

## 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  
*Mayor Pro Tem, 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, June 28, 2002

9 a.m.

SANDAG

401 B Street, 7<sup>th</sup> Floor  
San Diego, CA

## AGENDA HIGHLIGHTS

- STRENGTHENING REGIONAL GOVERNANCE
- REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
- SR 125 GAP AND CONNECTOR
- INDICATORS OF SUSTAINABLE COMPETITIVENESS
- ELECTION OF BOARD OFFICERS

## 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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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.

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# BOARD OF DIRECTORS AGENDA

Friday, June 28, 2002

ITEM #		RECOMMENDATION
+ 1.	MINUTES OF THE MAY 24, 2002 SANDAG MEETING	APPROVE
+ 2.	SUMMARY OF JUNE 14, 2002 POLICY DEVELOPMENT BOARD MEETING	APPROVE
+ 3.	DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES	APPROVE
+ A.	EXECUTIVE COMMITTEE MEETING (June 14, 2002)	
+ B.	TRANSPORTATION COMMITTEE MEETING (June 13, 2002)	
+ C.	REGIONAL PLANNING COMMITTEE MEETING (May 30, 2002)	
+ D.	BORDERS COMMITTEE MEETING (May 17, 2002)	
E.	BORDERS COMMITTEE MEETING (June 21, 2002) (The Actions from this meeting will be provided prior to the June 28, 2002 meeting.)	
4.	ADDITIONS AND DELETIONS	

## CONSENT ITEMS (4 through 15)

+ 5.	NONDISPOSAL FACILITY ELEMENT AMENDMENT (Resolution 2002-49) (Nan Valerio)	APPROVE
	<p>SANDAG, as the Integrated Waste Management Task Force, is asked by its Technical Advisory Committee to approve an amendment to the region's Waste Management Plan, Nondisposal Facility Amendment. The amendment will add a Commercial Nursery composting site to the region's list of facilities in the City of San Diego for waste diversion programs.</p>	
6.	TRANSPORTATION DEVELOPMENT ACT (TDA) (Sookyung Kim)	APPROVE
+ A.	FY 2002 CLAIM AMENDMENTS (Resolutions 2002-54 and 2002-55) <p>TDA claim amendments requested for the Metropolitan Transit Development Board (MTDB) along with bicycle and pedestrian projects are recommended for approval.</p>	
+ B.	FY 2003 ALLOCATIONS (Resolutions 2002-56 through 2002-60) <p>TDA allocations to support the public transit and bicycle and pedestrian projects in FY 2003 are recommended for approval along with State Transit Assistance (STA) funds.</p>	

- + 7. APPROVAL OF JOBS ACCESS REVERSE COMMUTE GRANT APPLICATION BY METROPOLITAN TRANSIT DEVELOPMENT BOARD AND NORTH COUNTY TRANSIT DISTRICT (Resolution 2002-47) (Nan Valerio) APPROVE

Approval will support the applications of MTDB and NCTD for federal funds for transit services that are especially helpful for Welfare to Work and other low income workers. SANDAG approval, as the Metropolitan Planning Organization (MPO), is required by the federal regulations for the Job Access Reverse Commute grant program.

- + 8. RESOLUTION OF SUPPORT FOR A CONTINUED AND STABLE FUNDING SOURCE FOR AMTRAK (Resolution 2002-53) (Julianne Nygaard, Chair, LOSSAN Rail Corridor Agency; Linda Culp, SANDAG Staff) APPROVE

Amtrak provides intercity passenger rail services that connect San Diego with other California coastal cities, as well as the rest of the nation. The Pacific Surfliner Corridor, which stretches from San Diego to Los Angeles to San Luis Obispo, is Amtrak's second busiest nationwide, and carries more than 4 million passengers annually. Amtrak and Caltrans have invested \$1.5 billion in California intercity passenger rail service over the past ten years. However, the future of Amtrak remains uncertain and the SANDAG Board is being asked by LOSSAN to support a federal appropriation to keep Amtrak operating over FY 2003 and to develop a stable funding source for both capital and operations.

- + 9. RESPONSES TO THE SAN DIEGO COUNTY GRAND JURY REPORTS (Eric Pahlke) APPROVE

- A. "REGIONAL TRANSPORTATION PLANNING – DOES IT EXIST?"
- B. "TRANSPORTATION IN NORTH COUNTY – DEAD ENDS AND LACK OF FORESIGHT"

The Executive Committee recommends Board approval of the responses to the findings and recommendations to SANDAG from the two San Diego County Grand Jury reports on transportation.

- + 10. HIGHWAY NOISE BARRIER PROGRAM - PROJECT FUNDING (Mayor Shirley Horton, Chair, Transportation Committee; Richard Chavez, SANDAG Staff) APPROVE

In November 2001, the SANDAG Board of Directors adopted a revised Highway Noise Barrier Policy and set aside nearly \$2 million of 2002 State Transportation Improvement Program (STIP) funds for noise barrier projects. The Transportation Committee is recommending that funds be allocated to three noise barrier projects, one in La Mesa along SR 94 and two in Oceanside along I-5.

- |       |  |                         |
|-------|--|-------------------------|
| + 11. | PROGRESS REPORT ON TRANSPORTATION PROJECTS (Jose Nuncio)   | INFORMATION             |
|       | <p>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 <i>TransNet</i> one-half percent local sales tax and other local, state, and federal sources fund these projects.</p>  |                         |
| + 12. | FY 2003 WEIGHTED VOTING FORMULA (Wayne Sink)   | INFORMATION             |
|       | <p>The SANDAG Joint Powers Agreement requires that the weighted vote be recomputed effective July 1st of each year. The enclosed report shows the weighted vote each member agency will have during FY 2003.</p>   |                         |
| + 13. | EXECUTIVE DIRECTOR PERFORMANCE REVIEW (Ramona Finnilla, Chair)   | APPROVE                 |
|       | <p>Pursuant to the employment agreement with the Executive Director, an annual evaluation is required. If the Executive Director's performance is deemed to have been satisfactory over the past year, his contract amount is automatically revised. The Executive Committee has determined that this requirement has been met. In addition, the Executive Committee recommends that the Executive Director be provided a bonus award as is currently available to all staff in the amount of 7 percent of current base salary based on accomplishment of performance goals over the past year. Attachment 1 is the Executive Director's Performance Review for the past year (July 2001 to July 2002). Attachment 2 presents the objectives for the Executive Director for the coming year.</p> |                         |
| + 14. | RESOLUTIONS TO AMEND SANDAG'S CONTRACT WITH THE CALIFORNIA PUBLIC EMPLOYEES RETIREMENT SYSTEM (CalPERS) (Wayne Sink)   | APPROVE                 |
|       | <p>In accordance with last month's Board action, approval of these resolutions will authorize the agency's contract with CalPERS to be amended to provide for Domestic Partner Health Benefit Coverage and will notify CalPERS of the Board's intent to change its employee's retirement benefit plan. Final approval by the Board will be necessary at next month's meeting.</p>  |                         |
| + 15. | PROPOSED AMENDMENT TO SANDAG'S CONFLICT OF INTEREST CODE (Julie Wiley)   | ACCEPT FOR DISTRIBUTION |
|       | <p>The Board's approval for release of the proposed amendment to SANDAG's existing Conflict of Interest Code would commence the public comment period required for updates to Appendix A of SANDAG's Code.</p>   |                         |

