

Board Members

Ramona Finnilla, Chair
Councilmember, **Carlsbad**

Ron Morrison, Vice Chair
Councilmember, **National City**

Shirley Horton
Mayor, **Chula Vista**

Chuck Marks
Mayor Pro Tem, **Coronado**

Richard Earnest
Councilmember, **Del Mar**

Richard Ramos
Councilmember, **El Cajon**

Dennis Holz
Councilmember, **Encinitas**

Lori Pfeiler
Mayor, **Escondido**

Diane Rose
Mayor, **Imperial Beach**

Art Madrid
Mayor, **La Mesa**

Mary Sessom
Mayor, **Lemon Grove**

Betty Harding
Councilmember, **Oceanside**

Mickey Cafagna
Mayor, **Poway**

Dick Murphy
Mayor, **San Diego**

Hal Martin
Councilmember, **San Marcos**

Hal Ryan
Councilmember, **Santee**

Joe Kellejian
Councilmember, **Solana Beach**

Judy Ritter
Councilmember, **Vista**

Ron Roberts
Supervisor, **County of San Diego**

Advisory Members

Pedro Orso-Delgado, *District Director*
**California Department of
Transportation**

Leon Williams, *Chairman*
**Metropolitan Transit
Development Board**

Julianne Nygaard, *Chair*
**North San Diego County
Transit Development Board**

CAPT Gary Engle, *USN*
U.S. Department of Defense

Jess Van Deventer, *Commissioner*
San Diego Unified Port District

Bud Lewis, *Director*
San Diego County Water Authority

Rodolfo Figueroa Aramoni
Consul General of Mexico

Gary L. Gallegos
Executive Director, SANDAG



BOARD OF DIRECTORS AGENDA

Friday, May 24, 2002

9 a.m.

SANDAG
401 B Street, 7th Floor
San Diego, CA

AGENDA HIGHLIGHTS

- **REGIONAL ARTERIAL PROJECT FUNDING**
- ***TransNet* EXTENSION WORK PROGRAM**
- **STRENGTHENING REGIONAL DECISION-MAKING**
- **FINAL PROGRAM BUDGET**

MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region's quality of life.

San Diego Association of Governments
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www.sandag.org



Welcome to SANDAG! Members of the public may speak to the Board on any item at the time the Board is considering the item. Please complete a Speaker's Slip which is located in the rear of the room and then present the slip to the Clerk of the Board. Also, members of the public are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications. Speakers are limited to three minutes. The SANDAG Board may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed on SANDAG's Web site at www.sandag.org under Meetings. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. Email comments should be received no later than noon on the Wednesday preceding the Friday SANDAG Board meeting.

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BOARD OF DIRECTORS AGENDA

Friday, May 24, 2002

| ITEM # | | RECOMMENDATION |
|--------|-------------------------------------------------------------------|----------------|
| + 1. | MINUTES OF THE APRIL 26, 2002 SANDAG MEETING | APPROVE |
| 2. | DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES | APPROVE |
| + A. | EXECUTIVE COMMITTEE MEETING (May 10, 2002) | |
| + B. | TRANSPORTATION COMMITTEE MEETING (May 9, 2002) | |
| + C. | REGIONAL PLANNING COMMITTEE MEETING (May 3, 2002) | |
| 3. | ADDITIONS AND DELETIONS | |

CONSENT ITEMS (4 through 7)

| | | |
|------|-----------------------------------------------------------------------------------------------------------------------------|-------------|
| + 4. | LOCAL TECHNICAL ASSISTANCE (LTA) PROJECT REQUIRING MORE THAN \$1,000 OR THREE DAYS STAFF TIME (Jeff Tayman) | INFORMATION |
|------|-----------------------------------------------------------------------------------------------------------------------------|-------------|

Local Technical Assistance (LTA) policy guidelines require that projects involving more than three days staff time be reported to the Board of Directors. The project covered in this month's report is being conducted for the County Water Authority (CWA) and is an analysis of daytime population shifts among the districts of CWA's member agencies.

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|------|--------------------------------------------------------------------------|-------------|
| + 5. | PROGRESS REPORT ON TRANSPORTATION PROJECTS (Jose Nunico) | INFORMATION |
|------|--------------------------------------------------------------------------|-------------|

This report summarizes the current status of major highway, transit, arterial, traffic management, and Transportation Demand Management (TDM) projects in SANDAG's four-year Regional Transportation Improvement Program (RTIP). The *TransNet* one-half percent local sales tax and other local, state, and federal sources fund these projects.

| | | |
|------|---------------------------------------------------------------------------------------|-------------------------|
| + 6. | DRAFT 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Sookyung Kim) | ACCEPT FOR DISTRIBUTION |
|------|---------------------------------------------------------------------------------------|-------------------------|

SANDAG is required by state and federal law to develop and adopt a Regional Transportation Improvement Program (RTIP) every two years. The RTIP is a multi-year program of proposed major highway, arterial, transit, and non-motorized projects, including the *TransNet* Program of Projects. The 2002 RTIP covers the period FY 2003 to FY 2007 and is due to the state August 1, 2002. The Board is requested to accept the Draft 2002 RTIP for distribution and to schedule a public hearing at the June 28, 2002 meeting.

- + 7. [CITY OF SAN DIEGO TDA BICYCLE CLAIM REVISION \(Resolution 2002-45\)](#) (Stephan Vance) APPROVE

Approval will increase the allocation to the City of San Diego for a bicycle transportation plan from \$100,000 to \$125,000.

PUBLIC COMMENTS/COMMUNICATIONS

8. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of the Board. Anyone desiring to speak shall reserve time by filing a written request with the Clerk of the Board prior to speaking. Speakers are limited to three minutes.

CHAIR'S REPORT

9. APPOINTMENT OF NOMINATING COMMITTEE FOR BOARD OFFICERS APPOINT

The Chair appoints Mayor Shirley Horton, Mayor Dick Murphy, and Councilmember Joe Kellejian to serve as the nominating committee. The committee will submit nominations for Board officers for election at the June 28, 2002 Board meeting.

- + 10. [RECOMMENDATIONS FROM AD HOC WORKING GROUP ON REGIONAL GOVERNANCE: AB 2095 \(KEHOE\), SB 1703 \(PEACE\)](#) (Mayor Lori Pfeiler, Chair) APPROVE

The recommendations of the Ad Hoc Working Group on three items referred to them by the Board for further review are provided. The items address the operations of the Regional Agency, the public vote on the Regional Agency proposal, and the weighted vote. An update on the status of the legislation also will be provided at the meeting.

REPORTS

- + 11. [REGIONAL ARTERIAL SYSTEM PROJECTS – FUNDING RECOMMENDATIONS](#) (Mayor Shirley Horton, Chair, Transportation Committee; Richard Chavez, SANDAG Staff) APPROVE

In November 2001, the SANDAG Board of Directors earmarked \$35 million of 2002 State Transportation Improvement Program (STIP) funds for Regional Arterial System projects in the right-of-way or construction phases. The Transportation Committee is recommending a fund allocation totaling \$35 million for the following seven Regional Arterial System projects: Clairemont Mesa Boulevard/SR 163, Genesee Avenue, Rancho Santa Fe Road, Las Posas Road/SR 78, South Santa Fe Avenue, Olympic Parkway/I-805, and El Camino Real.

- + 12. [TransNet EXTENSION WORK PROGRAM \(Mayor Shirley Horton, Chair, Transportation Committee; Craig Scott, SANDAG Staff\)](#) APPROVE

At the March meeting, the Board established November 2004 as the tentative target date for a *TransNet* extension ballot measure and directed staff to develop a work program and timetable for preparing a ballot measure for that election. A work program has been developed and was reviewed by the Transportation Committee at its May 9, 2002 meeting, and was recommended to the Board for approval.

- + 13. [RESOLUTION SUPPORTING A REGIONAL APPROACH TO FAIR HOUSING PLANNING \(Susan Baldwin, SANDAG Staff; Larry Graff, Fair Housing Resource Board\)](#) APPROVE

The Fair Housing Resource Board (FHRB) requests that SANDAG adopt a resolution supporting the participation of all entitlement jurisdictions in the San Diego region in a regional approach to Fair Housing Planning. The U.S. Department of Housing and Urban Development (HUD) requires entitlement jurisdictions to analyze and take actions to eliminate impediments to fair housing choice. The Fair Housing Resource Board, or one of its members, will issue a request for proposals to conduct the analysis for 2005.

- + 14. [FY 2003 FINAL PROGRAM BUDGET \(Resolution 2002-46\) \(Wayne Sink\)](#) ADOPT

In accordance with the requirements of Section 12A of the SANDAG Joint Powers Agreement, the SANDAG Budget Review Committee recommends adoption of the FY 2003 Final Program Budget. The SANDAG Joint Powers Agreement requires the adoption of a final budget by June 1st of each year. This final budget also includes the budget of SANDAG serving as the San Diego County Regional Transportation Commission (*TransNet*)

- + 15. [2002 SANDAG PUBLIC OPINION SURVEY RESULTS \(Karen Lamphere, SANDAG Staff; Tim McLarney, Godbe Research and Analysis\)](#) INFORMATION

Included in the Overall Work Program (OWP) is an outreach and citizen participation component, designed to include the San Diego region's residents in the regional planning process and to keep SANDAG aware of issues that are of concern to the people who live here. This report will summarize the results of a regionwide public opinion survey that was conducted earlier this year, including a discussion of changes in attitudes and opinions since a similar survey was conducted in 1998.

ADJOURNMENT

GARY L. GALLEGOS
Executive Director

+ next to an agenda item indicates an attachment

San Diego Association of Governments
BOARD OF DIRECTORS

May 24, 2002

AGENDA REPORT No.: 02-05-

1

**MINUTES OF THE BOARD OF DIRECTORS MEETING AND
THE REGIONAL TRANSPORTATION COMMISSION MEETING**

April 26, 2002

Chairwoman Finnila called the meeting of the SANDAG Board of Directors to order at 9:13 a.m.
Attendance was as follows:

Voting Members

City of Carlsbad Ramona Finnila, Councilmember
City of Chula Vista Shirley Horton, Mayor
City of Coronado Phil Monroe, Councilmember
City of Del Mar Crystal Crawford, Councilmember
City of El Cajon Richard Ramos, Councilmember
City of Encinitas Dennis Holz, Councilmember
City of Escondido June Rady, Mayor Pro Tem
City of Imperial Beach Patricia McCoy, Councilmember
City of La Mesa Art Madrid, Mayor
City of Lemon Grove Mary Teresa Sessom, Mayor
City of National City Ron Morrison, Councilmember
City of Oceanside Betty Harding, Councilmember
City of Poway Mickey Cafagna, Mayor
City of San Diego Dick Murphy, Mayor
City of San Marcos Hal Martin, Councilmember
City of Santee Hal Ryan, Councilmember
City of Solana Beach Joe Kellejian, Councilmember
City of Vista Judy Ritter, Mayor Pro Tem
County of San Diego Ron Roberts, Supervisor

Advisory Liaison Members

| | |
|--------------------------------------------------|--------------------------------------------------------------------------------------|
| Department of Transportation | Pedro Orso-Delgado, District Director |
| U.S. Department of Defense | CAPT Gary Engle, Commander, Southwest Division, Naval Facilities Engineering Command |
| Tijuana/State of Baja California/Mexico | Mario Cuevas, Deputy Consul of Mexico |
| San Diego Unified Port District | Jess Van Deventer, Commissioner |
| San Diego County Water Authority | Hon. Claude "Bud" Lewis, Director |
| Metropolitan Transit Development Board | Leon Williams, Chairman |
| North San Diego County Transit Development Board | Hon. Julianne Nygaard, Chair |

Chair Finnila welcomed Mayor Pro Tem June Rady, alternate for the City of Escondido, to the meeting.

1. MINUTES OF MARCH 22, 2002 SANDAG MEETING (**APPROVE**)

Action: Solana Beach - Oceanside. The motion was made and seconded to approve the minutes of the March 22, 2002 SANDAG meeting. Yes - 14. No - 0. Absent - Imperial Beach, La Mesa, Lemon Grove, Santee. Abstain - San Marcos.

2. DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES (**APPROVE**)

- A. EXECUTIVE COMMITTEE MEETING (April 12, 2002)
- B. BORDERS COMMITTEE MEETINGS (March 15, 2002; April 11, 2002)
- C. TRANSPORTATION COMMITTEE MEETING (April 11, 2002)
- D. REGIONAL PLANNING COMMITTEE MEETING (April 12, 2002)

Action: San Marcos - Poway. The motion was made and seconded to approve the Actions from Policy Advisory Committees. Yes - 15. No - 0. Absent - Imperial Beach, La Mesa, Lemon Grove, Santee.

3. ADDITIONS/DELETIONS

None.

CONSENT ITEMS (4 through 18)

4. FY 2003 SCHEDULE OF BOARD AND EXECUTIVE COMMITTEE MEETINGS (**INFORMATION**)

6. LOCAL TECHNICAL ASSISTANCE (LTA) PROJECT REQUIRING MORE THAN \$1,000 OR THREE DAYS STAFF TIME (**INFORMATION**)

8. REPORT ON THE CALIFORNIA BIODIVERSITY COUNCIL QUARTERLY MEETING (**INFORMATION**)

9. REPORT ON THE NATIONAL ASSOCIATION OF REGIONAL COUNCILS (NARC) REGIONAL SUMMIT (**INFORMATION**)

10. REPORT ON THE CALCOG REGIONAL ISSUES FORUM (**INFORMATION**)

11. PROGRESS REPORT ON TRANSPORTATION PROJECTS (**INFORMATION**)

12. SOCIAL SERVICE AGENCY GRANT APPLICATIONS FOR VEHICLES TO TRANSPORT ELDERLY AND PERSONS WITH DISABILITIES (Resolution 2002-43) (**APPROVE**)

13. TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS (Resolutions 2002-41; 2002-42) (**APPROVE**)

14. FY 2003 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIMS (**INFORMATION**)
16. AUTHORIZE THE EXECUTIVE DIRECTOR TO ACCEPT \$257,276 FROM THE U.S. FISH AND WILDLIFE SERVICE (USFWS) AND AMEND THE AGREEMENT WITH THE CITY OF SAN DIEGO TO PREPARE A VERNAL POOL MANAGEMENT POOL (Resolution 2002-40) (**APPROVE**)
17. AUTHORIZE THE EXECUTIVE DIRECTOR TO ACCEPT UP TO \$60,000 FROM FAMILY HEALTH CENTERS AND AMEND THE FY 2002 OVERALL WORK PROGRAM AND BUDGET TO CONDUCT AN EVALUATION OF THE CITY OF SAN DIEGO'S SYRINGE EXCHANGE PROGRAM (Resolution 2002-39) (**APPROVE**)
18. INVESTMENT REPORTS
 - A. QUARTERLY INVESTMENT REPORT – PERIOD ENDED MARCH 31, 2002
 - B. REPORT ON THE EXECUTION OF THE *TransNet* BOND DEBT SERVICE FUND FORWARD DELIVERY AGREEMENT

Chair Finnila indicated that Board members requested that item #5 - COBRO Summer Conference Topic – Border Infrastructure Needs and Financing: Challenges and Opportunities - and item #7 - U.S. Department of Defense Projects Affecting the San Diego Region – be pulled for comment. A member of the public requested that item #15 - 2030 Regional Transportation Plan (RTP) Status Report – be pulled. The Chair mentioned that supplemental reports were distributed for Items #10 - Report on the CALCOG Regional Issues Forum and #13 - Transportation Development Act (TDA) Claim Amendments.

5. COBRO SUMMER CONFERENCE TOPIC – BORDER INFRASTRUCTURE NEEDS AND FINANCING: CHALLENGES AND OPPORTUNITIES (**APPROVE**)

Councilmember Crawford, Chair of SANDAG's Borders Committee, highlighted COBRO's Annual Summer Conference and encouraged all to put a place holder on their calendars for the third or fourth week of July 2002. Borders infrastructure issues are at the forefront of binational discussions and there are several border bills pending including bills being sponsored by Senator Polanco, Assemblymember Vargas, and a Border Enhanced Security bill. She welcome suggestions and specific comments.

7. U.S. DEPARTMENT OF DEFENSE PROJECTS AFFECTING THE SAN DIEGO REGION (**ACCEPT FOR DISTRIBUTION**)

Chair Finnila thanked CAPT Engle (DOD) for his report on the military's commitment to smart growth.

15. 2030 REGIONAL TRANSPORTATION PLAN (RTP) STATUS REPORT (**INFORMATION**)

Public Comment

Robert Hoffman, representing The Rideway, stated the charts in the report had no valuable information to report and was a wasted effort. He added that this report should be used as a benchmark of how not to prepare a report.

Action: Solana Beach – El Cajon. The motion was made and seconded to approve consent items 4, 6, 8 through 14, and 16 through 18. Yes - 16. No – 0. Absent – Imperial Beach, La Mesa, Santee.

19. **PUBLIC COMMENTS/COMMUNICATIONS**

Kelly Hines, a San Diego resident, requested that the tolls for the Coronado Bridge be used for emergency health care facilities in San Diego. She shared with the Board an experience she recently had at an emergency room.

CHAIR'S REPORT

20. REPORT FROM AD HOC WORKING GROUP ON REGIONAL GOVERNANCE (**PENDING**)

Chair Finnila noted that the Board has come a long way in planning for regional governance. The work done to date has been carefully structured. What the Board is doing is very important in trying to keep the decisions made locally. She mentioned that Vice Chairman Morrison will lead the regional governance discussion.

Vice Chairman Morrison reported that the Ad Hoc Committee met on Friday, April 19, 2002. A number of issues brought up by Assemblymember Kehoe were discussed at the meeting. He reviewed the recommendations with the Board and suggested that each recommendation be discussed and voted on separately.

a. Additional Member(s) for City of San Diego – Item Recommended for Further Consideration by SANDAG Board and by Assemblymember Kehoe

Mayor Murphy (San Diego) stated that for the City of San Diego to have two representatives on the Regional Agency is desirable. However, Assemblymember Kehoe recommended four representatives and the San Diego City Council recommended four representatives. He pointed out that the City of San Diego currently has four representatives on MTDB, which is very productive.

Councilmember Martin (San Marcos) reminded the Board that the smaller cities have the same issues that the bigger cities do, just on a smaller scale. He agreed with having two representatives from the City of San Diego.

Councilmember Kellejian (Solana Beach) noted that four representatives from the City of San Diego would include four alternatives equaling eight members of the City of San Diego on the Board. He supports two members from the City of San Diego.

Mayor Cafagna (Poway) stated that two representatives from the City of San Diego is sufficient, as long as the Mayor is primary representative. He noted that with the alternates this should reflect the entire jurisdiction of the City of San Diego.

Councilmember Monroe (Coronado) was confused at how the MTD Board can take a position that is different from the SANDAG position when they mostly have the same members.

Councilmember Holz (Encinitas) supports two representatives from the City of San Diego on the new Regional Agency.

Councilmember Harding (Oceanside) also supported an additional member from the City of San Diego.

Mayor Madrid (La Mesa) stated that this is an issue that has sparked a lot of interest. It is appropriate to add an additional member of the City of San Diego to a Regional Agency, the City of San Diego deserves it. As the process evolves, the Board can revisit this issue.

Vice Chair Morrison stated that the Board has always felt strongly about this issue, not wanting to give additional membership to any one agency as to not open a Pandora's box. This issue will continue to be revisited.

Action: Encinitas – Oceanside. The motion was made and seconded to add one additional member from the City of San Diego to the Regional Agency, for a total of two. Yes - 17. No – 2 (City of San Diego, County of San Diego).

b. Additional Member for County of San Diego – Item Recommended by Assemblymember Kehoe

Vice Chair Morrison discussed the pros and cons of adding an additional member from the County of San Diego to the Regional Agency. The Working Groups' recommendation is to keep the County membership at one.

Councilmember Martin stated that the County representation should remain at one.

Mayor Madrid stated that SANDAG is an organization that is in a state of evolution and mentioned that the County of San Diego representation should remain at one.

Supervisor Roberts noted that the County Board of Supervisors did not ask for this issue to be included in the legislation and reiterated that the County Board of Supervisors thinks that this entire bill is wrong.

Vice Chair Morrison reminded the Board that Assemblymember Kehoe requested this amendment to the bill.

