>SR 163/Friars Rd Interchange</td>
<td>City of SD</td>
<td>$3.5 m</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

*Recommended for project selection.
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Agency Submitted</th>
<th>Request</th>
<th>In RTP</th>
<th>Projects in construction and require additional funding</th>
<th>Projects that are “ready to go” to construction</th>
<th>Projects that have significant local funding identified</th>
<th>Projects that are environmentally cleared</th>
<th>Projects that improve security and safety in the region</th>
<th>Projects that protect the region’s investment in infrastructure, including rolling stock</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alvarado Canyon Road</td>
<td>City of SD</td>
<td>$2.0 m</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Moderate</td>
<td>No</td>
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<tr>
<td>Balboa Avenue Corridor Project</td>
<td>City of SD</td>
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<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Sorrento Valley Blvd &amp; I-5 Reconfiguration</td>
<td>City of SD</td>
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<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>SR 163/Kearny Villa Road Ramp Configuration</td>
<td>City of SD</td>
<td>?</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Otay Mesa Truck Route</td>
<td>City of SD</td>
<td>Already on SANDAG’s project list</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Genesee and I-5 Interchange</td>
<td>City of SD</td>
<td>Already on SANDAG’s project list</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>
PROPOSED AMENDMENTS TO BOARD BYLAWS AND POLICIES

Introduction

The Executive Committee reviewed and extensively discussed these proposed amendments at its November and December 2005 meetings. The Board began the process of approving the amendments at its meeting in December, but ran out of time and only finished with approving the amendments to Board Policy No. 002. The remaining proposed amendments are attached to this report and incorporate changes requested by Board members, the Executive Committee, and staff.

Discussion

Highlights of the proposed amendments are discussed below.

Bylaws: Language has been added to Article III, Section 3, concerning the procedure for notifying Board members and alternates of meetings to select subregional appointments for the Policy Advisory Committees (PACs). Article III, Section 5, concerning minimum attendance requirements necessary for Board and PAC members to receive full compensation for attendance at a meeting. Article V, Section 3 has been amended to incorporate changes that were requested by the Nominating Committee by memo at the Board meeting on November 18. A revision has been made to Article VI, Section 5, concerning reporting of delegated financial/contracting approvals and budget amendments to the Board of Directors. Former Article VIII has been deleted to clarify that SANDAG no longer formally serves as the Regional Growth Management Review Board (RGMRB). Following an advisory ballot measure in 1988, SANDAG voluntarily took on the role of serving as the RGMRB. The RGMRB was to address issues such as quality of life standards, growth rate policies, regional land use distribution, consistency of regional and local plans, and transportation system management. Through the Regional Comprehensive and Transportation Plans, SANDAG still addresses the issue areas that were to be overseen by the RGMRB, but has not done so under the RGMRB name for several years.

Policy No. 001 - Operations Policy: Staff has requested that delegation of additional duties be formalized for two of the PACs in this policy. With the proposed amendments, the Executive Committee would be given authority to conduct expedited reviews of Energy Working Group matters on an as-needed basis. Additionally, the Transportation Committee would be given authority to approve the Congestion Management Program and any updates to that Program.
Policy No. 004 - Rules of Procedure for the Board of Directors, PACs, and Other Legislative Bodies: In January 2006, the requirements of AB 1234 will go into effect. This legislation imposes ethics training requirements for all SANDAG Board and PAC members, and many of SANDAG’s lower-level committee and working group members. This training requirement has been inserted in Section 4.14 of this policy. Also, staff proposes amending Section 6.6 of this policy to clarify that ad hoc (temporary) committees and working groups may be created subject to the approval of all PACs, consistent with Board Policy No. 002. Staff also proposes amending Section 6.6 so that reporting to the Board concerning the status of all of SANDAG’s active committees and working groups is done biannually instead of quarterly.

Policy No. 011 - Travel Expenses: In addition to the ethics training requirements in AB 1234, there are also new expense and compensation policy requirements that SANDAG Board members will be required to comply with after January 1, 2006. Therefore, Sections 1.7, 1.8, 2.5, 2.5.9, and 2.5.15 have been modified to incorporate the new requirements. A copy of the proposed travel expense schedule from the Internal Revenue Service is attached as the last page of this Policy.

Policy No. 025 - Public Participation/Involvement: The only change proposed for this policy is in Section D, subsection 1.2. All of the deadlines in this portion of the policy except one calls for 15 days’ advance notice to the public regarding public hearings for fare changes. Staff proposes that the one deadline that currently requires 21 days’ advance notice to the public be changed to 15 days so that all of the deadlines are consistent.

GARY L. GALLEGOS
Executive Director

Attachments: Proposed Amendments in Tracked Changes Mode:

1. SANDAG Bylaws
2. Board Policy No. 001, Operations Policy
3. Board Policy No. 004, Rules of Procedure for Board of Directors, Policy Advisory Committees, and Other Legislative Bodies
4. Board Policy No. 011, Travel Expenses
5. Board Policy No. 025, Public Participation/Involvement Policy

Key Staff Contact: Julie Wiley, (619) 699-6966, jwi@sandag.org
SAN DIEGO ASSOCIATION OF GOVERNMENTS

BYLAWS

ARTICLE I

NAME AND PURPOSE

Section 1

The name of this Organization shall be the San Diego Association of Governments (hereinafter referred to as SANDAG).

Section 2

The purposes of this Organization are as set forth in SB 1703 (Chapter 743 of the Statutes of 2002), as established by state and federal law, and as approved by the Board of Directors. The primary purpose for which this organization is created is to engage in regional cooperative comprehensive planning, programming and where authorized, implementation thereof, and to assist the Member Agencies.

ARTICLE II

DEFINITIONS

The following terms shall have the meanings ascribed to them within this section unless the content of their use dictates otherwise:

a. “Region” shall mean that territory physically lying within the boundaries of San Diego County.

b. “Regional Board” shall mean the Regional Planning and Growth Management Review Board.

c. “Population” of any Member Agency shall mean that population as defined in SB 1703.

d. “Fiscal Year” shall mean that year beginning July 1, and ending June 30.

e. “Member Agencies” shall mean the cities within San Diego County and the County of San Diego collectively.

f. “Subregion” shall mean one of the five following portions of San Diego County: "North county coastal," which includes the Cities of Del Mar, Solana Beach, Encinitas, Carlsbad, and Oceanside; "North county inland," which included the Cities of Vista, San Marcos, Escondido, and Poway; "South county," which includes the Cities of Chula Vista, National City, Imperial Beach, and Coronado; "East county," which includes the Cities of El Cajon, Santee, La Mesa, and Lemon Grove; and “San Diego region," which includes the territory located within the boundaries of San Diego County.
ARTICLE III
MEMBERSHIP AND ORGANIZATION

Section 1

Membership in this Organization shall be as provided in state law and these Bylaws.

Section 2

a. All powers of this Organization shall be exercised by the Board of Directors. The Board of Directors may choose to delegate several of its responsibilities from time to time in accordance with Board policy.

b. Only the duly selected official representative(s), or in his or her absence, his or her duly selected alternate or alternates, shall be entitled to represent his or her Member Agency in the deliberations of the Board of Directors.

c. When changes occur, names of the official representatives and alternates shall be communicated in writing to the Organization by each participating Member Agency.

Section 3

There shall be at least five standing committees which shall be known as policy advisory committees with the membership set forth in SB 1703 or Board Policy.

a. The procedure for City and County of San Diego and subregional appointments to the policy advisory committees shall be established by Board policy. In the case of the subregional appointments, the policy shall ensure a noticed, formal process wherein all regular Board members (including alternates) from each subregion are provided an opportunity to participate in the selection process. Each subregion shall ensure that SANDAG staff is notified of the date, time, and location for that subregion’s meeting. After the meeting for each subregion is set by the primary Board members, SANDAG staff shall provide Board alternates from each subregion advance notice of the meeting. A majority of the primary members present at the subregion meeting shall make a selection by January 31. An alternate member may vote in the absence of the primary regular member. In appointing persons to the Transportation Committee, to the extent possible, the subregions and other agencies should avoid duplication of representation from any city other than the City of San Diego.

b. Procedures for policy advisory committee attendance and voting shall be established by Board policy. The policy shall ensure the formal delineation of the voting membership at each meeting.

c. The Board Chair, First Vice Chair, and Second Vice Chair may serve as ex-officio non-voting members of the policy advisory committees.

d. The Board Chair shall select the chair and vice chair of all policy advisory committees except
the Executive Committee, annually in February. When serving on the Executive Committee, the Board Chair, First Vice Chair, and Second Vice Chair shall serve as the Chair, First Vice Chair and Second Vice Chair of the Executive Committee.

Section 4

The Board of Directors shall have the authority to appoint all additional committees or working groups and may provide for the appointment of alternates to these committees.

a. Additional standing committees may be appointed by the Board of Directors as may be required to carry out general and continuing functions and may be abolished only upon specific action by the Board of Directors.

b. Ad hoc specialized subcommittees or working groups may be appointed by the Board of Directors as the need arises to accomplish specific tasks. The policy advisory committees may appoint working groups to advise them. Upon completion of its assignment, each ad hoc subcommittee or working group shall disband.

Section 5

In addition to any compensation mandated by state law for Board meetings, the following rates below shall apply. Persons must be present for at least 1/2 of the time set for the meeting or the duration of the meeting, whichever is less, in order to be eligible for compensation.

a. For attendance by Board members, or alternates in their absence, at Board meetings, $150 per meeting.

b. For meetings or events attended by Board members, other than committee meetings of SANDAG, where the members are officially representing the Board, $150 per meeting or event. The Board may adopt and amend from time to time a list of such meetings and events.

c. For members and alternates of policy advisory committees, $100 per meeting.

d. The limit on the total number of paid meetings for Board and policy advisory committee members or alternates per individual is six meetings per month.

e. The Chair of the Board shall receive additional monthly compensation of $500 per month.

f. Both the Vice Chairs of the Board shall receive additional monthly compensation of $250 per month.
ARTICLE IV

MEETINGS

Section 1

a. A quorum for a meeting of the Board of Directors shall be as provided for in Section 5 of this Article.

b. A quorum shall be required for the conduct of any business of a committee. No business shall be conducted by a committee without a quorum. A simple majority of the appointed members of a committee shall constitute a quorum. All decisions by a committee shall be by simple majority of the quorum.

Section 2

Parliamentary procedure at all meetings shall be governed by Roberts Rules of Order except as otherwise modified by state law, Board policy, or these Bylaws. The Secretary shall forward written notice of the meetings of the Board of Directors and each standing committee, stating the time, location, and the agenda of business to each member’s agency and to the respective members and alternates of the Board of Directors or the standing committees, at the earliest time possible, but in no event less than 72 hours prior to meetings, except that such written notice of regular Board of Directors’ meetings may be forwarded by first class mail or other appropriate means not less than seven days prior to such meeting.

Section 3

All meetings of SANDAG, including without limitation regular, adjourned regular, and special meetings of the Board of Directors, shall be called, noticed, held and conducted in accordance with the provisions of the Ralph M. Brown Act (commencing with Section 54950 of the California Government Code). Closed session items should be heard by the Board of Directors unless timeliness requires consideration by the Executive Committee or, for transportation matters the Transportation Committee. In any event, the Transportation Committee is authorized to convene closed sessions and make final decisions with regard to real property transactions related to transportation projects, however, this delegation does not include the authority to make a Resolution of Necessity or to commence litigation. The Transportation Committee will report real property transaction purchase amounts at the next regular meeting of the Board occurring after final execution of the purchase documents.

Section 4

The Board and committees shall meet according to the following schedule:

a. The Board of Directors and policy advisory committees shall hold their regular meetings on Fridays unless otherwise determined from time to time by the Board of Directors or policy advisory committee. Regular meetings of the Board of Directors shall be held on the second and fourth Friday mornings of the month at the offices of the Organization or at other locations within San Diego County, unless otherwise provided.
by the Board. Special meetings of the Board of Directors or policy advisory committees may be called from time to time by their respective Chair.

b. Other committees shall meet whenever called by their respective Chair.

Section 5 (Section 132351.2 of the Public Utilities Code)

a. A majority of the Member Agencies constitute a quorum for the transaction of business. In order to act on any item, except consent items which only require the vote specified in paragraph (1), the following voting formula in both paragraphs (1) and (2) shall apply:

(1) A majority vote of the members present on the basis of one vote per agency.

(2) A majority of the weighted vote of the Member Agencies present.

b. The City of San Diego shall determine how to allocate its single agency vote and its weighted votes between its two members.

c. For the weighted vote, there shall be a total of 100 votes, except additional votes shall be allowed pursuant to subdivision (f). Each representative shall have that number of votes determined by the following apportionment formula, provided that each agency shall have at least one vote, no agency shall have more than 40 votes, and there shall be no fractional votes:

(1) If any agency has 40 percent or more of the total population of the San Diego County region, allocate 40 votes to that agency and follow paragraph (2), if not, follow paragraph (3).

(2) Total the population of the remaining agencies determined in paragraph (1) and compute the percentage of this total that each agency has.

(A) Multiply each percentage derived above by 60 to determine fractional shares.

(B) Boost fractions that are less than one, to one and add the whole numbers.

(C) If the answer to subparagraph (B) is 60, drop all fractions and the whole numbers are the votes for each agency.

(D) If the answer to subparagraph (B) is less than 60, the remaining vote(s) is allocated one each to that agency(s) having the highest fraction(s) excepting those whose vote was increased to one in subparagraph (B) above.

(E) If the answer to subparagraph (B) is more than 60, the excess vote(s) is taken one each from the agency(s) with the lowest fraction(s). In no case shall a vote be reduced to less than one.

(3) Total the population determined in paragraph (1) and compute the percentage of this total that each agency has.

(A) Boost fractions that are less than one, to one and add the whole numbers.
(B) If the answer to subparagraph (A) is 100, drop all fractions and the whole numbers are the votes for each agency.

(C) If the answer to subparagraph (A) is less than 100, the remaining vote(s) is allocated one each to that agency(s) having the highest fraction(s) excepting those whose vote was increased to one in subparagraph (A) above.

(D) If the answer to subparagraph (A) is more than 100, the excess vote(s) is taken one each from that agency(s) with the lowest fraction(s). In no case shall a vote be reduced to less than one.

d. When a weighted vote is taken on any item that requires more than a majority vote of the board, it shall also require the supermajority percentage of the weighted vote.

e. The weighted vote shall be recomputed in the above manner every July 1.

f. Any other newly incorporated city shall receive one vote under the single vote procedure and one vote under the weighted vote procedure specified above until the next recomputation of the weighted vote, at which time the new agency shall receive votes in accordance with the formula specified in subdivision (b). Until this recomputation, the total weighted vote may exceed 100.