## PUBLIC COMMENTS/COMMUNICATIONS

16. 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

17. INTRODUCTION OF HON. JUAN VARGAS, MAYOR OF THE CITY OF TECATE, MEXICO

18. RECOGNITION OF CAPT GARY ENGLE, USN, CIVIL ENGINEER CORPS

For more than two years, Captain Engle has served admirably as a member of the SANDAG Board of Directors, representing the U.S. Department of Defense. SANDAG wishes the captain fair winds and following seas as he assumes his new assignment in Virginia as the Chief Staff Officer for the 1<sup>st</sup> Naval Construction Battalion Division.

19. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO)

- A. PRESENTATION OF APPRECIATION TO MICHAEL BIXLER, PAST CHAIR, COBRO

Michael Bixler's leadership as Chair for six years has made COBRO the leading and most recognized group on binational regional issues, and is the only committee of its kind in the region. Its annual conferences served as a catalyst to address the most important issues on the binational agenda.

- B. ANNUAL COBRO SUMMER CONFERENCE

The topic for this year's conference is "Border Infrastructure Needs and Financing; Challenges and Opportunities." The conference will take place on Friday, July 19, 2002. SANDAG's Board Members and Alternates will receive invitations.

- + 20. REGIONAL ENERGY POLICY ADVISORY COMMITTEE (Dick Ramos, Member, San Diego Regional Energy Office Board) APPOINT

The San Diego Regional Energy Office has requested that SANDAG appoint a representative from the cities in south, east, north county inland, and north county coastal subregions to serve on the Committee. The Regional Energy Policy Advisory Committee provides public and expert input to the development of the Regional Energy Strategy, scheduled for consideration by SANDAG this fall.

- + 21. ELECTION OF BOARD OFFICERS: REPORT OF THE NOMINATING COMMITTEE (Councilmember Kellejian) ELECT

The nominating committee will report on nominations for Board Officers for the coming year.

## REPORTS

22. LEGISLATIVE UPDATE: SB 1703 (PEACE) AND AB 2095 (KEHOE) – SAN DIEGO REGIONAL AGENCY LEGISLATION STATUS AND AMENDMENT (Mayor Pfeiler) APPROVE
- Status of the bills and any actions related to them will be reported on. Additionally, the Board will be asked to consider a proposed amendment regarding the public vote which would provide for a vote on the issue of the authority to implement regionally significant transportation projects in March 2004.
- + 23. **PUBLIC HEARING:** 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Resolution 2002-52) (Mayor Shirley Horton, Chair, Transportation Committee; Sookyung Kim, SANDAG Staff) ADOPT
- The Transportation Committee recommends adoption of the 2002 Regional Transportation Improvement Program (RTIP) and Air Quality Conformity Determination. The RTIP is a multi-year program of proposed major highway, local street and road, transit, and non-motorized transportation projects, including the *TransNet* Program of Projects for the five-year period from FY 2003 to FY 2007.
- + 24. **PUBLIC HEARING:** ESTABLISHING THE COMMISSION'S APPROPRIATIONS LIMIT AND BUDGET FOR FISCAL YEAR 2003 (Resolution RC2002-5) (Wayne Sink) ADOPT
- Board action would establish the San Diego County Regional Transportation Commission's FY 2003 annual appropriations limit and adopt the FY 2003 Commission Budget. State law allows for the establishment of an annual appropriations limit and the Commission's enabling legislation requires the adoption of an annual budget.
- + 25. STATE ROUTE 125 GAP AND CONNECTOR BUDGET INCREASE (Resolution RC2002-6) (Mayor Shirley Horton, Chair, Transportation Committee; Dean Hiatt, SANDAG Staff) APPROVE
- California Transportation Ventures (CTV) has requested an additional \$8.36 million to fund cost increases on the SR 125 Gap and Connector project between SR 54 and the Sweetwater segment of SR 125 currently under construction, and from the SR 125 Toll Road, north to SR 54. The additional funding is for higher costs for right-of-way, water quality monitoring, and inflation adjustments caused by delays in obtaining certification by the Regional Water Quality Control Board, a lack of a freeway agreement between Caltrans and the County, and contract negotiations. The Transportation Committee reviewed this request at their June 13, 2002 meeting and recommends Board approval of a new budget of \$138.58 million with the stipulations outlined in the report.

- + 26. *PLANNING AND DESIGNING FOR PEDESTRIANS, MODEL GUIDELINES FOR THE SAN DIEGO REGION* (Mayor Mary Sessom, Chair, Walkable Community Advisory Committee (WCAC); Stephan Vance, SANDAG Staff)

In April 2002, the SANDAG Board of Directors accepted the draft pedestrian design guidelines for distribution. The purpose of the guidelines is to create a model that local agencies can use in developing planning and design standards that foster walkable communities. A summary of comments received on the draft guidelines and responses to those comments is included in the report. The Transportation Committee and the WCAC recommend Board approval of the pedestrian design guidelines.