Mayor Madrid made the motion to keep the County of San Diego's representation on the Regional Agency at one member.

Mayor Murphy stated that in fairness, he supports the County of San Diego's representation be extended to two members: the Chair of the Board of Supervisors and a Supervisor that represents the unincorporated area. He noted that the Council of the City of San Diego has not taken a position on this issue.

Staff suggested that the Board may want to give itself the flexibility in the legislation to leave the number of representatives up to the Regional Agency and note that it will be reviewed annually.

Vice Chair Morrison asked if the Board would want to include in the bill language to allow the Board to make modifications to the membership without having to go back to the legislature.

Councilmember Holz stated that this is not a good idea because it will be an issue that will be looked at each time there is a hard vote. It could cause political interplay that might deter from the agency's mission.

Councilmember Monroe pointed out that the motion would pass if voted on so why not withdraw the motion, let it die for a lack of a second, and not vote on this issue.

Mayor Madrid, as the maker of the motion, withdrew his motion.

Councilmember Ramos (El Cajon) stated that if the Board does not have any flexibility, it will be stuck with whatever legislation passes. The Board should consider that.

Councilmember Ryan (Santee) concurred that this issue does not need to be voted on.

Councilmember Martin stated that SANDAG has worked well because of one vote, one jurisdiction, with all the jurisdictions at the table. The weighted vote has rarely been used.

Vice Chairman Morrison noted that this item dies for a lack of a motion.

c. Representation by Mayors of Each City

Assemblymember Kehoe's thoughts were that each city would have its full time mayor be the representative on SANDAG that way when the voters voted for their individual Mayor, they would know that person would serve as their regional representative. Vice Chairman Morrison noted that this issue was deemed unconstitutional but could be rectified if the legislation stated the Mayor or the Mayor's designee were the representative.

Councilmember Martin stated that each individual city should be allowed to choose who they want to sit on the Regional Agency. He pointed out that some of the smaller cities take turns being Mayor just as the County of San Diego takes turns being Chair. In his opinion, representatives to the SANDAG Board should not change frequently to allow the representative to learn the issues; the cities that change members every other year are at a disadvantage.

Chair Finnila stated that Assemblymember Kehoe's issue is accountability and notoriety. She thought that the Mayor would be most accountable to the region. The people that live in the individual jurisdictions would not know who their SANDAG representatives

were. She suggested that the SANDAG representative could be listed in the newspaper along with the other local elected officials.

Councilmember Kellejian noted that the reality is there are eleven representatives on SANDAG Board that are Councilmembers. Mandating Mayors to sit on the SANDAG Board would be very difficult. He stated that the process of appointing the representative to the SANDAG Board should be left up to the individual cities.

Councilmember Nygaard (NCTD) does not feel that the legislation should include who the SANDAG's representative is from a jurisdiction. Once the Regional Agency is created, it will be known who the representatives are.

Mayor Horton (Chula Vista) mentioned that most constituents don't know who their councilmembers are, let alone who is their SANDAG representative. She noted that the SANDAG representative should be a full time person. She supports a modification of Senator Peace's original proposal which would be to have directly elected representation from all areas of the county.

Mayor Cafagna noted that his constituents know their city councilmembers and in that respect, a smaller city is more advantageous than a larger city. He suggested that a standard be included in the legislation to recommend to the cities how they should select their SANDAG director including time, representation of the entire district, and that the public be informed who the representative is and what are the representatives duties.

Mayor Madrid stated that there is a myth that directly elected representatives are accountable because once elected, the members do what they want. He noted that the Assemblymember wanted to ensure that the SANDAG representative be a high profile elected official. He suggested that each jurisdiction be allowed to determine its own representation to the Board.

Councilmember Ryan suggested that the either the Mayor or the Mayor's designee be the SANDAG representative.

Councilmember Crawford (Del Mar) stated that the City of Del Mar rotates its Mayor annually but has not experienced the issues that members have expressed concern about. The City of Del Mar has continuity with its SANDAG representative, sustaining its member and alternate for the past four years. Qualifications for the SANDAG representative include: desirability, qualification, interest, continuity and understanding. The issues are complex and take time to understand as does developing relationships with fellow Board members.

Vice Chairman Morrison noted that the Working Group did not take action on this issue. The Board can either take a vote on this issue or can take the comments made back to the Assemblymember. He added that these were points that were brought to Assemblymember Kehoe by special interest groups and were not yet in the bill.

Mayor Cafagna made the motion to recommend to Assemblymember Kehoe that each individual jurisdiction be allowed to determine their representative on the Regional Agency with a set of standards that each jurisdiction can use to select its representative.

Councilmember Martin seconded the motion.

Mayor Sessom (Lemon Grove) stated that she has always felt that the Regional Agency should have directly elected officials. However, it should be left up to the individual jurisdiction to determine its representative on the Regional Agency. She noted that she will be voting against the motion as long as it includes the proposed standards.

Mayor Cafagna noted that the standards would be voluntary, not mandatory.

Councilmember Martin mentioned that a new Board member would not necessarily understand the commitment necessary to serve on the Board.

Councilmember Ramos (El Cajon) stated that there was a recent effort to remove him from SANDAG. Once the city council realized how much time SANDAG takes, they changed their minds.

Mayor Madrid reiterated that each jurisdiction should be allowed to select its own representative to the Board.

Councilmember Kellejian noted that the current Board members haven't experienced the influence of special interest groups. Creating another layer of government doesn't make sense.

Action: Poway – San Marcos. The motion was made and seconded to recommend to Assemblymember Kehoe that each individual city be allowed to select its member to the SANDAG Board, using suggested criteria, created by the Board of Directors, to select its representative. Yes - 14. No - 5 (Chula Vista, Lemon Grove, Santee, La Mesa, County of San Diego).

d. Vote on Regional Agency Proposal

General Counsel noted that there is a bill on the Assembly side, AB 2095 (Kehoe) and an almost identical bill on the Senate side, SB 1703 (Peace). The difference in the bills is that Assemblymember Kehoe has included a provision for a vote of the people; Senator Peace has not. General Counsel explained both the legal and practical questions regarding a public vote on the bill and reviewed the obstacles and options to voter approval.

Supervisor Roberts asked if anything had changed since Ad Hoc Working Group meeting and were the options presented the only ones that staff could come up with. *General Counsel responded that nothing has changed since the meeting and staff presented to the Board the same information that was presented to the Working Group.*

Supervisor Roberts stated that whatever the region decides, it should be subject to a public vote, which can be done. Before any type of regional agency is created, it is fundamental that it be brought before the voters.

Mayor Murphy stated that the City of San Diego has taken no position on this issue and that he personally supports a public vote. There is a way to put together a separate piece

of legislation that would allow a public vote on a new regional agency in November 2002, which would be urgency legislation.

General Counsel concurred that if another piece of urgency legislation could be identified it could include the authority for the measure to be submitted to the voters, and direct the County to place on the ballot a vote on this issue. However, Senator Peace pointed out that there cannot be an urgency bill on the creation of a new government body. Staff is investigating that option for the Board.

Mayor Sessom asked if SANDAG, NTCD or MTDB were developed by popular vote or a vote of the people? *Staff responded no.*

Mayor Cafagna stated that the Board should bifurcate this issue and allow the voters to vote on the critical changes at a later date but continue to move forward with the rest of the program.

Councilmember McCoy (Imperial Beach) stated that it appears if there is an urgency bill, there will not be enough time to educate the electorate on this issue.

Bud Lewis (SDCWA) agreed with the Supervisor Roberts in that the people should be allowed to vote on this issue.

Councilmember Holz asked what are the consequences of a no vote. *General Counsel stated that it would leave things the way they currently are.*

Councilmember Holz stated that if there is going to be a vote, it will be a typical situation of misinformation being given to the public. There isn't enough time to provide the necessary information.

Councilmember Martin stated that there are people that are sitting at the table that don't buy into this issue. There isn't enough time to get a positive vote from the people in the region in November 2002.

Mayor Pro Tem Rady (Escondido) stated that there are tremendous impacts on the individual agencies. The City of Escondido has not agreed to this issue. This issue is premature and there is no way that the Board can educate the people in the region on this issue.

Supervisor Roberts stated that it is clear that it is premature to bring this action forward. He stated that it would be beneficial if the Board would require a vote of the public to implement this legislation. He made the motion to do so.

Councilmember Nygaard (NCTD) stated that there is more on the table than just dissolving the transit agencies. She asked for clarification on what the Board would be asking the people to vote on.

Mayor Sessom stated that the Board has been discussing this issue for two years. There is no research to indicate that a vote of the people will create a new regional agency. She noted that the Board should use the good work that it is doing to make change in the

region. She indicated that the Board does not need a vote of the people to make change. She added that the voters didn't vote to create MTDB, NCTD or SANDAG.

Councilmember Monroe stated that if the Board takes this issue as well as the TransNet issue to the people, the Board will have a tough time.

Councilmember Kellejian stated that the Board has always said that this issue will take a vote of the people. He recommended that this issue be sent back to staff to include a place holder in the legislation for a vote of the people.

Chair Finnila agreed with the recommendation.

Councilmember Holz stated that the public's right to vote should not be taken away. The consolidation of the transit agencies into the regional agency is the most crucial issue and the voters should be able to vote on that issue after the study is completed. However, if there is no mechanism included for a vote of the people, the Board will lose the people's trust. The vote could be after the TransNet vote and the additional pieces of legislation.

Councilmember Ryan seconded Supervisor Roberts' motion.

Councilmember Martin stated that the entire Board has been in agreement, since inception, that this issue go before a vote of the people. He stated that the people will not vote for this issue because they don't understand the issue.

Vice Chairman Morrison noted that the Board agreed that any substantial changes to a new regional agency would be put before the vote of the people. There was a place holder in the legislation for a public vote. However when to vote, how to vote and what to vote on needs to be determined.

Councilmember Kellejian mentioned that he has a motion on the floor to send this issue back to staff to provide more options and more complete information regarding the vote.

Mayor Pro Tem Rady asked if the Board has consistently stated that this issue should go before a vote of the people, why does SB 1703 not include that?

Supervisor Roberts stated that this issue should go before a vote of the people and wants it to be clear that this principle is supported by this Board. That was his motion.

Councilmember Kellejian reiterated that his motion is asking for more detail from staff.

Mayor Madrid stated that two Board members asked for clarity on this issue. From day one, the Board recommended a vote of the people. He stated that the Board has been in evolution from day one, and none of those changes have included a vote of the people. He added that adding MTDB and NCTD to the board should be presented to the people.

Vice Chairman Morrison reiterated that it needs to be clarified what needs to go before a vote of the people.

Mayor Cafagna stated governance is the issue and that is what should be voted on. The Board cannot lose sight of what it is doing for the region and on what needs to happen in this County and that is the development of a Regional General Plan and a Regional Transportation Plan; better coordination of planning between agencies; better transportation and movement of people in the County.

Action: Solana Beach - Carlsbad. The motion was made and seconded to refer the public vote issue to staff and the Ad Hoc Working Group for review. Yes - 15. No - 0. Abstain - 4 (Escondido, Lemon Grove, Santee, County of San Diego).

e. Increase the Stipend of the Members to \$200 per meeting

Vice Chairman Morrison indicated that this issue was also brought to Assemblymember Kehoe by special interest groups. He indicated that the Working Group felt that the regional agency should determine the level of compensation.

The Board agreed with the Working Group's recommendation.

f. Operations of Regional Agency

Vice Chairman Morrison noted that the Working Group felt that this issue should not be included in the legislation.

Mayor Murphy agreed that this issue should not be included in the legislation however the language in the staff report is contrary to everything that SANDAG has stood for. What this proposal states is that it is delegating to a committee, which has no ability for a weighted vote, the power to make final decisions. He does not want to vote for anything that is contrary to what the Board has previously agreed to.

Vice Chairman stated that in the staff report, each of the Policy Committee Actions have to come before the Board for final action.

General Counsel pointed out that Mayor Murphy's comment is included on page 10 of the supplemental report. All of the actions of the Policy Committees has to be approved by the full Board.

Mayor Murphy stated that the Board has not agreed to this in the past. If a city feels strongly about an issue, contrary to what a Policy Committee votes on, that city should be able to bring that issue before the full Board. That is not what this item says.

Vice Chairman stated that the purpose of this item is to be able to delegate simple housekeeping responsibilities to the Policy Committees.

Mayor Murphy stated that everything is housekeeping unless someone objects. *Staff noted the Board's intent and will provide more clarification on this issue.*

g. Regional Plan and Transportation Funding Language

Vice Chairman Morrison mentioned that the Working Group's recommendation is consistent with the legislation.

The Board agreed with the Working Group's recommendation.

h. Evaluation of Regional Agency

Vice Chairman stated that the Regional Agency would send out reports and questionnaires to evaluate itself. Chair Finnila noted that performance standards would also be created within the 18-month start up process.

The Board agreed with the Working Group's recommendation.

i. Member Assessment

Vice Chairman pointed out that the Working Group felt that member assessments should be determined by the Regional Agency and not be specified in the legislation.

The Board agreed with the Working Group's recommendation.

Mayor Murphy noted that the San Diego City Council conditioned support of this issue contingent upon the two points, one that he mentioned earlier on City of San Diego representation. The second point is that the San Diego City Council would like some form of a permanent weighted vote implemented in the new Regional Agency. The benefit of the Regional Agency is that the people making the land use issues are the same people making the decisions on the transportation issues. Mayor Murphy noted that Supervisor Roberts's argument is that the voting process is undemocratic. The way to address that issue is to create some sort of a permanent weighted vote. The current weighted vote requires a majority of the population plus five cities. A permanent weighted vote could require a majority of the population plus a majority of the cities. That would address the undemocratic nature of the current voting structure and still provide protection of the interest of the majority of the cities. The San Diego City Council Rules Committee voted on this issue. He asked the Board to consider this option.

Vice Chairman Morrison asked that Mayor Murphy's suggestion be referred back to the Ad Hoc Working Group and staff for review.

Mayor Cafagna asked if Mayor Murphy is suggesting something similar to the Water Board's voting structure.

Mayor Murphy suggested that a variation of the current weighted vote structure be implemented.

REPORTS

21. STATE ROUTE 75 CONGESTION RELIEF WORKING GROUP CONGESTION RELIEF AND TRAFFIC CALMING MEASURES (**SUPPORT**)

Mayor Horton, Chair of SANDAG's Transportation Committee, noted that this report outlines the recommendations made by the State Route 75 Congestion Relief Working Group. In October 2001, the Board acted to eliminate the toll collected on the San Diego-Coronado Bridge and recommended creating a Task Force to identify congestion relief measures for the corridor. The Transportation Committee recommended support of the congestion relief measures that were identified by the Working Group, which are listed in Attachment 1 of the staff report. These measures focus on the short- and mid-term transportation demand management and traffic calming measures. The City of Coronado also supports the Working Group's recommendations. Mayor Horton invited Councilmember Monroe to comment on this item.

Councilmember Monroe thanked Mayor Horton for her leadership on this committee. He pointed out that the City of Coronado is excited about the proposals being presented to them. He mentioned that Caltrans and SANDAG's Transportation Committee have been extremely supportive on this issue. Caltrans' current state director developed a concept called, "context engineering," which has been very helpful.

Chair Finnila announced that Senator Alpert Introduced a spot bill on this issue. A copy of the legislation was provided to each Board member.

Councilmember Kellejian (Solana Beach) pointed out that he is in support of both short- and mid-term relief measures but mentioned that long-term measures are also mentioned in Attachment 2 that need to be furthered studied. He recognized that the working group has developed long-term relief measures as well.

CAPT Engle mentioned that the Department of the Navy has been active on the Working Group and has many initiatives underway. He noted that the Department of the Navy is concerned with the long-term measures and the second phase of this issue.

Councilmember Monroe stated that a consultant has been selected to conduct a Major Investment Study for the City of Coronado to identify potential solutions for traffic issues. The study will be extensive and will be forwarded to the Board for review once completed.

Councilmember Holz (Encinitas) asked if the value-pricing issue will be included in the long-term measures. *Staff responded that the value-pricing issue is a measure that could be studied further under the HOV concept.*

Public Comment

Dick Scharff, representing the 3rd and 4th Street residents in the City of Coronado, encouraged the Board to approve the recommendations listed in the staff report.

Jim Schmidt, public member on SANDAG's Toll Revenue Advisory Committee, had a group of San Diego residents that will make a presentation on this issue. The group expressed concern that the proposed Value Pricing amendment in Senator Alpert's bill is nothing but a reinstatement of the tolls. The group requested that the Board

deny support for this amendment and move forward with the removal of the tolls. The people in the group were:

Earl Bryers, President of National Association of Government Inspectors
Gary Hilbers, representing the IFPTE Local 16
Gene Severino, representing the North Island Association
Jim Schlotte, a City of Coronado Employee
Wilmer Cooks, City of Coronado Property Owner

Mr. Schmidt concluded that at the California Transportation Commission meeting in 1989 when the agreement was made to remove the tolls from the San Diego-Coronado Bridge, funds were supposed to be given to the City of Coronado.

Chair Finnila reminded the Board that the value-pricing efforts that the Senator is embarking on is not the same as SANDAG's value-pricing program.

Councilmember Monroe pointed out that Senator Alpert's intention is to provide two lanes of traffic for free and one lane to use for the HOV and value-pricing option.

Councilmember Holz made the motion to support the staff recommendation and requested that it be combined with the study concept on the long-term measures. HOV needs to be considered and all areas of congestion relief be studied equally. He added that the value-pricing concept be studied exactly as Senator Alpert designated in her letter.

Councilmember Kellejian seconded the motion.

Mayor Sessom (Lemon Grove) asked if the Board wants to consider value pricing, does it need state authority to do that. *General Counsel stated that it does.*

Mayor Sessom asked if the toll booths are needed for the value-pricing project. *General Counsel stated that depends on how the value-pricing project will be implemented and mentioned that Caltrans could better answer that question.*

Mayor Sessom stated that by leaving the toll booths in tact, it sends the message that the tolls can be reinstated at any time.

Pedro Orso-Delgado (Caltrans) noted that keeping the booths in place raises safety issues for Caltrans. He noted that he is moving forward with a service agreement contract to have the toll booths removed by July 1, 2002.

Mayor Madrid (La Mesa) stated that this is a controversial issue but the Board is again breaking faith with the taxpayers by adding a value-pricing option to this item. He mentioned that the City of Coronado is influential and suggested that the City of Coronado ask Senator Alpert to remove this option from her bill.

Staff provided a clarification on page 2 of Senator Alpert's bill and highlighted that the SANDAG Board had the authority to implement the toll, but Senator Alpert's bill will take that authority away from SANDAG.

Councilmember Martin (San Marcos) asked if Senator Alpert could reinstate the toll. *Staff replied in order for the Senator to do that, it would require legislation.*

Vice Chairman Morrison would like to see the toll booths removed and suggested that the Board move forward with its mitigation plan with the City of Coronado.

Councilmember Monroe stated that some sort of ramp metering could be installed on the bridge.

Mayor Pro Tem Ritter (Vista) commented she was pleased to see SANDAG working with the City of Coronado on this issue.

Supervisor Roberts noted that he supports this item but has a problem with the value-pricing portion of it. He asked if the motion can be bifurcated to vote on that issue separately.

Chair Finnila indicated that could be done.

Councilmember Monroe stated that the motion is for the short- and mid-term measures. The long-term measures have not been studied yet and are not included in the motion.

Chair Finnila stated that the motion is to approve the recommendation. After the Board votes on that, a motion can be made to comment on the value-pricing issue.

Action: Encinitas – Solana Beach. The motion was made and seconded to approve the staff recommendation. Yes - 17. No – 0. Absent – Poway, City of San Diego.

Supervisor Roberts made the motion to not support value-pricing as an option for traffic relief in the City of Coronado.

Mayor Madrid seconded the motion.

Councilmember Monroe reiterated that the value-pricing issue will be studied and to eliminate this option before it can be evaluated doesn't seem to be the proper way to go.

CAPT Engle mentioned that the value-pricing is only one component of this bill, which should be considered.

Mayor Madrid expressed concern that the SANDAG Board does not have the backbone to make tough decisions.