ARTICLE V

OFFICERS AND THEIR DUTIES

Section 1

The Board of Directors shall have as officers a Chair, First Vice Chair, and Second Vice Chair, who are members of the Board. Standing committees shall have as officers a Chair and Vice Chair, who are members of their respective committees. The Executive Director shall be the Secretary of the Board and each standing committee.

a. The Chair shall preside over Board and committee meetings, and have general supervision of Board and committee affairs. The Chair shall sign all official documents when directed to do so by the Board and committees respectively.

b. The First Vice Chair shall perform the duties of the Chair in his or her absence and perform any duties that the Chair may require. The Second Vice Chair shall perform the duties of the First Vice Chair in his or her absence and perform any duties that the Chair may require.

c. In the event of the absence of the three officers of the Board of Directors or both officers of other standing committees, the Immediate past Chair may preside or the quorum of members present shall elect a Chair Pro Tempore to preside for that meeting. The Secretary, with a quorum present, shall call the meeting to order and preside during such election of a Chair Pro Tempore; he or she shall immediately relinquish the chair upon completion of the election.
Section 2

The Board may delegate authority to the Board Chair for action consistent with Board approved criteria on categories of items.

Section 3

Election of officers of the Board of Directors shall be held annually during a regular December meeting. Officers for the Board of Directors shall be elected in the following manner:

a. In or around July of each year, application forms will be made available on the Board of Directors page of the SANDAG Web site for persons interested in applying for the Chair or a Vice Chair position on the Board of Directors. Applications shall be structured to screen for the best regional leaders from among the primary members and shall include questions concerning the candidate’s vision statement for SANDAG and his/her qualifications. Applications shall be due within 30 days after the application forms are posted. Only candidates who submit an application by the deadline or who are nominated from the floor on the day of election will be considered for office.

b. The Chair shall appoint up to a six-five-person nominating committee, who shall be members of the Board from each of the sub-regions and a Board member from either the City and the County of San Diego, at a regular October meeting in or around September of each year. The nominating committee shall not, however, include Board members from jurisdictions that have applicants for the Chair or a Vice Chair position on the Board of Directors. The nominating committee who shall interview the candidates and submit a slate of nominees for the three Board offices in writing for mailing to Board members in or around November. Additional nominations for any office may be made by Board members at the election December meeting.

cb. In choosing the nominees from the Board membership, the nominating committee shall take into account the nominee’s availability, experience, skills, geographic diversity, and the benefits associated with having the First Vice Chair succeed the outgoing Chair and the Second Vice Chair succeed the outgoing First Vice Chair.

dc. The officers shall be elected by a majority of the votes including weighted votes of those Board members present.

ded. All officers shall be elected for a term(s) of one year and shall serve until their successors are elected. They shall begin their term of office on January 1.

ef. In the event that the Board member who has been elected Chair, First Vice Chair, or Second Vice Chair is no longer a member of the Board of Directors, the office shall be considered vacant.

gf. Any vacated office of Chair, First Vice Chair, or Second Vice Chair shall be filled at the next regular Board meeting by nominations from the floor, and a majority of votes from the members present.
Section 4

a. The Board of Directors shall appoint an Executive Director who shall hold office until he or she resigns or is removed by the Board of Directors. The Executive Director shall be the chief executive officer of SANDAG. The Executive Director shall have charge of all projects and property of the Organization and shall file with the Director of Finance of SANDAG an official bond in the minimum amount of $100,000 or such larger amount as the Board of Directors specifies, guaranteeing faithful performance of his or her duties. The Executive Director will be responsible to the SANDAG Board of Directors as set out in the Administrative Rules and Regulations for the administration of SANDAG's business, including: (1) development of program objectives, definition, directions and priorities; (2) management of SANDAG programs and coordination of staff and support services; (3) the development of financial support programs for SANDAG activities; (4) the recommendation and submission of an annual SANDAG program budget to the Board of Directors; and (5) execution of the adopted personnel, purchasing, and budgetary systems. The Executive Director shall perform such other and additional duties as is necessary to carry out the objectives and function of SANDAG and as directed by the Board of Directors.

b. Any additional staff support services provided by Member Agencies or others shall be coordinated by the Executive Director.

c. The Executive Director is hereby enabled to promulgate an administrative manual, known as the Administrative Rules & Regulations, as well as all other administrative policies governing the administrative procedures of the Organization.

ARTICLE VI

FINANCIAL

Section 1

The Board of Directors shall approve a preliminary budget no later than April 1 of each year. The Board of Directors shall adopt a final budget no later than June 30 of each year. A copy of the preliminary budget when approved and a copy of the final budget when adopted shall be filed with each Member Agency.

Section 2

Responsibility for supplying funds for that portion of the budget for SANDAG which is to be supplied by the Member Agencies, as adopted by the Board of Directors, shall be divided among the Member Agencies based on their population with each Member Agency including within its budget as funds to be supplied to SANDAG that sum of money determined by taking the ratio its population bears to the total population of the region and multiplying it by that portion of the approved budget to be supplied by the Member Agencies. Payment of this determined sum of money shall be made by each Member Agency by July 15 of each year. If payment by a Member Agency has not been made by September 1 of each year, that Member Agency shall no longer vote as a member of the Board of Directors. A delinquent Member Agency will be allowed to vote when
full payment has been made, including interest computed from July 15 at the established legal rate.

Section 3

The Director of Finance of SANDAG shall establish and maintain such funds and accounts as may be required by good accounting practice, state and federal law, and these Bylaws. The books and records of SANDAG in the hands of the Director of Finance shall be open to inspection at all reasonable times by representatives of the Member Agencies. The Director of Finance of SANDAG within 120 days after the close of each fiscal year shall give a complete written report of all financial activities for each fiscal year to Member Agencies.

Section 4

The Director of Finance of SANDAG shall receive, have the custody of, and disburse SANDAG funds upon the warrant or check-warrant of the Finance Manager pursuant to the accounting procedures developed under Section 3 above, and shall make the disbursements required to carry out any of the provisions or purposes of the Organization. The Director of Finance of SANDAG may invest SANDAG funds in accordance with state and federal law. All interest collected on SANDAG funds shall be accounted for and posted to the account of such funds.

Section 5

Delegation of authority from the Board of Directors for final financial/contracting approvals, including selection of vendors, acceptance of funding, stipulations of any nature, and any resulting budget amendment to serve as a limitation applicable to a particular job or program (not to be exceeded on a serial basis), shall be as follows:

a. Up to $100,000 to the Executive Director, subject to increase by Board action.

b. Up to $500,000 to the Executive Committee for any item, subject to increase by Board action.

c. Up to $500,000 to the Transportation Committee for transportation items, subject to increase by Board action.

d. Up to $500,000 to the Public Safety Committee for ARJIS and Criminal Justice Division items, subject to increase by Board action.

e. The Executive Director, Executive Committee, Public Safety Committee, and Transportation Committee shall report approvals under this section to the Executive Committee as needed. The Executive Committee shall report approvals under this section to the Board of Directors at least quarterly.
ARTICLE VII

RELATIONSHIPS AND RULES OF PROCEDURE

Section 1

The functions of the Board of Directors and policy advisory committees shall be established by Board policy. The Board of Directors may delegate functions to the policy advisory committees as it deems appropriate.

Section 2

The Board of Directors shall provide guidance to committees and working groups. The Board may advise Member Agencies on the coordination of general plans, or on the resolution of conflicts between the general plans of agencies in the San Diego region.

Section 3

Conflicts between governmental agencies should be resolved among the affected agencies. In matters affecting more than one local government, and where requested by the affected agencies, the Organization shall have the authority to hear and make recommendations if the conflicts are not resolved to the satisfaction of each affected agency. Regional plans should serve as the guideline for the resolution of conflicts.

Section 4

Each action taken by the Organization which requires implementation should include designation of the agency or agencies directly responsible for such implementation.

Section 5

The general and specific references to the construction authority of SANDAG in SB 1703 shall be interpreted as applicable solely to its responsibilities for project development and construction of transit projects which were previously within the purview of the transit development boards and are consolidated under the authority of SANDAG.

ARTICLE VIII

ESTABLISHMENT OF REGIONAL PLANNING AND GROWTH MANAGEMENT REVIEW BOARD

In addition to the purposes and powers set forth by law and these Bylaws, pursuant to Proposition C, a countywide measure approved by the voters in 1988, SANDAG is designated and shall serve as the Regional Planning and Growth Management Review Board.

Section 1

The issues the Regional Board shall address shall include, but not be limited to: quality of life standards and objectives, holding capacities, growth rate policies, growth phasing, regional land...
use distribution; growth monitoring; open space preservation; significant regional arterials; transportation system management; transportation demand management; siting and financing regional facilities; fiscal abilities and responsibilities; consistency of regional and local plans; and regional growth management strategy.

Section 2

Member Agencies may be requested, and have agreed, to determine ("self-certify") the consistency of the pertinent elements of their general plans with regional plans. Upon request by a member agency, the Regional Board will review these self-certifications, and make comments and recommendations regarding consistency. Where determined by the Regional Board to be appropriate, the Regional Board shall use SANDAG’s Conflict Resolution Procedure for resolving disputes among Member Agencies. The Regional Board shall adopt rules to establish the self-certification process.

ARTICLE VIII

INFORMATION AND EVALUATION

Section 1

a. The Organization shall disseminate information concerning its work program and activities. The required information system should be organized and categorized so that it will continue to allow full and efficient use of information by the public and private sectors.

b. Adequate provision for citizen participation shall be provided as required by law and as directed by the Board of Directors.

c. The Board shall perform an annual evaluation of the Organization’s goals, purpose, structure, and performance, directed toward continually improving the planning, coordination, and implementation process.

ARTICLE IX

AMENDMENTS

Section 1

The Board of Directors shall be responsible for making all amendments to these Bylaws.

a. Proposed amendments may be originated by the Board of Directors, the Executive Committee, or any member of the Board of Directors.

b. Prior to being taken to the Board of Directors for approval, proposed amendments should be taken to the Executive Committee preliminarily for review and discussion and then brought to the Executive Committee at a subsequent meeting for a recommendation for approval to the Board.
c. A copy of any proposed amendments shall be forwarded by the Secretary to the official representative of each Member Agency, his or her alternate and the Agency itself, at the same time as the proposed amendments are mailed as a report attachment to the agenda for the preliminary Executive Committee meeting referred to in subsection b of this section.

d. Amendments to these Bylaws (except those provisions mandated by state law) shall require the vote of a majority of the Member Agencies which also represents at least 51% of the weighted vote of Member Agencies.

Adopted July 2003 by the SANDAG Board of Directors
Revised November 2003 by the SANDAG Board of Directors
Amended November 2004 by the SANDAG Board of Directors
Amended January 2006 by the SANDAG Board of Directors
OPERATIONS POLICY

Board and Policy Advisory Committees Responsibilities

Shown below are responsibilities for the Board of Directors and each of the five Policy Advisory Committees (Executive, Transportation, Regional Planning, Borders, Public Safety) of the new Agency. Selected responsibilities are delegated by the Board to the Policy Committees to allow the Agency to effectively address key public policy and funding responsibilities. All items delegated to the Policy Advisory Committees are subject to Board action upon request of any member.

All functions not specifically delegated by the Board to a Policy Advisory Committee may be delegated to a Policy Advisory Committee on a one-time basis upon request by the Executive Director and approval by the Chair. Such actions shall be reported to the Board at its next regular meeting.

Board Responsibilities

1. Approve Regional Comprehensive Plan and plan components and other regional plans (e.g. Regional Energy Plan, MHCP, etc.)
2. Approve Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP) and corridor studies
3. Fulfill responsibilities of SB 1703 as consolidated agency
4. Fulfill the responsibilities of the San Diego Regional Transportation Commission (RTC)
5. Approve programming of funds (TDA, CMAQ, STIP, etc.)
6. Approve project environmental reports
7. Approve Overall Work Program and Program Budget
8. Approve amendments to the Budget and Work Program and authorize contracts with consultants for amounts equal to or greater than the amounts to be determined for administrative and policy committee authorization.
9. Approve the annual legislative agenda
10. Provide policy direction through Policy Development Board meetings
11. Appoint Committees and Board officers
12. Delegate responsibilities to Policy Advisory Committees and approve Committee actions. All items delegated to the four-five Policy Advisory Committees are subject to direct Board action upon request of any members.
13. Delegate responsibilities to Board Chair consistent with Board criteria. Conference sponsorships and proclamations are hereby delegated subject to current or subsequently approved criteria.

Executive Committee Membership and Responsibilities

The Executive Committee shall consist of six voting members with board members representing East County, North County Coastal, North County Inland, South County, and the representative, or the representative’s alternate in their absence, from the City of San Diego and the County. The Chairperson of the consolidated agency shall be one of the six voting members. The First and
Second Vice Chairpersons of the consolidated agency shall serve as voting members if one or both of the Vice Chairpersons represent an area of the region that is different from the area of the region represented by the Chairperson or the other Vice Chairperson.

1. Set agenda for Board
2. Review and recommend annual work program and program budget
3. Approve amendments to the Budget and Overall Work Program and authorize contracts up to amount approved by the Board
4. Review and act on state and federal legislation
5. Comment on project EIR/EIS
6. Act upon and evaluate dispute resolution
7. Advise on personnel actions
8. Act on behalf of Board when timing requires
9. Make policy recommendations to the Board
10. Perform other duties as assigned by the Board
11. Approve financial/contracting transactions, including selection of vendors, acceptance of funding, stipulations of any nature, and any resulting budget amendment up to $500,000, subject to increase by Board action.
12. Annually review a list of all of SANDAG’s lower level committees and working groups to determine the need to maintain the committee or working group and approve any revisions in functions or membership.
13. Review all proposed amendments to the Bylaws or Board Policies and make recommendations to the Board regarding those amendments.
14. Conduct expedited reviews and approvals of Energy Working Group actions on an as-needed basis

Transportation Committee Membership and Responsibilities

The Transportation Committee shall consist of nine voting members with board members or alternates representing East County, North County Coastal, North County Inland, South County and the mayor or a council member from the City of San Diego, a supervisor from the County of San Diego, a member of the Board of the MTDB MTS appointed by the Board of the MTDB MTS, a member of the Board of the NCTD appointed by the Board of the NCTD, and a member of the San Diego County Regional Airport Authority appointed by the airport authority.