APPROVE
- + 27. *SAN DIEGO'S INDICATORS OF SUSTAINABLE COMPETITIVENESS* (Mayor Mickey Cafagna and Julie Meier-Wright, President, Regional Economic Development Corporation, Co-Chairs, Competitive Index Advisory Committee; Marney Cox, SANDAG Staff)

This item presents the findings from the Competitiveness Index Advisory Committee work to evaluate San Diego's performance compared to 20 other metropolitan areas. This study combines performance indicators of the Economy, the Environment, and Equity into one Index that measures a region's competitive position and whether that position is balanced and sustainable. At their May 29, 2002 meeting, the Competitive Index Advisory Committee recommended that the Board accept the report for distribution.

ACCEPT FOR DISTRIBUTION
- + 28. *SANDAG TRANSPORTATION MARKETING, PUBLIC OUTREACH AND INVOLVEMENT PROGRAM* (Garry Bonelli)

This report highlights the work being undertaken by SANDAG to provide public outreach and involvement for the draft 2030 Regional Transportation Plan, public information about the *TransNet* program, and marketing the agency's RideLink transportation demand management programs.

INFORMATION

ADJOURNMENT

GARY L. GALLEGOS  
Executive Director

+ next to an agenda item indicates an attachment

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT No.: 02-06- **1**

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

May 24, 2002

Chairwoman Finnila called the meeting of the SANDAG Board of Directors to order at 9:08 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 ..... Lori Pfeiler, Mayor  
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 E. 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

1. MINUTES OF APRIL 26, 2002 SANDAG MEETING (**APPROVE**)

Action: Lemon Grove – Escondido. The motion was made and seconded to approve the minutes of the April 26, 2002 SANDAG meeting. Yes - 17. No – 0. Absent – Santee, Vista.

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

- A. EXECUTIVE COMMITTEE MEETING (May 10, 2002)
- B. BORDERS COMMITTEE MEETING (May 9, 2002)
- C. TRANSPORTATION COMMITTEE MEETING (May 3, 2002)

Action: Poway – El Cajon. The motion was made and seconded to approve the Actions from Policy Advisory Committees. Yes - 17. No – 0. Absent – Santee, Vista.

3. ADDITIONS/DELETIONS

None.

Chair Finnila mentioned that there is a revision to item #6 – Draft 2002 Regional Transportation Improvement Program - and a handout has been distributed to each board member. *Staff pointed out that the document before the Board reflects the most current figures. In addition, the Oceanside Double Tracking project will be revised to identify only the TCRP funds that have been programmed.*

**CONSENT ITEMS (4 through 7)**

- 4. LOCAL TECHNICAL ASSISTANCE (LTA) PROEJCT REQUIRING MORE THAN \$1,000 OR THREE DAYS STAFF TIME (**INFORMATION**)
- 5. PROGRESS REPORT ON TRANSPORTATION PROEJCTS (**INFORMATION**)
- 6. DRAFT 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (**ACCEPT FOR DISTRIBUTION**)
- 7. CITY OF SAN DIEGO TDA BICYCLE CLAIM REVISION (Resolution 2002-45) (**APPROVE**)

Action: Escondido - Poway. The motion was made and seconded to approve consent items 4 through 7. Yes - 17. No – 0. Absent – Santee, Vista.

**8. PUBLIC COMMENTS/COMMUNICATIONS**

None.

## CHAIR'S REPORT

Chair Finnila called attention to the letter that she forwarded to each board member regarding the Grand Jury Report. She requested that all members read the report as this item will come back before the Board for a formal response at a future meeting.

### 9. APPOINTMENT OF NOMINATING COMMITTEE FOR BOARD OFFICERS (**APPOINT**)

Chair Finnila recommended that Mayor Shirley Horton, Mayor Dick Murphy and Councilmember Joe Kellejian serve as the nominating committee, with Councilmember Kellejian serving as Chair of the committee.

Councilmember Harding (Oceanside) made the motion to approve the Chair's recommendation.

Councilmember Martin (San Marcos) seconded the motion.

Mayor Madrid (La Mesa) asked if it was possible to make nominations from the floor. Chair Finnila responded that was possible.

Action: Oceanside – San Marcos. The motion was made and seconded to approve the Chair's recommendation. Yes – 17. No – 0. Absent – Santee, Vista.

### 10. RECOMMENDATIONS FROM AD HOC WORKING GROUP ON REGIONAL GOVERNANCE: AB 2095 (KEHOE), SB 1703 (PEACE) (**APPROVE**)

Chair Finnila commented that this item will be discussed in depth for those that are not as familiar with the issue. She welcomed all Board members to ask questions and provide input. Chair Finnila invited Mayor Lori Pfeiler to lead the discussion.

Mayor Pfeiler, Chair of SANDAG's Ad Hoc Working Group on Strengthening Regional Governance, asked that SANDAG's General Counsel give an overview on the status of the bills in the legislature. *General Counsel noted there has been action on AB 2095 (Kehoe) since the Board last met. AB 2095 is now out of the Assembly Appropriations Committee and is pending on the Assembly floor. The bill will be voted on next week. Yesterday, SB 1703 (Peace) passed the Senate Appropriations Committee and will be heard next week on the Senate floor. Both bills continue to be in the form that the Board has endorsed.*

Councilmember Martin (San Marcos) asked if there is a provision for a public vote in both bills? *General Counsel responded that where the bills diverge is that the Assembly bill has a public vote provision that is a vote up or down, with no indication of what will be voted on or when a vote will occur. Whereas the Senate bill has the title for a public vote in it, awaiting language to indicate how that vote would occur.*

Mayor Pfeiler noted that the bills are a work in progress. The legislators in Sacramento are interested in what the San Diego region comes up with.

Councilmember Monroe (Coronado) requested that the Board be given an update on the County's proposal.

Mayor Pfeiler indicated that she will invite Supervisor Roberts to give an update on the County's position after the Board's discussion. She asked the Board members if they had questions regarding Attachment A. *Staff suggested that on page 3, first paragraph, the word, "items" be changed to, "actions."*

Mayor Pfeiler stated that the Board should wait until Senator Peace arrives before it discuss the public vote. *Staff indicated that Senator Peace has been called into a budget session and will be unable to attend today's meeting and Assemblymember Kehoe will also be unable to attend.*

Mayor Pfeiler directed the discussion to Attachment B: Public Vote.

Councilmember Martin pointed out that the Board has always said that there needs to be a public vote on this issue and feels that it should be included in both bills.