General Counsel clarified that the Board only has a small portion of the bill in front of them. There are no mandates in the bill and currently, the bill is strictly permissive, requires no action and leaves all future action to the discretion of the SANDAG Board.

Councilmember Holz pointed out that Senator Alpert's letter states that SANDAG can consider this option. To do a special vote to exempt one area from the regional strategy is not right. He added that this issue needs to be included in SANDAG's regional plan.

Supervisor Roberts withdrew his motion and expressed his opinion publicly that he does not want any type of fee to be associated with the San Diego-Coronado Bridge.

Mayor Sessom made the motion to approve Supervisor Roberts' motion.

Mayor Madrid seconded the motion.

Vice Chairman Morrison stated that sometimes the Board has to make tough decisions and preferred that the Board allow the flexibility in the bill for the future.

Mayor Horton stated that the Board should keep its options open for the future. SANDAG's responsibility is to consider all issues on a regional basis and its purpose is to get the traffic to flow better.

Action: Lemon Grove – La Mesa. The motion was made and seconded to not consider value-pricing on the San Diego-Coronado Bridge in the future. Yes – 6 (El Cajon, Escondido, La Mesa, Lemon Grove, San Marcos, Santee). No – 10. Absent - Poway, City of San Diego, County of San Diego. Motion failed.

22. REGIONAL ARTERIAL SYSTEM – PROJECT PRIORITIZATION CRITERIA

Mayor Horton, Chair of SANDAG's Transportation Committee, stated that this item discusses the project prioritization criteria for Regional Arterial System projects. In November 2001, the Board earmarked \$35 million of the 2002 State Transportation Improvement Program funds for Regional Arterial System projects needing immediate funding for right of way or construction. In February 2002, the Board directed the Transportation Committee to reconsider the proposed criteria for prioritization of the projects. Modifications have been made in response to the Board's concerns over the proposed criteria. The Transportation Committee discussed the changes extensively and unanimously voted to recommend that the Board approve the revised criteria.

Councilmember Martin mentioned that this issue has been re-evaluated thoroughly. He made the motion to approve the staff recommendation.

Mayor Madrid seconded the motion.

Action: San Marcos – La Mesa. The motion was made and seconded to approve the revised Regional Arterial System project prioritization criteria as summarized in Attachment 2 and detailed in Attachment 3 of the staff report. The criteria will be used to prioritize Regional Arterial System projects for fund allocation from the 2002 STIP. Yes - 15. No – 0. Absent – Oceanside, Poway, City of San Diego, County of San Diego.

23. REGIONAL PEDESTRIAN DESIGN GUIDELINES (**ACCEPT FOR DISTRIBUTION**)

Mayor Sessom, Chair of SANDAG's Walkable Community Advisory Committee, stated that one of the charges of the Committee is to develop design guidelines that would promote walkable communities in the region. These guidelines are not a design standard but are simply a model that can be used to encourage local agencies to adopt their own standard.

The guidelines will help the Board to evaluate SANDAG funded projects such as the Regional Arterial System projects. However, adoption of these guidelines are necessary for the Board to move forward with its smart growth principles, the city of villages for the City of San Diego, and to implement SANDAG's Regional Transit Vision.

Action: Solana Beach – El Cajon. The motion was made and seconded to accept the Regional Pedestrian Design Guidelines for public distribution and comment. Yes - 13. No – 0. Absent – Oceanside, Poway, San Marcos, Santee, City of San Diego, County of San Diego.

Chair Finnila noted that the PowerPoint presentation for the Regional Pedestrian Design Guidelines will be brought back at a future Board meeting.

24. FY 2003 OVERALL WORK PROGRAM (Resolution 2002-44) (**APPROVE**)

Staff stated that the Executive Committee has concluded the review period on the draft FY 2003 Overall Work Program (OWP) and considered the comments received both from local, federal, and state agencies. The Executive Committee recommended that the Board approve this item and noted that it will be back next month with the Final Program Budget to carry out the FY 2003 OWP.

Councilmember Kellejian noted that there is a newly formed committee, that has been discussing north county regional arterials, which is not included in the OWP. *Staff stated that committee is considered a working group, whose work falls under transportation, therefore they will report to the Transportation Committee.*

Action: Lemon Grove – Solana Beach. The motion was made and seconded to approve the FY 2003 Overall Work Program as outlined by the summary objectives for each work element shown in Attachment 1 of the staff report to serve as the basis for carrying forward the regional planning program for FY 2003; assisting the Board and the Executive Committee in developing the FY 2003 Final Program Budget; and, for submission to the Intermodal Planning Group, Region IX, to serve as the basis for funding applications to carry forward the regional work program for FY 2003. Yes - 11. No – 0. Absent – Escondido, Oceanside, Poway, San Marcos, Santee, Vista, City of San Diego, County of San Diego.

ADJOURNMENT – 12:21 P.M.

GARY L. GALLEGOS
Secretary

San Diego Association of Governments
BOARD OF DIRECTORS

May 24, 2002

AGENDA REPORT NO.: 02-05- **2-A**

Action Requested: APPROVE

EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS

Meeting of May 10, 2002

The regularly scheduled meeting of the San Diego Association of Governments Executive Committee was called to order by Chair Ramona Finnila. Committee members in attendance were Art Madrid, Ron Morrison, Dick Murphy, Ron Roberts, and alternate Dick Ramos.

Chair Finnila noted that she received a letter from the Mayor of the City of Coronado thanking the SANDAG Board of Directors for their support of the State Route 75 Traffic Calming and Congestion Relief measures.

CONSENT ITEMS (1 and 2)

1. REQUEST CO-SPONSORSHIP OF THE LOCAL GOVERNMENT COMMISSION'S (LGC) GROWTH MANAGEMENT WORKSHOPS (APPROVE)

The Local Government Commission is requesting SANDAG's co-sponsorship of a series of workshops on growth management. Workshops will be held in Walnut Creek (June 6), Carlsbad (June 7), and San Luis Obispo (July 18), from 9 a.m. to 3 p.m., and will include breakfast, lunch, and materials. The workshops, geared toward local government officials and community advocates, will focus on recent growth management tools and techniques being applied in areas throughout California, state policies to help manage growth, and lessons learned. The events will highlight research that has been conducted on these topics by Bill Fulton, President of Solimar Research Group, and representatives from the Planning and Conservation League and the Institute for Local Self Government. No monetary commitments are required on the part of SANDAG.

Current co-sponsors include: the Local Government Commission (LGC), the League of California Cities, the California State Association of Counties (CSAC), Planning and Conservation League, Institute for Local Self Government, California Center for Regional Leadership, the California Association of Councils of Governments (CALCOG), the Association of Bay Area Governments (ABAG), and the San Luis Obispo Council of Governments (SLOCOG). Co-sponsorship meets the criteria set forth by the Board in April 1999.

2. REQUEST FOR CO-SPONSORSHIP OF THE SAN DIEGO GIRLS' SUMMIT (APPROVE)

The Girls' Issue Group, a consortium of concerned community leaders, will be holding a regional Girls' Summit on November 22, 2002 at the Community Concourse/Golden Hall. The purpose of this

non-profit event is to share information and create awareness about girls' issues. It is important that those providing services to girls and young women understand their unique issues and concerns. Recent research and national trends suggest that females are becoming increasingly involved in the Criminal Justice system, a system historically dominated by males. The Group has asked SANDAG to officially support the event. No monetary commitment on the part of SANDAG is required. Co-sponsorship meets the criteria set forth by the Board in April 1999.

The Executive Committee voted to approve consent items #1 and #2.

3. PUBLIC COMMUNICATIONS/COMMENTS

George Thompson, President of the Local Bus Drivers Union at San Diego Transit Corporation (SDTC), requested that the Board allocate funds to San Diego Transit specifically, without having to go through MTDB. He indicated that MTDB has destroyed SDTC, and that the public and hourly workers are being ignored.

Nathan Johnson, Vice President of the Local Bus Drivers Union at San Diego Transit, Inc., reminded the Board that both he and Mr. Thompson represent the daily worker, who are not being recognized and compensated for their hard work. He added that his clients need relief and deserve to be rewarded. He requested that the Executive Committee keep this in mind when allocating transportation funds to MTDB.

REPORTS

4. LEGISLATIVE UPDATE: SB 1703 (PEACE) AND AB 2095 (KEHOE) – SAN DIEGO REGIONAL AGENCY (PENDING)

This week, SB 1703 (Peace) passed the Senate Transportation Committee and will move on to the Senate Appropriations Committee next. AB 2095 (Kehoe) will go before the Assembly Appropriations Committee on May 15, 2002. The language in the bills have not changed from what the Board has approved. Staff will monitor the bills as they go through the legislative process and will keep the Board informed of their status.

SB 1703 and AB 2095 are identical except in the respect of the public vote. Both authors have requested feedback from SANDAG on that issue. The Ad Hoc Working Group is scheduled to meet on Friday, May 10, 2002 to discuss the public vote issue and other issues referred to them by the Board. The Working Group will report its meeting results to the Board at its May 24, 2002 meeting.

5. FY 2003 FINAL PROGRAM BUDGET (SUPPORT)

The Executive Committee was provided with an overview of the FY 2003 Draft Final Program Budget, which is based upon management's estimates of the resources necessary and revenues available to carry out the work described in the FY 2003 Overall Work Program (OWP) approved by

the Board of Directors on April 26, 2002. Section 12A of the SANDAG Joint Powers Agreement requires the Board to adopt a Final Budget prior to June 1st of each year.

In addition, the Executive Committee was provided information regarding compensation adjustments approved or contemplated by the Member Agencies and was given three options for compensation package enhancements to consider for staff. In reviewing management's three options, the Executive Committee outlined a fourth option, and directed management to survey staff for their preference between the two options shown below.

| <u>Options:</u> | <u>Compensation Costs</u> | |
|------------------------------------------------------|---------------------------|-----------------|
| | <u>Percent</u> | <u>Amount</u> |
| | <u>Increase</u> | <u>Increase</u> |
| <u>Option 1 (Management Option):</u> | | |
| PERS 2.7@ 55 years of age retirement option | 2.6% | \$169,207 |
| Increase Cafeteria Plan Allowance \$100 per month | 1.7% | \$115,200 |
| Total Option 1 | 4.3% | \$284,407 |
| | | |
| <u>Option 2 (Executive Committee Option):</u> | | |
| PERS 2.5@ 55 years of age retirement | 1.0% | \$ 74,602 |
| Increase Cafeteria Plan Allowance \$100 per month | 1.7% | \$115,200 |
| Salary increase of 2.0% | 2.0% | \$119,022 |
| Total Option 2 | 4.7% | \$308,824 |

The Executive Committee voted to recommend to the SANDAG Board of Directors adoption of the FY 2003 Final Program Budget, including the budget for the San Diego County Regional Transportation Commission, as the expenditure plan to carry forward the regional planning program for Fiscal Year 2003. The Executive Committee also voted to approve the non (or nominal) cost staff compensation package and salary range table changes and directed management to poll staff regarding their preferred option and provide the Board with the poll results. The poll should include the total number of employees and the years of service credits for each employee.

6. REVIEW OF DRAFT BOARD AGENDA FOR MAY 24, 2002 (APPROVE)

The Executive Committee voted to approve the draft Board of Directors Agenda.

GARY L. GALLEGOS
Secretary

San Diego Association of Governments
BOARD OF DIRECTORS

May 24, 2002

AGENDA REPORT NO.: 02-5- **2-B**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

Meeting of May 9, 2002

The regularly scheduled meeting of the Transportation Committee was called to order by Chair Shirley Horton. Committee members in attendance were Joe Kellejian, Art Madrid, Dick Murphy, and alternates, Ron Morrison, Hal Martin, and Bill Horn.

CONSENT ITEM (1)

1. 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

SANDAG is required to develop a Regional Transportation Improvement Program (RTIP) every two years. The 2002 RTIP is a program of major highway, arterial, transit, and bikeway projects, including the *TransNet* Program of Projects, covering the five-year period from FY 2003 to FY 2007. The Transportation Committee received a report outlining the requirements and schedule for adopting the 2002 RTIP by the August 1, 2002 state deadline.

2. PUBLIC COMMUNICATIONS/COMMENTS

A public speaker offered to make a presentation to the Regional Planning Committee on alternative transportation technologies.

REPORTS

3. DRAFT *TransNet* EXTENSION WORK PROGRAM

During the past month, staff worked with D.J. Smith, Kempton, and Watts to develop a comprehensive work program and schedule for preparing a *TransNet* extension ballot measure by November 2004.

Mr. Smith summarized the target dates and key SANDAG actions outlined in the draft work program. Major tasks include community outreach (e.g., public workshops, meetings with community leaders and interest groups, etc.), polling and focus groups, the development of the proposed *TransNet* expenditure plan, and public education activities.

Mr. Smith stated that the draft work program also includes key steps for the private sector. Private sector activities include meetings with interest groups, participation in public workshops and public education activities related to *TransNet*, organizing a support coalition, and leading campaign efforts. In addition, Mr. Smith noted that it will be important to monitor any proposed legislation to lower the two-thirds voter threshold for transportation sales tax measures.

A Committee member asked about the effect of regional governance discussions on a *TransNet* extension measure. Mr. Smith replied that ongoing dissent in the region would not help a campaign, and that putting regional governance and a *TransNet* extension on the same ballot could potentially be detrimental. He stated that three key ingredients to a successful measure was to demonstrate that there are long-term needs, that the agency has a good program to meet the needs, and credibility with the public.

The Transportation Committee unanimously recommended that the SANDAG Board of Directors review and support the draft *TransNet* extension work program.

4. CONGESTION MANAGEMENT PROGRAM

Staff reported on the major work underway to update the Congestion Management Program (CMP). As the designated Congestion Management Agency (CMA) for the San Diego region, SANDAG is required to prepare and update the CMP every two years. For the 2002 update, staff is proposing a number of significant modifications to the CMP guidelines and procedures, including emphasis on non-traditional congestion mitigation strategies, increased use of deficiency plans, a new 100% project mitigation goal, and increased CMP compliance monitoring. Staff stated that the draft 2002 CMP update is scheduled for presentation to the SANDAG Board of Directors later this summer.

Transportation Committee members asked for more information about the members of the CMP Working Group, which has been assisting staff with the development of the 2002 CMP update. Committee members asked whether the working group included representatives of the Cities/County Transportation Advisory Committee (CTAC) and whether the group was geographically diverse. Staff noted that CTAC members are included on the CMP Working Group, and CMP status reports are provided on a regular basis to the full technical working groups, including CTAC and the Regional Planning Working Group.

Committee members asked for more detail about the major modifications being proposed, such as the 100% project mitigation goal. Staff responded that Attachment 2 to the staff report summarizes the proposed major policy modifications.

The Transportation Committee directed staff to return to a future Committee meeting with additional information about what has been done in the past with the CMP and what is proposed with the 2002 update.

5. REGIONAL ARTERIAL SYSTEM – PROPOSED PROJECT FUNDING RECOMMENDATIONS

Staff stated that in November 2001, the SANDAG Board of Directors set aside \$35 million from the 2002 State Transportation Improvement Program (STIP) for regional arterial projects. In April 2002, the SANDAG Board approved the criteria for prioritizing these projects for fund allocation. SANDAG staff and the Cities/County Transportation Advisory Committee (CTAC) have evaluated the 13 eligible project proposals and jointly recommend the top seven projects for funding.

Committee members asked staff to describe the process by which the project proposal scores were reviewed and modified by SANDAG staff and CTAC. Staff replied that score adjustments were made to ensure fairness and consistency in scoring among the proposals and in response to the changes to the evaluation criteria approved by the Transportation Committee and Board in April 2002. Staff noted that the final scoring and ranking of the project proposals were recommended unanimously by CTAC.

Public speakers on the agenda item urged the Transportation Committee to approve funding for the projects as recommended by CTAC and SANDAG staff. Speakers also stated their support for individual projects, such as the City of San Diego's El Camino Real project. Other speakers noted that several of the projects that were not being recommended for funding were good candidates, and should be considered first in line if additional funding becomes available for regional arterial projects. Another speaker discussed the importance of verifying the project schedules to make sure that the projects being recommended for funding could be delivered as proposed.

The Transportation Committee unanimously recommended the top seven projects, as described in the staff report, to the SANDAG Board for fund allocation from the 2002 STIP. As part of its recommendation, the Committee also directed staff to address the following actions: (1) require project sponsors to provide written verification of the other local project funding commitments, either via a City Council or Board of Supervisors resolution or a signed development agreement; (2) require project sponsors to adhere to the project schedules submitted with the applications; (3) require project sponsors to comply with all Caltrans STIP funding procedures; and (4) prohibit project sponsors from swapping 2002 STIP fund allocations between projects.

The Transportation Committee also directed staff to return to a future meeting with a proposed Use-it-or-Lose-it policy that would redirect funding from projects with schedule delays to the next project(s) on the list. Committee members stated that the intent of the 2002 STIP earmark was to deliver regional arterial projects that could be completed within the 2002 STIP cycle (FY 2003 to FY 2007).

GARY L. GALLEGOS
Secretary

San Diego Association of Governments
BOARD OF DIRECTORS

May 24, 2002

AGENDA REPORT NO.: 02-5- **2-C**

Action Requested: APPROVE

REGIONAL PLANNING COMMITTEE DISCUSSION AND ACTIONS

Meeting of May 3, 2002

The May 3, 2002 meeting of the Regional Planning Committee was called to order by Committee Chair Lori Pfeiler, Mayor of Escondido. Committee members and alternates in attendance were Dennis Holz (Encinitas), Rick Knepper (La Mesa), Ron Roberts (County of San Diego), and Ron Morrison (National City). Bud Lewis (Carlsbad) was also present.

1. WELCOME AND INTRODUCTIONS

Chair Pfeiler welcomed Committee members and guests. Self-introductions were made.

2. PUBLIC COMMENTS AND COMMUNICATIONS

There were no public comments or communications.

3. ACTIONS FROM APRIL 12, 2002 MEETING

There were no changes to the April 12, 2002 meeting actions.

4. INTRODUCTION OF CHAIR OF REGIONAL PLANNING WORKING GROUP

Robert Leiter, Chair of the Regional Planning Working Group and Planning Director of the City of Chula Vista, was introduced. Mr. Leiter made introductory comments on behalf of the Working Group, emphasizing that in the Working Group's view, the Regional Comprehensive Plan (RCP) should set forth a vision for the region, address and plan for infrastructure issues and urban form, establish policies to direct more intense development near major transportation corridors and facilities, and engage our region's communities.

5. REGIONAL COMPREHENSIVE PLAN FRAMEWORK AND STRUCTURE

An overview of regional plans completed in various other major metropolitan areas, and a proposed framework and structure for the RCP were presented. The proposed framework consisted primarily of a conceptual vision with guiding principles, chapters laying out policies addressing interdisciplinary topics, an infrastructure assessment and public investment strategy, and an implementation component. The following comments were made during the discussion:

- Local buy-in is needed on the vision – the vision's emphasis should be on how *cities* grow versus how the *region* grows.
- The public investment strategy will be important. We won't be able to rely on developers to fund all of our infrastructure needs.

- How does the RCP relate to local general plans, especially for jurisdictions that are currently updating their plans? Will the RCP be duplicative of these efforts?
- We need to look at our current local general plans on a collective basis to determine if there is a need to proceed with a more comprehensive plan.
- Under current plans and policies, we run out of housing capacity in 2010, resulting in serious problems. We need a regional forum to address the interrelated issues.
- The RCP can provide an opportunity to collaborate on our efforts. There may be some infrastructure-based synergies to planning on a broader basis.
- The vision needs to include agriculture, open space, and habitat as part of the Urban Form discussion. Also, the vision should emphasize *comparable* travel choices, instead of *additional* travel choices.
- If we don't resolve issues regarding how the local plans will relate to the regional plans, there could be a train wreck down the road.
- A vision should hold up over a long period of time. What happens after the next growth forecast? If we don't plan far enough into the future, will future generations have to deal with these same issues?
- Should the vision promote affordable housing in every community?
- The Regional Planning Working Group has been working with the County of San Diego, and helping SANDAG develop land use scenarios based on the likely outcome of the County's general plan update. We will have to see how far the County's likely population targets and the intensification efforts of the Cities of San Diego and Chula Vista gets the region in meeting the demand for growth in the region, and then, this Committee will need to have serious discussions on related policy issues. One goal of the RCP could be to grant carrots to those that are willing to take growth.
- Under smart growth, we save significant amounts of land. We need to make tough decisions.
- The RCP ought to focus more on funding, and where the money is coming from to assist jurisdictions with issues like housing.
- There will be a major rebellion in the coastal cities if densities are increased there.
- The question will be whether we can deal with changes voluntarily or whether we will be forced to do so.
- The framework proposed by staff seems good.
- The voters will take away the local jurisdictions' land use authority, unless the state takes it away first. People form cities because they want local land use control.
- It is our responsibility to educate people about urban sprawl and its impacts. The region is getting worse because of our parochial decisions.
- Direct staff to present the Committee with numbers and trends related to existing local plans.

