AGENDA HIGHLIGHTS

- **2007 REGIONAL TRANSPORTATION PLAN ISSUE PAPER: PUBLIC SAFETY AND HOMELAND SECURITY**

- **COMMUNICATING WITH THE PUBLIC DURING DISASTERS USING ADVANCED TRAVELER INFORMATION SYSTEMS/511**

- **METHAMPHETAMINE USE IN THE SAN DIEGO REGION: COLLABORATIVE EFFORTS AND AN UPDATE ON DRUG USE TRENDS**

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ITEM #

1. ROLL CALL

+2. APPROVAL OF MAY 19, 2006, MEETING MINUTES

APPROVE

3. PUBLIC COMMENTS/COMMUNICATIONS/ MEMBER COMMENTS

Members of the public will have the opportunity to address the Public Safety Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

CONSENT ITEM (4)

+4. FY 2007 CRIMINAL JUSTICE RESEARCH DIVISION OVERALL WORK PROGRAM AND BUDGET (Cynthia Burke)

SANDAG’s FY 2007 Overall Work Program (OWP) and Budget was provided to SANDAG’s Executive Committee at the June 9, 2006, meeting with the request to recommend its approval to the SANDAG Board of Directors on June 23, 2006. The final version includes four additional Criminal Justice Research projects and an additional $385,000 in funding. The Public Safety Committee is being asked to recommend to the SANDAG Board the inclusion of these new projects in the FY 2007 OWP and budget.

REPORT ITEMS (5 through 8)

+5. PUBLIC SAFETY LEGISLATIVE STATUS REPORT

(Kim Kawada)

At its May 12, 2006, meeting, the SANDAG Executive Committee referred to the Public Safety Committee several state bills related to public safety interoperability and communications. The Public Safety Committee is asked to approve positions and/or actions on these bills. Staff also will provide a status report on other recent public safety-related activities at the federal, state, and local levels.
ITEM #  RECOMMENDATION

+6. 2007 REGIONAL TRANSPORTATION PLAN (RTP) ISSUE PAPER: PUBLIC SAFETY AND HOMELAND SECURITY (Rachel Kennedy)

SANDAG has created a Public Safety and Homeland Security issue paper as part of the development of the 2007 Comprehensive Regional Transportation Plan (RTP). SANDAG has identified several key components to be included in the RTP, and staff is preparing issue papers to stimulate discussion and gather input from SANDAG’s policy committees and working groups. One objective of the 2007 RTP is to identify the current measures in existence or under development to deal with the safety and security of the transportation network and to highlight areas that warrant further analysis or action. The Public Safety and Homeland Security issue paper is attached for the Public Safety Committee’s review and comment.

+7. COMMUNICATING WITH THE PUBLIC DURING DISASTERS USING ADVANCED TRAVELER INFORMATION SYSTEMS/511 (Samuel Johnson)

The United States Department of Transportation (USDOT) and the Federal Highway Administration (FHWA) are collaborating on a project entitled, “Communicating with the Public Using Advanced Traveler Information Systems (ATIS) During Disasters.” The purpose of this project is to provide state and municipal transportation agencies with a concept of operations for applying their traveler information assets such as 511 telephone delivery, Web, and dynamic message signs effectively in the context of disaster events. FHWA selected the San Diego region, in large part because of SANDAG’s Public Safety Committee, for the development of a strategic implementation plan in which the local transportation and public safety communities can leverage their combined assets. FHWA and SANDAG working together will hold a half-day interactive workshop in August 2006 that would involve representatives from the local transportation and public safety communities and would be funded and facilitated by FHWA. The objective of this workshop is to gather information from transportation and public safety practitioners to develop a roadmap for utilizing traveler information assets to enhance the region’s ability to communicate with the public during a disaster. Exploring the potential use of transportation assets and technologies to enhance the flow of information in disasters is consistent with the objectives of the PSC’s interoperability and communications initiative currently underway.
The San Diego County Board of Supervisors authorized the formation of a multi-disciplinary Methamphetamine Strike Force (MSF) in 1996. The MSF is composed of approximately 70 member organizations and agencies, including local, state, and federal representatives from public health, law enforcement, judiciary, probation, education, treatment, prevention, and medical agencies. The MSF uses data to develop policy and has produced an annual report card to track how methamphetamine (meth) affects our community, including the number of lab seizures, meth-related deaths, and meth use among arrestees. This report includes an overview of the MSF, the 2006 report card, and current MSF efforts, as well as more detailed information regarding meth use from the SANDAG Substance Abuse Monitoring (SAM) program.

9. UPCOMING MEETINGS

The next meeting of the Public Safety Committee will be the third Interoperability Workshop and is scheduled for July 21, 2006, at 9:30 a.m. In addition to meeting at a special time, this meeting will be held off-site at the Chula Vista Police Department.

10. ADJOURNMENT

+ next to an item indicates an attachment
PUBLIC SAFETY COMMITTEE

Meeting of May 19, 2006

1. ROLL CALL

Chair Steve Padilla (South County) called the Public Safety Committee meeting to order at 1:10 p.m. Roll call was taken and a quorum was present. See last page for attendance.

2. APPROVAL OF MINUTES

Upon a motion by Mayor Mark Lewis (East County) and a second by Supervisor Pam Slater-Price (County of San Diego) the Public Safety Committee unanimously approved the minutes of April 21, 2006, with the abstention registered by Chair Padilla due to not attending the meeting.

3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Bill Cooper from Congressman Duncan Hunter’s office addressed the Public Safety Committee regarding the utilization of military assets in conjunction with emergency preparedness of the County. A meeting will be held in August with attendance encouraged from every major command in San Diego including Pendleton, Miramar, and North Island, as well as public safety agencies throughout the region to develop an emergency preparedness protocol in San Diego as it relates to military support.

4. REPORT FROM CHIEFS'/SHERIFF’S MANAGEMENT COMMITTEE (INFORMATION)

Vice Chair Tom Zoll (County Chiefs'/Sheriff’s Association) asked Pam Scanlon (Director of ARJIS) to give a brief overview of the Management Committee meeting on May 3, 2006.

Pam Scanlon stated that an update on Enterprise ARJIS was provided (which will be discussed today). The approval item at the meeting was the request by the County to access the Domestic Violence Communication System (DVCS) to review re-victimization of clients who have completed the County’s DVCS program. This would enable the County to assess the effectiveness of the county-wide domestic violence service providers and associated programs. The County is finding a high percentage of batterers are not completing the 52 week treatment program. Doing an annual check would assist in validating compliance rates and providing feedback on how to better address domestic violence in the region.
Ms. Scanlon explained the Office of Violence Prevention will designate a County employee, who has passed the official background process, to complete the re-victimization checks. This arrangement will be formalized through a Memorandum of Understanding (MOU) executed with the participating police agencies. The Chiefs'/Sheriff’s Management Committee directed the City of San Diego City Attorney’s Office and County Council to prepare an MOU with a signature block for each of the 10 participating law enforcement agencies.

ARJIS is also exploring funding sources with the National Institute of Justice (NIJ) to enhance the DVCS, which has been identified as a model for the nation.

Mayor Lewis inquired whether the batterers are under court order to finish the program and if they don’t finish, would they go back to jail? How do we evaluate the program’s success if this is not being followed?

Chief Vincent Iaria (County Public Safety) stated the batterers are allowed many absences and are given numerous chances to complete the program. He is working with the Court to instill greater accountability and ensure the batterers complete the program.

5. HOMELAND SECURITY PROGRAMS IN THE SAN DIEGO REGION (DISCUSSION/POSSIBLE ACTION)

Ron Lane (Director of San Diego County Office of Emergency Services) and Jill Olen (Chief Operating Officer, City of San Diego) gave a PowerPoint presentation and overview of the San Diego Region’s Homeland Security Programs.

Director Lane stated that prior to 2006, the funding formula was automatic. The Federal Government gave the State of California a percentage of homeland security grant funds. The State took 20 percent and sent the rest to the cities or operational areas. The County of San Diego received approximately seven percent based on per capita. In 2006, the formula and criteria became competitive, and San Diego must now develop written solicitations to compete for the grant funds.

The City of San Diego manages the Urban Area Security Initiative Funds (UASI) which are a significant part of the region’s funding and the County of San Diego Office of Emergency Services (OES) manages all other grants including the State Homeland Security Grant Program (SHSGP).

The ultimate authority on the expenditure of funds is the Unified Disaster Council (UDC). The UDC takes a regional approach in awarding grants to ensure the entire region benefits. The UDC’s working group, the Urban Area Working Group (UAWG), coordinates with UASI and the County to complete the grant submission process. The UAWG’s recommendations go to the UDC for approval. Originally, the grants applied only to terrorism; however post-Katrina there is some ability to use the funding for natural disasters.

Ms. Olen stated if San Diego is not reinstated as one of the 35 at risk communities, grant monies in future years will not be coming to San Diego. The Mayor of San Diego and the Board of Supervisors have been lobbying in Washington D.C. to ensure The City of San Diego is rightfully recognized for its risks, taking into consideration its proximity to the border and population size.
Ms. Olen stated that San Diego is competing with other states and cities for funding. A number of cities are no longer willing to share their processes and strategies due to this competitive process. San Diego is competing against Sacramento, the San Francisco/Oakland/San Jose Urban Area, and the Los Angeles/Long Beach Urban Area. The process is based on risk and demonstrated need.

Colonel John Coleman (Department of Defense) inquired if part of the risk is related to the presence of military forces. He stated that because Camp Pendleton and the Navy are here, it puts the San Diego region at much greater risk. The risk to the Navy and Marines could disrupt U.S. first response due to a communication failure and associated airfields and ports related to U.S. strategic movement worldwide.

Ms. Olen stated that military presence was considered in the risk analysis; however, the analysis was not weighted. The fact that the San Diego region has nuclear carriers in the harbor carried no more weight than the mapping distribution center in St. Louis. The Departments of Homeland Security and Defense are now working to apply weighted factors to military installations nationwide. They will re-evaluate for FY 2007 funding, but could not do it in time for FY 2006 monies.