Mayor Sessom (Lemon Grove) respectfully disagreed with the public vote issue. There is no indication on how the work that the Board has done will be received by the public. She expressed concern whether or not the public vote on consolidation will be received favorably by the voters. There has been no survey to ask the public how they feel about the issue and what kinds of government structures will be received favorably. The new governance structure does not require a public vote. The issues are not major enough to go to the public and she is opposed to a public vote on this issue. The Board is proposing to consolidate three agencies that were not created by public vote. Even though the public vote was recommended in the past, it was because of a different situation, RGEC and RITA. She suggested that the Board be given some information on how the public, throughout the nation, looks at these sorts of consolidations.

Mayor Pfeiler added that the Board's challenge is how to get something on the ballot, what will the voters vote on, how will the public vote and when will the public vote. She invited Mayor Murphy to describe his proposal on the public vote issue.

Mayor Murphy (City of San Diego) supported the public vote but it needs to be done in November 2002 to be meaningful. He suggested that the Board separate the creation of a new regional agency from the public vote issue because the public vote issue would have to be urgency legislation. Mayor Murphy commented that if the legislators in Sacramento don't think that having a right to vote is an urgent matter and doesn't give the Board a two-thirds vote necessary to put it on the 2002 ballot, then there will not be a public vote.

Mayor Madrid (La Mesa) pointed out that the Board has had extensive discussions on the public vote issue and has agreed on a public vote. This is a work in progress. Should put merging of transportation agencies to a public vote. Should not confuse the issue and not ask the public to vote on cosmetic changes.

Councilmember Holz (Encinitas) stated that the public vote will occur when *TransNet* comes up for renewal. He is not sure that the public is as interested in this issue as the Board thinks they are.

Chair Finnila pointed out that the options for different types of votes are on pages 5 and 6 of the staff report.

Mayor Pfeiler reminded the Board that it needs to come to some consensus with what it would like to move forward with in the bill. That information will be forwarded to Senator Peace and Assemblymember Kehoe because they need direction from the Board.

Vice Chair Morrison stated what the Board has before it does not need to go to a public vote – the Board does not need to ask the public if it should improve itself. A public vote will slow down the progress that is being made.

Mayor Cafagna (Poway) commented that there is a need for a vote on part of the items, specifically the two-thirds override on regionally significant projects. He suggested that the Board bifurcate the issues to allow the public to vote on the major issues only.

Councilmember Nygaard (NCTD) clarified what is being proposed today is that the Board move forward with the merging of planning and programming responsibilities from both transit districts and any further merging would go to a vote of the public.

Mayor Pfeiler indicated that the Board could give direction today to write the legislation that says what the Board is currently proposing does not need a public vote, however, if the proposed consolidation of operations of the transit agencies comes before the Board, the public would need to vote on that.

Councilmember Kellejian (Solana Beach) suggested discussing What to Ask the Voters line by line. He asked if his interpretation of Item “a” is accurate in that SANDAG and the transit agencies will become one for the purposes of planning, programming and construction and that the operations would stay with the transit boards. *Staff responded that item a discusses the principle that the transit agencies will become operating agencies but should the Board choose to merge the transit boards into the new regional agency, that dissolution could trigger a public vote. That could be written into the legislation, if the Board chooses.*

Councilmember Holz asked if that is where the state law issue comes into play, because the transit agencies were created through state law and there would be a local vote on state law, which is unconstitutional. The issue is whether the vote would be advisory or binding and whether an advisory vote would be legal.

Mayor Murphy pointed out that this issue was discussed regarding the airport authority. Legislative Counsel indicated that since the Port was created by the state, the only way to modify the Port would be through the state or a statewide vote. The Board went through this last year and was told that a local vote would be irrelevant.

Mayor Pfeiler indicated that the Board should advocate what it really wants to have voted on. The Board needs to be consistent in what it writes and what its expectations are.

Mayor Sessom commented that if item 2c were revised to read any legislation calling for directly elected representatives would satisfy the Board’s concern.

## Public Comment

Ramona Salisbury, Vice President of the San Diego County League of Women Voters, noted that the League has just completed a two-year study on regional government and sees regional government as two distinct elements: (1) the administrative planning function; and (2) the decision-making body, and requested that the Board separate the two. She read a letter from the League to Assemblymember Kehoe that indicated the League's position.

Councilmember Ramos questioned why can't the Board agree to having a public vote and determine what needs to be voted on after the final legislation. Does the Board have to be specific with its language? *General Counsel responded that there is a timing problem. The deadline to place something on the November 2002 ballot is the first week of August and the final legislation won't be available until the end of August. The language sent to the County registrar needs to be the specific ballot language.*

Councilmember Crawford (Del Mar) asked if there is a legal opinion about what is required with regards to the prospect of overriding local agency actions? *General Counsel stated that staff has done research on the two-thirds override issue and that there is nothing in the current legislation that mandates consideration by the voters to be implemented.*

Chair Finnila noted that the land use authority would only be for regionally significant transportation projects, not on land use issues.

Supervisor Roberts mentioned that on something less than an urgency bill, if the state and the county were in agreement, something could be put on the ballot this year. *Staff noted an urgency bill would be required for the vote to be something other than an advisory vote.*

Supervisor Roberts added that the League of Women Voter's position is worth consideration. He added that the Board of Supervisors is fundamentally opposed to any significant changes in the current governance structure without a public vote.

Mayor Pfeiler commented that the League of Women Voters' position includes moving forward, self-evaluating the regional agency and bringing to a vote further issues that the regional agency develops.

Chair Finnila stated that the Board has always wanted the public to vote on this issue. The Board would not want the public vote to be advisory and the state legislation not accept it.

Mayor Madrid stated that Mayor Murphy has already stated that a public vote on this issue will not be effective.

Mayor Lewis (SDCWA) suggested that the Board wait to see the final legislation before making a decision on a public vote.

Mayor Cafagna urged the Board to come to an agreement with the County Board of Supervisors and the City of San Diego on this issue. If that happens, the proposed bills will be approved in Sacramento. Consensus is a very important key to the success of this bill.

Mayor Pfeiler suggested that the Board let the Ad Hoc Working Group discuss the League of Women Voter's suggestion of a vote in 2006, the significance of the regionally significant transportation projects and whether that issue should come to a vote.

Councilmember Holz suggested that the Board do the evaluation and determine at that time to continue with the current structure or to look at other regional governance alternatives, see how well the new regional governance structure does and then allow the voters to make a decision to move to the next step.