6. EX-OFFICIO MEMBERSHIP

The Committee approved the staff recommendation to invite advisory representation from existing SANDAG Ex-Officio member agencies.

7. ADJOURNMENT AND NEXT MEETING

The Committee approved schedule changes for the next three meetings. The new meeting dates and times are listed below. The meetings will be held at SANDAG in Conference Room A.

- Thursday, May 30, 2002, from 1-3 p.m.
- Friday, July 12, 2002, from 1-3 p.m. (following the SANDAG Executive and Policy Development Board meetings)
- Friday, August 2, 2002, from 1-3 p.m. (following the SANDAG Board meeting)

GARY L. GALLEGOS
Secretary

San Diego Association of Governments
BOARD OF DIRECTORS

May 24, 2002

AGENDA REPORT NO.: 02-5- **4**

Action Requested: INFORMATION

LOCAL TECHNICAL ASSISTANCE (LTA)
PROJECT REQUIRING MORE THAN \$1,000
OR THREE DAYS STAFF TIME

Local Technical Assistance (LTA) policy guidelines require that all projects involving more than three days staff time be reported to the Board of Directors.

County Water Authority — Population Shift Analysis

The County Water Authority (CWA) requested assistance in examining the daytime shift in population among the districts of CWA's member agencies. Two products are being prepared. The first uses output from SANDAG's transportation models to develop a matrix showing district-to-district trips by type (home to work, etc.). The second is a map with district boundaries showing the net gain or loss of daytime population by block. The total estimated cost of this project is \$1,325. As an advisory member, CWA is not eligible for the LTA deduction of \$1,000, so these costs will be fully reimbursable by CWA.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Karen Lamphere, (619) 595-5355; kla@sandag.org

Funds for this Project are Reimbursement by the Requesting Agency

San Diego Association of Governments
BOARD OF DIRECTORS
serving as the
SAN DIEGO COUNTY
REGIONAL TRANSPORTATION COMMISSION

May 24, 2002

AGENDA REPORT NO.: 02-5- **5**

Action Requested: INFORMATION

PROGRESS REPORT ON TRANSPORTATION PROJECTS

Introduction

This report summarizes the current status of major highway, transit, arterial, traffic management and transportation demand management (TDM) projects in SANDAG's four-year Regional Transportation Improvement Program (RTIP). The *TransNet* one-half cent local sales tax and other local, state, and federal sources fund the projects. The projects contained in this report have been previously prioritized and are included in the 20-year Regional Transportation Plan (RTP).

Attachment 1 – “*TransNet* Program” – indicates sales tax revenue available for allocation was \$11,445,588 in April 2002, bringing the fiscal year total to \$155,640,786. Revenue for the fiscal year is 1% higher than it was last fiscal year at this time. An increase in the construction cost index for the last quarter offsets this gain. The California Highway Construction Price Index is currently 4% higher than last year at this time. Revenue available for allocation since the inception of the *TransNet* Program totals \$1.94 billion.

Highway Projects

Attachment 2 – “Highway Projects” – provides basic cost and schedule information on the major highway projects in the San Diego region. The accompanying map (Attachment 3 – “Major Highway Projects”) locates these projects.

Caltrans has completed the design plans for the **I-15/SR-56 Interchange** modifications and I-15 widening (project #14). The construction contract award is anticipated for July 2002, with opening to traffic scheduled for December 2004.

Caltrans began soliciting bids for construction on April 22 for the **SR-56 4-lane Freeway** (project #20) from Camino Ruiz to Carmel Country Road. Bid opening is scheduled for June 20 and construction contract award is scheduled for July 18. This last remaining segment of SR 56 between I-5 and I-15 is scheduled to be open to traffic July 2004.

The **SR 125 6-lane Freeway** (project #30) from Jamacha Road to Elkelton Boulevard has been opened to traffic by Caltrans. The remainder of the SR 125 freeway between SR 54 and SR 94 is scheduled for completion in 2003.

Transit Projects

Attachment 4 – “Transit Projects” – provides basic cost and schedule information on the major transit projects in the San Diego region. The accompanying map (Attachment 5 – “Major Transit Projects”) locates these projects.

MTDB has scheduled solicitation of construction bids for the **Mission Valley East LRT** (project #42) contract for Combined Track Work and Systems for May 2002. This contract will install rail, communication, and other systems for the overall length of this project. The overall Mission Valley East LRT is scheduled for completion in December 2004.

Arterial and Freeway Interchange Projects

Attachment 6 – “Arterial and Freeway Interchange Projects” – provides cost and schedule information on the major arterial and interchange projects in the San Diego region. The accompanying map (Attachment 7 – “Major Arterial and Interchange Projects”) locates these projects.

The City of San Diego is in the process of hiring a consultant to complete the environmental document for the **Friars Road/ SR 163 Interchange** (project #71). The environmental document is anticipated to be complete by June 2004. Opening to traffic is scheduled for 2009.

Traffic and Demand Management

Attachment 8 – “Traffic Management Projects” – provides cost and schedule information on the major traffic management projects in the San Diego region. The accompanying map (Attachment 9 – “Major Traffic Management Projects”) locates these projects. Attachment 10 – “Transportation Demand and Incident Management” – summarizes monthly activities. Attachment 11 – “Freeway Service Patrol Assists” – summarizes the number of assists by Freeway Service Patrol beat. Attachment 12 – “Vanpool Program” – summarizes the number of daily vanpool origins by major area.

The marketing consultants are presently developing a strategic marketing plan to promote RideLink. The goal for the marketing effort will be to increase the number of participants using RideLink services, and thereby increasing the number of carpoolers, vanpools, transit riders, tele-workers, the use of “flex-time”, and other alternate modes of transportation.

The multi-pronged outreach approach includes radio and cable TV advertising, along with other long-term promotional efforts, targeting rush-hour commuters, and HR Managers and CEOs. The advertising campaign is scheduled to begin airing this summer. Collateral materials such as brochures and inserts also will be developed in conjunction with a “road show” display to be used at employer fairs and events throughout San Diego.

GARY L. GALLEGOS
Executive Director

Attachments (12)

Key Staff Contact: José A. Nuncio, (619) 595-5619; jnu@sandag.org

Funds are budgeted in the *TransNet*, STIP-RIP, RSTP, and CMAQ Programs

The attachment to this document can be obtained by contacting
SANDAG's Public Information Office at (619) 595-5347.

San Diego Association of Governments
BOARD OF DIRECTORS

May 24, 2002

AGENDA REPORT NO.: 02-5- **6**

Action Requested: ACCEPT FOR DISTRIBUTION

DRAFT 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Introduction

SANDAG, as the Metropolitan Planning Organization (MPO), is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP) every two years. The RTIP is a multi-year program of proposed major highway, arterial, transit, and non-motorized projects, including the *TransNet* Program of Projects. The current 2000 RTIP, adopted by the SANDAG Board on July 21, 2000, covers the four-year period Fiscal Years 2001 through 2004. The 2002 RTIP covers Fiscal Years 2003 to 2007, and is due to the state by August 1, 2002.

The 2002 RTIP is designed to implement the region's overall strategy for enhancing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region. The 2002 RTIP also incrementally develops the 2020 Regional Transportation Plan (RTP), the long-range transportation plan for the San Diego region. The 2030 RTP is currently being developed.

A major component of the RTIP includes the state and federally-funded transportation projects approved by the California Transportation Commission (CTC). The CTC adopted the 2002 State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP) on April 4, 2002. For the San Diego region, the 2002 RTIP includes the specific 2002 STIP project funding requests that the Board approved in November 2001 and that were included in the adopted 2002 STIP. The draft 2002 RTIP is a \$4.4 billion program for highway, transit, local street and road, and other projects (see Table 1).

An informational item related to the development and schedule for the 2002 RTIP was provided to the Transportation Committee at its May 9, 2002 meeting. Therefore, it is my

RECOMMENDATION

that the Board of Directors accept the Draft 2002 RTIP for distribution and schedule a public hearing for the June 28, 2002 meeting.

Discussion

RTIP Content

Federal and state regulations identify the process and required content of RTIPs. In general, the RTIP must include all major projects receiving certain categories of federal or state transportation funding, projects needing federal project approval, and/or projects identified as being regionally significant. This includes projects funded by the federal Regional Surface Transportation Program (RSTP), Congestion Mitigation Air Quality (CMAQ) program, Transportation Enhancement Activities (TEA) program, Federal Transit Administration (FTA) formula and discretionary programs and other federal sources, as well as projects funded by the STIP and SHOPP.

All *TransNet* funded projects with a total cost of \$300,000 or more also must be individually listed, or listed as a lump sum if the projects are less than \$300,000. In addition, all regionally significant, capacity-increasing transportation projects regardless of funding source, must be included in order to determine air quality conformity.

Federal Funding

The 1998 RTIP, which covered the period FY 1998 through 2004, allocated all federal funds (CMAQ, STP, TEA) available through the Transportation Equity Act of the 21st Century (TEA-21). Both the current 2000 RTIP and the draft 2002 RTIP make minor revisions to these programmed projects and do not include federal programming beyond FY 2004. Legislation for the reauthorization to the transportation bill is currently being discussed at the federal level. Once the reauthorization details become known, a mid-cycle RTIP amendment process (Call for Projects) may be initiated to program the additional funds.

Air Quality Conformity Requirements

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. This includes major local and privately funded projects and any other state or federally funded projects that might not otherwise appear in the RTIP, as well as new projects or major changes in project scope for existing programmed projects. For the 2002 RTIP, this includes any capacity increasing projects located on SANDAG's Regional Arterial System as identified in the 2020 RTP.

The draft quantitative emissions analysis for the 2002 RTIP has been conducted and preliminary results indicate that the 2002 RTIP meets the air quality conformity requirements. At its May 8, 2002 meeting, San Diego Region Conformity Working Group (CWG) reviewed the initial conformity assessment. The CWG will be providing comments throughout the RTIP process.

Outstanding Issues

With the adoption of the 2002 STIP, the CTC indicated that only \$123 million statewide remains to be programmed in the 2002 STIP period (FY 2003 through FY 2007). As a result, it appears that little additional STIP funding will be available outside of the 2002 STIP projects that were approved by the CTC on April 4, 2002. For the San Diego region, there are three categories of STIP funded projects which may be in jeopardy of not being programmed in the current cycle: (1) projects not yet

approved as part of the 2002 STIP process, (2) projects previously approved by SANDAG Board but not yet amended into the STIP, and (3) other miscellaneous issues. These outstanding issues are discussed in Attachment A. Staff is currently working to resolve these issues and will prepare options for consideration at the June 13, 2002 Transportation Committee meeting.

2002 RTIP Adoption Schedules

Should the Board accept the recommendation, the Draft 2002 RTIP will be distributed for public review and comment, and a public hearing will be held at the SANDAG Board meeting on June 28, 2002. Barring any significant comments, the Board will be requested to adopt the final 2002 RTIP at the June 28 meeting.

GARY L. GALLEGOS
Executive Director

Enclosure: The Draft 2002 RTIP has been enclosed with the Board agenda to Board members, Board alternates, City Managers and the County Administrative Officer, and key Cities/County staff. Others can obtain copies of the draft document via SANDAG's web site at www.sandag.org or by calling SANDAG at (619) 595-5347.

Key Staff Contact: Sookyung Kim, (619) 595-5350; ski@sandag.org

Funds are budgeted in Overall Work Program #4.03

Table 1
2002 RTIP PROGRAM SUMMARY
Summary of Major Projects by Mode (in \$000s of future dollars)

| Description | Federal | State | TransNet | Local/ Private | Total |
|-------------------------------------------------------------------------------------------------|--------------------|--------------------|------------------|-------------------|--------------------|
| Highway Projects | | | | | |
| I-5 (HOV/Added Lanes/Auxiliary Lanes) | \$5,539 | \$22,554 | \$0 | \$0 | \$28,093 |
| I-15 (Managed Lanes-Freeway) | \$72,700 | \$349,182 | \$0 | \$0 | \$421,882 |
| I-15 (Auxiliary Lanes/Soundwall) | \$4,257 | \$79,038 | \$0 | \$0 | \$83,295 |
| SR 52 (SR 125 to SR 67) | \$12,350 | \$215,397 | \$62,050 | \$0 | \$289,797 |
| SR 56 (Carmel Country Road to Black Mountain Road) | \$0 | \$86,116 | \$0 | \$888 | \$87,004 |
| SR 78 (Truck Climbing Lane) | \$0 | \$4,165 | \$0 | \$0 | \$4,165 |
| SR 125 (Mitigation) | \$0 | \$9,278 | \$0 | \$0 | \$9,278 |
| SR 125 (Toll Road, Gap & Connector) | \$106,908 | \$0 | \$23,312 | \$332,946 | \$463,166 |
| SR 905 (I-805 to Otay Mesa Border Crossing) | \$73,497 | \$149,939 | \$4,000 | \$1,080 | \$228,516 |
| Traffic Management Systems (I-5/8/805) | \$2,724 | \$36,059 | \$0 | \$0 | \$38,783 |
| Lump Sums (Hwy Bridge Replace/Rehab., Hazard Elimination/Safe Routes to School, Highway Safety) | \$76,860 | \$0 | \$0 | \$0 | \$76,860 |
| State Highway Operations Protection Program (SHOPP) | \$0 | \$215,894 | \$0 | \$0 | \$215,894 |
| Other Highway Projects | \$0 | \$11,905 | \$0 | \$0 | \$11,905 |
| Subtotal Highway Projects | \$354,835 | \$1,179,527 | \$89,362 | \$334,914 | \$1,958,638 |
| Transit Projects | | | | | |
| Mission Valley East Light Rail Project | \$340,185 | \$72,829 | \$10,986 | \$0 | \$424,000 |
| Oceanside-Escondido Rail Extension | \$152,100 | \$109,100 | \$90,320 | \$0 | \$351,520 |
| I-15 Bus Rapid Transit (Rolling Stock/Stations) | \$22,132 | \$28,668 | \$0 | \$0 | \$50,800 |
| Sorrento to Miramar Double Track/Realign | \$0 | \$31,716 | \$0 | \$0 | \$31,716 |
| Regional Fare Technology | \$15,102 | \$20,300 | \$0 | \$0 | \$35,402 |
| San Diego Amtrak Maintenance Facility | \$1,000 | \$30,000 | \$0 | \$0 | \$31,000 |
| East Village Intermodal Transit Station* | \$4,700 | \$16,007 | \$0 | \$3,934 | \$24,641 |
| Oceanside Double Track Project | \$0 | \$25,000 | \$0 | \$0 | \$25,000 |
| San Ysidro Intermodal Transportation Center* | \$11,990 | \$4,314 | \$0 | \$104 | \$16,408 |
| Oceanside Transit Center Parking | \$3,232 | \$5,500 | \$0 | \$400 | \$9,132 |
| High Speed Ferry | \$0 | \$5,000 | \$0 | \$0 | \$5,000 |
| Bus/Rail Vehicles Purchase | \$81,752 | \$30,000 | \$0 | \$18,922 | \$130,674 |
| Bus/Rail Infrastructure | \$256,099 | \$34 | \$1,214 | \$65,133 | \$322,480 |
| Intercity Rail Projects | \$5,581 | \$10,355 | \$2,079 | \$0 | \$18,015 |
| Other Transit Projects (Operations/Planning) | \$18,942 | \$0 | \$81,989 | \$13,209 | \$114,140 |
| Subtotal Transit Projects | \$912,815 | \$388,823 | \$186,588 | \$101,702 | \$1,589,928 |
| *additional funds are included under the regional TEA program | | | | | |
| Local Street & Road Projects | | | | | |
| Regional Arterial System | \$68,635 | \$1,144 | \$99,120 | \$204,167 | \$373,066 |
| Roadway Maintenance & Rehabilitation | \$0 | \$0 | \$66,191 | \$18,778 | \$84,969 |
| Traffic Signal Projects | \$30,144 | \$0 | \$5,602 | \$50 | \$35,796 |
| Highway Bridge Replacement/Rehabilitation | \$29,131 | \$0 | \$2,711 | \$16,941 | \$48,783 |
| Other Local Street & Road | \$11,763 | \$5,889 | \$176,408 | \$56,406 | \$250,466 |
| Subtotal Local Street & Road Projects | \$139,673 | \$7,033 | \$350,032 | \$296,342 | \$793,080 |
| Other Projects | | | | | |
| Bicycle/Pedestrian Projects | \$15,211 | \$10,856 | \$6,414 | \$1,975 | \$34,456 |
| Freeway Service Patrol | \$6,805 | \$423 | \$0 | \$459 | \$7,687 |
| Transportation Enhancement Activities (Regional) | \$2,242 | \$13,850 | \$0 | \$0 | \$16,092 |
| Transportation Demand Management (TDM) | \$23,039 | \$0 | \$0 | \$4,322 | \$27,361 |
| Regional Transportation Management System | \$5,700 | \$10,530 | \$0 | \$331 | \$16,561 |
| Other-Miscellaneous | \$1,160 | \$2,368 | \$0 | \$240 | \$3,768 |
| Subtotal Other Projects | \$54,157 | \$38,027 | \$6,414 | \$7,327 | \$105,925 |
| Grand Total | \$1,461,480 | \$1,613,410 | \$632,396 | \$740,285 | \$4,447,571 |

SUMMARY OF REMAINING PROGRAMMING ISSUES

1. Projects Not Yet Approved As Part of the 2002 STIP Process

These projects include potential candidates from the reserves established by the Board as part of the initial STIP submittal, and additional projects submitted by SANDAG to the CTC as part of the February revision. Due to the limited remaining STIP funding identified by CTC for this cycle, it is unlikely that all of these projects will be funded in the 2002 STIP. Funding alternatives will need to be explored. These projects include:

- Regional Arterial Reserve Candidates (\$35 million – Agenda Item #11)
- Transit First Project Reserve (\$10 million – specific projects and years TBD)
- Regional Soundwall Program Reserve (\$2 million – specific projects and years TBD)

- RSTP/CMAQ Match Funds (\$306,000 in FY 2003)
- Oceanside – Rancho Del Oro Extension (\$1.1 million in FY 2003)
- NCTD – Oceanside-Escondido Rail Project (\$4.9 million in FY 2005)

Total: \$53.3 million

2. Projects Previously Approved by SANDAG But Not Yet Amended into the STIP by CTC

These projects were approved for STIP funding by SANDAG but have not completed the process to be included in the CTC agenda:

- Bayshore Bikeway (\$1.7 million in FY 2003-04)
- Oceanside-Escondido Rail Trail (\$8.2 million in FY 2003-04 – to be coordinated with rail project)

Total: \$9.9 million

3. Other Potential Cost Increases and Miscellaneous Issues

Staff is aware of several projects with potential cost increases or other programming related issues. At the time that this draft RTIP was being developed, these issues were not resolved. Based on further information and ongoing discussion, there may be some additional modifications recommended to the draft 2002 RTIP that will be reviewed by the Transportation Committee at its June 13, 2002 meeting.

San Diego Association of Governments

BOARD OF DIRECTORS

May 24, 2002

AGENDA REPORT NO.: 02-5- **7**

Action Requested: APPROVE

CITY OF SAN DIEGO TDA BICYCLE CLAIM REVISION

Introduction

The SANDAG Board allocated \$100,000 in Transportation Development Act (TDA) funds to the City of San Diego in FY 2000 to support development of a bicycle transportation master plan. The City of San Diego has completed a draft document and has begun the process of circulating it for review. Based on comments received, City of San Diego staff have identified additional work items they will need to complete at an estimated additional cost of \$25,000.