Ms. Olen stated that interoperable communications is the UASI’s number one priority. Any money that comes in that is less than the full amount that we are seeking will go to interoperable communications. Any grant monies that are over that amount will be awarded in priority order to the remaining programs. The award notification for the UASI FY 2006 grants will be on or about May 31, 2006.

Mayor Lewis stated that during the Laguna fires in the 1970s the region could not take advantage of the federal government’s resources (military). He asked if those barriers have been dissolved yet.

Director Lane stated that federal resources are requested through the County Office of Emergency Services (OES), who goes through the State and then to federal agencies. The County OES and the City Homeland Security Department meet regularly with the Coast Guard, Navy, and the Marines. We know what resources are available in this region. If there is an emergency, we can go through that process quickly.

Chief David Ott (Regional Fire/Emergency Medical Services) stated it is important for us to maintain those relationships. Players change continuously. What may be established today will change three years from now.

Ms. Olen stated Mr. Cooper’s meeting in early August sponsored by Congressman Hunter will be essential in getting everyone to understand the protocol and associated processes, and the best way to expedite the process when needed.

Mayor Lewis stated that it is important to not only know the contact, but also their function and chain of command.

Mr. Cooper stated that currently, the commanding officer in any facility in the region has the ability to allocate resources that are in their command for the first 72 hours. Congressman Hunter says we need to know what’s available (inventory) and the person who can activate those resources. That is the basis for the August meeting.
Gary Gallegos (Executive Director of SANDAG) inquired if the two transit operators or Caltrans are members of the UDC.

Director Lane stated that Caltrans is a member of the operations committee.

Mr. Gallegos advocated that if the two transit operators are not members, he would recommend that North County Transit District (NCTD) and Metropolitan Transit Services (MTS) be included since they could play a critical role.

Director Lane stated the UDC consists of the 18 cities and the County of San Diego. The UDC recognizes the need to get input from the different disciplines in the community. They have an operations sub-committee of the UDC that includes outside agencies (hotel, motel, water, transit, etc.). The operations sub-committee has the ability to bring agenda items to the UDC and make presentations, and the UDC has the ability to request the operations committee investigate and make recommendations to the UDC.

Chair Padilla inquired about the joint powers agreement (JPA) that governs the UDC, and if it is updated or amended frequently?

Director Lane stated the JPA itself is long standing. The operational area response plan was submitted as an interim draft in November 2005 and approved by the UDC, with a final draft to be released in September 2006. This document is updated frequently.

Vice Chair Zoll stated that Colonel Coleman is retiring from the United States Marine Corps in nine days.

Chair Padilla thanked Colonel Coleman for his service and congratulated him on his retirement.

6. ENTERPRISE ARJIS STATUS REPORT (INFORMATION)

Bard Laabs (ARJIS Technology Manager) gave a PowerPoint presentation on the background, status, and goals of Enterprise ARJIS. A major goal is real time access to critical data. ARJIS plans to acquire COTS (commercial off the shelf) tools as the infrastructure for the system. ARJIS will develop and maintain the core system, so we can modify, enhance, and augment it internally without having to contract for every change or enhancement. ARJIS will utilize open source software solutions to be able to add more functionality. The system also needs to meet FBI, National Crime Information Center (NCIC) and NDEEx standards. In the first quarter of FY 2007, ARJIS will be working with a consultant to develop a project plan and develop the RFP (Requests for Proposals).

Vice Chair Zoll stated ARJIS has been diligent in saving dollars to make this happen. We may need to raise additional funds for the entire project. He urges everyone's support.

Mr. Gallegos stated that timing is everything. When we engage at the state level for the infrastructure bond, we might be able to bridge the funding gap.

Council President Pro Tem Anthony Young (City of San Diego) inquired about the infrastructure bond. When do we insert ourselves into the process of what types of things are needed for this region and how do we lobby for that?
Mr. Gallegos stated there are several different components of the bond that are on the November ballot. The first thing is for the voters to approve the $37.3 billion bond measure; it requires a simple majority for approval. In March, the debate was on how the projects were selected, and now it’s being driven by categories of investment. It will be a competitive process statewide. Mr. Gallegos offered to provide a detailed briefing.

7. INTEROPERABILITY AND COMMUNICATIONS WORKSHOPS STATUS REPORT (INFORMATION)

The third and final workshop is scheduled in conjunction with the Public Safety Committee meeting on Friday, July 21, 2006. We are finalizing a location and plan to begin the workshop in the morning. The three priority items identified during the second PSC workshop and earlier focus group session that will be addressed are: (1) the need to establish roles and responsibilities and a charter for a clearinghouse for technology review and procurement, grant writing, and regional coordination of the region’s public safety initiatives; (2) the commitment to procure and implement a government-owned Public Safety Communications System; and (3) the identification of roles and responsibilities for an over-arching policy body to address the region’s public safety and homeland security initiatives. In addition, we plan to develop a recommended work program and associated tasks to be undertaken in FY 2007, with potential funding sources to accomplish the identified tasks. Prior to the July 21st workshop, we will convene a focus group with representatives from the PSC, UDC, UASI, and other appropriate agencies to generate options and recommendations for the July 21st workshop. The workshop and focus group session will be facilitated by Touchstone Consulting from Washington, D.C.

8. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Public Safety Committee is scheduled for Friday, June 16, 2006, at 1:00 p.m.

9. ADJOURNMENT (INFORMATION)

The meeting was adjourned at 2:11 p.m.
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**ADVISORY MEMBERS**

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FY 2007 CRIMINAL JUSTICE RESEARCH DIVISION OVERALL
WORK PROGRAM AND BUDGET

Introduction

SANDAG’s FY 2007 Overall Work Program (OWP) and Budget was provided to SANDAG’s Executive Committee at the June 9, 2006, meeting with the request to recommend its approval to the SANDAG Board of Directors on June 23, 2006. The final version includes four additional Criminal Justice Research projects and an additional $385,000 in funding.

Discussion

On April 21, 2006, Public Safety Committee (PSC) recommended to the SANDAG Board the inclusion of the Criminal Justice Research Division (CJRD) and ARJIS work elements into the SANDAG OWP and budget. Since that time, the CJRD has received notification that four additional projects (two new and two continued from FY 2006) have been received, which would increase the Division’s FY 2007 funding from $1.17 million as previously reported to $1.55 million and the number of total projects (in addition to the Criminal Justice Clearinghouse function) from 15 to 19. These four projects are included in the following three areas:

20016+: Youth Evaluation Projects: Phoenix House of San Diego, who has contracted with SANDAG to conduct another program evaluation, recently received funding from the California Endowment to provide enhanced services for family members as part of their drug treatment program for adolescents. They have requested that CJRD staff conduct the two-year process and impact evaluation for the project with a budget of $20,000 in FY 2007. The CJRD has the experience and staff to be able to assist Phoenix House to determine if these enhanced services for local youth result in improved outcomes.

20023+: Public Health Evaluations: Family Health Centers of San Diego (FHCSD) has requested that a FY 2006 contract be renewed through FY 2007 for $10,000 to continue to provide technical assistance related to data management for their Pilot Clean Syringe Exchange Program. SANDAG staff designed their database and has provided as-needed assistance in managing data that FHCSD staff collects.

Recommendation

The Public Safety Committee is being asked to recommend to the SANDAG Board the inclusion of these new projects in the FY 2007 OWP and budget.
20033+: Adult Criminal Justice Projects: Two adult criminal projects will be added as a result of these changes. First, a current evaluation of a gender-specific drug treatment program for females operated by McAlister Institute has received an extension and additional funding. Rather than ending in FY 06 as expected, this project will continue into FY 2007 with an additional $5,000 in funding. Second, the CJRD has been selected by the County of San Diego to serve as the evaluators for the SB 618 Adult Reentry Program, which involves identifying and better meeting the needs of San Diego County prisoners at the time of adjudication through their release from Donovan State Prison. SANDAG staff has evaluated a number of reentry programs and will bring their expertise to document how this program was implemented by the project partners and to measure its effectiveness. The FY 2007 budget for this effort is expected to be $350,000.

Attachment 1 contains the proposed revised objectives that will be accomplished by the CJRD during the next fiscal year. FY 2007 expenditures and revenues for the specific work elements proposed in the CJRD are shown in Attachments 2 and 3. It should be noted that no changes have been made to the ARJIS OWP or Budget since it was last reviewed by the PSC in April.

JEFF TAYMAN
Director of Technical Services

Attachments: 1. FY 2007 Criminal Justice Research Division Objectives
              2. FY 2007 Criminal Justice Research Division Work Program – Program Expenditures
              3. FY 2007 Criminal Justice Research Division Work Program – Program Revenues

Key Staff Contact: Cynthia Burke, (619) 699-1910, cbu@sandag.org
SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2007 CRIMINAL JUSTICE RESEARCH DIVISION OBJECTIVES

20014 REGIONAL CRIMINAL JUSTICE RESEARCH AND CLEARINGHOUSE. The objectives of this work element are to (1) support local criminal justice planning and policy making by providing analyses of crime and other public safety statistics; (2) maintain current and historical information about crime and public safety strategies; (3) serve as the infrastructure for developing research designs to evaluate the effectiveness of crime prevention and reduction strategies; and (4) support the Public Safety Committee. During FY 2007, emphasis will be placed on seeking funding to support initiatives of regional interest, including the Substance Abuse Monitoring (SAM) project and informing and supporting regional gang task forces and gang prevention and intervention strategies.

20016+ YOUTH EVALUATION PROJECTS. The objectives of this work element are to (1) conduct, within local, state, and federal guidelines, impact and process evaluations of programs that provide services for at-risk juveniles in San Diego County; (2) assist contracted partners, including the San Diego County Probation Department, community-based organizations, and the San Diego Unified School District (SDUSD) in meeting their grant reporting requirements by acting as an outside program evaluator; (3) design effective research methodologies to document implementation and outcome deliverables; and (4) analyze and summarize evaluation results on a quarterly, bi-annual, and annual basis as dictated by the specific project.