Mayor Pfeiler mentioned that if the Board would give Senator Peace and Assemblymember Kehoe direction today, it would be helpful for them.

Mayor Pfeiler asked what kind of direction is needed to move forward that will indicate that the Board understands that it cannot have a vote in November and that the Board is not consolidating or changing its governance structure. *General Counsel stated that is enough direction. Now, the legislation does not provide the authorization to put anything on the ballot at a future date. To move forward, the Board might want, as a minimum, for the regional agency to have the authority to place the question of implementation, governance or other issues of relevance before the voters to consider at a later date. The Board may want to consider adding that language to the bill.*

Councilmember Harding (Oceanside) made that motion.

Mayor Madrid seconded the motion.

Councilmember Kellejian mentioned that he is torn on this issue without putting language in the bill in regards to regionally significant projects or any legislation calling for directly elected representatives to government. If the legislation does change and calls for directly elected representatives of government, that should go to a vote of the people.

Councilmember Harding agreed to add that to the motion.

Mayor Madrid mentioned that Senator Peace has stated that the legislators in Sacramento feel that this is an administrative issue.

Councilmember Kellejian questioned how the Board will deal with substantial changes to the bill.

Chair Finnila responded that the Board has notified the bill authors, from day one, that if the final legislation is substantially different than what the Board wants it to be, the Board will withdraw its name and support of the bill.

Vice Chair Morrison stated that Sacramento has agreed to go along with the bill because the San Diego region is asking for it. He added that the Governor is the Board's best

safety valve if the bill goes south, in that he will not sign a bill that the local elected officials in San Diego do not want.

Mayor Pro Tem Ritter (Vista) considers this bill as an internal reorganization, which does not need to go before the voters.

*General Counsel restated the motion that there would be no vote of the people on the implementation of the legislation, however there will be authorization for the new agency to place questions before the voters at a future time on appropriate change in structure or implementation.*

Mayor Madrid suggested that the language should emphasize that if there is a new restructuring issue, then it would go to a vote of the people.

Councilmember Martin asked for clarification if the bills have changed. *General Counsel stated that the bills have been amended by the committees and have only had technical changes and clarifications made. The principle policy directions of the bills have not changed.*

Mayor Lewis asked what does Senator Peace have to say about this bill and the County's opposition to it?

Mayor Cafagna responded that the legislators in Sacramento would like to have full consensus in the county for the legislation. He clarified that the legislators introduce the bill and allow the local elected officials to make the presentation. There has been no public opposition of the bills.

Supervisor Roberts stated that Assemblymember Kehoe expressed concern that there has not been one single republican vote in the Assembly for this bill

Chair Finnila responded that the Republicans have not voted because they are waiting to see what the outcome will be and don't want to hamper the process from moving forward.

Councilmember Nygaard asked if future consolidation going before a vote of the people is in the motion. *General Counsel replied that was not specifically a part of the motion. The motion stated that there would be authority of the regional agency to place the question on the ballot.*

Mayor Murphy stated that the City of San Diego has publicly taken a position that unless some version of a population based weighted vote is included in the bill, it will oppose the bill.

Vice Chair Morrison expressed concern as to the legality of the vote. *General Counsel stated that it is staff's view that a provision for a vote could legally be put in the bill.*

Councilmember Holz noted that he cannot vote on this issue until there is a decision on the weighted vote issue.

Chair Finnila restated the motion that no vote shall occur on the implementation of the legislation but the regional agency has the authority to put the question before the voters on any changes it deems appropriate.

Mayor Pfeiler suggested that examples, such as consolidation of the operation of the transit agencies, a directly elected body, etc., be put into the language. *General Counsel responded that could be done.*

Action: Oceanside – La Mesa. The motion was made and seconded that there would be no vote of the people on the implementation of the legislation, however there will be authorization for the new agency to place questions before the voters at a future time on appropriate change in structure or implementation. Yes - 15. No - 3 (Encinitas, Santee, County of San Diego). Abstain - Del Mar.

Mayor Pfeiler invited Mayor Murphy to describe his interpretation of the weighted vote.

Mayor Murphy called attention to Attachment C on page 7 of the staff report, which is a memo from him to the Ad Hoc Working Group. The memo outlines the San Diego City Council's position on the weighted vote issue and includes a compromise that addresses the concerns of the cities with smaller populations. Mayor Murphy gave the Board the following reasons to accept his proposal: (1) it preserves the democratic principal of one person, one vote but still protects the rights of the smaller cities; (2) would disarm the critics of the proposal because it protects the one person, one vote; (3) the Board needs to have all of the cities on the same page on this issue, need consensus of all jurisdictions; and (4) thinks that this compromise protects smaller cities better than the current structure. He noted that a gang of five could control every vote on the Board. His proposal protects the Board from that.

Chair Finnila asked for clarification of what would happen if the City and or County leave the meeting before the vote is taken.

Mayor Murphy stated that as long as there is a quorum, the vote would go to where the majority lies. The City and or the County would not have a vote if they were not at the meeting.

Mayor Pfeiler noted that Mayor Murphy's proposal represents the fundamental value that the Board has in that every city is at the table and has a voice.

Mayor Murphy added that in his proposal, every city at the table has a strong voice and nothing can happen without at least 10 members approving it. Acceptance of his compromise is an opportunity for the Board to move forward on an issue that will bring true regional government to the San Diego region and make San Diego a statewide leader.

Vice Chair Morrison asked how would the weighted vote work if the City and the County were absent from the vote. In the compromise, it states that the weighted vote has to be a majority vote both of the members present plus agencies representing more than 50% percent of the region's total population.

Mayor Murphy stated that he would be agreeable to the modification listed on page 2 of the staff report that states that, " . . . provide for a permanent weighted vote based on population to apply to the total weighted vote of the members present at the meeting." A quorum will still be determined by the number of jurisdictions present, not by population.

Mayor Madrid commented that procedurally, every agenda item should call for a weighted vote. However, he is prepared to support this issue as long as staff can develop a way that every vote is not a weighted vote.

Chair Finnila noted that on page 2 of the staff report, option 3 most closely mirrors Mayor Murphy's suggestion, except for the clarification on the quorum and the votes in relation to the percentage. The Board needs to discuss if the weighted vote would take place on the entire agenda.