1. Provide oversight for consolidated transit responsibilities
2. Provide policy oversight for transportation plans and corridor and systems studies
3. Establish/approve transportation prioritization criteria
4. Establish/approve policies and monitor “Use it or lose it” project funding
5. Approve TDA Claim, RTIP, and STIP amendments
6. Recommend funding allocations to the Board
7. Approve transit operator budgets for funding
8. Approve Short Range Transit Plan
9. Consistent with the transition plans, approve regional fare policy

1 To ensure seamless transit service for the transit users of the region the consolidated agency, in consultation with the transit agencies, will be responsible for the development of a Regional Fare Policy. The Regional Fare Policy will incorporate a uniform fare structure, a transfer policy, and agreement for revenue sharing of regional tickets, tokens, and passes, while also allowing the consolidated agency to adopt specialized fare procedures for travel within each operator’s service area. Additionally, the consolidated agency will adopt a Comprehensive Fare Ordinance setting forth all fares for all operators, including their special fares.
10. Conduct public hearings as delegated by Board
11. Approve contracts for transit up to amount approved by the Board
12. Advise Board on other transportation policy-level issues
13. Recommend legislative program for transportation and transit
14. Approve financial/contracting transactions, including selection of vendors, acceptance of funding, stipulations of any nature, and any resulting budget amendment up to $500,000 for transportation items, subject to increase by Board action.
15. To convene closed sessions and make final decisions with regard to real property transactions related to transportation projects, however, this delegation does not include the authority to make a Resolution of Necessity or to commence litigation.
16. Approve the Congestion Management Program (CMP) and any updates to the CMP.

Regional Planning Committee Membership and Responsibilities

The Regional Planning Committee shall consist of six voting members with board members or alternates representing East County, North County Coastal, North County Inland, South County, and the mayor or a council member from the City of San Diego, and a supervisor from the County of San Diego.

1. Provide oversight for preparation and implementation of Regional Comprehensive Plan (RCP) and its components
2. Recommend regional infrastructure financing strategies to the Board
3. Represent the Board for outreach and public information on the Regional Comprehensive Plan and its components
4. Advise Board on regional planning policy issues

Borders Committee Membership and Responsibilities

The Borders Committee shall consist of seven voting members with board members or alternates representing East County, North County Coastal, North County Inland, South County and the mayor or a council member from the City of San Diego, a supervisor from the County of San Diego, and a mayor, council member, or supervisor from the County of Imperial.

1. Provide oversight for planning activities that impact the borders
2. Provide oversight for the preparation of bi-national and interregional planning programs
3. Recommend border infrastructure financing strategies to the Board
4. Establish closer SANDAG working relations with surrounding counties and Mexico
5. Advise Board on bi-national and interregional policy-level issues

Public Safety Committee Membership and Responsibilities

The membership, authority and responsibilities for this committee are set forth in Board Policy 26.

Distribution of Meeting Materials

1. All agendas for meetings of the Board of Directors, Policy Advisory Committees, and all other SANDAG legislative bodies covered by the Brown Act (Government Code § 54950 et seq.) shall be posted on SANDAG’s Web site and copies of such agendas will be available for viewing by the public in SANDAG’s business office reception area.
2. All closed session items shall be provided to appropriate Board and/or Policy Advisory Committee members prior to the closed session. Closed session meeting materials will be sent in sealed envelopes and clearly labeled as confidential. If a representative will not be able to attend a meeting he/she should ensure the closed session materials are given to the appropriate alternate to review prior to the meeting. All closed session meeting materials must be returned to the Office of General Counsel at the end of the closed session.

Adopted January 2003
Amended November 2004
Amended January 2006
RULES OF PROCEDURE FOR BOARD OF DIRECTORS, POLICY ADVISORY COMMITTEES AND OTHER LEGISLATIVE BODIES

This policy is intended to define and clarify Rules of Procedure for the Board and incorporate them in Board policy.

From time to time over the last 30 years the Board has utilized and amended rules of procedure. It is desirable to have these rules contained in Board Policy for ease of reference.

Procedures for the Board and Policy Advisory Committees

1. Ordinances

1.1 Every ordinance shall be signed by the Chair of the Board and attested by the Clerk of the Board.

1.2 Upon the passage of an ordinance, the votes of the Board members shall be entered in the minutes.

1.3 Ordinances shall not be passed within five days of their introduction, nor at any meeting other than a regular meeting. An urgency ordinance may, however, be passed immediately upon introduction and either at a regular or special meeting. Except when, after reading the title, further reading is waived by regular motion adopted by unanimous vote of the Board members present, all ordinances shall be read in full at the time of introduction or passage. When ordinances, other than urgency ordinances, are altered after introduction, they shall be passed only at a regular or at an adjourned regular meeting held at least five days after alteration. Corrections of typographical or clerical errors are not alterations within the meaning of this section.

1.4 The Clerk of the Board shall cause a proposed ordinance or proposed amendment to an ordinance, and any ordinance adopted by the Board to be published at least once in a newspaper of general circulation in the Board’s area of jurisdiction.

1.5 The publication of an ordinance as required by this policy, may be satisfied by either of the following actions:

1.5.1 The Board may publish a summary of a proposed ordinance or proposed amendment to an ordinance. The summary shall be prepared by the Clerk of the Board and the Office of General Counsel. The summary shall be published and a certified copy of the full text of the proposed ordinance or proposed amendment shall be posted in the office of the Clerk of the Board at least five days prior
to the Board meeting at which the proposed ordinance or amendment is to be adopted. Within fifteen (15) days after adoption of the ordinance or amendment, the Board shall publish a summary of the ordinance or amendment with the names of the Board members voting for and against the ordinance or amendment and the Clerk of the Board shall post in the office of the clerk a certified copy of the full text of the adopted ordinance or amendment along with the names of those Board members voting for and against the ordinance or amendment; or

1.5.2 If the person designated by the Board determines that it is not feasible to prepare a fair and adequate summary of the proposed ordinance or amendment, and if the Board so orders, a display advertisement of at least one-quarter of a page in a newspaper of general circulation in the Board's area of jurisdiction shall be published at least five (5) days prior to the Board meeting at which the proposed ordinance or amendment is to be adopted. Within fifteen (15) days after adoption of the ordinance or amendment, a display advertisement of at least one-quarter of a page shall be published. The advertisement shall indicate the general nature of, and prove information regarding, the adopted ordinance or amendment including information sufficient to enable the public to obtain copy of the complete text of the ordinance or amendment, and the name of those Board members voting for and against the ordinance amendment.

1.6 Ordinances and amendments shall take effect thirty (30) days after their final passage. Exceptions to this effective date are: 1. When the ordinance is for the immediate preservation of the public peace, health or safety, and contains a declaration of facts constituting urgency, and is passed by a two-thirds vote of the Board, the ordinance or amendment will take effect immediately; and 2. If otherwise provided by law.

2. **Board Policies**

2.1 Board policies shall be reviewed to determine if updates are needed no less often than every three years.

2.2 Once updated, policies shall contain a footer identifying the last date they were modified by the Board.

3. **Public Comment**

3.1 Persons wishing to provide comment or testimony shall be permitted to address the Board or Policy Advisory Committee after submitting a written request to speak, identifying themselves and the agenda item on which they want to be heard. Ordinarily, each speaker will be allowed no more than three minutes. The Chair, however, may extend or limit the time for each presentation or may permit
additional time to speakers representing a group of individuals or organizations to avoid duplicative testimony or for other reasons that are in the best interest of the Board or committee in the Chair’s discretion. Testimony must be limited to issues relevant to the agenda item.

3.2 Public comment on matters not on the agenda will be permitted on items of interest to the public that are within the subject matter jurisdiction of the Board or committee. Persons wishing to comment during the general public comment period must submit a written request in advance identifying themselves and the subject matter on which they wish to speak. The Chair may limit the time for each speaker. Ordinarily, each speaker will be allowed no more than three minutes.

4. Standards of Conduct & Ethics Applicable to All of SANDAG’s Legislative Bodies

4.1 This policy shall be supplemental to SANDAG’s Conflict of Interest Code and is not intended to supersede such Code or any provisions thereof. All Board and Policy Advisory Committee members, and all other members of committees or working groups covered by the Brown Act, including alternates, shall file a Statement of Economic Interests with SANDAG upon request by SANDAG’s Office of General Counsel.

4.2 Each Board member and alternate occupies a position of public trust that demands the highest moral and ethical standards of conduct. All references to “Board members” in Section 4 of this Policy shall be read to include all Board and Policy Advisory Committee members, and all other members of committees or working groups covered by the Brown Act, including ex officio members and alternates.

4.3 Board members shall not engage in any business or transaction or have a financial or other personal interest, actual, potential, or apparent that is incompatible with the proper discharge of his or her official duties or would tend to impair his or her independence of judgment or action in the performance of such duties. Such business, transaction, or interest shall constitute a conflict of interest.

4.4 Generally, no Board member shall engage in any enterprise or activity that will result in any of the following:

4.4.1 Using the prestige or influence of the Board office for private gain or advantage of the member or another person.

4.4.2 Using time, facilities, equipment, or supplies of the Board for the private gain or advantage of the member or another person.

4.4.3 Receiving or accepting money or other consideration from anyone other than the Board or another government agency for the performance of acts done in the regular course of duty.

4.4.4 Receiving or accepting, directly or indirectly, any gift or favor from anyone doing business with the Board under circumstances from which it could
reasonably be inferred that such was intended to influence such person in their duties or as a reward for official action.

4.4.5 Soliciting any gift or favor in the member's official capacity, either directly or indirectly, when such solicitation might reasonably be inferred as to have a potential effect on the member's duties or decisions, or when the individual's position as a Board member would in any way influence the decision of the person being solicited.

4.5 Prohibited Interests

4.5.1 It is unlawful for any current SANDAG Board member to render a decision where a party to the decision has given the SANDAG Board member, promised to give the SANDAG Board member, or acted as an intermediary for the SANDAG Board member to have, an opportunity for compensation. For purposes of this section, opportunities for compensation provided to a SANDAG Board member include opportunities for compensation provided to the SANDAG Board member's immediate family. When such an opportunity for compensation is provided to a member of the SANDAG Board member's immediate family, the SANDAG Board member shall not participate in a decision involving a party to the decision unless the SANDAG Board member had no knowledge or involvement in securing the opportunity for compensation.

4.5.2 It is unlawful for any current SANDAG Board member to make, participate in making, or use his or her Board member position to influence a decision involving the interests of a person with whom he or she is seeking, negotiating, or securing an agreement concerning future employment.

4.5.3 It is unlawful for any current SANDAG Board Member to be financially interested in any contract made by them in their Board member capacity. It is also unlawful for any contract to be made by SANDAG or any board or commission established by SANDAG if any individual member of the body has a financial interest in the contract.

4.5.4 Definitions

4.5.4.1 For purposes of the prohibitions set forth in this section, the term “financial interest” means any interest, other than a remote interest as prescribed in California Government Code section 1091 or a non-interest prescribed in California Government Code section 1091.5, that would prevent SANDAG Board members involved from exercising absolute loyalty and undivided allegiance to the best interests of SANDAG.

4.5.4.2 For purposes of this section, "material financial effect" has the same meaning as that term is used in title 2, sections 18705 through 18705.5 of the California Code of Regulations.
4.5.4.3 For purposes of this section, "render a decision" means to take part personally and substantially in the project by rendering a decision, approval, or disapproval; by making a formal written recommendation; by conducting an investigation; by rendering advice on a significant basis; or by using confidential information.

4.5.4.4 For purposes of this section, "project" means any matter where a private business has made an application to SANDAG for discretionary funding or discretionary entitlements, or where SANDAG exercises discretion to enter into a lease, agreement, or contract with a private business.

4.5.5 Any SANDAG Board Member with a remote financial interest in a prospective contract of SANDAG must disclose the existence of the remote interest to the body of the board in which the SANDAG Board member is a member if that board has any role in creating, negotiating, reviewing, or approving the contract; and the SANDAG Board member must abstain from influencing or participating in the creation, negotiation, review, or approval of the contract.

4.5.6 It is unlawful for any SANDAG Board member to knowingly influence a decision of the SANDAG Board if it is reasonably foreseeable that the decision will have a material financial effect on:

4.5.6.1 the SANDAG Board member or a member of his or her immediate family, if the material financial effect is distinguishable from its effect on the public generally; or any of the following economic interests:

4.5.6.1.1 any business entity in which SANDAG Board member or a member of SANDAG Board member’s immediate family has invested $2,000 or more; and

4.5.6.1.2 any business entity for which a SANDAG Board member or a member of the SANDAG Board member’s immediate family is a director, officer, partner, trustee, employee, or holds any position of management; and

4.5.6.1.3 any real property which SANDAG Board member or a member of SANDAG Board member’s immediate family has invested $2,000 or more; and

4.5.6.1.4 any person from whom a SANDAG Board member or a member of the SANDAG Board member’s immediate family has received (or by whom you have been promised) $500 or more in income within twelve months prior to the decision; and
4.5.6.1.5 any person from whom a SANDAG Board member or a member of the SANDAG Board member’s immediate family has received gifts that total $300 or more within twelve months prior to the decision;

4.5.6.1.6 the personal expenses, income, assets, or liabilities of a SANDAG Board member or a member of SANDAG Board member’s immediate family.

4.5.7 Prohibitions Applicable to Former Board Members

4.5.7.1 It is unlawful for any former SANDAG Board Member who received compensation from SANDAG to render a decision on a particular project during his or her SANDAG service to engage in direct communication with SANDAG, for compensation, with regard to any pending application for discretionary funding or discretionary entitlements before SANDAG relating to that particular project on behalf of any person other than a public agency for a one year period immediately following the last payment from SANDAG to the Board Member.

4.5.7.2 It is unlawful for any former SANDAG Board member, for compensation, to knowingly counsel or assist any person other than a public agency in connection with an appearance or communication in which the former SANDAG Board Member is prohibited from engaging pursuant to subsection 4.5.7.1 for a one year period immediately following termination of service with SANDAG.

4.6 Lobbying and Campaign-Related Activities

4.6.1 It is unlawful for any SANDAG Board Member to engage in campaign-related activities, such as fund-raising, the development of electronic or written materials, or research, for a campaign for any elective office using SANDAG facilities, equipment, supplies, or other SANDAG resources. Nothing in this section, however, shall prohibit the use of SANDAG resources to provide information to the public about the possible effects of any bond issue or other ballot measure relating to SANDAG activities, operations, or policies, provided that:

4.6.1.1 the use of public resources is otherwise legally authorized; and
4.6.1.2 the information provided constitutes a fair and impartial presentation of relevant facts to aid the electorate in reaching an informed judgment regarding the bond issue or ballot measure.