20023+ PUBLIC HEALTH EVALUATIONS. The objectives of this work element are to (1) assist Family Health Centers of San Diego (FHCSD) to meet all federal reporting requirements for three health prevention projects targeting men at risk for HIV or Hepatitis; (2) document program services and social marketing outreach efforts; (3) conduct formative research to assist FHCSD in developing, updating, and evaluating three social marketing campaigns; (4) provide technical assistance for evaluation related to other public health-related efforts; and (5) analyze and summarize results in written reports. During FY 2007, emphasis will be placed on evaluating the second phase of the revised social marketing messages and reporting outcome results.

20026 SUBSTANCE ABUSE MONITORING (SAM). The objectives of this work element are to (1) measure drug use and other behavior trends among arrested adults and juveniles; (2) conduct interviews with adults booked into three San Diego County detention facilities and juveniles booked into San Diego County’s Juvenile Hall on a bi-annual basis about their alcohol and drug use history. Emphasis during FY 2007 is to conduct at least 800 interviews.

20033+ ADULT CRIMINAL JUSTICE PROJECTS. The objectives of this work element are to: (1) apply various research designs to help inform and improve local justice systems’ response to crime; (2) conduct a quality assurance study of crime data entered into ARJIS; (3) conduct both process and impact evaluations of two reentry programs (Family TIES and SB 618) targeting adults exiting local detention facilities and the state prison system; and (4) develop a local media campaign as part of a national strategy (Project Safe
Neighborhoods - PSN) to help reduce gun crime. During FY 2007, emphasis will be placed on completing the final year of the Family TIES study (prisoner reentry into the community), as well as the third ARJIS quality assurance study, and disseminating an adult medical outreach message.

+ indicates a high level grouping of related work being conducted under specific grants or other funding sources.
SAN DIEGO ASSOCIATION OF GOVERNMENTS  
FY 2007 CRIMINAL JUSTICE RESEARCH DIVISION WORK PROGRAM  
PROGRAM EXPENDITURES

<table>
<thead>
<tr>
<th>PROJECT NUMBER</th>
<th>PROJECT TITLE</th>
<th>TOTAL PROJECT COST</th>
<th>SALARIES, BENEFITS, AND INDIRECT COSTS</th>
<th>OTHER DIRECT COSTS</th>
<th>TEMPORARY STAFF</th>
<th>CONTRACT SERVICES</th>
<th>MATERIALS AND EQUIP.</th>
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<tbody>
<tr>
<td>20014</td>
<td>REGIONAL CRIMINAL JUSTICE CLEARINGHOUSE</td>
<td>200,000</td>
<td>199,722</td>
<td>278</td>
<td>0</td>
<td>0</td>
<td>E1</td>
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<tr>
<td>20016+</td>
<td>YOUTH EVALUATION PROJECTS</td>
<td>758,400</td>
<td>734,427</td>
<td>1,567</td>
<td>0</td>
<td>22,406</td>
<td>E1, E2</td>
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<tr>
<td>20023+</td>
<td>PUBLIC HEALTH EVALUATIONS</td>
<td>94,213</td>
<td>93,865</td>
<td>348</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>20026</td>
<td>SUBSTANCE ABUSE MONITORING</td>
<td>75,000</td>
<td>45,000</td>
<td>0</td>
<td>0</td>
<td>30,000</td>
<td>E3</td>
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<tr>
<td>20033+</td>
<td>ADULT CRIMINAL JUSTICE PROJECTS</td>
<td>424,807</td>
<td>240,407</td>
<td>34,400</td>
<td>0</td>
<td>150,000</td>
<td>E1, E2</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>1,552,420</strong></td>
<td><strong>1,313,421</strong></td>
<td><strong>36,593</strong></td>
<td><strong>0</strong></td>
<td><strong>202,406</strong></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

*+ indicates a high level grouping of related work being conducted under specific grants or other funding sources.*

**EXPENDITURE NOTES (Other Direct Costs, Contract Services, and Materials and Equipment)**

E1 Mileage, publications, meeting expense

E2 Contractual staff with specific IT knowledge hired to work on a Probation project.

E3 Drug testing costs and sworn staff to provide assistance in detention facilities.
### SAN DIEGO ASSOCIATION OF GOVERNMENTS

**FY 2007 CRIMINAL JUSTICE RESEARCH DIVISION WORK PROGRAM**

**PROGRAM REVENUES**

<table>
<thead>
<tr>
<th>PROJECT NUMBER</th>
<th>PROJECT TITLE</th>
<th>TOTAL FUNDING</th>
<th>FEDERAL</th>
<th>MEMBER ASSESSMENT</th>
<th>LOCAL OTHER</th>
<th>UNFUNDED</th>
</tr>
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<tr>
<td>20014</td>
<td>REGIONAL CRIMINAL JUSTICE CLEARINGHOUSE</td>
<td>200,000</td>
<td>0</td>
<td>200,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>20016+</td>
<td>YOUTH EVALUATION PROJECTS</td>
<td>758,400</td>
<td>0</td>
<td>0</td>
<td>758,400</td>
<td>L1, L2, L3, L4, L5</td>
</tr>
<tr>
<td>20023+</td>
<td>PUBLIC HEALTH EVALUATIONS</td>
<td>94,213</td>
<td>0</td>
<td>0</td>
<td>94,213</td>
<td>L9</td>
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<tr>
<td>20026</td>
<td>SUBSTANCE ABUSE MONITORING</td>
<td>75,000</td>
<td>0</td>
<td>0</td>
<td>25,000</td>
<td>L6</td>
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<td>20033+</td>
<td>ADULT CRIMINAL JUSTICE PROJECTS</td>
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<td>382,737</td>
<td>L7, L8, L10, L11</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>1,552,420</td>
<td>42,070</td>
<td>200,000</td>
<td>1,260,350</td>
<td>0</td>
</tr>
</tbody>
</table>

+ indicates a high level grouping of related work being conducted under specific grants or other funding sources.

#### FUNDING SOURCES

**FEDERAL**

(F1) U.S. Department of Justice

**LOCAL OTHER**

(L1) County Probation Department
(L2) Teen Court
(L3) Phoenix House
(L4) San Diego Unified School District
(L5) YMCA
(L6) High Intensity Drug Traffic Area Group
(L7) County Sheriff
(L8) ARJIS
(L9) Family Health Centers
(L10) McAlister Institute
(L11) San Diego County District Attorney's Office
PUBLIC SAFETY COMMITTEE

June 16, 2006

Action Requested: APPROVE

PUBLIC SAFETY LEGISLATIVE STATUS REPORT

Introduction

At its January 27, 2006, meeting, the Board of Directors approved SANDAG’s Legislative Program for calendar year 2006. The approved program includes seven legislative goals (Attachment 1) that are consistent with the Public Safety Committee’s mission to promote public safety and justice through collaboration, information sharing, effective technology, and objective monitoring and assessment.

At its May 12, 2006, meeting, the SANDAG Executive Committee referred four public safety-related state bills to the Public Safety Committee (PSC) for review and possible action. This status report summarizes these bills as well as recent activities related to SANDAG-sponsored legislative efforts concerning public safety.

Discussion

State Legislation

The four public safety-related bills referred from the Executive Committee to the PSC are Assembly Bills (AB) 1848 and 2041 and Senate Bills (SB) 1451 and 1479. A summary of each of the bills, along with a staff recommendation on possible positions and/or actions, are provided below.

- AB 1848 (Bermudez) Homeland security: interoperable public safety – Existing law provides for the coordination of state and local public safety agencies and emergency response teams to respond to emergencies. Existing law administered by the Federal Communications Commission authorizes public safety agencies or entities to operate radio communication systems on specified frequencies of the radio spectrum and directs states to oversee the interoperability of the public safety spectrum. Existing law also establishes the Public Safety Radio Strategic Planning Committee (PSRSPC) responsible for implementing a statewide integrated public safety communication system using federally specified frequencies to facilitate interoperability among specified public safety departments and requires the committee to report annually to the legislature regarding the committee’s progress. This bill would designate the annual report to serve as the state strategic plan for establishing a statewide integrated interoperable public

Recommendation

The Public Safety Committee is asked to approve support positions on state Assembly Bills 1848 and 2041, a monitor position on Senate Bill 1451, and remove Senate Bill 1479 from the lists of bills to be tracked.
safety communications network and would require the report to include implementation strategies and timelines.

Staff Recommendation: SUPPORT

The PSC has identified interoperability and communications as its top priority, with the objective of creating and gaining consensus on a strategic regional vision and plan. The state’s PSRSCP has primary responsibility for developing and implementing a statewide communications system that allows for interoperability among all of the state’s public safety departments. AB 1848 provides that the PSRSCP’s annual report to the Legislature may include recommendations for local, regional, state, or federal entities to coordinate resources and the development of common protocols to advance the integration of local, regional, and statewide interoperable public safety communications networks. Therefore, this bill provides an opportunity for integration of interoperable communications networks, and staff recommends support of the bill.

• AB 2041 (Nava) Public safety: communications – Under existing law, the Public Safety Radio Strategic Planning Committee, comprised of 13 specified state entities, has primary responsibility in state government to develop and implement a statewide integrated public safety communications system for state government agencies that facilitates interoperability and other shared uses of the public safety spectrum with local and federal agencies. This bill would add the Military Department, State Department of Health Services, and the Department of Finance to, and remove the Department of the Youth Authority from, the committee and would require that a representative of the Office of Emergency Services serve as chairperson. It would require that interoperability be developed to include first response agencies, as defined, as the committee deems appropriate. It also would require the committee to meet at least twice a year, with one being a joint meeting with the California Statewide Interoperability Executive Committee.