Based on the recommendation of SANDAG's Bicycle-Pedestrian Advisory Committee, it is my

RECOMMENDATION

that the Board of Directors approve Resolution 2002-45, increasing the allocation to the City of San Diego for their bicycle transportation master plan from \$100,000 to \$125,000.

Discussion

A bicycle transportation plan is a document that inventories a city's bicycle transportation facilities, analyzes demand for bicycle travel, identifies infrastructure needs, and prioritizes capital projects for new bicycle facilities. A current bicycle transportation plan also is a prerequisite for a jurisdiction to be eligible to apply for state Bicycle Transportation Account funds. The City of San Diego is in the process of updating its plan, which was originally adopted in 1979. A draft document was completed, but during the review process, the need for additional tasks was identified. The most significant of these were:

- Solicit input on the plan from community planning groups,
- Develop guidelines for accommodating bicycle traffic through construction zones,
- Develop trench repair and pavement smoothness standards, and
- Add a bikeway improvement project in the I-15 corridor to be consistent with SANDAG's regional bikeway corridors map in the Regional Transportation Plan.

The largest component of these tasks, soliciting input from community planning groups, will be necessary before the City of San Diego Planning Commission will recommend incorporating the plan into the Transportation Element of the General Plan. The total estimated cost of these additional tasks, plus additional project management, is \$25,000, which would increase the total allocation for

the project to \$125,000. The SANDAG Bicycle-Pedestrian Advisory Committee reviewed this request and recommended approval of the additional funds using the TDA non-motorized reserve funding.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Stephan Vance, (619) 595-5324, sva@sandag.org

No Budget Impact

SANDAG

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RESOLUTION

No. 2002-45

APPROVING A REVISED ALLOCATION TO THE CITY OF SAN DIEGO UNDER FY 2002 CLAIM 324

WHEREAS, the City of San Diego has requested an increase of \$25,000 in the allocation for a bicycle transportation master plan under FY 2002 Transportation Development Act (TDA) Claim 324; and

WHEREAS, SANDAG has analyzed the request and has found that the revision is warranted pursuant to Section 6659(d) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, the SANDAG Bicycle-Pedestrian Advisory Committee has reviewed this request and recommended approval; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to CCR Section 6659(d), does hereby approve an increase in the allocation to the City of San Diego under FY 2002 TDA Claim 324 for the bicycle transportation master plan from \$100,000 to \$125,000.
2. That the allocations for other, previously approved projects under this claim shall remain unchanged.
3. That the Board does hereby authorize and empower the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of said claims

PASSED AND ADOPTED this 24th day of May, 2002.

CHAIRPERSON

ATTEST: _____
SECRETARY

San Diego Association of Governments
BOARD OF DIRECTORS

May 24, 2002

AGENDA REPORT NO.: 02-5- **10**

Action Requested: APPROVE

RECOMMENDATIONS FROM AD HOC WORKING GROUP ON
REGIONAL GOVERNANCE: AB 2095 (KEHOE), SB 1703 (PEACE)

Introduction

The Working Group met on May 10th to discuss issues referred to them by the Board for further review. Assemblymember Kehoe attended the meeting. The items addressed were the operations of the Regional Agency, the public vote on the Regional Agency proposal, and the weighted vote. The reports that were reviewed by the Working Group are attached along with a memo from the Mayor of the City of San Diego regarding proposed amendments to the legislation.

RECOMMENDATIONS

1. Approve Attachment A outlining the general operational structure for the Regional Agency and providing clearly that all items delegated to the policy committees are subject to Board action upon request of any member.
2. Recommend to the authors that separate urgency legislation be pursued in order to provide for a public vote in November 2002. If, for any reason, urgency legislation for a public vote is not passed and a Regional Agency bill becomes law, the Regional Agency will become operative on January 1, 2003.

In addition to the recommendation regarding the timing of the vote, further discussion of what components of the bill would be submitted for voter approval has been requested (Attachment B).

3. Consistent with the proposed compromise presented by Mayor Murphy (Attachment C), consider a permanent weighted vote based on population for the Regional Agency and recommend how it would be administered. The proposal put forth by Mayor Murphy addresses the concerns of cities with smaller populations by providing that an action of the Regional Agency would require both a majority vote of:
 - a. the member agencies, i.e., the 18 cities and the County, and
 - b. agencies representing 50% +1 of the region's population.

This process is intended to address the rights of cities with smaller populations, while preserving the democratic principle of 1 person/1 vote.

Attachment D outlines the current weighted voting process.

Discussion

Public Vote

The Working Group felt that November 2002 was the proper time to submit a question on the Regional Agency to the voters. In their view, the problems of delay in implementation and potential conflicts with a *TransNet* measure made this the only acceptable option.

In addition, it is the view of some, including Senator Peace and the League of Women Voters (Attachment E), that because the responsibilities of the Regional Agency (with the exception of implementation of regionally significant transportation projects) have all been established by state law or local agreement without a public vote, that voter approval should not be sought for a mere shift or consolidation of responsibility. For example, MTDB and NCTD and their responsibilities are established solely by state statute.

Permanent Weighted Vote

In addition to Mayor Murphy's proposed compromise, the Working Group asked that administrative issues associated with a permanent weighted vote be discussed. If the permanent weighted vote were to be implemented, the following options, or combination of options, should be considered:

Options

1. Utilization of automatic electronic tallying and recordation of the vote to avoid processing delays.
2. Provide for a 1 member/1 vote majority vote to apply to the majority of the members present at a meeting where a quorum is present.
3. Provide for a permanent weighted vote based on population (50% + 1) to apply to the total weighted vote of the members present at a meeting where a quorum of the member agencies is present.
(Options 2 and 3 would encourage participation while ensuring business can be conducted even when all member agencies are not present.)
4. Establish a provision for only the 1 member/1 vote majority to apply, if and when the City of San Diego is not present.
5. Establish a provision for all items on the consent calendar to be subject only to the 1 member/1 vote majority. This provision would allow for members to pull items from the consent calendar.
6. Establish a provision for some items to only be subject to the 1 member/1 vote majority except for major issues such as budgeting, program or project funding, and plan related approvals. These items would be subject to both the 1 member/1 vote and the weighted vote majority.

GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Debra Greenfield, (619) 595-5366; dgr@sandag.org

No Budget Impact

OPERATIONS OF THE REGIONAL AGENCY

Board and Policy Advisory Committees Responsibilities

Shown below are potential responsibilities for the Board of Directors and each of the four Policy Committees (Executive, Transportation, Regional Planning, Borders) of the new San Diego Regional Agency that the Ad hoc Working Group should consider. Selected responsibilities would be delegated by the Board to the Policy Committees to allow the Regional Agency to effectively address key public policy and funding responsibilities. All items delegated to the Policy Committees are subject to Board action upon request of any member.

Board Responsibilities

- Approve Regional Plan and plan component (e.g. Regional Energy plan, MHCP, etc.)
- Approve Regional Transportation Plan (RTP), Regional Transportation Improvement Plan (RTIP) and Corridor Study
- Determine Regionally Significant Transportation Projects and take necessary actions
- Fulfill the responsibilities of the San Diego Regional Transportation Commission (RTC)
- Approve programming of funds (TDA, CMAQ, STIP, etc.)
- Approve project environmental reports
- Approve Overall Work Program and Program Budget
- Approve amendments to the Budget and Work Program and authorize contracts with consultants for amount equal to or greater than \$250,000
- Approve the annual legislative agenda
- Provide policy direction through Policy Development Board meetings
- Appoint Committees and Board officers
- Delegate responsibilities to Policy Advisory Committees and approve Committee actions. All items delegated to the four Policy Committees are subject to direct Board action upon request of any members.

Executive Committee Responsibilities

- Set agenda for Board
- Review and recommend annual work program and program budget
- Approve amendments to the Budget and Work Program and authorize contracts with consultants for less than \$250,000
- Review and act on state and federal legislation
- Comment on project EIR/EIS
- Act upon and evaluate dispute resolution
- Approve sponsorship of conferences, workshops and other events
- Advise on personnel actions
- Act on behalf of Board when timing requires
- Make policy recommendations to the Board
- Perform other duties as assigned by the Board

Transportation Committee

- Provide oversight for consolidated transit responsibilities
- Provide policy oversight for transportation plans and corridor and systems studies
- Establish Transportation Prioritization Criteria
- Establish policies and monitor “Use it or lose it” project funding
- Act on TDA Claim, RTIP, and STIP amendments
- Recommend funding allocations to the Board
- Advise Board on transportation policy-level issues

Regional Planning Committee

- Provide oversight for preparation and implementation of Regional Plan and its components
- Recommend regional infrastructure financing strategies to the Board
- Represent the Board for outreach and public information on the Regional Plan and its components
- Advise Board on regional planning policy issues

Borders Committee

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

PUBLIC VOTE ON REGIONAL AGENCY PROPOSAL

Introduction

The purpose of this report is to provide information requested at the last Board meeting when the Board endorsed the concept of a public vote, but requested more information regarding legal and procedural issues related to what question should be submitted to the voters and when. This report reviews some issues related to implementation of voter approval, and options for addressing the question of a vote. It also provides a recommendation for your consideration.

SANDAG's position relative to previous changes in regional governance has always been that any fundamental change in governance structure, such as a new layer of government, mandated by the state, should be submitted to the voters. AB 2095 and SB 1703 do not make the fundamental structural change proposed by former proposals, they instead, with one exception (regionally significant transportation project implementation) merely consolidate existing responsibilities of agencies while providing a continuation of city and county governance.

SB 1703 contains a placeholder for a vote, but does not contain specific language. AB 2095 provides for an all or nothing vote. Both Senator Peace and Assemblymember Kehoe have indicated that they are looking for input on the public vote issue.

WHAT THE BILLS CHANGE

Attachment A diagrams the existing, enhanced and new responsibilities set forth in the bills. As was mentioned at the last Working Group meeting, except for implementation of regionally significant transportation projects, all of these responsibilities were either established by local agreement or by state law without a vote. In principle, they should be modified by similar action. For example, creation of the transit boards and assignment of their responsibilities was solely determined by state law.

WHAT TO ASK THE VOTERS

1. In accordance with the principle of a public vote on a fundamental change in governance, allow for implementation of the regional agency with existing/enhanced responsibilities, and provide for a vote as a condition to one or more of the following:
 - a. Any future recommendation for dissolution of transit agencies and transfer of transit operations to the regional agency.
 - b. Implementation of regionally significant transportation projects through an override of local agency actions.
 - c. Any legislation calling for a directly elected new layer of government.
2. If an advisory vote is acceptable and would be effective, determine if the County would place the desired advisory question on the ballot.

3. Include the provision for a future vote in the legislation and delay operation of some or all of its provisions until that time.

WHEN TO ASK THE VOTERS

ISSUES: VOTER APPROVAL IN 2002

- Cannot make the November 2002 ballot with a binding vote unless there is an urgency provision in another bill merely calling for the vote.
- The County can place a non-binding advisory measure regarding any question that is desired to be asked of the voters on the ballot. Or, a city can place an advisory matter on the countywide ballot with the approval of the County. However, the County opposes the legislation and may or may not agree to facilitate any request.

ISSUES: VOTER APPROVAL IN 2004 OR LATER

- Conflicts with TransNet extension currently on track for 2004 ballot.
- Could subject the legislation to undesirable intervening measures or amendments.
- Jeopardizes the momentum and support for the proposed changes that have built up over the last three years of study and debate.
- Could undermine opportunities to implement certain provisions of the legislation (such as consolidation of transportation planning) that may be beneficial and not individually objectionable until possibly 2005-2006.

RECOMMENDATION

Discuss the options, but continue the item until June in order to work with the authors on the final details of the legislation, including working with them and the County on this issue.

The attachment to this document can be obtained by contacting
SANDAG's Public Information Office at (619) 595-5347.

DISCUSSION OF WEIGHTED VOTE

This report describes the provisions for the weighted vote included in the San Diego Regional Agency legislation based on the formula that is currently in place.*

Weighted Vote Calculation

The weighted vote is calculated annually. The City of San Diego has 40 votes (so long as their population is not less than 40 percent of the regional total) and the remaining 60 votes are distributed proportionately based on the percentage of population of each jurisdiction other than the City of San Diego. Each member agency shall have at least one vote.

Voting Process

The following summarizes the voting process.

1. The Board votes on all items on the basis of one vote per member agency.
2. If representatives of three member agencies request a weighted vote after voting on any item, then a new vote on that item, (which is final and binding), shall be taken.
3. When the weighted vote is taken, each representative shall have that number of votes determined by the apportionment formula.
4. When the weighted vote is taken, the vote of not less than **five member agencies, representing not less than fifty-one percent (51%) of the total weighted vote of the member agencies shall be required to supersede the original action**. If the weighted vote fails, action determined by the original vote shall stand.

First Hypothetical Example

Motion: The weighted vote can be used on any question from committee appointments, to funding decisions and adoption of plans such as the RTP or Regional Plan. The following describes how the action on a motion can occur on any given question.

REGULAR VOTE

Motion by: Coronado

Seconded by: City of San Diego

Vote:

Yes: Carlsbad, Coronado, National City, Poway, City of San Diego

No: Lemon Grove, County of San Diego, Santee, Encinitas, Imperial Beach, Solana Beach, Del Mar, La Mesa, Escondido, San Marcos, El Cajon, Oceanside, Chula Vista, Vista

Result: Yes: 5, No: 14

Motion Fails

* Note – The legislation will be amended to reflect the addition of a second City of San Diego member with each member having 20 weighted votes.

CALL FOR WEIGHTED VOTE

Motion: To call for a new (weighted) vote on the question.

Motion by: Coronado
Seconded by: City of San Diego
Seconded by: Carlsbad

Vote: **(See weighted vote tally sheet A)**

Yes: Coronado – 1; Carlsbad – 3; Escondido – 5; City of San Diego – 40; National City - 2
No: Lemon Grove – 1; Poway – 2; County of San Diego – 16; Santee – 2; Encinitas – 2; Imperial Beach – 1; Solana Beach – 1; Del Mar – 1; La Mesa – 2; San Marcos – 2; El Cajon – 3; Oceanside – 6; Chula Vista – 7; Vista - 3
Result: Yes: 51 (5 member agencies); No: 49
Motion Passes – Final and Binding

Hypothetical Example 2

REGULAR VOTE

Motion by: Lemon Grove
Seconded by: County of San Diego

Vote:
Yes: Chula Vista, Coronado, El Cajon, Escondido, La Mesa, Lemon Grove, National City, Imperial Beach, Poway, San Marcos, Santee, Vista, County of San Diego
No: City of San Diego, Del Mar, Solana Beach, Encinitas, Carlsbad, Oceanside

Result: Yes: 13, No: 6
Motion Passes

CALL FOR WEIGHTED VOTE

Motion: To call for a new (weighted) vote on the question.

Motion by: Oceanside
Second by: City of San Diego
Second by: Encinitas

Vote: **(See weighted vote tally sheet B)**

Yes: Chula Vista – 7; Coronado – 1; El Cajon – 3; Escondido – 5; La Mesa – 2; Lemon Grove – 1; National City – 2; Imperial Beach – 1; Poway – 2; San Marcos – 2; Santee – 2; Vista – 3; County of San Diego - 16
No: Carlsbad – 3; Encinitas – 2; Del Mar – 1; Oceanside – 6; Solana Beach – 1; City of San Diego - 40
Result: Yes: 47; No: 53 (6 member agencies)
Motion Fails – Final and Binding

Conclusion

The weighted vote formula provides a mechanism for population based voting on any item in order to pass or defeat it, with a minimal additional threshold of five agencies. This threshold provides a balanced approach by ensuring that regional actions have some regional consensus.

The attachment to this document can be obtained by contacting SANDAG's Public Information Office at (619) 595-5347.

San Diego Association of Governments
BOARD OF DIRECTORS

AGENDA REPORT NO.: 02-5- **11**

May 24, 2002

Action Requested: APPROVE

REGIONAL ARTERIAL SYSTEM PROJECTS – FUNDING
RECOMMENDATIONS

Introduction

In November 2001, the SANDAG Board of Directors earmarked \$35 million of 2002 State Transportation Improvement Program (STIP) funds for Regional Arterial System projects in the right-of-way or construction phases that could be completed within the five-year STIP period (FY 2003 to FY 2007). In February 2002, the Transportation Committee recommended approval of arterial project screening and evaluation criteria to the SANDAG Board of Directors. Following the Transportation Committee meeting, a call for projects was issued establishing an application submittal deadline of March 28, 2002; a total of 19 project proposals from 11 local jurisdictions were submitted.

The SANDAG Board of Directors approved the regional arterial project screening and evaluation criteria on April 26, 2002. In April, SANDAG staff and the Cities/County Transportation Advisory Committee (CTAC) reviewed and evaluated the project proposals, and CTAC unanimously approved the prioritized list of projects defined in Attachment 1.

At its May 9, 2002 meeting, the Transportation Committee unanimously supported the prioritized list, without change. The Committee members emphasized that the intent of the 2002 STIP earmark was to deliver regional arterial projects that could be completed within the 2002 STIP cycle. Therefore, as part of its recommendation, the Committee also directed staff to address the following actions:

1. require project sponsors to provide written verification of the other local project funding commitments;
2. require project sponsors to adhere to the project schedules submitted with the applications;
3. require project sponsors to comply with all Caltrans STIP funding procedures; and
4. prohibit project sponsors from swapping 2002 STIP fund allocations between projects.

The Transportation Committee also directed staff to return to a future meeting with a proposed Use-it-or-Lose-it policy that would redirect funding from projects with schedule delays to the next project(s) on the list. It is the Transportation Committee's

RECOMMENDATION

that the SANDAG Board of Directors approve the prioritized list of Regional Arterial System projects shown in Attachment 1, projects ranked 1 through 7, for fund allocation from the 2002 STIP, and support the above four actions and the development of a Use-it-or-Lose-it policy outlined by the Transportation Committee.

Discussion

The 19 regional arterial project proposals submitted by local jurisdictions are listed in Attachment 1 and shown on the attached map (Attachment 2). The Board-approved screening and evaluation criteria are summarized in Attachment 3. Of the 19 project proposals submitted, SANDAG staff and CTAC

determined that six did not meet the basic screening criteria, which determine whether the proposed projects are eligible to be considered for funding from the 2002 STIP. The six ineligible projects include:

- A. Faraday Avenue (City of Carlsbad);
- B. Napa Street (City of San Diego);
- C. Mission Center Parkway (City of San Diego);
- D. Poinsettia Avenue (City of Carlsbad);
- E. Kearny Villa Road (City of San Diego); and
- F. El Camino Real/ SR 78 (City of Oceanside).

The first four ineligible projects are not on the currently adopted Regional Arterial System, and therefore do not meet screening criterion #1. The City of San Diego's Kearny Villa Road project does not have 30 percent complete plans, and therefore does not meet screening criterion #4. The El Camino Real/SR 78 interchange modification project in the City of Oceanside does not have an approved Caltrans Project Study Report, and therefore does not meet screening criterion #5. As shown in Attachment 1, these six projects were deemed ineligible and were not further evaluated.

The remaining 13 eligible project proposals were thoroughly reviewed by SANDAG staff and CTAC. CTAC is an advisory working group that consists of city engineers and public works directors from each local jurisdiction. The scores and prioritized list of projects defined in Attachment 1 were unanimously approved by CTAC at its April 25, 2002 meeting.

Projects Recommended for Funding

As shown in Attachment 1, there are seven regional arterial projects recommended for funding from the \$35 million 2002 STIP reserve. These seven projects are requesting \$35,050,000, which is \$50,000 over the reserve amount. As proposed, the seventh project (the City of San Diego's El Camino Real project) would receive \$50,000 less funding than the requested amount (i.e., \$6,937,000 instead of \$6,987,000).

A cash flow summary based upon project sponsor submitted schedules for the recommended seven projects is shown in Attachment 4. Over the five-year period of the 2002 STIP (FY 2003 to FY 2007), the projects are requesting the bulk of the funding in the early years. Four projects need funding totaling \$22,163,000 in FY 2003, one project needs \$4,400,000 in FY 2004, and two projects need funding totaling \$8,437,000 in FY 2005.