4.6.2 It is unlawful for any former SANDAG Board Member to engage in direct communication for the purpose of lobbying SANDAG if all of the following circumstances apply:
4.6.2.1 the former SANDAG Board Member served as a SANDAG Board Member within the previous twelve months; and

4.6.2.2 the former SANDAG Board Member received compensation from SANDAG for his or her service as a SANDAG Board Member; and

4.6.2.3 the former SANDAG Board Member is receiving compensation from a private business to engage in the direct communication with SANDAG.

4.6.3 The prohibitions contained in 4.6.2 shall not apply:

4.6.3.1 to prevent a former SANDAG Board Member from making or providing a statement, based on the former SANDAG Board Member’s own special knowledge in the particular area that is the subject of the statement, provided that no compensation is thereby received other than that regularly provided for by law or regulation for witnesses;

4.6.3.2 to prevent any former SANDAG Board Member from representing himself or herself, or any member of his or her immediate family, in their individual capacities, in connection with any matter pending before SANDAG;

4.6.3.3 to the activities of any former SANDAG Board Member who is an elected or appointed officer or employee of any public agency, or a consultant of any public agency, when that former SANDAG Board Member is solely representing that agency in his or her Board Member capacity as an officer, employee, or consultant of the agency;

4.6.3.4 to any ministerial action. A ministerial action is one that does not require a SANDAG Board Member to exercise discretion concerning any outcome or course of action; or

4.6.3.5 to any individual who terminated status as a SANDAG Board Member prior to July 1, 2003, except that any such individual who returns to service as a SANDAG Board Member on or after July 1, 2003, shall thereafter be subject to the provisions of this section.

4.7 If a Board member has an actual, potential, or apparent conflict of interest in the subject of an agenda item, and the Board will be making a decision regarding the agenda item during an open session meeting, the Board member must recuse himself or herself or, in the case of uncertainty, request a binding determination from the Board’s legal counsel. If the Board member has a conflict, he or she may observe, but not participate, in the decision-making process.
4.8 If a Board member has an actual, potential, or apparent conflict of interest in the subject of an agenda item to be discussed during a closed session meeting, the Board member must state that he or she has a conflict of interest and shall be disqualified and shall leave the room during such discussion so as not to make, participate in making, or in any way attempt to use his or her official position to influence the decision or discussion. In the case of uncertainty, the Board member must request a binding determination from the Board’s legal counsel. In accordance with the Brown Act, any Board member who is disqualified shall be entitled to any information that is publicly reported. The Board member will not, however, be privy to any confidential or privileged information or communications pertaining to the closed session agenda item.

4.9 No Board member shall disclose to any person, other than members of the Board and other Board staff designated to handle such confidential matters, the content or substance of any information presented or discussed during a closed session meeting unless the Board authorizes such disclosure by the affirmative vote of a majority of the Board.

4.10 No Board member may disclose confidential or privileged information or communication to any person other than a Board member, counsel to the Board, or other Board staff designated to handle such matters, unless disclosure is mandated by law or the Board authorizes such disclosure by the affirmative vote of a majority of the Board.

4.11 Confidential or privileged information concerning threatened, anticipated, or actual litigation or claims will not be disclosed to a Board member if he or she has an actual, potential, or apparent conflict of interest. In the case of uncertainty as whether a conflict of interest exists, the Board’s legal counsel will issue a binding determination.

4.12 No Board member shall represent a position on an issue to be the Board’s position unless the Board has formally adopted such position at a public meeting.

4.13 Any violation of this policy shall constitute official misconduct if determined as such by an affirmative vote of the majority of the Board in an open and public meeting. The Board may elect to censure the Board member and the violation may be subject to criminal and/or civil penalties as provided for by applicable law.

4.14 All SANDAG Board or committee members (including alternates) who may receive any type of stipend, compensation, salary, or reimbursement for travel expenses from SANDAG must attend at least two hours of ethics training every two years. All such persons who hold office with SANDAG as of January 1, 2006, must complete their first course no later than January 1, 2007. The ethics training course materials must be approved by the Fair Political Practices Commission and Attorney General’s Office in compliance with the requirements of Government Code § 53234 et seq. Proof of attendance may be issued by SANDAG or any other local government agency providing an ethics training course that complies with these requirements.
5. **Additional Advisory Membership on Board**

5.1 From time to time, the Board may determine it is in SANDAG’s best interest to supplement the Board with additional members that can provide beneficial advice and information to the Board on matters of interest to the region.

5.2 The criteria for selection of additional advisory members shall be as follows:

5.2.1 Agency/group has land use or eminent domain authority;

5.2.2 Agency/group has regional authorities and responsibilities important to SANDAG’s mission;

5.2.3 Membership by the agency/group would enhance SANDAG’s regional decision-making;

5.2.4 Agency/group desires representation, submits a written request, and commits to participation; and

5.2.5 Agency/group is able to agree on the form of representation and who will represent it.

6. **Procedures Applicable to SANDAG’s Legislative Bodies Other Than the Board and Policy Advisory Committees**

The Brown Act is a state law which governs open meetings for local governmental bodies. The Brown Act (also “Act”) is contained in the Government Code at § 54950 et seq., and establishes rules designed to ensure that actions and deliberations of public bodies of local agencies are taken openly and with public access and input. The Brown Act governs the meetings of all local “legislative bodies,” that is, all multi-member committees and the like, of a local governmental agency such as SANDAG. Bodies created by ordinance, resolution, or formal action of SANDAG’s Board or one of the Policy Advisory Committees are covered by the Act.

6.1 All of SANDAG’s Legislative Bodies are required to comply with the requirements of the Act, including but not limited to the following:

6.1.1 Agendas for all regular meetings must be posted at least 72 hours in advance of the meeting and all meetings must be open to the public.

6.1.2 The Act applies whenever a majority of the voting members of the legislative body meet to discuss, deliberate or acquire information about a matter within the subject matter of the body.

6.1.3 A public comment period must be provided at each meeting.

6.1.3 The Act prohibits “serial meetings.” Serial meetings are a series of in-person meetings, phone calls, emails, or other types of communication that ultimately involve a majority of the legislative body to develop a consensus
as to action to be taken on a matter coming before the body. This prohibition is based on the Act’s goal to ensure that the public’s business is in fact conducted in public. In addition, a third party cannot be used to communicate among the members to obtain a consensus; an intermediary cannot be used to accomplish the actions directly prohibited by the Act.

6.1.4 Secret ballots and anonymous voting are prohibited.

6.1.5 An attendance, registration, or sign-in sheet may be used at public meetings to document the presence of persons other than the members of the legislative body, however, the sheet must clearly state that its completion is voluntary and not a precondition for attendance.

6.1.6 Meetings may not be held in facilities that are inaccessible to disabled persons or in facilities that prohibit the admittance of any persons on the basis of race, religious creed, color, national origin, ancestry or sex.

6.1.7 Meetings must be held within the County of San Diego, unless some exception under the Act applies. Questions regarding the applicability of the Act should be directed to SANDAG’s Office of General Counsel.

6.1.8 The agenda must list all items that will be discussed or acted upon by the legislative body. That listing should be described in an informative way so that members of the body as well as members of the public understand the general nature of the agenda item and can make an informed decision whether to attend the meeting or not. The Act provides that this description need not exceed 20 words, but as many words as necessary to give adequate notice should be used.

6.1.9 Members may take action to add an item to the agenda of a regular meeting if, by two-thirds vote of the members of the legislative body present at the meeting, or, if less than two-thirds of the members are present, a unanimous vote of those members present, the body determines that there is a need to act immediately, that the body’s consideration of the matter cannot await the next meeting and that the need for immediate action arose after the posting of the agenda. This should only occur in very rare occasions, and SANDAG’s Office of General Counsel should be consulted before relying on this exception.

6.2 In addition to the requirements of the Act, SANDAG legislative bodies must also comply with the following requirements:

6.2.1 Only the regular members, or in their absence, a designated alternate, may vote on action items. Seating or placards at meetings should be arranged so that it is clear which persons in the room are voting members, as compared to non-voting members, alternates, speakers, or members of the public. Non-voting members and alternates in attendance may participate in the body’s discussion, but may not vote.
6.2.2 The members of a legislative body may only designate an alternate if their service on the legislative body is based on their capacity as a representative of another group; members selected for their individual qualifications do not act as a representative of another group and may not designate an alternate.

6.2.3 A quorum shall be a majority of the voting members of a legislative body. A majority of the quorum must approve all actions taken by the legislative body.

6.2.3 Unless otherwise provided by the Board or Policy Advisory Committee, each legislative body should select a chair and vice chair by a vote of the majority of a quorum on an annual basis.

6.2.4 Roberts Rules of Order should be used by legislative bodies for guidance on procedural matters such as the making of motions and voting.

6.2.5 The chair of a legislative body may direct that comments from the public shall be limited to no more than three minutes per person. Comments from the public should be requested following introduction of each agenda item. Efforts should be made to make it clear to the members of the legislative body and audience when a comment is being made by a member of the public versus a member of the legislative body.

6.2.6 In the event a legislative body is having difficulty taking action on items due to lack of attendance to create a quorum, the legislative body may make a recommendation regarding changes to membership and seek approval of these recommendations from the Board or Policy Advisory Committee that created the legislative body.

6.3 The scope of topics within the jurisdiction of the legislative shall be limited to those issues delegated to the legislative body by the Board or relevant Policy Advisory Committee.

6.4 Legislative bodies created by the Board or a Policy Advisory Committee do not have authority to take action on behalf of SANDAG, make a final determination on behalf of SANDAG, and/or take a position on behalf of SANDAG.

6.5 SANDAG's Committee and Working Group Guidelines should be used for additional guidance.

6.6 New standing committees shall not be created by SANDAG staff. Staff may request approval for creation of a new standing committee from the Board. Staff may create ad hoc (temporary) committees or working groups subject to the approval of the
Executive Committee Policy Advisory Committees. An informational report shall be provided to the Board on a biannual/quarterly basis concerning the status of all standing and ad hoc committees and working groups.

Adopted June 2003
Amended November 2004
Amended January 2006
TRAVEL EXPENSES

This policy is intended to establish a basis for budgeting Board member and employee attendance at conferences, training, seminars, or other meetings and provide guidelines for Board members and employees who have been approved to travel on behalf of SANDAG.

It is desirable and beneficial to SANDAG and its constituents to have Board members and employees participate in state and national activities, training, and conferences related to SANDAG’s subject matter jurisdiction.

Procedures

1. **Budgeting**

   1.1 Each year the Executive Director will survey the Board and committee (Board) members to ascertain their interest in attending upcoming conferences and meetings. These conferences may include legislative and annual meetings for the California Transit Association, the American Public Transit Association, and the Association of Metropolitan Planning Organizations, as well as California Transportation Commission meetings and legislative hearings. The Chair of the Board will make the final decision regarding who should attend all conferences and meetings. Upon return, Board members will be asked to present their experiences to the Board in order to share the knowledge obtained from their attendance.

   1.2 Employees also may attend conferences related to their respective disciplines. Each year, the department directors will submit a list of desired conferences and other meetings to be attended to the Executive Director. The Executive Director will make the final decision regarding which employees should attend conferences and meetings within the adopted budget. Upon return, employees will submit a report to their director in order to share the knowledge obtained from their attendance.

   1.3 Board member and employee attendance will be funded in the annual budget subject to the availability of funds and based on the results reported by previous attendees. As part of the budgeting process, the Executive Director or his/her designee will set objectives to ensure minimum representation at key conferences, and to make sure that cumulative attendance by Board members and employees at any one conference is not excessive.

   1.4 The number of Board members or committee members attending any conference or meeting should not exceed a quorum unless this provision is specifically waived by the Board after seeking advice from legal counsel.
1.5 Basic travel arrangements for flights, hotels, and rental cars will be made by the Clerk of the Board or other designated staff. Board members and employees are responsible for contacting the Clerk of the Board or the designated staff if itinerary changes are needed. Board members or employees desiring different travel arrangements will contact the Clerk of the Board or other designated staff to place her/him on notice and will be financially responsible for any costs over and above those determined by SANDAG’s travel agent for the basic trip.

1.6 If a Board member or employee initiates a change in travel plans that is not due to a medical/death emergency by the Board member or employee, or his/her immediate family, then the Board member or employee will be responsible for the cost impacts of those changes.

1.7 Employees must fill out a travel request form prior to traveling out of San Diego County on SANDAG business. The Overall Work Program code, purpose of travel, and trip budget must be filled in on the form. The form must be approved by a department director prior to the time of travel, unless a department director is the traveler, in which case the Chief Deputy Executive Director must approve the travel. The Clerk of the Board or Executive Assistant will fill out the top portion of the travel request form for Board members. The expense report must document that expenses meet existing SANDAG policy. All documents related to reimbursable expenditures are public records subject to disclosure under state and federal law.

1.8 Penalties for falsifying expense reports include, but are not limited to the following:

1.8.1 Loss of reimbursement privileges
1.8.2 Restitution to SANDAG
1.8.3 Civil penalties for misuse of public resources
1.8.4 Prosecution for misuse of public funds
1.8.5 Disciplinary action for employees

2. Out-of-Town Travel Expense Reimbursement

2.1 The lower portion of the travel request form must be used by Board members and employees to record actual trip expenses. The report must be completed within one week from the return date. For employees, the actual expenses must be approved by a department director unless a department director is the traveler, in which case the Chief Deputy Executive Director must approve the expenses. The form should then be forwarded to the Finance Department for processing, with a personal check attached for any funds due to SANDAG. Failure to submit expense reports within the required time frame may result in the traveler not being reimbursed or collection action being taken if money is owed to SANDAG. Extensions may be granted by the Executive Director.

2.2 All expenses should be itemized, including items SANDAG may have paid for in advance so that the report provides a complete record of expenses. It is the traveler’s responsibility to submit a completed report in order to receive prompt reimbursement.
2.3 Receipts for expenditures must be attached to the expense report for all expenses where a receipt is practicably attainable. A receipt is mandatory for all expenses in excess of $10 unless a written satisfactory explanation is provided. Such written explanations are subject to approval by the Finance Department.

2.4 Travel advances may be requested. Any travel advance shall not exceed the total estimated amount of the trip, minus any items prepaid by SANDAG, such as airfare and registration.

2.5 Board members and employees will be reimbursed for reasonable travel expenses up to the reimbursement amounts stated in IRS Publication 1542, as updated by the IRS. The following expenditure guidelines in IRS Publication 1542 should be observed as upper limits unless the circumstances dictate otherwise and the expense is approved by a department director or the Chief Deputy Executive Director. Notwithstanding the foregoing, travel to Sacramento, California and Washington, D.C. will be reimbursed up to a maximum daily rate of $300 per day for lodging and food expenses instead of the amounts listed in IRS Publication 1542.