Councilmember Holz suggested that each vote be a majority vote but an agency could request a weighted vote on any vote. That would eliminate trying to add all of the votes prior to each weighted vote.

Mayor Pfeiler clarified that staff will handle the technical aspect of counting the votes. *Staff stated that the idea is that there would only be one vote and the votes, both one vote per jurisdiction and the weighted vote, would be tallied after each vote.*

Mayor Murphy noted that there would be no reason to have weighted votes on the consent calendar; the permanent weighted vote would only be on discussion items that require approval.

Mayor Cafagna asked if Mayor Murphy's compromise is accepted, would the City of San Diego still request four members on the regional agency.

Mayor Murphy stated that the permanent weighted vote is more important to the City of San Diego than the number of representatives. If the permanent weighted vote is approved, he is prepared to ask the San Diego City Council to concede to two representatives.

Councilmember Monroe stated that if the permanent weighted vote is implemented, technology should not prevent the vote from being cumbersome. He made the motion to approve Mayor Murphy's proposal, including options 1, 2, 3 and 5 of the staff report.

Mayor Cafagna seconded the motion.

Action: Coronado - Poway. The motion was made and seconded to approve Mayor Murphy's proposal. Yes - 18. No - 0. Abstain – County of San Diego.

Mayor Horton noted that she has always supported permanent elected officials on the regional agency and that her vote today was for Mayor Murphy's proposal.

## REPORTS

### 11. REGIONAL ARTERIAL SYSTEM PROJECTS – FUNDING RECOMMENDATIONS (**APPROVE**)

Mayor Horton, Chair of SANDAG's Transportation Committee, noted that in November 2001, the SANDAG Board of Directors earmarked \$35 million of 2002 State Transportation Improvement Program (STIP) funds for ready-to-go Regional Arterial System projects. Using the criteria approved by the Board in April, SANDAG staff and the Cities/County Transportation Advisory Committee (CTAC) reviewed and ranked the 13 eligible project proposals and recommended the top seven projects for funding. At its May 9, 2002, the Transportation Committee unanimously supported the prioritized list, without change. The intent of the 2002 STIP earmark was to deliver regional arterial projects as soon as possible. Therefore, as part of its recommendation, the Committee also directed staff to ensure that project sponsors were held to: (1) the schedule, and (2) local funding commitments submitted with the applications. At a future meeting, the Committee will be considering 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. The Transportation Committee recommended the Board to approve the prioritized list of projects for fund allocation from the 2002 STIP, and to support the additional actions described in the staff report.

Chair Finnila stated whenever there is flexibility for federal funding, it helps to be able to have the ability to switch that funding between cities to help everyone out. She suggested that the flexibility be retained and subject to Board approval prior to the ranking of projects.

Mayor Horton noted that will be a topic for discussion at a future meeting.

Councilmember Martin (San Marcos) complimented the Executive Director for recommending the \$35 million that was set aside for the ready-to-go projects. He made the motion to approve the Transportation Committee's recommendation.

Councilmember Ramos (El Cajon) seconded the motion.

Councilmember Holz (Encinitas) stated that he will be supporting the motion. He pointed out that during the ranking system, there needs to be more thought when creating arterials to ensure that the connections in all cities are programmed to be completed at the same time. *Staff responded that hopefully the Board will support this issue on an on-going basis because arterial systems are equally as important as freeway systems and need to work better to enhance mobility in the region. In addition, staff recently embarked on bringing the North County cities together to develop a transportation plan and eventually, the south county cities and the east county cities will be brought together to do the same.*

Councilmember Holz mentioned that the road he is referring to requires \$160,000 to complete the funding needed to build the facility and is critical to the completion of the project.

Councilmember Kellejian (Solana Beach) requested that the maker of the motion include projects #8, #9 and #10 as projects that staff can begin to identify funding for.

Councilmember Crawford asked what efforts are being made to identify funding for projects that did not make the cut. *Staff stated that they are currently working with Caltrans to identify funds for project #8, the I-5 Lomas Santa Fe Interchange project. There have been savings on the 5/805 merge project that they will ask the CTC if those funds can be redirected to the project #8. Staff has also identified TEA-21 demonstration funding which is slated for the I-5 Corridor and added that funding is being sought out for all projects on an on-going basis.*

Mayor Madrid (La Mesa) stated that all of the proposed projects are important and asked if staff could commit to funding low cost projects on the list. He commended Mayor Horton for her leadership at the Transportation Committee meetings regarding this issue.

Mayor Sessom, as Chair of SANDAG's Walkable Communities Advisory Committee (WCAC), protested against the process of selecting and ranking the projects that were funded and the screening and evaluation criteria. She pointed out that the WCAC was adamantly opposed to the way this was handled. Mayor Sessom reminded the Board that there was some debate on the process and the process should be done appropriately in the future.

Action: San Marcos – El Cajon. The motion was made and seconded to approve the prioritized list of Regional Arterial System projects ranked 1 through 7 for fund allocation from the 2002 STIP and support the following actions: (1) require project sponsors to provide written verification of 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, and to develop a Use-it-or-Lose-it policy at a future Transportation Committee meeting. Yes - 19. No – 0.

12. *TransNet* EXTENSION WORK PROGRAM (**APPROVE**)

Mayor Horton, Chair of the Transportation Committee, noted that in March, the SANDAG Board established November 2004 as the target date for a *TransNet* extension ballot measure and directed staff to develop a work program to prepare a successful measure for the November 2004 election. During the past month, staff worked with the firm of Smith, Kempton and Watts to develop a comprehensive work program and schedule. At its May 9, 2002 meeting, the Transportation Committee received a presentation from DJ Smith regarding the comprehensive work program and schedule. The Transportation Committee recommended that the Board of Directors approve the *TransNet* Extension Work Program and Budget.

Action: La Mesa – Lemon Grove. The motion was made and seconded to approve the *TransNet* Extension Work Program and Budget. Yes - 17. No – 0. Absent – Poway, San Marcos.