Assuming the Board approves the proposed projects for fund allocation from the 2002 STIP, the funding request will be sent to the California Transportation Commission (CTC). CTC has stated earlier that there is a statewide cash flow problem, and therefore funding may not be available in the early years of the 2002 STIP. Staff expects to be able to provide a status of CTC's response to SANDAG's fund request for 2002 STIP funds for regional arterial projects at the June 13, 2002 Transportation Committee meeting.

GARY L. GALLEGOS
Executive Director

Attachments (4)

Key Staff Contact: Richard Chavez, (619) 595-5604, rch@sandag.org

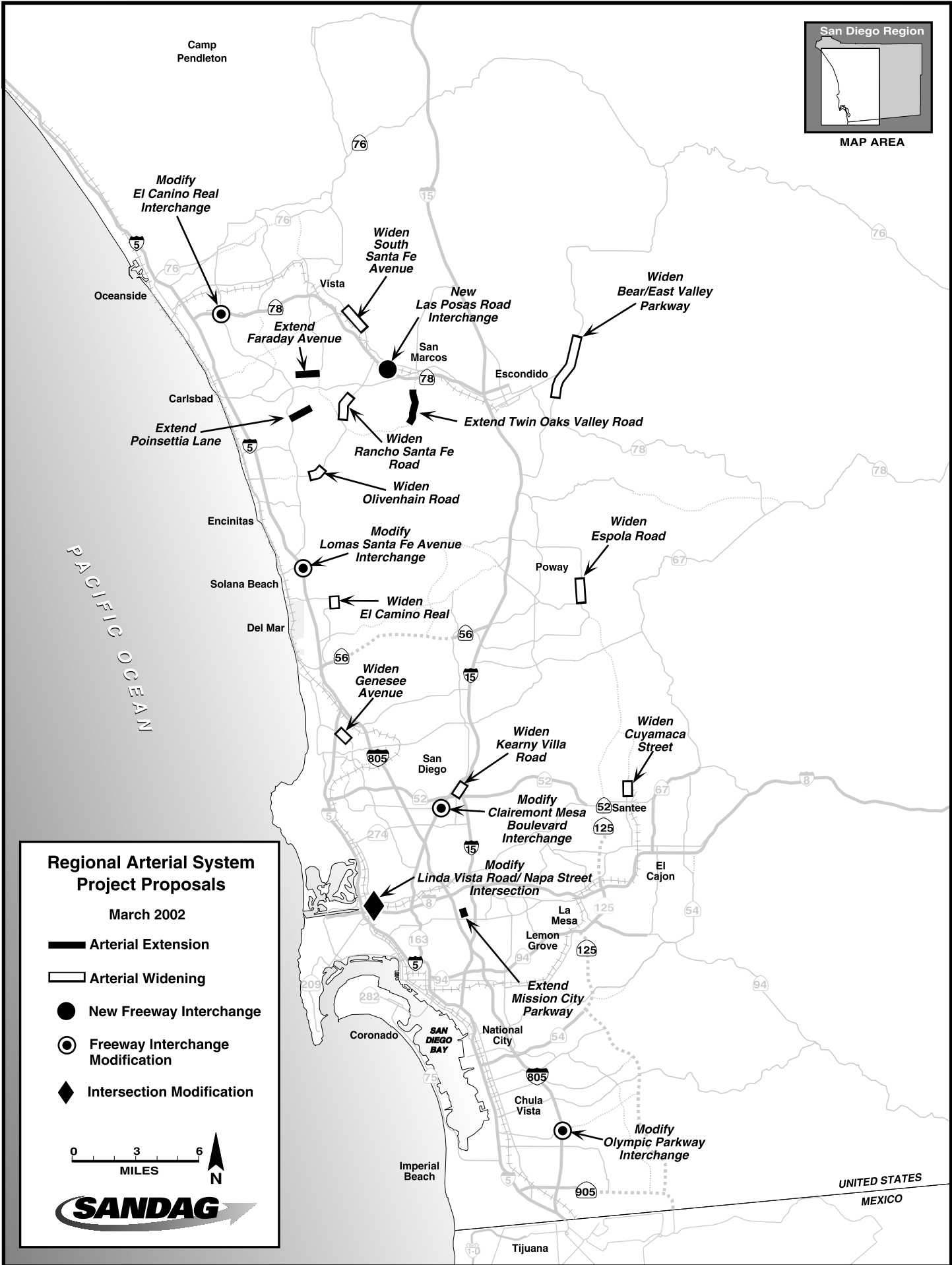
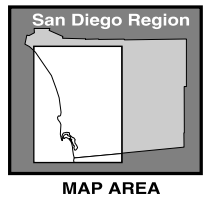
Funds are budgeted Overall Work Program #4.04

Regional Arterial System Projects Project Ranking

| Rank | Sponsor | Project | Limits/ Description | Shortfall/ Request Amount (\$ thousands) | Cumulative Total (\$ thousands) | CTAC Recommended Scores |
|------|----------------------|------------------------------|------------------------------------|------------------------------------------------|------------------------------------|-------------------------------|
| 1 | City of San Diego | Clairemont Mesa Blvd/ SR-163 | Modify Interchange | \$4,400 | \$4,400 | 199 |
| 2 | City of San Diego | Genesee Ave | Campus Point Dr to I-5 | \$963 | \$5,363 | 190 |
| 3 | City of San Marcos | Rancho Santa Fe Rd | Island Drive to Melrose Dr | \$4,000 | \$9,363 | 188 |
| 4 | City of San Marcos | Las Posas Rd/ SR-78 | New Interchange | \$10,200 | \$19,563 | 183 |
| 5 | County of San Diego | South Santa Fe Avenue | Montgomery Ln to Smilax Rd | \$1,500 | \$21,063 | 174 |
| 6 | City of Chula Vista | Olympic Pkwy/ I-805 | Modify Interchange | \$7,000 | \$28,063 | 161 |
| 7 | City of San Diego | El Camino Real | Via de la Valle to San Dieguito Rd | \$6,987 | \$35,050 | 157 |
| 8 | City of Solana Beach | Lomas Santa Fe Dr/ I-5 | Modify Interchange | \$6,411 | \$41,461 | 151 |
| 9 | City of Escondido | Bear/East Valley Pkwy | Citrus to Lake Wohlford Rd | \$4,679 | \$46,140 | 149 |
| 10 | City of Poway | Espola Rd | Twin Peaks Rd to Titan Way | \$5,300 | \$51,440 | 147 |
| 11 | City of San Marcos | Twin Oaks Valley Rd | F Street to San Elijo Rd | \$6,650 | \$58,090 | 130 |
| 12 | City of Encinitas | Olivenhain Rd | Los Pinos to Rancho Santa Fe Rd | \$160 | \$58,250 | 122 |
| 13 | City of Santee | Cuyamaca St | Town Center Pkwy to Mission Creek | \$3,951 | \$62,201 | 87 |
| A | City of Carlsbad | Faraday Ave | Orion Way to Melrose Dr | \$3,000 | \$65,201 | NR |
| B | City of Carlsbad | Poinsettia Lane | El Camino Real to El Fuerte St | \$2,500 | \$67,701 | NR |
| C | City of Oceanside | El Camino Real/ SR-78 | Modify Interchange | \$3,700 | \$71,401 | NR |
| D | City of San Diego | Linda Vista Rd | Napa St Intersection | \$2,964 | \$74,365 | NR |
| E | City of San Diego | Mission City Pkwy | Camino Del Rio North to I-8 | \$4,817 | \$79,182 | NR |
| F | City of San Diego | Kearny Villa Rd | From SR-52 to 0.5 mi. north | \$1,575 | \$80,757 | NR |
| | | | | Total | <u>\$80,757</u> | |

NR, not ranked. Project did not meet screening criteria and was not evaluated further.

May 9, 2002



**Regional Arterial System
Project Proposals**

March 2002

- Arterial Extension
- Arterial Widening
- New Freeway Interchange
- Freeway Interchange Modification
- Intersection Modification

0 3 6
MILES

N

UNITED STATES
MEXICO

Regional Arterial System Project Prioritization Criteria

Screening Criteria

1. Only Regional Arterial System projects needing funding for right of way and construction (not preliminary engineering) and that can be completed in the 2002 STIP Cycle (FY 2003 to FY 2007) are eligible.
2. Only projects located in a City/County that has an adopted a resolution in support of Smart Growth consistent with the principles outlined in REGION2020 (economic prosperity, transportation choices, increase housing supply, protect environment, fiscal reform) are eligible.
3. STIP funds shall not be used to replace or reduce existing developer or City/County commitments.
4. Projects must have 30 percent complete layout design plans.
5. Projects on the state highway/interstate system must have a Caltrans approved Project Study Report.

Evaluation Criteria

| # | Evaluation Criteria | Quantitative Points | Qualitative Points | Total Points |
|---------------|------------------------------------------|---------------------|--------------------|--------------|
| 1 | Traffic Usage | 24 | | 24 |
| 2 | Congestion Relief | 24 | | 24 |
| 3 | Traffic Safety | 16 | | 16 |
| 4 | Cost-Effectiveness | 24 | | 24 |
| 5 | Regional Arterial System Continuity | 24 | | 24 |
| 6 | Regional Transit Vision | 24 | | 24 |
| 7 | Environmental Stewardship | 4 | 4 | 8 |
| 8 | Process Complexity | 16 | | 16 |
| 9 | Smart Growth | 16 | 8 | 24 |
| 10 | Project Readiness | 24 | | 24 |
| 11 | Past Performance | 8 | | 8 |
| 12 | Local Contribution | 24 | | 24 |
| 13 | Housing Element | 16 | | 16 |
| 14 | Feasibility | | 8 | 8 |
| 15 | Regional Benefit | | 16 | 16 |
| 16 | Bicycle/ Pedestrian | | 16 | 16 |
| 17 | Factors Not Covered by Existing Criteria | | 4 | 4 |
| Totals | | 244 | 56 | 300 |

Regional Arterial System Projects Cash Flow

| Rank | Sponsor | Project | FY 03 | FY 04 | FY 05 | FY 06 | FY 07 | 2002 STIP Fund Amount (\$ thousands) |
|------|---------------------|------------------------------|----------|---------|---------|-------|-------|--------------------------------------------|
| 1 | City of San Diego | Clairemont Mesa Blvd/ SR-163 | | \$4,400 | | | | \$4,400 |
| 2 | City of San Diego | Genesee Ave | \$963 | | | | | \$963 |
| 3 | City of San Marcos | Rancho Santa Fe Rd | \$4,000 | | | | | \$4,000 |
| 4 | City of San Marcos | Las Posas Rd/ SR-78 | \$10,200 | | | | | \$10,200 |
| 5 | County of San Diego | South Santa Fe Avenue | | | \$1,500 | | | \$1,500 |
| 6 | City of Chula Vista | Olympic Pkwy/ I-805 | \$7,000 | | | | | \$7,000 |
| 7 | City of San Diego | El Camino Real | | | \$6,937 | | | \$6,937 |
| | | | \$22,163 | \$4,400 | \$8,437 | \$0 | \$0 | \$35,000 |

San Diego Association of Governments
BOARD OF DIRECTORS

serving as the
SAN DIEGO COUNTY
REGIONAL TRANSPORTATION COMMISSION

May 24, 2002

AGENDA REPORT NO.: 02-5- **12**

Action Requested: APPROVE

TransNet EXTENSION WORK PROGRAM

Introduction

At the March 22, 2002 meeting, the SANDAG Board concurred with the Transportation Committee's recommendation to establish November 2004 as the target date for a *TransNet* extension ballot measure. As part of that action, staff was directed to develop a work program and timetable outlining the key steps needed for a successful ballot measure in 2004.

D.J. Smith of Smith, Kempton and Watts assisted staff in the development of the work program and timetable. Attachment 1 provides a summary of the proposed schedule for the development of a *TransNet* extension ballot proposal for the November 2004 election. The schedules for development of the 2030 RTP and the Regional Plan are shown for reference. Attachment 2a is the more detailed work program outlining the key steps to be undertaken by SANDAG, as well as by the private sector/community support groups (Attachment 2b). Attachment 3 is the estimated budget to carry out the work program effort. Funds to cover the proposed work program effort in FY 2003 are included in the draft FY 2003 Final Program Budget (Agenda Report #14).

At its May 9, 2002 meeting, the Transportation Committee received a presentation from D.J. Smith and discussed the attached materials. It is the Transportation Committee's

RECOMMENDATION

that the Board of Directors approve the attached *TransNet* Extension Work Program and Budget.

GARY L. GALLEGOS
Executive Director

Attachments (3)

Key Staff Contact: Craig Scott, (619) 595-5326; csc@sandag.org

Funds are budgeted in Overall Work Program #4.06

The attachment to this document can be obtained by contacting SANDAG's Public Information Office at (619) 595-5347.

San Diego Association of Governments
BOARD OF DIRECTORS

May 24, 2002

AGENDA REPORT NO.: 02-5- **13**

Action Requested: APPROVE

RESOLUTION SUPPORTING A REGIONAL APPROACH
TO FAIR HOUSING PLANNING

Introduction

In 1999, the San Diego Fair Housing Resource Board (FHRB) proposed the preparation of the first Regional Analysis of Impediments to Fair Housing Choice. The Fair Housing Resource Board is a regional organization whose members include many of the region's cities, the County of San Diego, San Diego County Apartment Association, Fair Housing Council of San Diego, Heartland Human Relations, Lifeline Community Services, League of Women Voters, Access Center, U.S. Department of Housing and Urban Development, San Diego Association of Realtors, and several fair housing advocates, among others.

The FHRB issued a request for proposals for the Regional Analysis of Impediments, and the Fair Housing Council of San Diego was selected to conduct the analysis. The jurisdictions that participated in the Regional Analysis of Impediments were Carlsbad, Chula Vista, El Cajon, Encinitas, Escondido, La Mesa, National City, Oceanside, San Diego, Santee, and Vista. A separate Analysis of Impediments was conducted for the County of San Diego and the cities within the Urban County: Coronado, Del Mar, Imperial Beach, Lemon Grove, Poway, San Marcos, and Solana Beach.

The Fair Housing Resource Board recommends that the next analysis of impediments, which is due in 2005, be conducted for all 19 jurisdictions. The FHRB requests that the San Diego Association of Governments (SANDAG) support Fair Housing Planning on a regional basis because of the regional nature of many fair housing issues and to provide cost savings to individual jurisdictions, avoid duplication of effort, and improve regional cooperation in addressing these issues.

Therefore, it is my

RECOMMENDATION

that the Board of Directors adopt Resolution 2002-48 supporting the participation of all entitlement jurisdictions in the San Diego region in a regional approach to Fair Housing Planning, which includes the preparation of the next Regional Analysis of Impediments to Fair Housing Choice and the continuation of regional cooperation and activities to eliminate such impediments.

Discussion

Communities seeking funding from the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG), HOME Investment Partnerships, Housing Opportunities for Persons With AIDS (HOPWA), or Emergency Shelter Grants (ESG) programs are required to submit a Consolidated Plan to HUD every five years. The Consolidated Plan requires each entitlement jurisdiction to identify all of its housing and community development needs and to

develop a long-term strategy for meeting those needs. As part of the Consolidated Plan, jurisdictions also are required to submit a certification that they are affirmatively furthering fair housing by undertaking Fair Housing Planning. Fair housing is the ability of persons of similar income levels to have the same housing choices, regardless of race, color, religion, sex, disability, familial status, or national origin.

Based on HUD requirements, Fair Housing Planning consists of the following: (1) conducting an analysis of impediments to fair housing choice; (2) taking appropriate actions to overcome the effects of any impediments identified through that analysis; and (3) maintaining records documenting the analysis and actions taken. In its Fair Housing Planning Guide, HUD recommends undertaking a regional approach to Fair Housing Planning.

The 2000 Regional Analysis of Impediments to Fair Housing Choice included demographic and housing information about each individual jurisdiction, local impediments, and local fair housing action plans. Discriminatory housing practices in mortgage lending, property insurance coverage and availability, rental housing, housing sales, and accessibility that occur regionally were addressed, and proactive strategies for fair housing and implementing fair housing plans were included.

Some of the conclusions in the 2000 Regional Analysis of Impediments include:

- Impediments based upon the experiences of consumers in the rental, sales, financing and property insurance arenas have been documented.
- Some of the major impediments negatively impact families with children, persons with disabilities, racial and ethnic groups and persons of different national origin.
- Most allegations of housing discrimination involve disability, family status, race and ethnicity; developing trends involve sexual orientation, sexual harassment and source of income.
- Government actions (relating to land use and occupancy) may pose potential fair housing impediments.
- Government actions involving NIMBY issues, group home locations, affordable housing, and population concentrations may pose potential fair housing impediments.

The Analysis of Impediments recommends that the Fair Housing Resource Board be designated as a regional forum for establishing a viable fair housing plan for the region. Some of the local and regional activities suggested include:

- Publishing, disseminating, and communicating conclusions and recommendations to top policy makers, key government staff, community organizations, and the general public.
- Prioritizing impediments that are clearly regional in nature and require regional approaches.
- Implementing all fair housing programs in local housing elements and consolidated plans.

GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Susan Baldwin, (619) 595-5343, sba@sandag.org

No Budget Impact

SANDAG

San Diego Association of Governments
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San Diego, California 92101
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www.sandag.org

RESOLUTION

No. 2002-48

A RESOLUTION OF THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
SUPPORTING THE PARTICIPATION OF ALL ENTITLEMENT JURISDICTIONS IN
REGIONAL FAIR HOUSING PLANNING FOR THE CONSOLIDATED PLAN

WHEREAS, as a condition of eligibility for receiving federal financial grants and assistance under the program known as the Consolidated Submission for Community Planning and Development, current regulations of the U.S. Department of Housing and Urban Development (HUD) requires entitlement jurisdictions to prepare an analysis of impediments to fair housing choice found within the entitlement jurisdiction and to take affirmative actions and measures to promote fair housing and to eliminate any impediments found; and

WHEREAS, HUD's Fair Housing Planning Guide encourages the use of regional data and resources, and urges all entitlement jurisdictions to participate in a regional approach to Fair Housing Planning; and

WHEREAS, a Regional Analysis of Impediments to Fair Housing Choice in the San Diego Area was completed in October 2000, under the auspices of the Fair Housing Resource Board; and

WHEREAS, the regional approach to Fair Housing Planning provided cost efficiencies and superior analysis for entitlement jurisdictions in the San Diego region; and

WHEREAS, HUD requires that the Analysis of Impediments to Fair Housing Choice be updated in 2005; and

WHEREAS, the planning and implementation of a Regional Analysis of Impediments to Fair Housing Choice is a two year undertaking; and

WHEREAS, SANDAG supports a comprehensive regional approach to planning; and

WHEREAS, the October 2000 Regional Analysis of Impediments to Fair Housing Choice made regional findings and recommendations, including on-going regional cooperation to address fair housing issues; NOW THEREFORE

BE IT RESOLVED that the San Diego Association of Governments supports the participation of all entitlement jurisdictions in the San Diego region in a regional approach to Fair Housing Planning, which includes the preparation of the next Regional Analysis of Impediments to Fair Housing Choice and the continuation of regional cooperation and activities to eliminate such impediments.

CHAIRPERSON

ATTEST: _____
SECRETARY

The attachment to this document can be obtained by contacting
SANDAG's Public Information Office at (619) 595-5347.

San Diego Association of Governments
BOARD OF DIRECTORS

May 24, 2002

AGENDA REPORT NO.: **14**

Action Requested: ADOPT

FY 2003 FINAL PROGRAM BUDGET

Background

In accordance with the requirements of the SANDAG Joint Powers Agreement, the Executive Committee hereby submits for your consideration, and recommends adoption of, the SANDAG FY 2003 Final Program Budget.

Section 12A of the Joint Powers Agreement requires the Board to adopt a Final Budget prior to June 1. Also, Article 3, Section 132103 (a) of the enabling legislation (SB 361) creating the San Diego County Regional Transportation Commission requires the adoption of an annual budget.

This Final Program Budget is based upon management's estimates of the resources necessary and revenues available to carry out the work described in the FY 2003 Overall Work Program (OWP) approved by the Board of Directors on April 26, 2002.

Since January, the Executive Committee has worked on the preparation of the FY 2003 Overall Work Program and Budget. At its May 10, 2002 meeting the Executive Committee reviewed the draft FY 2003 Final Program Budget. In reviewing management's three options for a staff compensation package, the Executive Committee outlined a fourth option, and directed management to survey staff for their preference between the two options outlined on page 3. The options provide approximately a 4.5% compensation package.