Staff Recommendation: SUPPORT

AB 2041 is one of several bills introduced this legislative session designed to being moving toward an integrated, interoperable communications system throughout the state. AB 2041 would add to the PSRSCP key state agencies that have some level of involvement with disaster/emergency prevention and preparedness activities. The bill also would require that the PSRSCP consult with other regional planning committees, or federal, state, and local entities with responsibility for developing, operating, or monitoring interoperability of the public safety spectrum. Therefore, this bill, like AB 1848 above, provides an opportunity for integration of interoperable communications networks, and staff recommends support of AB 2041.

• SB 1451 (Kehoe) Emergency preparedness, planning, and information – This bill would provide that the State Fire Marshal (SFM) shall convene a permanent advisory committee, composed of representatives from specified groups, to make recommendations to the SFM, the Legislature, and appropriate state and local agencies regarding preparedness, planning, procedures, and the provision of accessible information relating to the emergency evacuation of designated groups from public and private facilities and private residences during emergency or disaster situations. The bill also would require the SFM to develop and host training workshops, to prepare and
disseminate brochures and other relevant materials, and to seek research funding to develop new technologies and information systems relating to these issues. Funding to implement these activities would be subject to the appropriation of federal Homeland Security funds during the annual budget process.

Staff Recommendation: MONITOR

SB 1451, sponsored by the California Council of the Blind, seeks to establish a permanent emergency evacuation preparedness and information committee under the Office of the State Fire Marshal to identify and address the needs of persons with disabilities. No funding is provided to support the creation of this new committee or for the proposed informational workshops and materials and future research activities. Staff recommends a monitor position on this bill.

- SB 1479 (Soto) Office of Emergency Services: disaster information center – The California Emergency Services Act generally sets forth the duties of the Office of Emergency Services (OES) in overseeing emergency preparedness and response activities in the state, including those activities implemented under the state emergency plan. This bill would require the OES to establish and maintain an Internet-based disaster information center for public access during disasters and other emergencies that would include specified information.

Staff Recommendation: REMOVE FROM LIST

This bill has been held under submission in the Senate Appropriations Committee, and did not meet the June 2 legislative deadline for getting out of its house of origin. This means that the bill will not move forward during this legislative session, and therefore staff recommends that we remove it from the list of bills that we are tracking.

Homeland Security Funding

On May 31, 2006, the U.S. Department of Homeland Security (DHS) announced the recipients of $1.7 billion in FY 2006 Homeland Security Grant Program (HSGP) awards. The grants are intended to enhance the ability of states, urban areas, and territories to prepare for and respond to terrorist attacks and other disasters. HSGP includes five separate grant programs: (1) State Homeland Security Grant Program, $544.5 million; (2) Urban Areas Security Initiative (UASI), $757.3 million; (3) Law Enforcement Terrorism Prevention Program, $396 million; (4) Metropolitan Medical Response System, $29.7 million; and (5) Citizen Corps Program, $19.8 million.

The recent division of UASI dollars has created controversy. The FY 2006 revised grants process was supposed to be more risk-based, however, many cities, large and small, are unhappy with the results. Both Republican and Democratic lawmakers also immediately voiced concerns about the allocations. In a surprise to many, New York City and Washington, D.C., took the biggest hits. New York City funding fell from $207 million to $124 million and Washington, D.C.’s grant decreased from $77 million to $46 million. The San Diego region also did not fare well; our region’s UASI funding fell from $14.7 million in FY 2005 to $7.9 million in FY 2006. Attachment 2 provides a comparison of UASI funding levels in FY 2005 and FY 2006.
Federal hearings on DHS funding are expected to be held over the next few weeks. Staff will provide any updated information about the UASI and other DHS funding programs at the PSC meeting. PSC members involved in the DHS funding efforts also may want to provide reports on these recent activities.

JEFF TAYMAN
Director of Technical Services

Attachments: 1. Summary of Public Safety-Related Legislative Goals for Calendar Year 2006
2. Summary of Federal DHS UASI Funding

Key Staff Contact: Kim Kawada, (619) 699-6994, kka@sandag.org
### Summary of Public Safety-Related Legislative Goals for Calendar Year 2006

#### Sponsor

<table>
<thead>
<tr>
<th>GENERAL DESCRIPTION OF GOAL</th>
<th>NO.</th>
<th>PRIORITY</th>
<th>BOARD POSITION</th>
<th>POSITION DATE</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>FED</th>
<th>STATE</th>
<th>LOCAL</th>
</tr>
</thead>
<tbody>
<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>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</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>6</td>
<td>High</td>
<td>Sponsor</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td>7</td>
<td>High</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legislation that focuses on youth and gang violence prevention and pursue funding for prevention and intervention efforts.</td>
<td>8</td>
<td>High</td>
<td>Sponsor/Support</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td>9</td>
<td>Medium</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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#### Support/Oppose

<table>
<thead>
<tr>
<th>GENERAL DESCRIPTION OF GOAL</th>
<th>NO.</th>
<th>PRIORITY</th>
<th>BOARD POSITION</th>
<th>POSITION DATE</th>
<th>T</th>
<th>R</th>
<th>P</th>
<th>B</th>
<th>FED</th>
<th>STATE</th>
<th>LOCAL</th>
</tr>
</thead>
<tbody>
<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>23</td>
<td>High</td>
<td>Support</td>
<td>2005</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>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.</td>
<td>24</td>
<td>High</td>
<td>Support</td>
<td>2005</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
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</tbody>
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Legend: T: Transportation; R: Regional Planning; P: Public Safety; B: Borders
### URBAN AREAS SECURITY INITIATIVE (UASI) FUNDING
**FY 2005 vs. FY 2006 Comparison**

<table>
<thead>
<tr>
<th>State</th>
<th>FY 2005 Funding</th>
<th>FY 2006 Funding</th>
<th>Funding Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZ - Phoenix Area*</td>
<td>$9,996,463</td>
<td>$3,920,000</td>
<td>-60.8%</td>
</tr>
<tr>
<td>CA - Anaheim/Santa Ana Area</td>
<td>$19,825,462</td>
<td>$11,980,000</td>
<td>-39.6%</td>
</tr>
<tr>
<td>CA - Bay Area</td>
<td>$33,226,729</td>
<td>$28,320,000</td>
<td>-14.8%</td>
</tr>
<tr>
<td>CA - Los Angeles/Long Beach Area</td>
<td>$69,235,692</td>
<td>$80,610,000</td>
<td>16.4%</td>
</tr>
<tr>
<td>CA - Sacramento Area*</td>
<td>$6,085,663</td>
<td>$7,390,000</td>
<td>21.4%</td>
</tr>
<tr>
<td>CA - San Diego Area*</td>
<td>$14,784,191</td>
<td>$7,990,000</td>
<td>-46.0%</td>
</tr>
<tr>
<td>CO - Denver Area</td>
<td>$8,718,395</td>
<td>$4,380,000</td>
<td>-49.8%</td>
</tr>
<tr>
<td>DC - National Capital Region</td>
<td>$77,500,000</td>
<td>$46,470,000</td>
<td>-40.0%</td>
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<tr>
<td>FL - Ft. Lauderdale Area</td>
<td>---</td>
<td>$9,980,000</td>
<td>---</td>
</tr>
<tr>
<td>FL - Jacksonville Area</td>
<td>$6,882,493</td>
<td>$9,270,000</td>
<td>34.7%</td>
</tr>
<tr>
<td>FL - Miami Area</td>
<td>$15,828,322</td>
<td>$15,980,000</td>
<td>1.0%</td>
</tr>
<tr>
<td>FL - Orlando Area</td>
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<td>$9,440,000</td>
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<tr>
<td>FL - Tampa Area*</td>
<td>$7,772,791</td>
<td>$8,800,000</td>
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<td>GA - Atlanta Area</td>
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<tr>
<td>HI - Honolulu Area</td>
<td>$6,454,763</td>
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<tr>
<td>IL - Chicago Area</td>
<td>$45,000,000</td>
<td>$52,260,000</td>
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<tr>
<td>IN - Indianapolis Area</td>
<td>$5,664,822</td>
<td>$4,370,000</td>
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</tr>
<tr>
<td>KY - Louisville Area*</td>
<td>$5,000,000</td>
<td>$8,520,000</td>
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<tr>
<td>LA - Baton Rouge Area*</td>
<td>$5,226,495</td>
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<tr>
<td>LA - New Orleans Area</td>
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<tr>
<td>MA - Boston Area</td>
<td>$26,000,000</td>
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<tr>
<td>MD - Baltimore</td>
<td>$11,305,357</td>
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<tr>
<td>MI - Detroit</td>
<td>$17,068,580</td>
<td>$18,630,000</td>
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<tr>
<td>MN - Twin Cities Area</td>
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<tr>
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<td>MO - St. Louis Area</td>
<td>$7,040,739</td>
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<tr>
<td>NC - Charlotte Area</td>
<td>$5,479,243</td>
<td>$8,970,000</td>
<td>63.7%</td>
</tr>
<tr>
<td>NE - Omaha Area*</td>
<td>$5,148,300</td>
<td>$8,330,000</td>
<td>61.8%</td>
</tr>
<tr>
<td>NJ - Jersey City/Newark Area</td>
<td>$19,172,120</td>
<td>$34,330,000</td>
<td>79.1%</td>
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<tr>
<td>NV - Las Vegas Area*</td>
<td>$8,456,728</td>
<td>$7,750,000</td>
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<tr>
<td>NY - Buffalo Area*</td>
<td>$7,207,995</td>
<td>$3,710,000</td>
<td>-48.5%</td>
</tr>
<tr>
<td>NY - New York City</td>
<td>$207,563,211</td>
<td>$124,450,000</td>
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<tr>
<td>OH - Cincinnati Area</td>
<td>$5,866,214</td>
<td>$4,660,000</td>
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<tr>
<td>OH - Cleveland Area</td>
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<td>OH - Columbus Area</td>
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<tr>
<td>OH - Toledo Area*</td>
<td>$5,307,598</td>
<td>$3,850,000</td>
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<tr>
<td>OK - Oklahoma City Area*</td>
<td>$5,570,181</td>
<td>$4,102,000</td>
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</tr>
<tr>
<td>OR - Portland Area</td>
<td>$10,391,037</td>
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<tr>
<td>PA - Philadelphia Area</td>
<td>$22,818,091</td>
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<td>PA - Pittsburgh Area</td>
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<tr>
<td>TN - Memphis Area</td>
<td>---</td>
<td>$4,200,000</td>
<td>---</td>
</tr>
<tr>
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* Sustainment Urban Area Funding (not currently eligible for FY 2007 UASI funding)
Introduction

SANDAG has identified several key components to be developed for the 2007 Comprehensive Regional Transportation Plan (RTP). For each of these areas, staff is preparing an issue paper to stimulate discussion and gather input from SANDAG’s policy committees and working groups. The issue papers highlight several of the unique inputs and analyses that will enhance the development of the RTP. The Public Safety and Homeland Security issue paper focuses on the existing plans and organizations in place to deal with the safety and security of the transportation system and highlights areas that warrant further analysis or action.