13. RESOLUTION SUPPORTING A REGIONAL APPROACH TO FAIR HOUSING PLANNING  
(APPROVE)

In December, the Fair Housing Council and Fair Housing Resource Board (FHRB) made a presentation to SANDAG's Regional Housing Task Force to discuss fair housing issues and relationship to the work of the Task Force. 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. The region's housing crisis brings fair housing issues into greater focus. The lack of affordable housing opportunities throughout the region is a potential impediment to fair housing choice. The U.S. Department of Housing and Urban Development requires that jurisdictions seeking HOME, CDBG and other types of federal funding submit a certification that they are furthering fair housing choice through fair housing planning. The Fair Housing Resource Board is requesting that the required analysis of impediments to fair housing choice, which is a component of fair housing planning, be prepared for the region as a whole. This analysis would be prepared by a consultant based on an RFP issued by one of the member agencies of the Fair Housing Resource Board.

Larry Graff, member and a past Chair of the Fair Housing Resource Board, discussed the reasons why fair housing activity should be pursued on a regional basis. Mr. Graff stated that the FHRB respectfully requests that the Board adopt Resolution 2002-48 supporting the preparation of a regional Analysis of Impediments (AI) to fair housing choice and on-going regional cooperation.

Mayor Sessom (Lemon Grove) asked who will pay for the analysis. *Mr. Graff responded that all entitlement jurisdictions will contribute funds to pay for the analysis, which will be prepared by the consultant selected as a result of the RFP/RFQ process.*

Councilmember Holz (Encinitas) questioned the staff recommendation because it doesn't sound like it is limited to the preparation of the Analysis of Impediments. He does not want to create another level of enforcement mechanism beyond what is already in the cities. *Staff responded that the intent is to conduct the Analysis of Impediments on a regional basis, and for the jurisdictions to work more cooperatively on fair housing activities. Regional enforcement of fair housing law is not proposed.*

Councilmember Holz stated that the language is broad and if it were more specific, he would not be confused as to what the Board is being requested to do.

Chair Finnilla stated that the language in the resolution allows for the Regional Housing Task Force to discuss a variety of issues and bring any recommendations to the Board. *Staff replied that many of the fair housing activities that are intended to address barriers to fair housing choice are already included in local jurisdiction housing elements. Any future actions that might involve SANDAG would be brought back before the Board for further discussion.*

Councilmember Ryan (Santee) asked how in-depth the consultant will go into in its analysis in the area of NIMBYism. *Shuf Swift, acting Chair of the FHRB, stated that*

*NIMBYism is included in each jurisdiction's fair housing action plan and is dealt with through educational programs.*

Councilmember Kellejian (Solana Beach) asked what does "eliminate such impediments" mean?

Chair Finnila stated that impediments could include housing developments that are exclude families with children, gay people, etc.

*Staff stated that many of the cities contract with nonprofit agencies to address fair housing and discrimination issues.*

Action: El Cajon – La Mesa. The motion was made and seconded to 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. Yes - 19. No – 0.

14. FY 2003 FINAL PROGRAM BUDGET (**ADOPT**)

The SANDAG Executive Committee has just completed its work on both reviewing and commenting on the OWP for FY 2003 as well as developing the budget to carry out that work program. Last month, the Board approved the final OWP. The Executive Committee recommended that the Board adopt the FY 2003 Final Program Budget totaling \$261 million, which is an approximate 2% increase from last year. Included in the budget is management's plan to enhance the SANDAG employee's compensation package. One of the issues that came before the Executive Committee were three options to enhance the compensation package. In reviewing management's three option, the Executive Committee outlined a fourth option, and directed management to survey staff for their preference between two of the options listed in the staff report. The employees were surveyed and 60% selected Option 1. Based on this information, staff strongly recommended that the Board support Option 1.

Chair Finnila requested that the motion be bifurcated to vote first on the options for the compensation package and then on the FY 2003 Final Program Budget.

Action: Solana Beach – Del Mar. The motion was made and seconded to approve Option 1 as the compensation package for SANDAG employees. Yes - 17. No – 0. Absent – Chula Vista, Poway.

Chair Finnila asked for a motion to approve the FY 2003 Final Program Budget including the budget for the Regional Transportation Commission.

Action: La Mesa – San Marcos. The motion was made and seconded to adopt 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. 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. Yes - 17. No – 0. Absent – Chula Vista, Poway.

15. 2002 SANDAG PUBLIC OPINION SURVEY RESULTS (**INFORMATION**)

SANDAG periodically conducts public opinion surveys as part of its public outreach and citizen participation program. This most recent effort will provide valuable input into current projects such as the development of the 2030 Regional Transportation Plan and the Regional Comprehensive Plan. Earlier this year, staff contracted with Godbe Research and Analysis to conduct a telephone survey of the region's residents.

Dr. Tim McLarney, Director of Research for Godbe Research and Analysis, and Rick Sarles, Associate Research Director for Godbe Research and Analysis, provided the Board with an overview of the results of the survey.

Mayor Madrid (La Mesa) asked why was crime shown as a critical issue on one slide but as a low priority on another. *Dr. McLarney responded that there was a difference in the questions asked (crime being a major problem versus being important to the quality of life) so there was a difference in the answers received.*

Supervisor Roberts asked if any questions were asked regarding terrorism. Given the disaster of September 11, that appears to be a significant issue to leave out. *Dr. McLarney replied that because the survey was limited to only 20 minutes, those types of questions did not make the cut.*

Councilmember Kellejian (Solana Beach) asked if there is a breakdown of where the respondents live. *Mr. Sarles stated there is a breakdown of where people live in the full report.*

Councilmember Kellejian requested a copy of the full report.

Public Comment

Robert Hoffman, representing The Rideway, stated that he was pleased to read that 84% of the persons polled agreed that San Diego needs a first class public transit system to meet the region's increasing travel needs. He added that he would like to give the Board a tutorial on transportation issues.

**ADDITIONAL COMMENTS**

Chair Finnila noted that each city pays money for ARJIS dues and encouraged them all to send a representative to the ARJIS meeting on a regular basis. She added that the meeting of the north county cities will be held immediately following the Board meeting, in the 7<sup>th</sup> Floor Conference Room.

ADJOURNMENT – 12:04 P.M.