Based on the survey results, Option 1 is the preferred compensation package, receiving 60% of the votes.

The Executive Committee has reviewed this proposed Final Program Budget and it is their

RECOMMENDATION

that the Board of Directors of the San Diego Association of Governments adopt this FY 2003 Final Program Budget, including the budget for the San Diego County Regional Transportation Commission, as the expenditure plan to carry forward the regional planning program for Fiscal Year 2003. And, that the Executive Director be authorized to finalize the grant applications and revenue claims necessary to fund the approved FY 2003 Overall Work Program.

Based on the results of the staff survey of compensation packages, it is further recommended that the Board of Directors approve the compensation package outlined as Option 1.

Budget Overview

The FY 2003 Final Program Budget projects available revenues, including reserves and *TransNet* program sales tax revenues, to be \$261,389,350. This projected funding level represents a two percent increase from the current actual FY 2002 SANDAG and *TransNet* Program Budgets. This increase is primarily due to projected increases in *TransNet* sales tax revenues for the coming year.

A summary of the projected funding, including carryover, by major revenue source is as follows:

| <u>Revenue Summary</u> | <u>Amended FY 2002</u> | <u>% of Total</u> | <u>Final FY 2003</u> | <u>% of Total</u> |
|----------------------------|----------------------------|-----------------------|--------------------------|-----------------------|
| Federal Grants | \$26,261,726 | 10% | \$28,262,661 | 11% |
| State Grants & Subventions | 23,199,129 | 9% | 20,860,320 | 8% |
| <i>TransNet</i> Sales Tax | 192,870,000 | 76% | 200,590,000 | 77% |
| Member Agency Assessments | 508,725 | <1% | 547,425 | <1% |
| Other Local Funds | 5,974,875 | 2% | 5,001,939 | 2% |
| Services to Other Agencies | 1,012,119 | <1% | 915,206 | <1% |
| Interest & Reserves | <u>5,221,400</u> | <u>2%</u> | <u>5,211,800</u> | <u>2%</u> |
| Total Estimated Revenues | <u>\$255,047,974</u> | <u>100%</u> | <u>\$261,389,350</u> | <u>100%</u> |

Member Agency Assessment and Criminal Justice Clearinghouse Funding Changes

Recently, the Board of Directors approved the consolidation of a number of SANDAG committees and the creation of two new Policy Advisory Committees. In accordance with federal and state grant restrictions, the costs of both the Board of Directors and any Policy Advisory Committees can not be charged to any federal or state grant funds and must be covered by other funds. Therefore, it will be appropriate to increase the Member Agency Assessment by \$38,700 in order to provide appropriate compensation to the Committee members.

Also, last year, based upon Budget Committee recommendation, the Board agreed to phase in an increase over three years of the base funding necessary to carry out the functions of the Criminal Justice Clearinghouse to approximately \$200,000. In FY 2002, funding was increased \$50,000 from \$85,000 to \$135,000. The County of San Diego agreed to fund this increase. For FY 2003, an additional increase of \$35,000, to a new total of \$170,000, is proposed. It is recommended that the cities share this increase.

Staff Compensation Package Adjustments

In evaluating a compensation package for SANDAG staff, the Executive Committee requested that staff review what the Member Agencies have approved or are considering.

Ten of the Member Agencies have negotiated multi-year labor agreements in place with their bargaining units. Increases that have recently gone into effect or will go into effect on July 1, 2002 range from 3.5% to 5.0% with an average of 3.9 percent.

In addition, three agencies, the County of San Diego, and the Cities of Chula Vista and Coronado, have approved changing their retirement plans to the three percent at age 60 option. Seventeen Member Agencies are members of the Public Employees Retirement System (PERS). It appears that all but one of them currently pay the entire cost of their employees retirement contribution.

Five agencies are currently in labor negotiations. Options under consideration are not available at this time. Four agencies are not yet negotiating.

This FY 2003 Final Budget includes funds that would provide for an employee compensation package improvement of approximately 4.5 percent. Since current actual costs are running below this year's budget, the actual net cost increase to the FY 2003 Budget would be approximately 3.7% - 4.0%. The recommended enhancements provide a balanced package for all employees that would address the need to fairly compensate existing employees, encourage retention of current employees, and improve SANDAG's competitiveness in the labor market for attracting future employees.

With these factors in mind, the Executive Committee recommends that the Board of Directors approve the non (or nominal) cost staff compensation package and salary range table changes as follows.

Non (or Nominal) Cost Items:

- Domestic Partner Health Benefit Coverage
- Addition of one floating holiday (Cost shift from production to non-production time)
- Administrative leave (40 hours) for Management Staff (Cost shift from production to non-production time)
- Salary Range Table Adjustment. *Cost = + \$16,000 per year for staff below new minimums.*

Based on the survey of SANDAG staff, as directed by the Executive Committee, Option 1 is the preferred compensation package.

| <u>Options:</u> | <u>Compensation Costs</u> | |
|------------------------------------------------------|---------------------------|------------------------|
| | <u>Percent Increase</u> | <u>Amount Increase</u> |
| <u>Option 1 (Management Option):</u> | | |
| PERS 2.7@ 55 years of age retirement option | 2.6% | \$169,207 |
| Increase Cafeteria Plan Allowance \$100 per month | 1.7% | \$115,200 |
| Total Option 1 | 4.3% | \$284,407 |
| <u>Option 2 (Executive Committee Option):</u> | | |
| PERS 2.5@ 55 years of age retirement | 1.0% | \$ 74,602 |
| Increase Cafeteria Plan Allowance \$100 per month | 1.7% | \$115,200 |
| Salary increase of 2.0% | 2.0% | \$119,022 |
| Total Option 2 | 4.7% | \$308,824 |

SANDAG employees did not receive a compensation adjustment last year. Adjustments to SANDAG's compensation package have been made in only four of the last ten years, averaging less than one percent per year over this time period. The last compensation adjustment approved by the Board was in 2000.

Discussion

Retirement System Enhancement

SANDAG is a member of the state Public Employees Retirement System (PERS). The state legislature recently approved several new options for consideration by PERS member agencies. SANDAG's current retirement plan offers the two percent at 55 years of age option. The current cost to SANDAG is seven percent of payroll. Based upon current salaries, the cost is approximately \$456,000 per year.

Management evaluated actuarial valuations of each of the new options available from PERS (See Attachment 1). The 2.5% @ 55 option and the 2.7% @ 55 option would cost an additional 1% and 2.6%

respectfully of payroll. Both options, as you can see from the chart, would lock in these rates for the next 10 to 17 years. Under either plan, SANDAG should pick up the added costs for its employees. Only three Member Agencies (one PERS member and two non-PERS) currently require employees to pay a portion of their retirement contribution.

Some Member Agencies and other public agencies throughout the state are looking at the three percent at 60 option. In fact, three Member Agencies have already approved this option. SANDAG Management does not feel that, for SANDAG, an enhancement to this level is a cost-effective option, nor do we feel it is necessary, to retain existing or attract new employees. The three percent at 60 option would more than double retirement costs and, according to PERS actuary's opinion, can not be projected into the future.

Cafeteria Plan Increase

Currently, 14 of SANDAG's 19 member agencies provide their employees with a true cafeteria style benefit plan. The range of monthly allowance ranges from \$361 to \$541 per month. The average is \$485 per month. The five that do not have cafeteria style plans pay from \$465 to as much as \$1,198 per month towards employee/dependent health coverage. The average for these agencies is \$537 per month.

At the March 2002 Executive Committee meeting, staff reported that since the last adjustment of the cafeteria plan in 2000, health plan costs alone had increased an average of 15 percent. Although health insurance coverage is only one component of cafeteria plan choices, it is obviously the most popular and most expensive. At the Executive Committee's May meeting management reported that since the last Committee meeting, PERS had announced new health insurance rate increases. The new rates will average approximately 26% higher than current rates for a total increase of 41% since 2000. These new rates will dramatically impact staff to the extent that a significant number of the staff will be using far more than their current \$500 allowance to cover employee and dependent health insurance, dependent dental and vision insurance, life insurance, and other medical deductibles or child care expenses.

PERS also has eliminated some of the health plan choices previously available to staff. The monthly rates for the most inexpensive plan now available have gone from \$205 to \$295 for the employee only; from \$411 to \$592 for employee plus one dependent; and, from \$534 to \$770 for the employee plus two or more dependents.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Wayne Sink, (619) 595-5340; wsi@sandag.org

SANDAG

San Diego Association of Governments
401 B Street, Suite 800
San Diego, California 92101
(619) 595-5300 • Fax (619) 595-5305
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RESOLUTION

No. 2002-46

ADOPTION OF FY 2003 FINAL BUDGET AND PROVIDING FOR ALL AUTHORIZATIONS NECESSARY AND PERTINENT THERETO

WHEREAS, the SANDAG Joint Powers Agreement stipulates that the Board of Directors shall adopt a Final Budget no later than June 1st of each year; and

WHEREAS, Article 3, Section 132103 (a) of the enabling legislation (SB361) creating the San Diego County Regional Transportation Commission requires the adoption of an annual budget; and

WHEREAS, the Fiscal Year 2003 Final Overall Work Program was reviewed and approved by the Board as the basis, through this budget, for carrying forward the Overall Work Program for FY 2003; and

WHEREAS, the FY 2003 Final Program Budget anticipates reliance on federal, State of California and other funds which require certification of non-federal matching funds; and

WHEREAS, such required match is identified as being available from Transportation Development Act funds, member agency assessments, local assistance, and other local funds and in-kind services; and

WHEREAS, the Executive Director must be authorized to execute or continue agreements to lease or purchase materials, supplies, services and equipment for the fiscal year; and

WHEREAS, it is necessary to authorize the Executive Director to reimburse the San Diego Association of Governments for necessary administrative expenditures made on behalf of the Commission including Board of Directors expenses, SANDAG staff services, and contractual services necessary to carry out the legal, administrative, auditing, and investment management responsibilities of the Commission; NOW THEREFORE

BE IT RESOLVED by the Board of Directors of the San Diego Association of Governments of the San Diego Region and the Board of Directors serving as the San Diego County Regional Transportation Commission that:

a. The FY 2003 Final Program Budget, hereby incorporated by reference, is adopted in an amount estimated to be \$261,389,350 and that the SANDAG Auditor/Comptroller be and is hereby authorized to finalize the FY 2003 appropriations based on actual grant agreements/funding contracts executed, actual sales tax revenues, sales tax backed commercial paper proceeds, and interest earnings received pursuant to this budgetary authority, and the actual end-of-year carryover funds status as determined by the Auditor and Comptroller; and

b. Each member agency is hereby assessed its share of the amount shown on the enclosed member assessment schedule of the Budget which totals \$547,425 for the base SANDAG membership and \$170,000 for the Criminal Justice Clearinghouse assessment; and

c. The SANDAG Auditor and Comptroller is authorized to make such personnel changes, Position Classification and Salary Range Table adjustments, and other employee compensation package adjustments shown herein pending further amendments by the Board of Directors; and

d. The Productivity Incentive Bonus Program will continue as an ongoing program which applies to all regular staff members to recognize superior performance, based on merit, of identified performance goals and objectives; and

e. The SANDAG Executive Director is hereby authorized to submit grant applications or revenue claims in the amounts identified in this FY 2003 Final Program Budget subject to the final agreement of the funding agencies.

f. The SANDAG Executive Director is hereby authorized to execute grant agreements and all necessary documents and covenants required by granting agency laws, rules, and administrative regulations, and the SANDAG Board of Directors hereby certifies the required non-federal match to the above listed agencies and in the amounts necessary subject to SANDAG Auditor/Comptroller certification of funds availability; and

g. The SANDAG Executive Director is hereby authorized to enter into and/or continue agreements to purchase or lease materials, supplies, services, (including legal, investment management, financial advisor, and independent auditing services), and facilities and equipment for the fiscal year as identified herein, subject to Auditor and Comptroller certification of funds availability and approval by SANDAG General Counsel; and

h. The SANDAG Executive Director is hereby authorized to accept funds from Member Agencies to conduct Local Technical Assistance projects and is further authorized to enter into agreements for goods and services in any amount requested by the Member Agency as may be necessary to carryout the project; and

i. The Executive Director of SANDAG is hereby authorized to enter into and/or continue agreements to provide support services to the highway improvements program and to reimburse SANDAG for all costs incurred in providing said support services in the amounts estimated as follows:

| | |
|-------------------------------------|-------------|
| Right of Way Appraisals | \$1,500,000 |
| Design Engineering Services | \$500,000 |
| Program/Contract Management Support | \$75,000 |

And, BE IT FURTHER RESOLVED that a copy of this resolution and Final Program Budget be filed with the Clerk of each member agency.

PASSED AND ADOPTED this 24h day of May, 2002

CHAIRPERSON

ATTEST:

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.
ADVISORY/LIAISON MEMBERS: California Department of Transportation, Metropolitan Transit Development Board, North San Diego County Transit Development Board, U.S. Department of Defense, S.D. Unified Port District, S.D. County Water Authority, and Tijuana/Baja California/Mexico.

The attachment to this document can be obtained by contacting
SANDAG's Public Information Office at (619) 595-5347.

San Diego Association of Governments
BOARD OF DIRECTORS

May 24, 2002

AGENDA REPORT NO.: 02-5- **15**

Action Requested: INFORMATION

2002 SANDAG PUBLIC OPINION SURVEY RESULTS

Introduction

Included in SANDAG's Overall Work Program (OWP) is an outreach and citizen participation component designed to include the San Diego region's residents in the regional planning process and keep us aware of issues that concern the people who live here. At the same time, we are currently involved in specific work program activities best accomplished with direct input from the public. These activities include the update of the Regional Transportation Plan, gauging public awareness of SANDAG's *TransNet* and transportation demand management programs, and the development of a Regional Comprehensive Plan.

Earlier this year, SANDAG contracted with Godbe Research & Analysis to conduct a telephone survey of 500 randomly selected households throughout the region. A similar survey was conducted in 1998. The results of this survey indicate the current issues of regionwide importance and of most concern to the region's residents and allow the analysis of trends in opinions about regional issues since 1998. This information assists in developing SANDAG's programs and policies.

Discussion

The following discussion highlights the most significant findings from this study. Attachment 1, which is the Draft Executive Summary of the full report, provides more detail about each issue.

Report Card for the Region

This survey covered a wide range of topics and regional issues. These issues generally fall into four major categories - environment, economic health, transportation, and housing. The interviewer described each of these categories briefly and respondents were asked to assign each a letter grade (A through F). Residents gave the 'Economic health of the region' and the 'Environment of the region' each a B. The 'Transportation system of the region' received a C+ and 'Housing in the region' received a C-. These grades are generally more positive than those given by respondents in the REGION2020 survey conducted of people directly involved in SANDAG's committees and working groups in 2000.

Satisfaction with the Region and Local Community

More than 90 percent of respondents are very (62%) or somewhat (29%) satisfied with the San Diego region as a place to live. This number did not significantly differ from the finding of the 1998

study. However, 80 percent indicated that their quality of life with respect to their local community is either excellent or good, representing a six percentage point decrease from the 1998 survey.

The Region's Number One Problem

Residents were asked in an open-ended format to indicate what they think is the region's number one problem. The most popular responses are: traffic (25%), affordability of housing (16%), and overcrowding as a result of population growth (16%). Comparing results from the 1998 study reveals a considerable increase in the mention of affordable housing and a decrease in the mention of overcrowding and crime.

Importance of and Satisfaction with Regional Efforts

Eleven specific issues were presented to respondents, who were asked to indicate their perceived importance to the region's residents and their satisfaction with current efforts to address them. Issues that residents feel are in the greatest need of attention (highest importance and lowest satisfaction) are: making housing more affordable, reducing traffic congestion, protecting beaches from pollution, providing better public transportation services, reducing wait times at the border, and keeping agricultural land.

Priorities for Tax Dollars

Respondents assigned a priority level for tax dollars for 13 projects. The highest priorities are protecting the environment from pollution and improving freeways in the region. Improving local streets and roads, creating more programs for high-risk youth, more funding for affordable housing programs, and providing more police protection also are high priorities.

Growth and Housing

Well over half of respondents agree that the government should not promote nor limit growth, but plan for it. Eleven percent think government should not plan for growth, but cope with what occurs. This represents a significant decrease since 1998 in the percentage of respondents who feel government should plan for growth (58% in 2002, 68% in 1998) and an increase in those who think government should just cope with growth as it occurs (5% and 11%).

Respondents are split on the issue of future home building and neighborhood design. Forty-eight percent of respondents agree that 'Most new housing developments should continue to feature single-family homes in areas of the region that are separate from shops and office space, resulting in a more spread-out design', compared with 42 percent who agree that, 'New housing developments should include condos, townhouses, and apartments mixed in with shops and office space, resulting in a more compact design'.

When asked to indicate factors in choosing their current home, affordability, neighborhood safety, and overall design of the home are the most important features. Location relative to the job was rated fourth. The lowest rated items are the property's location relative to shopping and public transit. However, more than 80 percent agree that a mixture of land uses and access to public transportation makes a more desirable place to live.

Commute Behavior and Mode Choice

About half (48%) of the residents surveyed have used public transit in the past 12 months. Thirty-nine percent indicated they have used the Trolley, 27 percent have used the bus, and ten percent have used the Coaster.

Approximately 58 percent of residents commute on a regular basis to work and/or school. Of those who regularly commute, 76 percent usually drive alone. Eleven percent primarily carpool, and ten percent use public transit.

The average commute time from home to work is 25.4 minutes, up from 24 minutes in 1998. Sixty-nine percent of commuters said they get from their home to their commute destination in less than 30 minutes.

Approaches to Relieving Traffic Congestion

Respondents were asked to evaluate the effectiveness of ten potential approaches to relieving traffic congestion during commute times. The most effective approaches are thought to be: flexible work hours, telecommuting, adding lanes to existing freeways, and additional public transportation.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Karen Lamphere (619) 595-5355, kla@sandag.org

Funds are budgeted in Overall Work Program #1.03

SAN DIEGO REGION PUBLIC OPINION SURVEY 2002

DRAFT EXECUTIVE SUMMARY

The San Diego Region Public Opinion Survey was conducted in early 2002. The survey was conducted by telephone of a random sample of 500 the region's households. Interviews were conducted at varying times of day and days of the week to ensure that residents had an equal opportunity to participate in the study. Bilingual (English/Spanish) interviewers were available at all times.

Generally speaking, residents are quite satisfied with their quality of life in the San Diego region. When asked about the region as a whole or about their local community, few residents indicated they are unhappy. However, as this study and recent studies conducted for SANDAG indicate, the issues of traffic on local streets and freeways, growth and overcrowding, and availability of affordable housing are becoming more prevalent in residents' minds. Other issues that surfaced as perceived priorities throughout the region include: protecting the environment (particularly the beaches) from pollution, improving public transportation services, creating more programs for high risk youth, reducing wait times at the border, and keeping agricultural land.

Priorities in the San Diego Region

As this study covered a broad range of regional issues across a variety of dimensions, the results provide a snapshot of residents' opinions of current conditions, unmet needs, and perceived priorities for the future. What follows is a brief discussion of the top three priorities that surfaced in this study: Traffic, Housing and Population Growth, and the Environment.

Traffic

As identified in this study and nearly all regional studies conducted over the last ten years, traffic congestion on freeways and on local streets and roads is the number one issue affecting quality of life in the San Diego region. Despite continued efforts to improve traffic conditions in the region, the rate of growth has persisted in outpacing funding for transportation improvements. Assuming the *TransNet* sales tax¹ will expire in 2008 and that other sources, such as the gas tax, remain stable, SANDAG recently estimated that there would be a \$12 billion deficit in funding identified in the 2020 Regional Transportation Plan for transportation improvements, operations and maintenance through 2020.

When residents were asked about the most preferred approaches to relieving traffic congestion, the top responses were Transportation Demand Management (TDM) measures. Among commuters in the San Diego region, the most popular were flexible work hours and telecommuting, followed by

¹In 1987, voters approved Proposition A, now called *TransNet*, which provided a one-half percent sales tax increase dedicated to transportation projects for a period of 20 years.

adding lanes to existing freeways and providing additional public transit options. Employer incentives and sponsored programs also were very popular.