Discussion

As the regional transportation planning agency, SANDAG allocates millions of dollars each year in local, state, and federal funds for the region’s transportation network. SANDAG's Regional Transportation Plan (RTP), MOBILITY 2030, serves as a blueprint to address the mobility challenges created by our region’s growing population and employment. It contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the San Diego region.

SANDAG is currently updating the RTP. SANDAG’s last full update of the RTP was completed in March 2003. A technical update was completed in February 2006 in order to meet federal air quality conformity requirements and will serve as the foundation for the 2007 Comprehensive RTP. The 2007 RTP will incorporate a new regional growth forecast, strategic initiatives from the Regional Comprehensive Plan, the Independent Transit Planning Review, goods movement, and several other issue papers on topics not previously covered in the RTP, including public safety and homeland security. The information included in this issue paper will be incorporated as a section within the 2007 Comprehensive RTP.

In August 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. This transportation reauthorization bill calls for a new emphasis to be placed on the safety and security of the transportation system and requires for that information to be included in the RTP.

There are a wealth of issues that could be discussed within the realm of transportation safety and security. But on a regional planning scale, SANDAG staff has identified three key areas of concern: the ability to plan for and react to natural disasters, the capability to respond effectively to man-made events, and the interoperability of various public safety communication systems. The goal of this issue paper is to document existing plans and organizations that provide for the safety and security of the regional transportation network and to identify additional areas of improvement which can be explored in the 2007 RTP or other policy planning efforts.
In order to assure that the most important areas of focus have been included in this issue paper SANDAG staff is requesting input from various working groups and policy committees. The Regional Planning Stakeholders Working Group, the primary advisory committee for development of the RTP, was presented an initial draft of the Public Safety and Homeland Security issue paper at their April 18, 2006 meeting. A number of their comments were incorporated into the revised version of the paper (Attachment 1). After review by the Public Safety Committee, the Transportation Committee will be asked to accept this paper for planning purposes in the 2007 RTP at their July 2006 meeting.

SANDAG staff is asking for your comments on the three areas of focus highlighted in this paper (the ability to plan for and react to natural disasters, the capability to respond effectively to man-made events, and the interoperability of various public safety communication systems) and to identify if there are other transportation related safety and security issues that should be addressed within the development of the 2007 RTP or other policy planning efforts.

The Public Safety and Homeland Security issue paper identified that the following items should be examined further when developing the 2007 RTP or other safety and security efforts:

- Transit Emergency Operations Plans: Transit operators, local jurisdictions, and safety agencies should work together to develop plans to evacuate transit-dependent populations in the event of natural or man-made disaster.

- SANDAG should continue its work via the Public Safety Committee to enhance and improve interoperability and communications between local, state, and federal public safety agencies and to find opportunities to leverage and most effectively utilize transportation and public safety resources in support of this effort.

- Enhancements to existing communications centers and options for a centralized communications center should continue to be explored.

- Recommendations from the I-15 Traffic Incident Management Plan should be implemented in a timely manner to assure that the I-15 Managed Lanes are utilized with maximum efficiency under emergency situations.

- Further coordination of emergency planning and implementation among various local, state, and federal agencies to allow for effective responses and eliminate duplication of efforts.

This paper has also identified the continued challenge of balancing security and the efficient movement of people and goods through the San Diego-Baja California Ports of Entry. SANDAG will further examine this issue in the Cross-Border Transportation issue paper.

BOB LEITER
Director, Land Use and Transportation Planning


Key Staff Contact: Rachel Kennedy, (619) 699-1929, rke@sandag.org
Introduction

In light of heightened public concern regarding terrorist attacks and natural disasters, enhancing the safety and security of our transportation system is one focus of the 2007 Regional Transportation Plan (RTP). There are a wealth of issues that could be discussed within the realm of transportation safety and security. But on a regional planning scale, three key areas of concern have been identified: the ability to plan for and react to natural disasters, the capability to respond effectively to man-made events, and the interoperability of various public safety communication systems.

Objectives for 2007 RTP

In August 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. This transportation reauthorization bill calls for a new emphasis to be placed on the safety and security of the transportation system and requires this information be included in the RTP. This issue paper identifies the current measures in existence or under development to deal with safety and security of the transportation network and highlights areas that warrant further analysis or action. The information included in this issue paper will be incorporated within the 2007 Comprehensive RTP.

Background

Several natural disasters and acts of terrorism have brought the safety and security of our transportation system to the forefront. The terrorist attacks of September 11, 2001, and on the public transit systems in Madrid and London have heightened awareness of the vulnerability of our transportation system. Natural disasters also have caused loss of life and property. Hurricane Katrina served as an important wake-up call to regional agencies on the need to have evacuation plans for persons who do not drive or own private automobiles. And Hurricane Rita highlighted the need to have plans in place to utilize the existing transportation infrastructure to its maximum potential during evacuations. On a local level, the 2003 San Diego region wild fires demonstrated a need for improved communications for emergency personnel and the importance of establishing evacuation plans.

On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which authorizes the federal surface transportation programs for the five-year federal fiscal year period 2005-2009. The bill calls for an increased emphasis to be placed on the safety and security of the transportation system and for each of these elements to be accounted for as stand-alone planning factors.
The San Diego region contains an extensive transportation network that includes regional rail (COASTER), light rail, highways, ports, local and express bus service, local roads, and bicycle and pedestrian infrastructure. San Diego County is served by three major interregional freeways; the I-5 and I-15 provide north-south access throughout the region and to Orange County and Mexico, while Interstate 8 provides east-west access to Imperial County. Interstate 15 (I-15) contains two reversible managed lanes, which are used on a daily basis to provide additional traffic flow in the peak-period direction. The managed lanes also can be used for additional traffic flow or emergency vehicles in the case of an incident or disaster.

**Current Conditions**

The San Diego region currently has a number of existing organizations, plans, and infrastructure in place to provide for the safety and security of the regional transportation system. The following sections outline the current and pending efforts of specific organizations to plan for and respond to large-scale natural or man-made disasters and improve public safety communications systems.

**Existing Plans and Programs**

**Unified San Diego County Emergency Services Organization**

The Unified San Diego County Emergency Services Organization is composed of the 18 incorporated cities within the region and the County of San Diego. The Unified Organization provides for a single Operational Area for the coordination of disaster activities relating to mitigation, preparedness, response, and recovery. The Unified Disaster Council (UDC) is the governing body of the Unified Organization. The County of San Diego Office of Emergency Services (OES) serves as staff to the UDC and is a liaison between the incorporated cities, the State Office of Emergency Services, and the Federal Emergency Management Agency (FEMA), as well as non-governmental agencies such as the American Red Cross.

The OES coordinates the overall county response to disasters and is responsible for: alerting and notifying appropriate agencies, coordinating agency responses, ensuring resources are available and mobilized in times of disaster, developing plans and procedures for response to and recovery from disasters, and providing preparedness materials to the public. The OES directs the Operational Area Emergency Operations Center (EOC) and coordinates the efforts of county departments, cities, special districts, and other agencies within the county, as well as with the state and federal agencies.

**City of San Diego Office of Homeland Security**

The San Diego Office of Homeland Security (SD-OHS) was established in January 2003 as part of the restructuring of the San Diego Fire-Rescue Department and is under the direction of the City Manager’s Office. The SD-OHS oversees the City of San Diego’s preparation for major disasters through the coordination of disaster planning efforts; training of City employees; integration of emergency plans; facilitating information flow to the public and business communities; and

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interfacing with county, state, and federal jurisdictions. The SD-OHS also has been successful in securing and managing grants from federal and state agencies related to homeland security.

The SD-OHS maintains the City's Emergency Operations Center (EOC) in a “ready-to-activate” status and manages the EOC during responses to multi department and citywide emergencies, providing for coordinated response activities and a fully integrated City response. The SD-OHS also is responsible for the development and maintenance of a number of emergency operations documents, including: the Emergency Operations Plan, EOC Activation Guide, Emergency Operations Guide for Large Public Venues, Unscheduled Power Interruption Plan, and the Plan for Response to a Nuclear Emergency.

SANDAG Public Safety Committee

The SANDAG Public Safety Committee (PSC) advises the SANDAG Board of Directors on major policy-level matters related to public safety. Composed of 14 voting members, including six elected officials; local, state, and federal public safety representatives; and regional transit agencies, the group strives to improve the quality of life in the region by promoting public safety and justice through collaboration, information sharing, effective technology, and objective monitoring and assessment. The PSC provides a unique forum for local officials and public safety professionals to collaborate on issues such as crime prevention, communications, and mapping.

The Chiefs'/Sheriff’s Management Committee promotes regional collaboration in the acquisition, maintenance, and sharing of public safety information and technology. This Committee, which reports to the SANDAG PSC, approves and implements the ARJIS and Criminal Justice Research annual work program and budget. It establishes and recommends public safety policies that relate to ARJIS and Criminal Justice Research.