2.5.1 Air Travel – Air travel is to be coach class for the most direct route. Travelers are encouraged to book at least 21 to 14 days in advance to qualify for the lowest airfares. SANDAG will cover the cost if it is more cost-effective (i.e., difference in airfare as compared to the additional cost for hotel and meals) to include a Saturday stay. Travelers should consider this option, when practical.

2.5.2 Personal Auto Use – In the event that a private auto is used for the trip, mileage shall be paid at the currently established Internal Revenue Service rate. Maximum reimbursement shall not exceed the cost of using a rental car, train, or commercial airline to reach the same destination.

2.5.3 Ground Transportation – In using surface transportation, the least expensive alternative must be utilized where practical. For example, an airport shuttle should be used instead of a taxi. Such transportation should be used for travel to and from the airport and for reasonable business-related trips at the location.

2.5.4 Parking – SANDAG will reimburse the lesser of the parking cost for a personal auto left at the airport or the cost of a shuttle service or cab to and from the airport.

2.5.5 Personal Travel – If a traveler wishes to combine SANDAG travel with personal travel, or to travel with family members, the traveler may do so, provided that it does not exceed the cost equivalent of a single-person trip.

2.5.6 Rental Car – Use of rental cars must be pre-approved. SANDAG will only reimburse for the cost of renting the least expensive size vehicle necessary for the number of people traveling. SANDAG will not reimburse for rental
car insurance coverage because employees are included under SANDAG general automobile insurance coverage.

2.5.7 Meals – SANDAG will pay for meals while the traveler is in travel status. Reasonable discretion concerning the cost of the meals should be used.

2.5.8 Business Meals – Reasonable business meals involving outside persons or when necessary to conduct SANDAG-related business are permitted. All such meals must be itemized with justification on the Expense Report to determine if eligible for reimbursement.

2.5.9 Hotel – Travelers will be reimbursed for the cost of a moderate and reasonably priced single occupancy hotel room. Travelers should request the “government rate” when making hotel reservations. If a hotel stay is needed in connection with a conference or other education activity, lodging costs shall not exceed the maximum group rate published for the conference. If the group rate is not available, the traveler must use comparable lodging. Reasonable discretion regarding the cost of the hotel should be used.

2.5.10 Other Business-Related Expenses – Other business-related expenses that arise when traveling such as supplies, equipment rental, reprographics, facsimiles, and other documented business-related expenses may be reimbursed when traveling on SANDAG business and used for SANDAG purposes.

2.5.11 Travel Outside of the U.S. – Reimbursement for travel to a foreign country will be calculated at the average exchange rate during the trip as posted in the Wall Street Journal. All reimbursement for any Value Added Taxes (VAT) charged for hotel accommodations must be reimbursed to SANDAG.

2.5.12 Telephone Calls – Reimbursement for telephone calls made while traveling are permitted, provided that such calls are directly related to SANDAG business. Personal calls are permitted to a maximum of $10 per day. Calls charged to personal calling cards or wireless phone accounts may be submitted for reimbursement no later than thirty days for the time that the expense report is submitted.

2.5.13 Registration – Travelers requesting to attend a conference or training that requires registration should do so in sufficient time to take advantage of any discounts.

2.5.14 Cancellation Penalties – In the event that registration, airfare, hotel deposit, or similar items that require prepayment are paid and nonrefundable and the traveler is unable to attend, then the traveler will be responsible for reimbursing SANDAG for all prepaid amounts, unless the inability to attend is for valid medical reasons or personal emergencies, as approved by the Executive Director for employees or the Executive Committee for Board members.
2.5.15 Nonallowable Expenses – SANDAG will not provide any reimbursement for personal entertainment expenses, travel expense for family members, movies in hotels, personal items, charitable contributions, alcohol, air travel insurance, or any other expenses not deemed necessary for business purposes. SANDAG also will not provide reimbursement for the purpose of attending political events or for expenses incurred with any private club that discriminates on the basis of race, gender, religion, sexual orientation, disability, or any other discriminatory criteria in its membership policy.

3. Local Expense Reimbursement

3.1 Expense reports must be submitted that record any potentially eligible expenses. The form must be submitted together will all receipts and should be submitted within thirty days of the expense being incurred. The report must describe the item or the destination (if mileage reimbursement is requested) and the purpose. The traveler should indicate which OWP number each item should be charged to.

3.2 Expenses are eligible for reimbursement if they are related to and necessary to carrying out SANDAG business. They may include, but are not limited to: phone calls, business meals or meetings, mileage, parking, and miscellaneous out-of-pocket expenses. The Director of Finance or Executive Director may disallow any extraordinary or inappropriate expense. Whenever possible, travel should be by public transportation.

3.3 All necessary approvals must be obtained in advance and the form must be submitted to the Finance Department for processing. Reimbursement will ordinarily occur within thirty days.

Adopted June 2003
Amended January 2006
Table 2. Localities Eligible for $226 ($58 M&IE) Per Diem Amount Under the High-Low Substantiation Method (Effective October 1, 2005)\textsuperscript{1,2}

<table>
<thead>
<tr>
<th>State</th>
<th>Key City/County and/or Other Defined Location</th>
<th>Effective Date of $226 Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZ</td>
<td>Phoenix, Scottsdale, Maricopa</td>
<td>1/1 - 3/31</td>
</tr>
<tr>
<td>CA</td>
<td>Napa, Napa, San Diego, San Francisco, Santa Monica</td>
<td>All year</td>
</tr>
<tr>
<td>CO</td>
<td>Aspen, Crested Butte, Gunnison, Silverthorne, Breckenridge, Steamboat Springs, Telluride, Vail, San Miguel, Eagle</td>
<td>12/1 - 3/31 / 1/1 - 4/30 / 1/1 - 3/31 / 12/1 - 12/31 / 1/1 - 4/30 / 10/1 - 12/31 / 12/1 - 12/31</td>
</tr>
<tr>
<td>DC</td>
<td>Washington, DC (also the cities of Alexandria, Fairfax, and Falls Church, and the counties of Arlington, Fairfax, and Loudoun, in Virginia; and the counties of Montgomery and Prince George’s in Maryland)</td>
<td>All year</td>
</tr>
<tr>
<td>FL</td>
<td>Key West, Monroe</td>
<td>All year</td>
</tr>
<tr>
<td></td>
<td>Miami, Miami-Dade</td>
<td>1/1 - 4/30</td>
</tr>
<tr>
<td></td>
<td>Naples, Collier</td>
<td>2/1 - 3/31</td>
</tr>
<tr>
<td></td>
<td>Palm Beach, Palm Beach (also the cities of Boca Raton, Delray Beach, Jupiter, Palm Beach Garden, Palm Beach Shores, Singer Island, and West Palm Beach)</td>
<td>2/1 - 3/31</td>
</tr>
<tr>
<td>IL</td>
<td>Chicago, Cook, Lake</td>
<td>1/1 - 6/30 / 3/1 - 12/31</td>
</tr>
<tr>
<td>LA</td>
<td>New Orleans, Orleans, St. Bernard, Jefferson, and Plaquemines Parishes</td>
<td>1/1 - 5/31 / 10/1 - 12/31</td>
</tr>
<tr>
<td>MA</td>
<td>Boston, Cambridge, Suffolk; City of Cambridge</td>
<td>All year</td>
</tr>
<tr>
<td></td>
<td>Martha’s Vineyard, Dukes, Nantucket</td>
<td>7/1 - 8/31</td>
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<td></td>
<td></td>
<td>6/1 - 8/31</td>
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<tr>
<td>MD</td>
<td>Counties of Montgomery and Prince George’s, Baltimore, Baltimore; Baltimore City</td>
<td>All year</td>
</tr>
<tr>
<td></td>
<td>Cambridge, St. Michaels, Dorchester, Talbot</td>
<td>6/1 - 8/31</td>
</tr>
<tr>
<td></td>
<td>Ocean City, Worcester</td>
<td>6/1 - 9/30</td>
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</table>
Table 2. (Effective October 1, 2005) (Continued)

<table>
<thead>
<tr>
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<th>Key City</th>
<th>County and/or Other Defined Location</th>
<th>Effective Date of $226 Rate</th>
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</thead>
<tbody>
<tr>
<td>ME</td>
<td>Bar Harbor</td>
<td>Hancock</td>
<td>7/1 - 8/31</td>
</tr>
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<td>Conway</td>
<td>Carroll</td>
<td>7/1 - 8/31</td>
</tr>
<tr>
<td>NJ</td>
<td>Cape May, Ocean City</td>
<td>Cape May</td>
<td>7/1 - 8/31</td>
</tr>
<tr>
<td>NY</td>
<td>Floral Park, Garden City, Glen Cove, Great Neck, Roslyn</td>
<td>Nassau</td>
<td>All year</td>
</tr>
<tr>
<td></td>
<td>Lake Placid</td>
<td>Essex</td>
<td>7/1 - 8/31</td>
</tr>
<tr>
<td></td>
<td>Manhattan</td>
<td>Boroughs of Manhattan, Brooklyn, Queens, the Bronx, and Staten Island</td>
<td>All year</td>
</tr>
<tr>
<td></td>
<td>Riverhead, Ronkonkoma, Melville, Smithtown, Huntington Station, Amagansett, East Hampton, Montauk, Southampton, Islip, Commack, Medford, Stony Brook, Hauppauge, Centeraush, Saratoga Springs, Schenectady</td>
<td>Suffolk</td>
<td>All year</td>
</tr>
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<td>Tamarytown, White Plains, New Rochelle, Yonkers</td>
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<td>WA</td>
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* Transition rule. A payor who uses the high-low substantiation method in Table 2 for an employee during the first 9 months of calendar year 2006 must continue to use the high-low substantiation method for the remainder of calendar year 2006 for that employee. For travel on or after October 1, 2006, and before January 1, 2007, the payor may continue to use the rates and high-cost localities published in Table 2 or the updated rates and high-cost localities published in the revenue procedure that supersedes Revenue Procedure 2005-67, as long as those rates and localities are used consistently during this period for all employees reimbursed under this method. See Transition Rules under How To Use Per Diem Rate Tables for an example.

BOARD POLICY NO. 025

PUBLIC PARTICIPATION/INVOLVEMENT POLICY

Purpose

This policy establishes a process for obtaining input from and providing information to the public concerning agency programs, projects, and program funding in order to ensure the public is informed and has the opportunity to provide SANDAG with input so plans can reflect the public’s desire. SANDAG will review and update this plan every three years. Various federal and state laws and regulations require that an agency such as SANDAG conduct public participation programs to ensure that the public is involved and that community concerns are addressed. For example, planning of mass transit capital projects, development of short range service policies and plans, and fare policy and structure changes to public transportation require public participation. The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) also have public information components that require an agency such as SANDAG to conduct public participation programs to ensure that the public is involved and that community concerns are addressed. A significant component of SANDAG’s mission is a strong commitment to public participation and involvement to include all residents and stakeholders in the regional planning process.

The public participation policy is consistent with the requirements of Public Utility Code Section 132360.1 established with the passage of Assembly Bill 361 which reads as follows:

(c) The agency shall engage in a public collaborative planning process; recommendations from that process shall be made available and considered for integration into the plan. A procedure to carry out this process including a method of addressing and responding to recommendations from the public shall be adopted.

Social Equity and Environmental Justice

Ensuring the meaningful involvement of low income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of SANDAG’s public participation activities. SANDAG’s policies, procedures, and programs are consistent with federal and state environmental justice laws, regulations, and requirements, Title VI, related nondiscrimination requirements, and reflect the principles of social equity and environmental justice. Social equity means ensuring that all communities are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind. Environmental justice means ensuring that plans, policies, and actions do not disproportionately affect low income and minority communities.
Scope

The policy addresses public participation policies and public information efforts in the following areas:

A. Overall Public Participation Process  
B. Development Planning  
C. Design and Construction  
D. Short Range Transit Service Planning and Fare Changes  
E. Native American Consultation

A. Overall Public Participation Process -- Unless otherwise noted or required, these are SANDAG’s general policies for public participation for major planning initiatives such as the Regional Transportation Plan, Regional Comprehensive Plan, Regional Short Range Transit Plan, and other planning and programming projects.

1. SANDAG’s Public Participation/Involvement Program is designed to inform and involve the region’s residents in the decision-making process on issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety.

2. The Public Participation/Involvement Program seeks to involve all citizens, including but not limited to low income households, Hispanic, African American, Asian, American Indian, senior, and other communities, persons with disabilities, as well as community and civic organizations, public agencies, business groups and associations, environmental organizations, and other stakeholders.

3. SANDAG’s board meetings provide the public forum and decision point for significant regional issues. SANDAG Directors usually hold one or two board meetings each month: a Board Policy Meeting the second Friday of each month and a Board Business Meeting the fourth Friday of each month. Meetings held at the SANDAG office are accessible by public transit. During these meetings, Directors adopt plans, allocate transportation funds, approve transit construction plans, approve transit fare changes, and establish policies and develop programs that are used by local governments as well as other public and private organizations.

4. SANDAG’s Public Participation/Involvement Program shall comply with the Americans with Disabilities Act (ADA). SANDAG shall hold public meetings in buildings, rooms, or locations that are accessible to persons with disabilities. SANDAG shall provide public meeting information in alternate formats and shall provide special accommodations at public meetings with three business days notice.

5. SANDAG’s Public Participation/Involvement Program is carried out as an integrated work element of the agency’s Overall Work Program and Budget and as part of other programming, development, and implementation processes such as the Regional Transportation Plan, the Regional Comprehensive Plan, Regional Short Range Transit Plan, Environmental Impact Reports, transit capital project
development, project construction, transit fare changes, corridor studies, and other projects.

6. SANDAG shall proactively seek and promote public participation in SANDAG’s workshops and public hearings, as well as participation and attendance at committees, working groups, and task forces. SANDAG shall follow local, state, and federal guidelines for posting public meeting and hearing notices. Depending upon the specific project, SANDAG shall endeavor to hold meetings at times that can attract as many participants as possible, including evenings and weekends and at locations in communities throughout the region. SANDAG shall endeavor to hold these meetings in locations that are accessible by public transit.

7. SANDAG shall inform the public in a timely manner about regional issues, actions, and pending decisions through a number of efforts. As needed or required, SANDAG shall post public notices in newspapers of general circulation for publication of legal notices. Other publication and distribution efforts can include mail distribution to residents, agencies, and city/county governments, the SANDAG Web site, e-mail lists, and rEgion - SANDAG’s monthly electronic newsletter. As needed, SANDAG also shall distribute press releases and media alerts to local, regional, and Mexico border area print and broadcast media.