SANDAG's 2030 Regional Transportation Plan (2030 RTP) identifies the need to develop a comprehensive program for addressing transportation demand on freeways and local streets and roads, especially during peak traffic hours. The overarching goals of the program are to encourage multi-modal travel and an increased efficiency in the use of transportation infrastructure. This plan includes both short term solutions of working with employers to identify demand-based solutions and seek their assistance, and long term solutions of providing communities with land uses and urban design that support alternative modes of transportation, such as carpooling, public transit, biking, and walking.

In this study and nearly all studies that have asked about commuters' rationale for their mode choice, the primary factor in determining mode choice is the perceived *convenience* of the mode. The 1999 study, *Road Signs: Getting Around the Region* conducted for SANDAG by Strategic Consulting and Research looked at rationale for not carpooling regularly and motivators for encouraging carpooling. The inability to find carpool partners was a top factor for not regularly carpooling, and assistance in finding carpool partners was mentioned most often as an encouraging factor to carpool more often. This aspect of carpooling is obviously directly related to the *convenience* of that mode, and is a main component of RideLink, an integrated effort to reduce drive-alone rates by offering a range of TDM programs for commuters and employers sponsored by SANDAG.

Of course, the program is only useful to the extent that employers are aware of it and are willing to embrace the tasks involved. The Employer Transportation Incentive Survey conducted in 1999 found that awareness was quite low among employers in the region. The findings of this study and other related studies maintain that the approach of the RideLink program is on target for increasing usage of alternative transportation methods (like carpooling), but its success certainly hinges on the effectiveness of current education and outreach efforts.

Housing and Population Growth

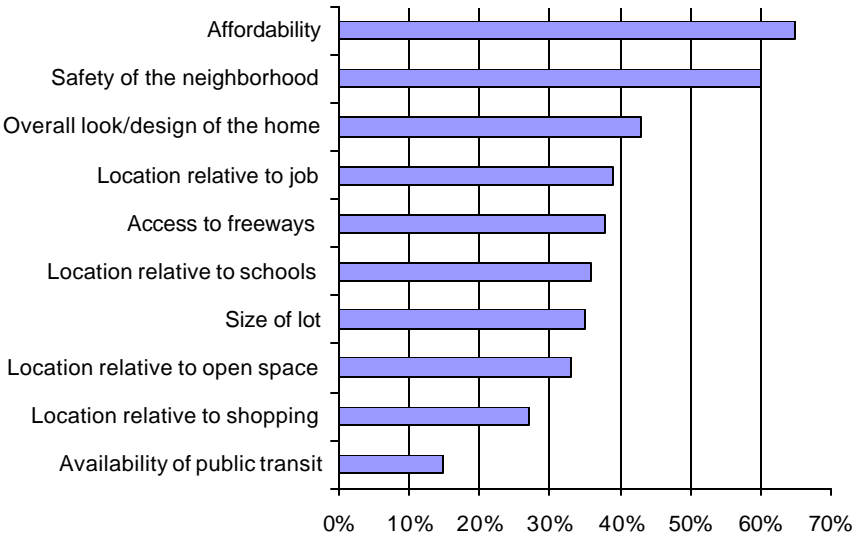
Affordable housing and population growth also rose to the top of the important issues identified in the study. Residents showed great concern about the availability of the region's open space; including parks, canyons, sensitive habitats, and agricultural land. As SANDAG is aware, the region needs to continue to take steps to reverse the negative effects of sprawl and create livable, sustainable communities. More than 70 organizations support this concept and have signed on in support of "smart growth" which encourages mixed-use development near transit facilities.

Some of the many components of smart growth include: attracting high value jobs to communities, linking education and training to the local job market, increasing supply and providing a variety of housing types for residents of all incomes, locating new homes closer to transportation systems, services, and jobs, designing transit systems to connect employment centers, commercial and residential areas, airports, universities, hospitals, and recreation, and providing convenient bike and pedestrian access to activity centers and transit stations.

Of course, as SANDAG officials (and officials of many other regional planning agencies) understand, changing the region's development patterns requires a great deal of effort and public support. In this study, residents were closely split on the topic of dense, mixed housing versus spread out, primarily single family housing, with a slight edge to the latter. And although the majority of respondents felt that the best approach for dealing with population growth was to neither promote nor limit it, but to effectively plan for it, this percentage decreased nearly eight percentage points since 1998.

It appears that when selecting a home, "smart growth" features are less important than others. When asked to indicate factors in choosing their current home, affordability, neighborhood safety, and overall design of the home were the most important features. The lowest rated items were the property's location relative to shopping and public transit. However, at the same time, more than 80 percent agreed that a mixture of land uses and access to public transportation makes a more desirable place to live. Clearly, there exists a need to inform the public on the benefits of smart growth strategies, to identify its objectives, and to clarify possible misunderstandings that may exist.

Factors in Selecting Current Home
(Percent indicating 'very strong factor')



Environment

As traffic, population growth, and affordability and availability of housing are all related, it's not surprising to find that concerns about the environment surface as a top issue as well. The San Diego region's population continues to grow, and at the same time it has more rare, threatened, and endangered plant and animal species than any similar land area in the continental United States - recent ecological studies have identified the region as a major 'hot spot' for biodiversity and species endangerment. This combination of population growth, high biodiversity, and large numbers of

rare and unique species has often brought this issue to the front pages of local newspapers, local newscasts, and of course, the forefront of the residents' minds.

SANDAG's environmental planning activities concentrate on preserving open space, maintaining the regional shoreline, protecting and restoring streams and rivers, ensuring clean water, and managing waste. The survey found that residents were pleased with the efforts to encourage recycling, protect open space, and replenish sand on the beaches, with at least three-quarters of those who offered an opinion indicating they were satisfied. Additionally, when asked about priorities for tax dollars, protecting the environment from pollution was the highest priority of 13 projects tested (the list included freeway and local street and road improvements, affordable housing programs, and increasing police programs).

Other Key Findings

Satisfaction with the Region

More than 90 percent of respondents indicated they were either very (62%) or somewhat (29%) satisfied with the San Diego region as a place to live. As shown in the table below, the percentage of very or somewhat satisfied residents did not statistically differ from the percentage found in the 1998 study².

Satisfaction with the San Diego Region as a Place to Live

| | 1998 | 2002 | 98 to 02 Change |
|--------------|-------|-------|-----------------|
| Sample Size | 509 | 499 | |
| Satisfied | 93.7% | 91.9% | -1.9% |
| Dissatisfied | 6.3% | 8.1% | 1.9% |

When asked what the future holds for San Diego, 26 percent of respondents felt it would be a better place than it is now, whereas 32 percent thought it would be worse. Forty percent felt things would remain the same as they are now.

Aspects of Local Communities

Respondents were also asked to rate the quality of several specific aspects of their local community. Quality of life was rated quite highly with 80 percent indicating it was either excellent or good. Walkways and sidewalks also received positive ratings with approximately two-thirds (65%) giving them an excellent or good rating in their community. Not surprisingly, traffic was rated much lower. Just 23 percent of respondents felt that traffic conditions on the freeways were excellent or good.

² We cannot conclude that opinions have changed over time unless the differences are statistically significant, which was determined using standard statistical tests. Opinions that have changed are indicated in bold and include a note **bolded percentages significant at P < 0.05**.

'Traffic conditions on local roads' was the second-lowest rated item, with about one-third (35%) indicating conditions were excellent or good.

The table below shows that of the items tested from the 1998 survey, 'overall quality of life' and 'public transportation' received a significantly lower percentage of 'excellent' and 'good' ratings in this study.

Aspects of the Local Community

| | 1998 | 2002 | 98 to 02 Change |
|-----------------------------------|--------------------|--------------------|--------------------|
| | Excellent/ Good | Excellent/ Good | |
| Overall quality of life | 85.4% | 79.7% | -5.8% |
| Governmental leadership | 43.3% | 47.2% | 4.0% |
| Public transportation | 52.0% | 42.6% | -9.4% |
| Traffic conditions on local roads | 35.6% | 34.6% | -1.0% |
| Traffic conditions on freeways | 23.3% | 22.8% | -0.5% |

Bolded percentages are significant at $p < 0.05$.

Economic Prosperity

Respondents were asked to think about their and their family's financial status now and in the future. Overall, forty-one percent felt they were financially better off now than they were a year ago, compared with only 16 percent who said they were worse off. Similarly, 48 percent felt they would be better off a year from now compared with only seven percent who thought they might be worse off.

Agreement with Statements about the Region

Respondents were presented with 13 statements covering a variety of topics in the region and were asked to indicate whether they agreed or disagreed with each statement. Notably, 84 percent agreed that 'San Diego needs a first class public transit system to meet the region's increasing travel needs', 81 percent agreed that 'A mixture of land uses and access to public transportation make a more desirable place to live.' Fifty-eight percent agreed, 'Lindbergh Field Airport should be expanded to accommodate more passenger traffic.' Thirty-nine percent agreed that '[They are] considering leaving San Diego because housing is too expensive', and 29 percent agreed '[They are] considering leaving San Diego because of changes related to growth.'

The Region's Report Card

Near the completion of the survey, respondents were presented with four general issues covered throughout the interview and were asked to assign each a letter grade (A through F, with the option to specify with a plus or minus for any grade except F). On average, residents gave the 'Economic health of the region' and the 'Environment of the region' each a B-. The 'Transportation

system of the region' received a C+ and 'Housing in the region' received a C-. These grades are generally more positive than those given by respondents in a survey conducted of people directly involved in SANDAG's committees and working groups in 2000.

The Region's Number One Problem

Residents were asked, in an open-ended format, to indicate what they thought was the region's number one problem. As respondents were allowed to mention any issue, without being restrained to a list to choose from, the responses to this question illustrate the top of mind issues of residents in the region. Three main areas surfaced among responses: traffic (25%), affordability of housing (16%), and overcrowding as a result of population growth (16%). Other popular responses included the cost of living (8%), crime and gangs (7%), and public services falling behind the pace of growth (6%). Comparing results from the 1998 survey (see the following table³) reveals a considerable increase in the mention of a shortage of affordable homes, and a decrease in mention of overcrowding and crime.

San Diego Region's Number One Problem

| | 1998 | 2002 | 98 to 02 Change |
|-----------------------------------------------------------------|-------|-------|-----------------|
| Sample Size | 473 | 459 | |
| Traffic on freeways/local roads | 27.3% | 26.8% | -0.5% |
| Population growth/overcrowding | 25.4% | 17.5% | -7.9% |
| Lack of affordable homes | 1.3% | 17.3% | 16.0% |
| Crime/gangs | 14.0% | 7.7% | -6.2% |
| Public services can't keep up with growth (police, fire, roads) | 3.4% | 6.0% | 2.6% |
| Government | 6.6% | 3.8% | -2.8% |

Bolded percentages are significant at $p < 0.05$.

Importance of and Satisfaction with Issues in the Region

Following the open-ended question asking the region's number one problem, a list of 11 specific issues was presented to respondents who were asked to indicate the perceived importance of each issue to people in the region, as well as their satisfaction with current efforts to address each issue. The highest levels of importance were assigned to making housing more affordable, reducing crime, protecting the beaches from pollution, and reducing traffic congestion. The highest levels of satisfaction were assigned to encouraging recycling, encouraging new businesses to come to San

³The 1998 analysis of this question did not include responses of 'not sure or don't know' in the percentage calculations. Thus, for comparison purposes, responses of 'not sure or don't know' have been omitted for this table. As a result, the 2002 percentages here are slightly higher than those presented elsewhere in this report.

Diego, replenishing sand on the beaches, protecting parks, canyons, and other open space, and reducing crime.

Looking at the *average* importance and *average* satisfaction scores for each issue, a ratio was created that depicts the discrepancy between the two dimensions. The lower the ratio score, the higher the perceived need (given the discrepancy between importance and current satisfaction with the item). The table below presents these ratios. The issues that residents felt were in the greatest need of attention (highest importance and lowest satisfaction) were: making housing more affordable, reducing traffic congestion, protecting beaches from pollution, providing better public transportation services, reducing wait times at the border, and keeping agricultural land.

**Satisfaction -
Importance Ratios for Regional Issues**

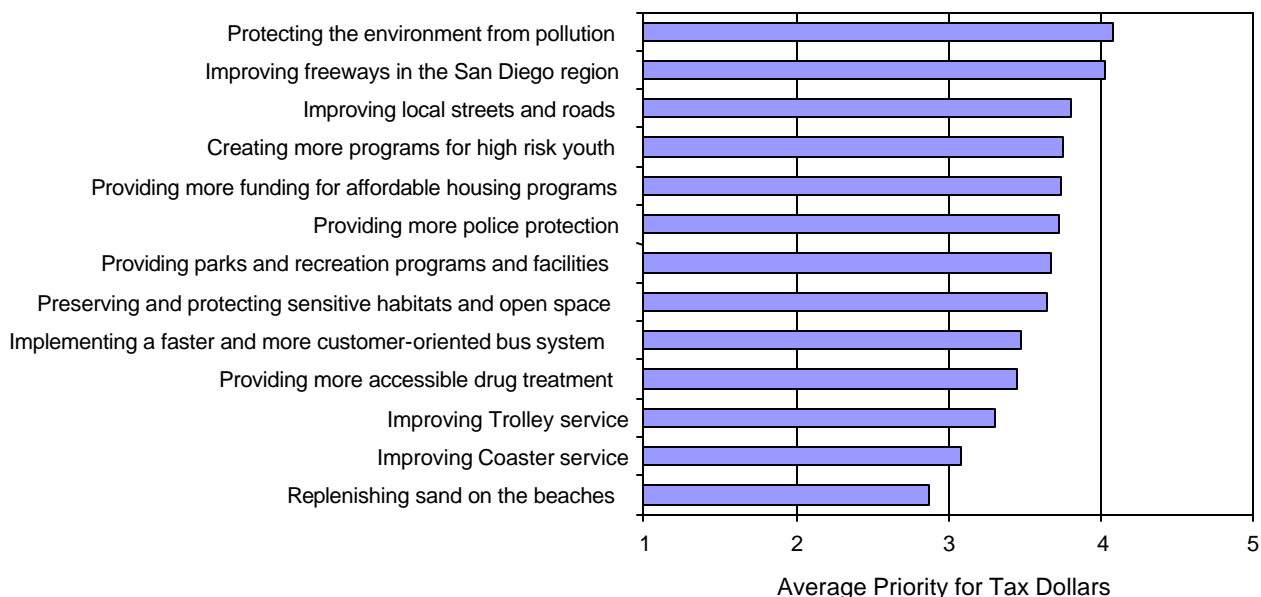
| | Satisfaction | Importance | Ratio |
|-------------------------------------------------|--------------|------------|-------|
| Making housing more affordable | -0.49 | 2.29 | -0.21 |
| Reducing traffic congestion | -0.32 | 2.23 | -0.14 |
| Protecting beaches from pollution | 0.20 | 2.26 | 0.09 |
| Providing better public transportation services | 0.27 | 1.88 | 0.14 |
| Reducing wait times at the border | 0.21 | 1.39 | 0.15 |
| Keeping agricultural land | 0.31 | 1.95 | 0.16 |
| Reducing crime | 0.56 | 2.27 | 0.25 |
| Protecting parks, canyons, and other open space | 0.61 | 2.09 | 0.29 |
| Encouraging recycling | 0.73 | 2.08 | 0.35 |
| Encouraging new businesses to come to San Diego | 0.65 | 1.83 | 0.36 |
| Replenishing sand on the beaches | 0.62 | 1.52 | 0.41 |

Priorities for Tax Dollars

Respondents assigned a priority level (between 1 and 5) for tax dollars for 13 projects. As shown in the following figure, the highest priorities for tax dollars overall were protecting the environment from pollution, improving freeways in the region, improving local streets and roads, and creating more programs for high risk youth. The lowest priority of the 13 projects was replenishing sand on the beaches.

Priorities for Tax Dollars in the Region

(1 = low priority; 5 = high priority)



Housing and Population Growth

The survey included two specific questions about growth and development in the region. When asked how they felt the government should deal with population growth, 58 percent agreed that the government should not promote nor limit growth, but plan for it, compared with 18 percent who felt growth should somehow be limited and ten percent who felt the government should promote growth. Interestingly, as the table below illustrates, there was a significant decrease since 1998 in the percentage of respondents who felt the government should plan for growth and an increase in those who felt the government should just cope with growth as it occurs.

Preferred Government Approach for Population Growth

| | 1998 | 2002 | 98 to 02 Change |
|--------------------------------------------------|-------|-------|-----------------|
| Sample Size | 499 | 482 | |
| Actively limit growth | 18.4% | 18.3% | -0.2% |
| Actively promote growth | 8.4% | 10.3% | 1.9% |
| Do not promote or limit growth, but plan for it | 68.3% | 60.5% | -7.8% |
| Do not plan for growth, but cope with what comes | 4.8% | 10.9% | 6.1% |

Bolded percentages are significant at $p < 0.05$.

To assess public opinion about the future of home building and neighborhood design, the survey presented respondents with two general opinions. After hearing each, respondents were asked to choose the one that was closer to their own. Forty-eight percent agreed, 'Most new housing developments should continue to feature single-family homes in areas of the region that are separate from shops and office space, resulting in a more spread-out design', compared with 42 percent who agreed, 'New housing developments should include condos, townhouses, and apartments mixed in with shops and office space, resulting in a more compact design'. The responses to this question were examined by various demographic characteristics to see if certain population groups feel differently than others. There were few differences, however, it appears that younger adults (those under age 35) are much more strongly in favor of a spread-out design than the older population (55% and 42%, respectively). Conversely, the compact design was selected by 49 percent of the older population and 36 percent of those under age 35.

Fifty-five percent of respondents indicated they own their home and 42 percent currently rent. Fifty-nine percent of respondents reside in a single family detached home, 25 percent live in an apartment, 12 percent live in a condo, and four percent live in a mobile home. The most important factors cited in choosing their current home included affordability, the safety of the neighborhood, and the overall look and design of the home. Availability of public transit was a much less influential aspect than the other nine potential factors tested.

Commute Behavior and Mode Choice

The survey contained several questions regarding commute behavior and mode choice. Over half (52%) of the residents surveyed indicated they had not used public transit in the past 12 months, whereas 39 percent indicated they had used the trolley, twenty-seven percent had used the bus, and ten percent had used the Coaster.

The study found that approximately 58 percent of residents commuted on a regular basis to work and/or school. Of those who regularly commute, 76 percent indicated that they primarily drive alone for this commute. Eleven percent said they primarily carpool, and 10 percent use public transit.

Respondents were also asked about possible reasons for choosing their primary transportation method. Considering convenience, travel time, work schedule, commuting cost, and financial incentives offered by an employer or other agency, convenience was by far the most important factor, overall. Interestingly, those who primarily carpooled rated 'convenience' somewhat higher than those who primarily drove alone.

Half of the commuters surveyed said they leave home between 6:00 am and 7:30 am for work or school. The most common 30-minute window is between 7:00 am and 7:30 am.

The average commute time from home to work, overall, was 25.4 minutes, up from 24 minutes in 1998. Sixty-nine percent of commuters said they get from their home to their commute destination in less than 30 minutes. Twenty-four percent travel for 30 to 59 minutes, and six percent commute for more than an hour one-way. Respondents whose commute was greater than 30 minutes were asked about three possible trade-offs to reduce their commute. Fifty-five percent said they would work from home if their employer allowed it, 53 percent said they would move to a different home (which was a 26% increase from 1998), but only 12 percent said they would accept a job with a 15 percent pay cut.

Approaches to Relieving Traffic Congestion

Residents were asked to evaluate the effectiveness of ten potential approaches to relieving traffic congestion during commute times. The responses were coded according to an effectiveness scale of 'very effective' = 2; 'somewhat effective' = 1; and 'not at all effective' = 0. The responses were then aggregated to form a mean for the level of effectiveness assigned for each proposed solution. The figure below shows that residents favor flexible work hours, telecommuting, adding lanes to existing freeways, and additional public transportation as the most effective solutions, overall.

Perceived Effectiveness of Methods to Reduce Congestion
(0 = 'not at all effective'; 2 = 'very effective')