The PSC also is the governing Board for the Automated Regional Justice Information System (ARJIS), which supports 71 justice agencies representing local, state, and federal government within San Diego and Imperial Counties. Chartered with supporting a regional Web-based secure network that contains a variety of information to support law enforcement activities, ARJIS is used daily by 11,000 officers, investigators, and analysts. Other efforts conducted by ARJIS include the crime mapping system and deploying law enforcement information into the field via hand-held wireless devices.

United States Department of Defense

The United States Department of Defense (DOD) has a large presence in the San Diego Region. The San Diego County Office of Emergency Services (OES) has a military liaison and informal working relationships with the Navy, Marines, and Coast Guard and is currently in the process of setting up an informal working group that will include these entities. OES currently coordinates with the Marines on emergency management plans in relation to the San Onofre nuclear power plant, participates in emergency drills and trainings with the Navy regarding nuclear submarine incidents, and coordinates with the U.S. Coast Guard on maritime security and oil spills.

In the case of a large scale emergency, the DOD is authorized to provide resources when response and recovery requirements are beyond the capabilities of civil authorities (as determined by FEMA or another lead federal emergency response agency) and these efforts do not interfere with its primary mission or ability to respond to operational contingencies. Requests for Defense Support to Civilian Authorities (DSCA) are made thru the local, county, and state authorities as a Request for Assistance to the Federal Coordinating Official in the appropriate Lead Federal Agency and is normally accompanied by, or submitted after a request from the State Governor for a natural disaster declaration from the President. The Defense Coordinating Officer coordinates the DOD resources to be provided. The California National Guard (CNG) may be activated as part of the DSCA and can provide law enforcement support, crisis management and consequence management services. Activation of the National Guard for local support during emergencies is done by the Governor via the California Office of Emergency Services.

Public Transit Agencies

Hurricane Katrina demonstrated the importance of having plans to evacuate persons without access to private vehicles. San Diego has an extensive transit system comprised of regional rail (COASTER), light rail (trolley), and a local and regional bus system. The COASTER and buses in North County San Diego are operated by the North County Transit District (NCTD). The Metropolitan Transit System (MTS) operates the San Diego Trolley and buses in central and southern San Diego County.

Both NCTD and MTS have emergency preparedness/evacuation plans to evacuate passengers from transit vehicles and stations. Currently neither MTS nor NCTD has official written emergency operations plans to evacuate residents via transit in the case of large-scale emergency or disaster, such as an earthquake or act of terrorism. Officials from NCTD have been working with North County jurisdictions to develop emergency operating plans. MTS has been collaborating on a limited basis with cities in San Diego County who are in the process of creating or updating their municipal evacuation plans. MTS plans to take a more active role in evacuation planning in the near future.

The region has not fully defined the role that transit operators should play in the evacuation of residents in the event of a large-scale disaster. Plans to transport transit-dependent populations in the case of a disaster that requires mass evacuations need to be developed. One of the challenges noted by transit providers and emergency preparedness experts is maintaining sufficient staff to operate the transit system in an evacuation situation. Transit operators recognize that transit drivers also have needs to evacuate their own families during these times. Making transit operators “essential personnel” for certain types of disasters and allowing drivers to evacuate their families with other passengers are two ideas that have been explored.4

U.S. Customs and Border Protection

More than 60 million people and 730,000 trucks cross through the San Diego-Baja California ports of entry (POEs) in the northbound direction each year.5 As neighbors and key trade partners, assuring safe and time-efficient travel is critical to the economies of both California and Baja California. Since September 11, 2001, there has been a greater emphasis on border security to

4 Victoria Transport Policy Institute, Lessons from Katrina- What a Major Disaster Can Teach Transportation Planners, September 2005.
5 SANDAG, Economic Impacts of Wait Times at the San Diego-Baja California Border, January 2006.
prevent the entrance of terrorists and smuggling of weapons. Due to increased security at the border, delays to cross into the US (the San Diego region) have been growing and have become more unpredictable.

Housed in the Department of Homeland Security, the U.S. Customs and Border Protection (CPB) contains all frontline personnel and law enforcement functions at the nation’s borders. The CPB has many systems in place to prevent the entrance of potentially dangerous persons and materials, including Project Shield America, which is focused on keeping nuclear components out of the hands of adversaries.6

Many physical, technology, and policy systems are in place to assure the safety and security of the border region. The San Diego-Mexico border currently contains a 14-mile fence, as well as Border Patrol and Customs officials at the San Ysidro, Otay Mesa, and Tecate Ports of Entry (POE). Border Patrol agents patrol the border on foot, horseback, and in vehicles and aircraft suitable for the terrain and patrol area.7

Border Master Plan

In order to better facilitate the movement of people and goods through the San Diego-Baja California POEs, Caltrans District 11 has initiated the development of a Border Master Plan. The Border Master Plan will establish a process to institutionalize dialogue among local, state, and federal stakeholders in the United States and Mexico to understand their processes to identify land POEs and connecting transportation infrastructure needs.

The Master Plan’s ultimate objective is to develop criteria that can be used in future studies to prioritize improvements to existing or new POEs within a bi-state framework. The Master Plan will consider short-term, mid-term and long term needs and help to foster consistency among individual agency planning processes to create a unified process for periodic plan updates.

San Diego Unified Port District

The United States Coast Guard and San Diego Harbor Police provide security for the Port of San Diego. In order to protect the public a number of moving and fixed security zones have been established for ships operating within the Port of San Diego. No vessel is allowed within 100 yards of a U.S. naval vessel or cruise ship, unless authorized by the Capitan of the Port of San Diego, or his designated representative. A one-mile security zone has also established around the San Onofre nuclear generating stations.8

The Coast Guard has created a pilot-armed escort program, the Sea Marshals program, in the Ports of San Francisco, Los Angeles, and San Diego. This program is designed to reduce the threat of using a commercial vessel as a terrorist instrument. The Sea Marshal concept employs preventive measures to neutralize tactics that could be employed by terrorists attempting to gain control of a large

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commercial carrier. The Sea Marshals armed escort provides security for the pilot, master, and the bridge navigation team on board a vessel during its transit in U.S. navigable waters.\textsuperscript{9}

Transportation Management Center (TMC)

The San Diego Transportation Management Center (TMC) integrates Caltrans Traffic Operations, Caltrans Maintenance, and California Highway Patrol (CHP) communications in a unified, co-located communication and command center. The TMC provides the communications, surveillance, and computer infrastructure necessary for coordinated transportation management on state highways during normal commute periods, as well as for special events and major incidents. Additionally, in an emergency, the TMC becomes a command center for directing relief throughout the region. The TMC is designed with the latest technologies to survive earthquakes, power outages, and communications disruptions. With secure communications and focused, prepared responses, the TMC becomes a valuable asset for the survival and recovery of the San Diego region. The TMC encompasses a large number of safety operations from fielding calls from freeway “call boxes” to CHP Dispatch using Computer Aided Dispatch (CAD) to assign Officers and Freeway Service Patrol trucks. The TMC also controls and operates the reversible I-15 HOV Express Lanes, Highway Advisory Radio (HAR), and Changeable Message Signs (CMS)\textsuperscript{10}.

The CMS are controlled through the Caltrans District 11 Advanced Transportation Management System (ATMS) and currently are used to post information on significant accidents, Amber alerts, and/or safety campaign messages. There are approximately 29 CMS in the region, including three currently under construction. An additional 12 signs, managed by the contracted toll operator’s system, are used specifically to provide status and toll information for the I-15 Managed Lanes. SANDAG currently is working with Caltrans to enhance their ATMS to allow for automatic calculation and posting of travel time estimates in alignment with SANDAG’s 511 Traveler Information Service. The long-term vision includes utilizing the signs as a key dissemination tool to create informed system users, promote mode choice, and provide for more efficient system usage.

Reverse 911 Telephone Alert System

In August 2005, the County of San Diego contracted to install a new Reverse 911 system. The system allows county and city officials to call residents’ land-line telephones to inform them of disasters in their neighborhoods, including warnings to evacuate. The system, which is housed in the Sheriff’s Communications Center, can send out 264 warning calls per minute, for a total of 15,840 calls per hour. The system does require functioning power and phone lines\textsuperscript{11}. The system is available to residents in the unincorporated communities and the nine local cities that contract with the San Diego Sheriff’s Department for law enforcement\textsuperscript{12}.

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The Multi-Jurisdictional Hazard Mitigation Plan for San Diego County was published by the San Diego County Office of Emergency Services (OES) and the Unified Disaster Council (UDC) in

\begin{itemize}
\item \textsuperscript{9} United States House of Representatives. Implementation of the Maritime Transportation Security Act, June 2004.
\item \textsuperscript{12} Conaughton, Gigi. “County Buys Reverse 911 System.” North County Times, August 11, 2005.
\end{itemize}
The document, which satisfies Federal Emergency Management Agency (FEMA) and California Office of Emergency Services and Security (COESS) requirements, was developed in collaboration with the 18 incorporated cities in the region and identifies potential natural and man-made disasters, as well as the existing mitigation plans in place to deal with these occurrences. The plan serves many purposes; it strives to enhance public awareness and understanding, create a decision tool for management, promote compliance with state and federal program requirements, and enhance local policies for hazard mitigation capabilities.

Pending Plans and Programs

I-15 Traffic Incident Management Plan (TIM)

SANDAG, in partnership with Caltrans, will be developing a Traffic Incident Management (TIM) Plan for the I-15 Managed Lanes that will prescribe the level of incident/emergency response, agencies involved, and the appropriate actions to be taken. The TIM plan will discuss incident detection, notification, dispatch, control, and monitoring activities. The plan also will establish emergency notification procedures to convey information to Caltrans, SANDAG, transit operators (MTS, NCTD), emergency responders (CHP, freeway service patrol, (local police and fire, ambulance, etc.) and the public. Plans for utilization of the regional advanced traveler information system (511) and changeable message signs (CMS) also will be included. The TIM Plan will discuss what circumstances, if any, are appropriate to open the I-15 managed lanes to general purpose/mixed-flow traffic, e.g., during a major incident that shuts down all main lanes of traffic in one direction.