9. SANDAG shall use its Web site to provide the public with useful and timely information including meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications.

10. As appropriate and depending on the specific project, SANDAG shall translate into Spanish, and other languages, publications, announcements, and Web content. In addition, numerous staff members are bilingual Spanish-English speakers and participate in public outreach and conduct presentations in Spanish. Translators shall be hired as needed to provide services in Spanish and other languages as appropriate.

11. SANDAG conducts periodic public opinion surveys as part of the outreach and citizen participation component of SANDAG’s work program. These surveys shall be designed to include the San Diego region’s residents in the regional planning process and to keep SANDAG officials aware of issues that are of concern to the people who live here.
12. SANDAG will endeavor to respond to general comments received by phone, fax, letter, or e-mail within five (5) business days of receipt. Comments shall be routed to the SANDAG staff person who is responsible for that issue. Comments may be responded to in writing (e-mail or letter) or may be resolved with the initial phone call. Some comments may need to be resolved by another agency or jurisdiction so the customer is referred to the appropriate entity. When a comment is submitted as part of a public review process (e.g., a plan or environmental report) the comment and response is logged into a database. Comments, concerns, and responses received as part of a public review process shall be included in the final plan or report.

B. Development Planning - Planning, environmental, preliminary engineering activities on major capital projects.

1. SANDAG shall follow current federal and state regulations regarding public involvement processes and procedures. SANDAG shall develop public involvement programs tailored to meet specific project needs which address the unique challenges presented by each project. Programs shall be developed using the joint Federal Highway Administration and Federal Transit Administration (FHWA/FTA) guidelines titled “Public Involvement Techniques for Transportation Decision-Making.”

2. The public involvement program shall set objectives, identify people to be reached, develop public involvement strategy, and define specific outreach techniques.

3. The public involvement program shall be developed so that critical community concerns and technical issues are identified in the study. The issues need to address the engineering, environmental, economic, and financial analyses that respond effectively to community needs and preferences and satisfy local, state, and federal environmental clearance requirements.

4. To facilitate community participation, lists of individuals, agencies, and organizations shall be developed for distribution of agency materials. These lists will include persons who have indicated an interest in transportation planning projects during previous public information efforts and/or focused on the specific project. Project information would be distributed to the persons on this list in conjunction with public meetings and workshops, to solicit comments and recommendations.

5. Environmental documents shall be prepared in accordance with California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as appropriate, and in coordination and consultation with various federal, state, and local agencies, and with elected officials, community leaders, organizations, and other individuals from the neighborhoods and communities potentially affected by the proposed action. Coordination and public involvement shall be achieved through a variety of means, such as formal public hearings and meetings, circulation of draft documents, mailings, focus group meetings, workshops, and individual/group contacts.

6. Formal scoping meetings, public hearings, and/or other meetings during the comment period and environmental document certification shall be held in
accordance with the requisite environmental document. As required, meetings shall be announced in the Federal Register, local publications, and on SANDAG’s Web site. Persons and organizations on the project mailing list also will be notified. SANDAG shall endeavor to hold public meetings in locations accessible by public transit.

7. SANDAG shall prepare and distribute appropriate notices and communications to comply with CEQA and NEPA requirements.

8. A public information program shall be developed to inform the community of factors related to the project. The information program may include briefings for the news media, informational meetings, presentations to include community and professional associations and educational institutions, business groups and associations, environmental organizations, and other public forums.

9. A project working group may be organized to review and comment on the project to build understanding and identify support for feasible alternatives. This group may consist of various elected officials/staff, community and neighborhood organizations, business organizations, property owners, and other stakeholders and interested parties. This group would be formed to provide comment and guidance regarding technical issues, review study alternatives and evaluation results, and provide community input regarding the alternatives. This iterative process would allow for identified issues and concerns to receive follow-up responses. Meeting summaries of project working group activities shall be produced. Meeting notices, agendas, and/or other information shall be posted to SANDAG’s Web site.

10. Other public input opportunities include SANDAG Board of Directors meetings and meetings of SANDAG’s five policy committees: Executive, Transportation, Regional Planning, Borders, and Public Safety. Other opportunities for public participation are at working group meetings, general public meetings, and presentations to planning and community groups.

C. **Design and Construction** – Design and construction of capital projects.

1. For all capital improvement projects with significant community impacts, SANDAG shall provide opportunities for members of the public to provide input and express concerns. SANDAG also shall implement a program designed to inform the public of progress, as well as safety and community impacts in the event of construction.

2. SANDAG shall hold publicly noticed meetings at key stages of project development and implementation in the area(s) being impacted. The location of the meetings shall depend upon the geographic location of the project. Meetings concerning projects exclusively within the North San Diego County Transit Development Board’s (NSDCTDB’s) service area shall be held in North County locations, and if appropriate, at SANDAG’s offices. Meetings concerning all other projects shall be held at SANDAG’s offices or other locations specified in SANDAG’s agendas. SANDAG, MTS, and NCTD offices are accessible by public transit. SANDAG shall endeavor to hold off-site public meetings at locations accessible by public transit.
3. SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, business improvement districts, environmental organizations, neighborhood associations, and senior and disabled riders. These stakeholders will be consulted during the design and construction of capital projects.

4. SANDAG shall work to advise the public regarding actual and perceived disruption during construction of capital projects by distributing informational, educational, and public information materials, and by using other traditional community relations tools.

5. SANDAG shall endeavor to meet citizen concerns as they arise and attempt to resolve those concerns.

6. For all projects requiring environmental review under CEQA and NEPA, such as major capital improvement projects, SANDAG shall provide opportunities for members of the public to provide input and comply with all related legal requirements.

   6.1 SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, and neighborhood associations.

   6.2 SANDAG shall incorporate public input into project planning and development where practical and feasible.

   6.3 SANDAG shall hold a public hearing to seek public comment whenever required under CEQA and/or NEPA.

      6.3.1 Published notifications for such hearings shall be published in newspapers of general circulation for publication of legal notices. Notices also may be published in regional, community, or Spanish-language newspapers to reach the affected area.

      6.3.2 Any item subject to a public hearing will be listed and described in the Board’s published agenda, which shall be posted at least 72 hours in advance of the meeting at the Board’s meeting place and on SANDAG’s Web site.

      6.3.3 Public hearings shall be conducted by SANDAG at the published date, time, and place. The public hearing will allow for interested parties to be heard. The Board also will consider any written comments that were forwarded to the Board prior to the hearing.
D. Short Range Transit Service Planning and Fare Changes

1. SANDAG has adopted Transit Service Planning and Fare Setting policies to provide policy guidance for transit service and fare changes. This section of the policy is designed to inform and involve public transit riders, stakeholders, and the general public about proposed changes in transit fares. Public information and involvement programs for service changes would fall under adopted policies of the Metropolitan Transit System (MTS) and North San Diego County Transit Development Board (NSDCTDB).

1.1. A public hearing will be held by SANDAG for transit fare changes. The public hearings will be held at the SANDAG offices during a regularly scheduled meeting of the SANDAG Transportation Committee and/or Board of Directors and/or in the general geographic area of the affected public at a special or relocated meeting of the SANDAG Transportation Committee or Board of Directors, as determined by the SANDAG Transportation Committee or Board. Public meetings shall be held at a time and location that is accessible by users of public transit. Public hearings for fare changes affecting North County and/or NCTD service area residents shall be held by SANDAG in the North County area. Public hearings for fare changes affecting MTS service area residents shall be held by SANDAG in the affected area.

1.2. Take One, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected public transit vehicles within the affected area at least 15 calendar days prior to the public hearing and will include a description of the proposed fare change, the date, time, intent and location of the public hearing, and the deadline for written, e-mail and phone comments from the public. The notices will be posted to the SANDAG and Transit Agency Web site(s).

1.3. Print notice of public hearings will be provided at least 15 calendar days prior to the public hearing meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications. The public hearing notice will include a description of proposed fare changes, the date, time, intent, and location of the public hearing, and the deadline for written, e-mail, and phone comments from the public.

1.4. An open phone line will be made available to take public comments at least 15 calendar days prior to public hearing.

1.5. A SANDAG Policy Committee and/or Board report (as appropriate) will be completed and available for public review at least 72 hours prior to the public hearing and posted to the SANDAG Web site(s).

2. After a fare change is approved by SANDAG:
2.1. The public will be notified via news release(s)

2.2. Take One, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected transit vehicles at least 15 calendar days prior to changes going into effect and posted to the SANDAG and Transit Agency Web site(s).

3. SANDAG shall follow federal Title VI and environmental justice requirements when implementing transit fare changes.

3.1. Residential, employment, and transportation patterns of low-income and minority populations shall be identified so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. SANDAG shall endeavor to involve the affected communities in evaluating the benefits and burdens of transportation investments.

3.2. SANDAG shall evaluate and - where necessary - improve the public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

E. Native American Consultation

1. SANDAG shall establish and adhere to government-to-government relationships when interacting with Tribal Governments, acknowledging these tribes as unique and separate governments within the United States.

2. SANDAG shall recognize and respect important California Native American rights, sites, traditions, and practices.

3. SANDAG engages in “consultation” with Tribal Governments prior to making decisions, taking actions, or implementing programs that may impact their communities.

4. To facilitate effective consultation with Tribal Governments, SANDAG has established a Tribal Government Liaison. The Liaison shall serve as an initial contact for Tribal Governments and communicates with tribal governments regarding SANDAG’s activities.

4.1. “Consultation” is the active, affirmative process of: (1) identifying and seeking input from appropriate American Indian government bodies, community groups, and individuals; and (2) considering their interests as a necessary and integral part of the decision-making process.

Adopted March 2005
Amended January 2006
REQUEST FROM THE TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (ITOC) FOR ADVANCED FUNDING FOR CONSULTING SERVICES

Introduction

At its December 7, 2005, and January 18, 2006, meetings, the TransNet Independent Taxpayer Oversight Committee (ITOC) discussed the potential need for additional expertise to be obtained through consultant services in order to carry out its roles and responsibilities as outlined in the TransNet Extension Ordinance and Expenditure Plan. Attachment 1 provides an excerpt from the Ordinance describing the primary responsibilities of the ITOC.

The Ordinance also states that “Because the funding for this activity would not be available until Fiscal Year 2008-09 (FY 2009), 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.” The use of consultants for the ITOC was contemplated in the Ordinance, specifically for independent fiscal auditors and performance auditors once the ITOC’s duties are fully phased in beginning in FY 2009 and potentially for other purposes within the constraints of the $250,000 per year allocated in the Extension Ordinance for the ITOC’s activities. However, the use of consultants prior to FY 2009 was not contemplated and funding for such purposes is not provided in the current TransNet measure.

The ITOC raised concerns at its recent meeting regarding the need for funding prior to FY 2009 to carry out its oversight responsibilities. With the Board’s recent actions related to the TransNet Plan of Finance, the expansion of the commercial paper program, and the interest rate hedging transaction, advanced funding is being used to implement the Early Action Program prior to FY 2009. The ITOC acted unanimously to request the Board’s approval to advance its funding from FY 2009 in order to meet its oversight responsibilities related to the expenditure of funds for the Early Action Program. The attached letter (Attachment 2) from Mike Boyle, ITOC Chairman, outlines the specifics of the ITOC’s request.

Recommendation

The Board of Directors is asked to approve the request from the ITOC for advanced funding up to $250,000 per year to support the ITOC’s oversight activities for the TransNet Early Action Program until the ITOC’s annual funding becomes available in FY 2009. This allocation is contingent upon the Board’s approval of an annual budget for the ITOC’s activities consistent with provisions of the TransNet Extension Ordinance. The commercial paper program may be utilized to provide the advance funding, with a repayment schedule to be included in the ITOC’s annual budget request beginning with the FY 2009 budget year.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Excerpt from the Statement of Understanding Regarding the Implementation of the ITOC for the Transnet Program
   2. Letter dated January 20, 2006, from Michael F. Boyle, Chair of the ITOC

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

Funds are budgeted in Work Element #111020
EXCERPT FROM THE STATEMENT OF UNDERSTANDING REGARDING THE IMPLEMENTATION OF THE INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE FOR THE TRANSNET PROGRAM

**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 ten years and to make recommendations for improving the program over the subsequent ten 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.
January 20, 2006

Hand Delivered

Hon. Mickey Cafagna
Chair, Board of Directors
San Diego Association of Governments
401 B Street, Suite 800
San Diego, California 92101-4231

Re: Consulting Assistance for ITOC
TransNet Extension, Early Action Program Projects

Dear Mickey:

I am writing to you and the San Diego Association of Governments’ Board of Directors (“SANDAG Board”) on behalf of the Independent Taxpayer Oversight Committee (“ITOC”). As you know, the TransNet Extension Ordinance & Expenditure Plan (“TransNet Ordinance”) requires that the ITOC participate in a number of tasks. For reasons more fully discussed below, the ITOC requests that funds be advanced for consulting assistance to do its job.

The ITOC’s First Nine Months

The ITOC’s role has been described by SANDAG Executive Director Gary L. Gallegos as “providing taxpayer’s safeguards in terms of the use of TransNet funds…as well as developing recommendations for improvements to the TransNet program….” Since the ITOC’s selection, followed by its first meeting on May 18, 2005, our seven member volunteer committee has conducted nine (9) regularly scheduled monthly meetings plus two (2) “special” meetings (on September 22 and November 2) in order to meet the various charges assigned to us.

The subjects addressed by the ITOC to date represent a broad range of the Ordinance’s requirements. Examples of topics forming our agendas include: The ITOC’s establishment of its internal bylaws; a comprehensive overview of Ordinance mandated ITOC responsibilities; briefing of the EAP scope of work and costs; evaluation of the TransNet commercial paper program extension and plan of finance; establishment of overall construction program management; training and review of performance measurement for transportation systems; the audit of the local jurisdiction’s maintenance of effort; review of the TransNet environmental

1 In order to expedite and address its tasks, the ITOC has expanded its regularly scheduled meeting length from three to six hours. It is estimated that the individual member time (not counting any member’s absence) for attending all of the nine regular and two special meetings is 66.5 hours. This does not include other meetings, telephone calls and preparation time. For example, the time records kept by the ITOC chair show he has recorded 237.6 hours for ITOC matters since May 1.
mitigation program; and instruction on the RTP performance measures and transportation project evaluation criteria amongst others.

The Ordinance Provisions and the EAP Projects

The scope of work for the ITOC (termed the “ITOC Responsibilities”) is spelled out in ten (10) numbered paragraphs spanning nearly two full pages (pgs. 47-48) of the Ordinance. In order to assist the ITOC’s independence in carrying out these oversight duties the ordinance expressly provides for it to hire qualified consultants. The Ordinance further allocates an annual budget of up to $250,000 to the ITOC (adjusted annually for inflation).

The TransNet ½ cent sales tax is scheduled to commence in 2008. However, in January 2005 the SANDAG Board voted to start the TransNet Extension EAP. This program, in essence, enabled SANDAG to begin expending money on highway and transit projects prior to the receipt of Proposition A monies in 2008. It essentially “jump starts” 20 of the 47 major highway and transit projects identified in the 40-year TransNet Extension. The board has approved a plan of finance for the EAP. It uses bonding to help advance funding for the projects. The TransNet commercial paper program also has been increased from $135 million to $335 million. Based on schedules developed for the EAP projects, the plan of finance covers projects from now through FY 2015.

The ITOC’s Responsibility to Evaluate the EAP Projects

For example, one of the ITOC’s obligations is to participate in the improvement of the existing transportation project evaluation criteria, the prioritization of project funding as well as to participate in the RTP development. These tasks are established in paragraph 6 of the “ITOC

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2 Paragraph 8 of the “ITOC Funding and Administration” section of the Ordinance at page 49 states that “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 . . . . The scope of work of all such consultant work shall be adopted by the ITOC prior to any such solicitation.”

3 Paragraph 1 of the “ITOC Funding and Administration” section of the Ordinance at page 49 provides that “All costs incurred in administering the activities of the ITOC . . . 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 . . . .”

4 The funding for the ITOC was initially not to be available until 2008. Paragraph 3 of the “ITOC Funding and Administration” section of the Ordinance states, “Because the funding for this activity would not be available until Fiscal Year 2008-2009, 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.” This, however, assumed that TransNet Extension projects would also not begin until 2008. With the EAP effort already underway, it means there is no taxpayer oversight unless the ITOC is funded.
Responsibilities” section of the Ordinance (at page 48). This paragraph requires (in pertinent part) that the ITOC shall:

“6. Participate in the ongoing refinement of SANDAG’s transportation system performance measurement process and the project evaluation criteria used in the development of the...(RTP) and in prioritizing projects for funding...Based on the periodic updates to the RTP...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.” (Emphasis Supplied.)

The RTP review process is currently underway. The transportation project evaluation criteria will be undergoing revision with a target date for completion this summer. Absent assistance there is little prospect that the ITOC will be able to meaningfully participate in this complex and specialized task.

Further, there are a number of additional ITOC responsibilities either triggered by the EAP now or by future requirements which will need to be met. A summary of some (but not all) of these ITOC responsibilities include:

1. Review the major transportation projects for performance in terms of cost control and schedule adherence on a quarterly basis (the first quarterly report provided on the “dashboard” established by the engineering firm of PBS&J will be in April, ’06). (Ordinance ¶ 10)

2. Conduct an annual fiscal and compliance audit of all TransNet-funded activities using an independent fiscal auditor to ensure maintenance of effort. (Ordinance ¶ 1)

3. Provide an annual report to the SANDAG Board and public presenting the results of the annual maintenance of effort audit process for consistency with the Ordinance. (Ordinance ¶ 2)

4. Provide independent participation and analysis of transportation system performance measures, project evaluation criteria, prioritizing projects for funding and in development of the Regional Transportation Plan (RTP) as mentioned above. (Ordinance ¶ 6)

5. Develop a report to the SANDAG Board and the public providing recommendations for improvements and modifications to the TransNet program. (Ordinance ¶ 6)
6. Independently review and analyze the information provided in the existing ongoing SANDAG transportation system performance evaluations (including the “State of the Commute” report). *(Ordinance ¶ 7)*

7. Conduct performance audits of SANDAG and other agencies involved in the implementation of TransNet funded projects and programs using an independent performance auditor. *(Ordinance ¶ 3)*

**Consulting Help for ITOC on the EAP Projects**

The approval of the EAP and its plan of finance by SANDAG have set the TransNet Extension in motion. While through the normal course of events the Proposition A sales tax revenue would not have been available until 2008, the EAP plan of finance enables the present use of the measure’s future revenue stream. There will be a review and revision of the RTP this year. At the same time, the planning, prioritization and development of the EAP transportation projects will begin. This present use of future sales tax revenue triggers ITOC’s obligation to recommend program improvements and to provide taxpayer safeguards.

**Conclusion**

One of the tasks required of the ITOC is to participate in the refinement of the EAP’s transportation projects and report to SANDAG and the public. There are many other ITOC tasks that have also been triggered by the commencement of the EAP projects.

Since this will require specialized knowledge, training and experience (in addition to time), the ITOC requests that the SANDAG Board authorize the advance or drawdown of TransNet Extension funds against the ITOC’s future allocation of $250,000 per year. The ITOC anticipates that this advance against future funds, while necessary to locate and retain assistance from qualified consultants, will not reach (but in any event will not in any given year exceed) the annual amount allocated by the Ordinance. The ITOC by definition is keenly aware of the need to remain cost effective and efficient in the use of taxpayer funds. These principles will be kept in mind while carrying out its assigned tasks.
On behalf of the ITOC, I want to thank both you and the members of the SANDAG Board for your consideration. I will be pleased to answer any additional questions that you or the Board may have concerning this request. I look forward to seeing you at the upcoming meeting on January 27 if not before. Kind regards.

Very truly yours,

MICHAEL F. BOYLE
Chair of the Independent Taxpayers Oversight Committee

mfb/gj
Enclosures

cc: SANDAG Board of Directors (w/enclosures)
Mr. Gary L. Gallegos (w/enclosures)
# SUBREGIONAL MEMBERSHIP ON POLICY ADVISORY COMMITTEES (As of January 26, 2006)

<table>
<thead>
<tr>
<th>COMMITTEE MEMBERSHIP</th>
<th>EXECUTIVE COMMITTEE</th>
<th>TRANSPORTATION COMMITTEE</th>
<th>REGIONAL PLANNING COMMITTEE</th>
<th>BORDERS COMMITTEE</th>
<th>PUBLIC SAFETY COMMITTEE</th>
</tr>
</thead>
<tbody>
<tr>
<td>North County Inland Members</td>
<td>Mickey Carrafa, Corte Chair Mayor, City of Poway</td>
<td>Lori Holt-Pfeifer Mayor, City of Escondido</td>
<td>Lori Holt-Pfeifer Mayor, City of Escondido</td>
<td>Pia Harris-Ebert Vice Mayor, City of San Marcos</td>
<td>Ron Newman Councilmember, City of Escondido</td>
</tr>
<tr>
<td>Alternates</td>
<td>Pia Harris-Ebert Vice Mayor, City of San Marcos</td>
<td>Bob Campbell Mayor Pro Tem, City of Vista</td>
<td>Steve Gronke Councilmember, City of Vista</td>
<td>Ed Gallo Mayor Pro Tem, City of Escondido</td>
<td>Bob Campbell Mayor Pro Tem, City of Vista</td>
</tr>
<tr>
<td>North County Coastal Members</td>
<td>Christy Guest Mayor, City of Encinitas</td>
<td>Joe Kellejian Councilmember, City of Solana Beach</td>
<td>Matt Hall Mayor Pro Tem, City of Carlsbad</td>
<td>Sharee Macklin Deputy Mayor, City of Oceanside</td>
<td>Jerome Starks Councilmember, City of Encinitas</td>
</tr>
<tr>
<td>Alternates</td>
<td>Crystal Crawford Mayor, City of Del Mar</td>
<td>David Drucker Councilmember, City of Del Mar</td>
<td>Lesa Heather Deputy Mayor, City of Solana Beach</td>
<td>Henry Abarbanel Councilmember, City of Del Mar</td>
<td>Jim Wood Mayor, City of Oceanside</td>
</tr>
<tr>
<td>South County Members</td>
<td>Ron Morrison Vice Mayor, City of National City</td>
<td>Phil Monroe Councilmember, City of Coronado</td>
<td>Carrie Downey Councilmember, City of Coronado</td>
<td>Patricia McCoy Councilmember, City of Imperial Beach</td>
<td>Steve Padilla Mayor, City of Chula Vista</td>
</tr>
<tr>
<td>Alternates</td>
<td>Steve Padilla Mayor, City of Chula Vista</td>
<td>Jerry Rindone Councilmember, City of Chula Vista</td>
<td>Patricia McCoy Councilmember, City of Imperial Beach</td>
<td>Phil Monroe Councilmember, City of Coronado</td>
<td>Frank Ferras Councilmember, City of National City</td>
</tr>
<tr>
<td>East County Members</td>
<td>Mary Seasons, Corte Vice Chair Mayor, City of Lemon Grove</td>
<td>Jack Dale Councilmember, City of Santee</td>
<td>Jerry Jones Councilmember, City of Lemon Grove</td>
<td>David Allen Vice Mayor, City of La Mesa</td>
<td>Mark Lewis Mayor, City of El Capitan</td>
</tr>
<tr>
<td>Alternates</td>
<td>Hal Ayers Councilmember, City of Santee</td>
<td>Art Madrid Mayor, City of La Mesa</td>
<td>Barry Ainsworth Councilmember, City of La Mesa</td>
<td>Representative City of Santee</td>
<td>Billie Hamon-Cox Mayor Pro Tem, City of El Capitan</td>
</tr>
<tr>
<td>City of San Diego Members</td>
<td>Jerry Sanders, Mayor</td>
<td>Jim Madaffar Councilmember</td>
<td>Jerry Sanders, Mayor</td>
<td>Ben Hueso, Councilmember</td>
<td>Anthony Young, Councilmember</td>
</tr>
<tr>
<td>Alternates</td>
<td>Jim Madaffar, Councilmember</td>
<td>Toni Atkins, Councilmember Jerry Sanders, Mayor</td>
<td>Toni Atkins, Councilmember</td>
<td>Brian Malshein, Councilmember</td>
<td>Yocard</td>
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<tr>
<td>County of San Diego Members</td>
<td>Bill Horn, Chair of Supervisors</td>
<td>Bill Horn, Chair of Supervisors</td>
<td>Pam Slater Price, Supervisor</td>
<td>Greg Cox, Chair Pro Tem of Supervisors</td>
<td>Pam Slater Price, Supervisor</td>
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<tr>
<td>Alternates</td>
<td>Ron Roberts, Vice Chair of Supervisors Greg Cox, Chair Pro Tem of Supervisors</td>
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</table>
To all Mayors, Council Members and Members of the Board of Supervisors:

The Transportation Impact Fee (TIF) passed by the San Diego County Board of Supervisors in April of this year was a good start towards a Region Wide Development Impact Fee. It was disappointing (but not surprising) to see that the Building Industry Association (BIA) has filed a lawsuit against the TIF, indicating their reluctance to pay even this fraction of the cost of new infrastructure needed to support the increased traffic from their development. This is a good step for the unincorporated area in San Diego County. The TIF should be extended to include the 18 cities in San Diego County as is done in Riverside County.

Thank you, Supervisors Cox, Jacob, Slater-Price, and Horn for voting for the TIF. I encourage all elected officials to push for adoption of a Regional Transportation Impact Fee as Riverside County has done (and recently increased.)

The BIA will try to convince you that such fees will make “needed development”, such as the proposed Valley Center Shopping Center economically unfeasible. However, many in Valley Center have questioned why the proposed large shopping center was “needed.”

The voters of San Diego County have agreed (by voting for Proposition A) to pay an additional $14 billion for regional transportation. They will also suffer the increased traffic gridlock of new development. Developers need to pay their fair share through a Regional Transportation Impact Fee. Please lend your support to such a fee.

Please respond to me at the address below.

Sincerely

Ronald Cohen

Address:

Mr. Ronald Cohen
2700 E Valley Pkwy. # 243
Escondido, CA 92027-2958
We see it everywhere. Miles and miles of trash lining San Diego County streets and freeways. It will get worse unless we do something about it. Help us clean up San Diego County.

Come Clean San Diego

Since the launch of 10News’ campaign in August 2005, some highways are in much better shape and Caltrans has received a tremendous number of applications from people and companies eager to adopt stretches of highway for trash cleanup.

10News has been recognized by the State of California and Caltrans for our efforts to clean up our city’s streets and highways. This year, our campaign will include news stories that will create awareness of the problem, the spearheading of clean up programs throughout San Diego and “Come Clean San Diego” Calendars! Our most recent project is adopting a stretch of highway 52. 10News is committed to a clean San Diego and we hope you are too!

Don’t let “America’s Finest City” become “Dirtiest City.”
What San Diego County residents are saying about trash...

From: Debra
Subject: Dirty City: Trash Alongside Our Roadways

Is there anywhere that isn't covered with trash lately?! This is an issue that really makes me sick to my stomach and mad mad mad! America's finest city? How about America's WASTELAND or America's SEWER! My husband said he read somewhere that the trash isn't being cleaned up because of budget cut backs. That it costs us 300 some odd dollars per Cal Trans worker per day to have them out there cleaning it up. Great! I don't care if it's a $1,000 per worker per day. Are we really supposed to live like this? We pay our taxes for a reason. GET THIS MESS CLEANED UP! I am so embarrassed to call this home anymore. I think I'll move to LA. It's cleaner! Also, we ought to put more cameras on the roadways and implement stiff fines for those jerks that are polluting our city. This is really disgusting!

EMAIL SUBJECT:
Dirty City Feedback

NAME:
Shawna

MESSAGE:
Both sides of Genesee and the center island are filthy.

NAME:
Gail

TRASH LOCATION:
Hwy 54/Sweetwater to I-805

MESSAGE:
This area is filthy.

EMAIL SUBJECT:
Dirty City Feedback

NAME:
TRASH LOCATION:
94 freeway from Grossmont to Spring Street

MESSAGE:
This North side of the freeway is covered with trash. I have noticed more trash on our freeways. San Diego and out lying county roads and freeways have turned into a dump. Looks as if they do not want to pay the trash people so they dump there trash in the bed of a truck and go down the freeway unloading it by the wind. After lunch they discard there sandwich wrappers and cups onto the freeway. We have turned into a generation of slobs! My Opinion

EMAIL SUBJECT:
Dirty City Feedback

NAME:
Ryan

TRASH LOCATION:
4161 Winona, San Diego, Ca

MESSAGE:
I guarantee that this is the most junk you will see inside the city of san diego. It's right in the middle of a very busy area and right across the street from a brand new school. It has been reported to the city and they have done nothing to help clean up this area. Please call me if you want some more details.

EMAIL SUBJECT:
Dirty City Feedback

NAME:
LaHoma

TRASH LOCATION:
Along the fence bordering Camino del Rio North and I-8 in Mission Valley (near In N' Out Burger and Taco Bell)

MESSAGE:
This area has been bothering me for awhile. It is clearly the city's responsibility and not CalTrans.