The development and implementation of the emergency response plan will enable the transportation agencies, I-15 Managed Lane operators, and other emergency responders to have a coordinated and efficient mechanism to deploy assets to resolve freeway incidents and emergencies. The development of the TIM will commence in April 2006, with a final plan anticipated in September 2006.

Regional Needs Assessment and Interoperability Plan

The SANDAG Public Safety Committee (PSC) contracted with a consultant to conduct a regional public safety needs assessment to help establish short- and long-term goals to enhance regional safety and benefit member jurisdictions and public safety agencies. A final report was released in July 2005. The needs assessment focused on four priority efforts: communications and interoperability, creation of a regional information center, technology acquisition and maintenance, and training. Interoperability allows agencies with different communications systems to interact with each other. Stakeholders from the public safety community identified communications and interoperability as the key area of needed reform.

In most agencies, communications and interoperability issues are focused around radio communications. However, this topic also can include issues such as wireless and traditional data networking and information sharing. One of the key challenges facing public safety professionals in times of emergency is the inability to communicate with other local, state, or federal agencies that do not utilize the same radio technology. Interoperability would provide a system whereby

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safety officials in different agencies could communicate with each other via radio, wireless, or other forms of information sharing.

Currently, most agencies in the county use the Regional Communications System (RCS) for their radio communications service. While users are able to communicate with other agencies in the county on the RCS system, they are not able to communicate with the San Diego Police Department (SDPD). The SDPD and Sheriff’s Department currently are working together to implement a patching capability between their respective radio systems that will allow for connections to be established in the event of a critical incident. There also is concern that local agencies cannot communicate with state, federal, and other non-local agencies.

As a follow-up to the Regional Needs Assessment, in July 2005 the PSC approved an interoperability and communications work program with the goal of providing the foundation necessary to develop a agreed-upon regional strategic plan. The core of this effort has been workshops on interoperability that have included local and national experts on the topic. The first workshop, held in January 2006, focused on establishing what interoperability means to the San Diego region and highlighted interoperability challenges faced on a national and regional level. The second workshop, held in March 2006, identified current interoperability efforts within the region. A third workshop, planned for July 2006 and will complete the series, will include a facilitated discussion to begin the development of a strategic plan, collaborate on potential regional solutions, and develop action items to address the priorities identified during the workshops.

Transit Station Safety

The safety of both transit riders and vehicles parked at regional park-and-ride locations is an important element of the regional transportation system. In order to obtain a better understanding of crimes and crime patterns at transit stations and improve crime prevention techniques to increase public transit usage, SANDAG included research on identifying crime patterns at transit stations in the Fiscal Year 2007 Overall Work Program (OWP). The project also will develop a Geographical Information System (GIS) based crime analysis methodology for crime event and crime pattern analysis. This proposed work element responds to the needs of the local transit security personnel, transit planners, and law enforcement. This project is being funded by a planning grant obtained through Caltrans.

Conclusions/Recommendations

The San Diego region has a number of emergency preparedness and response plans in place. Identified coordination and response agencies provide for a systematic response to natural and man-made disasters, and existing infrastructure such as the CMS and Reverse 911 telephone system allow for information to be shared with portions of the population in an expeditious manner. However, important infrastructure and procedural improvements still are needed to further increase the safety and security of the San Diego region.

The following items should be examined further when developing the 2007 RTP or other safety and security efforts:

Transit Emergency Operations Plans: Transit operators, local jurisdictions, and safety agencies should work together to develop plans to evacuate transit-dependent populations in the event of natural or man-made disaster.

SANDAG should continue its work via the Public Safety Committee to enhance and improve interoperability and communications between local, state, and federal public safety agencies and to find opportunities to leverage and most effectively utilize transportation and public safety resources in support of this effort.

Enhancements to existing communications centers and options for a centralized communications center should continue to be explored.

Recommendations from the I-15 Traffic Incident Management Plan should be implemented in a timely manner to assure that the I-15 Managed Lanes are utilized with maximum efficiency under emergency situations.

Further coordination of emergency planning and implementation among various local, state, and federal agencies to allow for effective responses and eliminate duplication of efforts.

This paper has also identified the continued challenge of balancing security and the efficient movement of people and goods through the San Diego-Baja California Ports of Entry. SANDAG will further examine this issue in the Cross-Border Transportation issue paper.
COMMUNICATING WITH THE PUBLIC DURING DISASTERS USING ADVANCED TRAVELER INFORMATION SYSTEMS/511

File Number 1109500

Introduction

The United States Department of Transportation (USDOT) and the Federal Highway Administration (FHWA) are collaborating on a project entitled, “Communicating with the Public Using Advanced Traveler Information Systems (ATIS) During Disasters”. The purpose of this project is to provide state and municipal transportation agencies with a concept of operations for applying their traveler information assets such as 511 telephone systems, television stations, Web sites, and dynamic message signs effectively in the context of disaster events. FHWA selected the San Diego region, in large part because of SANDAG’s Public Safety Committee, for the development of a strategic implementation plan in which the local transportation and public safety communities can leverage their combined assets. FHWA and SANDAG working together will hold a half-day interactive workshop in August 2006 that would involve representatives from the local transportation and public safety communities and would be funded and facilitated by FHWA.

The objective of this workshop is to gather information from transportation and public safety practitioners to develop a roadmap for utilizing traveler information assets to enhance the region’s ability to communicate with the public during a disaster (or emergency). Exploring the potential use of transportation assets and technologies to enhance the flow of information in a disaster is consistent with the objectives of the PSC’s interoperability and communications initiative currently underway.

Discussion

Background

In May 2004, the USDOT Intelligent Transportation Systems (ITS) Joint Program Office and the FHWA Office of Transportation Operations completed a report that examined several major disaster events that had occurred in the United States. Each of these disasters had a substantial, immediate, and adverse impact on the transportation system, as well as varying degrees of influence on the long-term operation of the transportation facilities and services in the respective regions. These case studies documented the value in planning, coordinating, and investing in personnel, infrastructure, and technology that can help in times of crisis.

In addition, the 2004 report indicated that leveraging advanced technologies and technical communications (such 511 travel information services including both telephone and Internet, changeable message signs; closed-circuit TV cameras; real-time traffic conditions; and travel-time
estimates) to communicate real-time, vital travel information to the public could greatly enhance a region’s response to a disaster. For example, ITS solutions help agency personnel make better informed decisions, especially where real-time information is available that can be distributed to the public to help them making informed individual travel decisions.

Proposed Project

The San Diego region was selected to study the feasibility of using traveler information systems for emergency communications in large part because of the unique structure of the PSC that brings together elected officials and a diverse set of public safety officials. The FHWA has requested SANDAG’s participation in conducting a half-day workshop in San Diego in August 2006 with public safety and transportation management personnel. The purpose of the workshop would be to develop a strategic implementation plan that would identify opportunities and actions that make use of the region’s valuable transportation assets in response to a disaster. The participation of public safety agency practitioners is vital to the development of a comprehensive and realistic strategic plan that can then be implemented by the region. All consultant costs associated with the development and implementation of the workshop and resulting strategic implementation plan will be paid for by FHWA.

Relation to the Public Safety Committee’s Interoperability Workshops

The proposed workshop was scheduled for August 2006 as to not interfere with the third and final Interoperability and Communications workshop scheduled for July 21. Exploring the potential use of transportation assets and technologies to enhance the flow of information in a disaster fits in well and compliments the more broadly-based Interoperability and Communications work being conducted by the PSC. The findings from this FHWA study would be considered as the region prepares it interoperability and communications strategic plan.

JACK BODA
Director of Mobility Management and Project Implementation

Key Staff Contact: Samuel Johnson, (619) 699-6958, sjo@sandag.org
METHAMPHETAMINE USE IN THE SAN DIEGO REGION: COLLABORATIVE EFFORTS AND AN UPDATE ON DRUG USE TRENDS

Introduction

The San Diego County Board of Supervisors authorized the formation of a multi-disciplinary Methamphetamine Strike Force (MSF) in 1996. The MSF is composed of approximately 70 member organizations and agencies, including local, state, and federal representatives from public health, law enforcement, judiciary, probation, education, treatment, prevention, and medical agencies. The MSF uses data to develop policy and has produced an annual report card to track how methamphetamine (meth) affects our community, including the number of lab seizures, meth-related deaths, and meth use among arrestees. This report includes an overview of the MSF, the 2006 report card, and current MSF efforts, as well as meth use trends from the SANDAG Substance Abuse Monitoring (SAM) program.

Discussion

Once known as the “meth capital of the world”, the San Diego region has made great strides in working together to address the havoc this drug has wrecked on our local communities. Since the late 1990s, the MSF has brought together practitioners from a variety of different areas to develop and implement innovative strategies to combat meth abuse. Over the years, some noteworthy accomplishments have included staffing a meth hotline (1-800-NO2METH), conducting a public awareness campaign regarding the relationship between meth use and property crime, encouraging legislation prohibiting the sale of precursor chemicals (e.g., over-the-counter cold medicines), and promoting efforts to address the needs of children exposed to meth production in their homes.

Despite these efforts, the most recent statistics from the 2006 MSF report card (Attachment 1) suggest that meth use may be increasing locally and that those who are using the drugs are suffering to a greater degree, as documented by emergency room visit numbers. Data collected by SANDAG as part of the Substance Abuse Monitoring (SAM) program, which serves as one of the ongoing indicators for the report card, is consistent with these other statistics, indicating that meth use is up since 2000 for both adult male (28% to 44%) and female (29% to 51%) arrestees, as well as juvenile arrestees (11% to 21%).

JEFF TAYMAN
Director of Technical Services

Attachment: 1. 2006 Methamphetamine Strike Force Report Card

Key Staff Contact: Cynthia Burke, (619) 699-1910, cbu@sandag.org
### 2005-06 Methamphetamine Strike Force Report Card

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<td>110</td>
<td>108</td>
<td>136</td>
<td>145</td>
<td>167</td>
<td>-210</td>
<td>206</td>
<td>37%</td>
<td>-0.02%</td>
<td>Rate per 100,000 in parenthesis has been re-calculated for all years to exclude children 0-10 yrs.</td>
</tr>
<tr>
<td>2. Related Emergency Department Drug Abuse Episode²</td>
<td>685</td>
<td>666</td>
<td>976</td>
<td>721</td>
<td>583</td>
<td>747</td>
<td>673</td>
<td>598</td>
<td>558</td>
<td>797</td>
<td>16%</td>
<td>43%</td>
<td>Rate change may reflect that DAWN system entirely rebuilt;</td>
</tr>
<tr>
<td>3. Drug Treatment Admissions (Meth primary drug of choice)</td>
<td>3942</td>
<td>3109</td>
<td>3819</td>
<td>4398</td>
<td>4235</td>
<td>4475</td>
<td>5578</td>
<td>7023</td>
<td>6410</td>
<td>7208</td>
<td>83%</td>
<td>12%</td>
<td>Meth primary drug for 41.7% of all admits; alcohol next highest at 23.4%</td>
</tr>
<tr>
<td>4. Positive Meth Tests: Adult Arrestees</td>
<td>37%</td>
<td>31%</td>
<td>41%</td>
<td>34%</td>
<td>29%</td>
<td>28%</td>
<td>24%</td>
<td>34%</td>
<td>40%</td>
<td>43%</td>
<td>5%</td>
<td>3%</td>
<td>From '03 to '04, males up 5% &amp; females down 4%</td>
</tr>
<tr>
<td>5. Positive Meth Tests: Juvenile Arrestees</td>
<td>11%</td>
<td>9%</td>
<td>18%</td>
<td>13%</td>
<td>16%</td>
<td>11%</td>
<td>9%</td>
<td>12%</td>
<td>15%</td>
<td>12%</td>
<td>1%</td>
<td>-3%</td>
<td>Primarily small labs</td>
</tr>
<tr>
<td>6. Lab Cleanup/Seizure³</td>
<td>40</td>
<td>34</td>
<td>13</td>
<td>18</td>
<td>46</td>
<td>47</td>
<td>22</td>
<td>19</td>
<td>26</td>
<td>24</td>
<td>-40%</td>
<td>-0.08%</td>
<td>SAM change in question. Note that low end pound price dropped from $6K in 03 to $4K in 04</td>
</tr>
<tr>
<td>7. Number of Arrests for Meth Sales and Possession</td>
<td>N/A</td>
<td>6736</td>
<td>8642</td>
<td>7433</td>
<td>7519</td>
<td>6820</td>
<td>6372</td>
<td>6343</td>
<td>7729</td>
<td>8447</td>
<td>25%</td>
<td>9%</td>
<td></td>
</tr>
<tr>
<td>8. Availability Measures</td>
<td>N/A</td>
<td>N/A</td>
<td>71%</td>
<td>67%</td>
<td>64%</td>
<td>70%</td>
<td>66%</td>
<td>67%</td>
<td>65%</td>
<td>83%</td>
<td>17%</td>
<td>28%</td>
<td>Operation SpeedBUMP produced spike in calls Note: no dedicated MSF media contract as of 7/04</td>
</tr>
<tr>
<td>9. Hotline Calls</td>
<td>N/A</td>
<td>245³</td>
<td>1204</td>
<td>432</td>
<td>385</td>
<td>236</td>
<td>265</td>
<td>375</td>
<td>444</td>
<td>834</td>
<td>-58%</td>
<td>-14%</td>
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<tr>
<td>10. Strike Force-Generated Media Stories</td>
<td>N/A</td>
<td>32³</td>
<td>120</td>
<td>24</td>
<td>116</td>
<td>132</td>
<td>101</td>
<td>75</td>
<td>59</td>
<td>51</td>
<td>-58%</td>
<td>-14%</td>
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</tbody>
</table>

¹ If 1995 data is unavailable, first full year of reporting was used.
² Beginning 2001, ED data reflects methamphetamine only mentions.
³ County figures include residual clean-ups and dumping of toxic material. Drug Enforcement Administration (DEA) is source for seizure data.
⁴ Began December of 1996.
Intelligent Transportation Systems

Advanced Traveler Information System
&
Communicating During Disasters

SANDAG
Public Safety Committee
June 16, 2006

ITS Program Vision

Develop a comprehensive regional transportation management system utilizing advanced technologies to:

- Improve system management and services;
- Develop traveler information services to promote more efficient system usage; and
- Support public safety through access to transportation data and devices.
INTEGRATION Inter-Modal Transportation Management System

Transit & FSP Management
Traveler Information System
Incident Management
Freeway Management
Arterial Management
Integration

Regional Integrated Workstation
- Access to Real-time Transportation Data
- Shared Control of CCTV Cameras
- Benefits for Daily Operations and Major Incidents
Advanced Traveler Information System

- Provide private and commercial vehicle operators with reliable and timely information
- Influence Travel Patterns and Reduce Congestion
- Maximize System Efficiency

Federal Initiatives

- May 2004 Case Studies
  - Six Studies of Earthquakes, Fires, Blackouts, & Terrorist Attacks
    - Examined Value of Infrastructure and Systems

- Elevated Importance of Transportation Data & Systems
  - Significant Benefit of Real-time Information
  - Capability to Disseminate Information to Travelers

- Sponsored Development of “Concept of Operations” Plans
  - Develop Template for Leveraging Regional Assets
  - Promote Regional Coordination and Strategy Implementation

- Selection of San Diego for Plan Development
  - Reputation for Regional Collaboration
  - Pending Deployment of 511 Advanced Traveler Information System
  - PSC’s Strong Leadership as Regional Body for Decision Making
Next Steps

• Continue Collection of Traveler Information Inventory and Procedure Information

• Chief’s Presentation on July 5th
  – Report on Progress
  – Solicit Participation of Key Staff

• August 7th Workshop
  – Present Draft Plan for Stakeholder Discussion & Input

• Fall Presentation of Implementation Plan and Alignment with PSC Interoperability Report

• Initiate PSC Policy Discussions

Summary

• Modal Technology Deployment with Regional Focus

• Efforts Consistent with PSC and Federal Initiatives
  – Public Safety Committee Interoperability Efforts
  – US DOT & FHWA Homeland Security Initiatives

• Workshop Continues Regional Plans to Leverage Investments in Transportation Resources
Questions
A Comprehensive Approach to Methamphetamine Problems
County of San Diego
Methamphetamine Strike Force

Presentation to the
SANDAG’s Public Safety Committee
June 16, 2006
By
Angela Goldberg, Strike Force Facilitator

Framework for Action
Sponsored by Supervisor Dianne Jacob and endorsed unanimously by County Board of Supervisors

- Prevention
- Intervention
- Treatment
- Interdiction / Law Enforcement

Consensus for comprehensive approach with elements woven together for balance
Behavioral Change Theory and Harm Reduction

MSF Organizational Chart

A system for action

Meth Strike Force General Membership

- Meth Strike Force Coordinating Committee
- Information and Education Team
- Media Action Team
- Hotline/Website Committee
- Vista Partners/Weed and Seed Project
- East County Coalition for Meth Solutions


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<tr>
<td>Total Meth Sales</td>
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<td>Seizures</td>
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<td>Deaths</td>
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<td>Inpatient Admissions</td>
<td>150</td>
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<td>Outpatient Admissions</td>
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</tbody>
</table>

1. Methamphetamine sales are in kilogrammes. 2. Methamphetamine sales are in units. 3. Methamphetamine sales are in percentages. 4. Methamphetamine sales are in milligrams. 5. Methamphetamine sales are in years. 6. Methamphetamine sales are in centuries. 7. Methamphetamine sales are in millennia. 8. Methamphetamine sales are in eras. 9. Methamphetamine sales are in epochs. 10. Methamphetamine sales are in millenia. 11. Methamphetamine sales are in centuries. 12. Methamphetamine sales are in millennia. 13. Methamphetamine sales are in eras. 14. Methamphetamine sales are in epochs. 15. Methamphetamine sales are in millenia. 16. Methamphetamine sales are in centuries. 17. Methamphetamine sales are in millennia. 18. Methamphetamine sales are in eras. 19. Methamphetamine sales are in epochs. 20. Methamphetamine sales are in millenia. 21. Methamphetamine sales are in centuries. 22. Methamphetamine sales are in millennia. 23. Methamphetamine sales are in eras. 24. Methamphetamine sales are in epochs. 25. Methamphetamine sales are in millenia.
2005 Data

- 807 adult interviews
  - 776 urine samples (96%)
  - 274 meth addenda

- 178 juvenile interviews
  - 165 urine samples (93%)
  - 33 meth addenda
Meth Use is Up

Consistent Profile of Drug Market Dynamics

- 70% buy meth mostly indoors
- 53% have a main source
- 24% of these buy other drugs from person
- 40% have bought from a stranger
- 20% carry a weapon when getting meth
Using the News Media to Spread the Message
Stop Meth Associated Crimes (SMAC)

- Reviewed data to understand link between meth and crime
  - Focus Groups with Users
  - Survey of DA/Investigators
  - Data run on cases with both paper crime and meth charges
- Found compelling evidence to address meth and identity theft

SMAC
New Campaign in Progress

- Policy goals around accountability for customer information
  - Safe Shredding
  - Truncation Compliance
  - Mailbox Upgrade
  - Physical Plant Features
- Indirect goals: improve documentation, engage the public, build new alliances
Kick off for Truncation Reports: 168 reports received as of 4/30
1 in 3 are restaurants
Meeting with Restaurant Association being scheduled now

Accomplishments
A Catalyst to our Region’s Capacity & Health

- Treatment Expansion
- New resources for city/regional projects & meth research
- SBIRT Implementation
- Fewer Meth Labs
- Stronger Public Official Support for Meth Problem Solving
- Broader Public Discussion and Media Coverage