The litter problem is one of my biggest pet peeves. Thanks for following up on this!
EMAIL SUBJECT:  
Dirty City Feedback

NAME:  
diana

TRASH LOCATION:  
exit of euclid from hwy 94

MESSAGE:  
seems like they forgot about this area. its bad

EMAIL SUBJECT:  
Dirty City Feedback

NAME:  
Kirstin

MESSAGE:  
As far as the trash situation is concerned along the highways, it is pretty terrible here in San Diego. One thing I was curious about, are there any laws regarding "hauling" furniture, trash, etc in the backs of pick up trucks and such? I've noticed alot of trash is coming from objects not being tied down properly, or at all, in the back of these trucks while barrelling down our highways. I think this may account for alot of the trash and accidents on the roadways. Just the other day I had a plastic trash bin fly out of the back of a truck and hit my windshield. No permanant damage, aside from a near heart attack, thank goodness! However, I really think there needs to be some kind of guideline for that, and it really would cut down on the amount of trash on the highways, at least in my opinion.

EMAIL SUBJECT:  
Dirty City Feedback

NAME:  
Mike

TRASH LOCATION:  
Hwy 15

MESSAGE:
Noticed between Hwy 15 after the Aero St turnoff and Balboa Ave turn off tons of litter. Looks like lots of packages of something spilled. Would be nice to clean it up.

EMAIL SUBJECT:
Dirty City Feedback

NAME:
Joan

TRASH LOCATION:
1129 San Pasqual Vly. Rd.(called Hwy. 78)

MESSAGE:
Folks go by here at tremendous speed and throw out their breakfast containers, etc. They are hurrying to get on Hwy.15 connection. I am tired of cleaning up dirty diapers, cans, bottles, underwear, food containers etc. I clean it up and the next day it is all back again. This roadside belongs to the highway dept, and is in the county. No one has ever come by to clean it all up or post a sign with fines for dumping. I don't urinate in their toilets, why do they dump in front of my expensive home???? Hee hee! Sorry gang for the statement below, but I am REALLY ANGRY WITH THEIR INCONSIDERATION. I am 67 yrs old and not their janitor!!!!!

EMAIL SUBJECT:
Dirty City Feedback

NAME:
Stan

TRASH LOCATION:
Hwy78&Sycamore Walmart

MESSAGE:
I drove through the Walmart parking lot on Christmas day and found it as I always do, a disgusting mess. Empty soda cans, coffee cups, soiled diapers, piles of butts from emptied ash-trays. This sad condition doesn't reflect on Walmart so much as it does on the local people who frequent this store. I travel to Germany often and have German guests visit me, and I wouldn't dream of taking them to this area of San Diego. Explaining to them that this really isn't a third world country would be quite challenging, so if my guests need something from the store, I will steer south and drive the extra distance to Carlsbad or Encinitas to avoid the embarrassment of the Vista Walmart.

EMAIL SUBJECT:
Dirty City Feedback
NAME: Deborah

TRASH LOCATION:
E side of Aerie Road, just north of Betsworth Rd., Valley Center

MESSAGE:
Someone dumped a stove alongside the road, with the sign "Free." It has sat there for at least a month.

EMAIL SUBJECT:
Dirty City Feedback

NAME: David

TRASH LOCATION:
Hwy 52 East and West from I-15 to Mission Gorge Rd.

EMAIL SUBJECT:
Dirty City Feedback

NAME: Ann

TRASH LOCATION:
Vista Village Dr@ Lowes sign

MESSAGE:
go westbound 78, turn onto vista village drive. small stretch of ravine has trash. don't believe it is lowes property. looks ugly.

EMAIL SUBJECT:
Dirty City Feedback

NAME: Thomas

TRASH LOCATION:
52/805 interchange
MESSAGE:
Tons of trash on the medium. Also along the shoulders of the 8, the 5, and the 15. Too many trucks not securing their loads. Many buckets, furniture, and waste disposal from landscapers, carpenters, etc. Fines need to be enforced. Also, the ticketing of people throwing cigarettes out of their windows should also be enforced more vigorously.

EMAIL SUBJECT:
Dirty City Feedback

NAME:
John

TRASH LOCATION:
Grossmont Blvd exit of I-8 East

MESSAGE:
Head east on I-8. Take the Grossmont Blvd / Jackson Drive exit. You will immediately see a huge amount of litter along the left side of the exit ramp before the ramp intersects Jackson Drive. Been there for months.

EMAIL SUBJECT:
Dirty City Feedback

NAME:
Andrea

TRASH LOCATION:
San Marcos

MESSAGE:
Inside the fence along highway 78, near Ace Hardware, FRY's Electronics, a lot of trash stuck to and along the freeway fence.

From: Kathy
Subject: Dirty City: Trash Alongside Our Roadways
You want dirty roadways? Just drive into Escondido, 15 north between Via Rancho Parkway and 9th Avenue, or get off on Center City Parkway and just drive the entire length of that road and you will see what I mean.

I know of other areas as well, but I will have to remember where I have seen them and I will be glad to let you know. It is a shame we have turned into such pigs.

From: Joaquin  
Subject: Dirty City: Trash Alongside Our Roadways

SouthBay freeway offramps have been taken over by real estate agents on weekends. Every weekend, every offramp in Chula Vista, and especially Palm Ave are full of real estate signs. One agent covers every single intersection of I-905 too. How rude is that?

From: Pauline  
Subject: Dirty litter area where tourists see it

A very dirty litter area that is embarrassing to San Diego tourists which supply this city many $$$ is in Escondido near the Animal Park at the intersection of HWY 78 and CLOVERDALE / SAN PASQUAL ROAD.

It is so embarrassing because every tourist that goes out to the Animal Park drives by such beauty then at the intersection above where they stop and make a right, there is SO MUCH TRASH along side the road.

This is one area the city needs to get serious on about keeping clean because of the amount of tourists that come to our beautiful city and see this while visiting and spending $$$ at our parks.
Draft 2030 Revenue Constrained Regional Transportation Plan

2006 Update

January 27, 2006

2006 Technical Update

- SAFETEA-LU was Delayed
- Meet 3-year Federal Cycle for AQ
- Revenue Constrained Scenario
- Align Costs in RTP and RTIP
- Little Time to Develop Full RTP
Update 2003 to 2006

- Update Projects Status
  - Delete completed projects
  - Add TransNet Early Action Program
  - Update cost estimates = $36 billion
- Revise Revenue Forecasts
  - Add TransNet extension
  - Other adjustments since 2003
  - Result = $36 billion by 2030

Cash Flow Issues

- In Order to Advance EAP:
  - Need to borrow
  - Delay all non-EAP projects
- Assume $5B TransNet Bonds
- Keep Revenue Constrained Intact
2007 Comprehensive Update

- Regional Comprehensive Plan (RCP)
- New 2030 Land Use Forecasts
- Smart Growth Opportunity Areas
- Independent Transit Planning Review
- Extensive Public Outreach
- Re-evaluate Projects and Priorities

Environmental Analysis

- Supplemental EIR (SEIR)
- Evaluates Revenue Constrained 2006 Update against MOBILITY 2030 Final EIR
- No New Significant Impacts are Identified
Schedule

• Public Hearing – January 27  
  Board of Directors

• Comments/Changes – February 17  
  Transportation Committee

• Board Approval - February 24

Draft

2030
Revenue Constrained
Regional Transportation Plan

2006 Update

January 27, 2006
The RTP and the SOFAR Alternative

SOFAR ALTERNATIVE

- Request that SANDAG alter the SOFAR ALTERNATIVE study and look at the results of investing $500 million in downtown transit.
There is **no evidence** that in the long term building more roads in urban areas decreases traffic problems or that subdividing more land increases affordable housing.
Weary from traffic congestion and wary of ever-increasing housing prices, a majority of respondents in a recent survey of San Diego County residents say they have considered packing up and moving away.

- North County Times, July, 2005

**Of those surveyed:**

- 56% Have seriously considering moving away
- 39% Believe San Diego will be a worse place to live in the future
Non-Functional Transportation System

- ¼ Of Urban Land Space consumed.
- 2/3 of oil-based energy consumed.
- Health issues – air pollution and obesity.
- Unsustainable Costs.
- Exclusive - Not accessible for the young, the elderly and the poor.
- Forecloses on Smart Growth Redevelopment.

Dangerous!

- 290 auto related deaths in San Diego County in 2003
- 30,000 auto accidents with 24,280 injuries in San Diego County in 2003
- Financial costs of accidents is roughly $3.24 billion per year (based on NHTSA statistics including productivity lost, workers comp claims, insurance, etc).

Regional Significance of the Downtown Community Plan

- High Density (4X density of surrounding areas)
- Transit-Based
- Sustainable Use
Subregional Appointments to PACs

*Page 4: Bylaws, Article III, Section 3a*

- Each subregion to notify staff of date, time, and place of meeting for subregional appointment decisions and then staff will notify members.

- At time Chair gives notice of subregional appointment process, primary and alternate members to be given attendance records of current Board and PAC members.

- Each subregion shall send a notice to the Chair of its selections for the PACs.
Attendance

Page 5: Bylaws, Article III, Section 5

- Purpose of changes is to ensure a quorum, participation, fairness, and knowledge

- Members must attend for at least half of the time set for the meeting or the duration of the meeting, whichever is less, to receive compensation

- Attendance requirements cover all organizations with voting rights not just subregional appointees

Officer Elections

Page 9: Bylaws, Article V, Sections 3a-b

- Goal is to formalize process to ensure open, fair, and ethical process for picking the best candidates

- Application forms to be created and approved by Executive Committee and then Board

- Application forms to be posted annually in July

- Application forms due within 30 days

- Only candidates submitting timely applications to be considered
Officer Elections

- Chair to appoint nominating committee in September
  - Only members from jurisdictions without applicants
  - Up to six members appointed including City and County
- Nominating committee will review applications and interview candidates
- Committee will submit a slate of nominees in November
- Nominations may still come from the floor on the day of elections
- Nominees from the application process or from the floor may not vote

Growth Management Review Board

Page 12-13: Bylaws, Article VIII

- 1988 Advisory Ballot Measure known as Proposition C
- SANDAG voluntarily agreed to monitor issues such as quality of life, growth, open space preservation, regional facilities, and regional planning
- Still carrying out these responsibilities, but not under this name
Delegations of Authority

Page 16: Board Policy 1, Section 14

- Executive Committee given authority to conduct expedited reviews of Energy Working Group actions

Page 17: Board Policy 1, Section 16

- Transportation Committee given authority to approve Congestion Management Program and updates

AB 1234

Page 26: Board Policy 4, Section 4.14

- Requires 2 hours of ethics training by January 1, 2007, and every 2 years thereafter
  - Training materials must be approved by AG & FPPC
  - Certification of attendance can be used for SANDAG

Pages 32-35: Board Policy 11, Sections 1.7, 1.8, 2.5, 2.5.9, and 2.5.15

- Requires more structure to local agencies’ travel expense reimbursement process
AB 1234

- Executive Committee recommends adoption of IRS Publication 1542 attached at Pages 36-37 because limits are updated annually
  - Up to $141 or $226 depending on time of year and city
  - Exceptions:
    - Sacramento, CA and Washington DC up to $300/day
    - Hotel stay in connection with a conference or education activity – lodging must not exceed maximum published group rate

Miscellaneous

Page 44: Board Policy 25, Section D, 1.2

- Will make all public notice periods for fare change hearings 15 days for consistency:
  - Take One/Rider Alerts
  - Printed notice in newspapers
  - Phone number for public comments posted on Web
Proposed Amendments to Bylaws and Board Policies

January 27, 2006
ADDITION OF SECOND COUNTY SUPERVISOR ON SANDAG BOARD OF DIRECTORS

File Number 7000900

Introduction

The SANDAG Board of Directors is asked to discuss the potential of adding a second County Supervisor representative on the SANDAG Board. This would include working with our state legislative delegation to enact a bill this legislative session. The additional seat would help ensure continuity of County Board membership and representation from both the incorporated and unincorporated areas of the County.

Discussion

Existing law (Public Utilities Code Section 132351.1), cited below, dictates membership on the SANDAG Board of Directors:

The board shall be composed of one primary representative selected by the governing body of each city in the county and a member of the San Diego County Board of Supervisors to serve until recalled by the governing body of the city or county. The City of San Diego shall have two primary representatives. Each director shall be a mayor, councilperson, or supervisor of the governing body which selected him or her. Vacancies shall be filled in the same manner as originally selected. Each city or county shall also select in the same manner as the primary representative one alternate to serve on the board when the primary representative is not available.

Historically, the Chairperson of the San Diego County Board of Supervisors has served as the SANDAG representative. Also historically, the Chairperson of the Board of Supervisors has served one-year terms alternating between members from substantially incorporated and unincorporated areas of jurisdiction. Because of the County’s method of alternating chair positions, continuity on the SANDAG Board is limited to the one-year term.

Continuity of the membership on the SANDAG Board is important as long-term policies typically take more than one year to develop. As well, consistent membership from the unincorporated areas, which represents 16 percent of the region, would be more representative.

Recommendation

The Board of Directors is asked to discuss and potentially approve amendments to SANDAG’s statutes concerning Board membership with language in substantially the same form as in Attachment 1. If the proposed changes are approved, the Board also is asked to direct staff to update SANDAG’s Legislative Program (Agenda Item No. 11) to include this new goal and take the necessary steps to sponsor legislation to effect the statutory changes.
The Board took action in December 2005 to modify Board Policy No. 2 (Policies and Procedures for Policy Advisory Committees) in order to clarify that the City of San Diego’s mayor may serve on SANDAG’s Policy Advisory Committees. If the Board approves adding a second representative for the County, amendments will need to be made to Public Utilities Code Sections 132351.1, which is the same section that also could be modified to clarify that the City of San Diego’s mayor is considered part of its governing body for purposes of serving on the Board. Staff suggests making these modifications affecting the City of San Diego if the amendment for adding a second County representative will be pursued.

**Next Steps**

If approved by the Board, staff would revise the 2006 Legislative Program (Agenda Item No. 11) to include the additional county representative as a goal and work with the state legislative delegation on language to amend SANDAG’s enabling legislation. Staff also would work with County staff on a resolution stating its concurrence with the Board’s action to add a second County representative.

GARY L. GALLEGOS
Executive Director

Key Staff Contact:  Ellen Roundtree, (619) 699-6960, ero@sandag.org

Attachment: 1. Draft of Proposed Changes to Public Utilities Code Sections 132351.1 and 132351.2