GARY L. GALLEGOS  
Secretary

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **2**

Action Requested: **APPROVE**

**SUMMARY OF THE POLICY DEVELOPMENT BOARD MEETING**

June 14, 2002

The meeting of the SANDAG Board of Directors was called to order at 10:20 a.m. by Chairwoman Finnila. Attendance was as follows:

Voting Members

City of Carlsbad .....	Ramona Finnila, Councilmember
City of Chula Vista .....	Absent
City of Coronado .....	Chuck Marks, Mayor Pro Tem
City of Del Mar.....	Crystal Crawford, Councilmember
City of El Cajon .....	Absent
City of Encinitas .....	Maggie Houlihan, Councilmember
City of Escondido.....	Lori Holt Pfeiler, Mayor
City of Imperial Beach .....	Absent
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.....	Absent
City of San Marcos.....	Hal Martin, Councilmember
City of Santee.....	Absent
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	Gene Pound, Deputy District Director
U.S. Department of Defense	Absent
Tijuana/State of Baja California/Mexico	Absent
San Diego Unified Port District	Absent
San Diego County Water Authority	Hon. Claude "Bud" Lewis, Commissioner
Metropolitan Transit Development Board	Leon Williams, Chairman
North San Diego County Transit Development Board	Hon. Tom Golich, Board Member

Chair Finnila noted this is the first time that this material is being discussed by the Board and requested that the Board members be patient - this is the starting point for the 2030 Regional Transportation Plan. In addition, she requested that all Board members provide as much input as possible.

## **PUBLIC COMMENTS/COMMUNICATIONS**

None.

## **2030 REGIONAL TRANSPORTATION PLAN – PRESENTATION**

### **Introduction**

Chair Finnila announced that the Policy meeting of the SANDAG Board would focus on the 2030 Regional Transportation Plan (RTP). The objective of the meeting is to provide policy direction on the three key issues outlined in the staff report: (1) the preferred land use alternative for the 2030 RTP; (2) transportation system and funding alternatives; and (3) the process for determining the regionally significant transportation network.

Chair Finnila reminded the Board that it had provided past direction on a number of land use and transportation issues relating to the 2030 RTP. These included approving the Regional Transit Vision (RTV) as a framework for the 2030 RTP; funding various multimodal projects through the 2002 State Transportation Improvement Program (STIP); supporting the REGION2020 smart growth strategy and development of a Regional Comprehensive Plan; approving criteria for evaluating regional transit services and major highway corridors; and supporting transportation demand management (TDM) strategies, including expanded promotion of teleworking and flexible work hours and employer outreach and marketing. At the November 2001 Policy meeting, the Board also reviewed and ranked seven goals for the 2030 RTP: Mobility, Accessibility, Reliability, Efficiency, Livability, Sustainability, and Equity.

Chair Finnila explained that staff first would provide a brief presentation summarizing the three key issues. Following staff's presentation, the Board would address the questions in each of the three issue areas outlined in the staff report.

### **1. Preferred Land Use Alternative**

Staff summarized the three land use distribution scenarios developed for the 2030 RTP: (1) Current Plans, (2) County Targets and Footprints, and (3) Smart Growth. Each land use scenario accommodates different amounts of future housing units within the San Diego region or outside of the region's boundaries. Staff explained that the Current Plans scenario would result in the most growth in the rural, unincorporated areas to the east, County Targets and Footprints would result in the most interregional commuting, and Smart Growth would focus growth into the urban/suburban areas of the region and minimize interregional commuting and sprawl to the east.

The Board discussed the challenges of providing the needed housing for the San Diego region's future population, accommodating increasing travel needs, and maintaining the region's quality of life at the same time. The Board stated that given SANDAG's past support of smart growth efforts through REGION2020, Smart Growth should be the preferred used land distribution alternative for the 2030 RTP.

The Board also stated that a definition of Smart Growth needed to be included in the RTP, recognizing that a “one size fits all” approach would not apply, given the diversity of the region’s local jurisdictions and communities.

The Board stated that technical staff from the local jurisdictions should review the land use assumptions included in the Smart Growth scenario. Board members also asked staff to provide visual displays of Smart Growth focus areas and associated land use intensities. This information should illustrate the differences between Smart Growth and the other two land use distribution scenarios and will allow the Board to better understand where and how much land Smart Growth saves.

The Board also acknowledged that while Smart Growth was a step in the right direction, additional analysis needs to be done as part of the Regional Comprehensive Plan to develop a more robust scenario that maximizes smart growth development. This simulation will allow the region to better evaluate the impacts different levels of smart growth could have on the region’s transportation system, livability, and quality of life.

## **2. Transportation System and Funding Alternatives**

Staff described the revenue assumptions used to develop the initial transportation network scenarios. Each network scenario invests the same amount of funding – the \$26 billion estimated to be available in the Reasonably Expected Revenue scenario. About \$15 billion of the estimated \$26 billion would be included under the Revenue-Constrained financial scenario.

Staff summarized the three “extreme” transportation network scenarios – (1) Highway Extreme, (2) Carpool Extreme, and (3) Transit Extreme, which were used to help develop the initial Mobility Alternative network. Staff described the major highway corridor improvements and regional transit services included in the initial Mobility Alternative, and summarized how well the alternative performed across the seven goals of the 2030 RTP.

Staff provided a comparison of peak period travel times by auto, transit, and carpool in seven major regional travel corridors. Current travel time conditions were compared to projected travel times in the year 2030 assuming a “No Build” network as well as the travel times with the initial Mobility network improvements.

Members felt the true comparison when evaluating alternative mobility networks should be the comparison between the current travel times and the 2030 travel times from mobility scenarios. The attached table provides the modelled travel time comparison. With 1.1 million more people expected in the region, the auto travel times go up slightly in each corridor, while travel times by transit and carpools go down, in some cases there are significant time savings.

Board members noted that the 2030 RTP needs to provide competitive travel choices in our major corridors, and tailor modal improvements to a particular corridor or area. The Board acknowledged that in some areas, regional arterial or carpool improvements may be the most effective, while in other areas, transit may make better sense. The Board noted that maximizing mobility through competitive, realistic travel choices would help to reduce traffic congestion.

Given the limited funding available for transportation, Board member stated that the 2030 RTP should focus on capital improvements in urban/suburban areas of the region. In particular, transportation investments should be made in areas with higher residential and employment densities.

The Board also discussed the need to look beyond just highway and transit capital improvements to other ways to improve mobility in the region. The Board noted that over the last 10 years, the region has probably not invested enough in transportation systems management (TSM) and transportation demand management (TDM) strategies. Members felt that the RTP should better describe the benefits of TSM and TDM in improving mobility, and look at expanding cost-effective investments in these areas.

Board members also reemphasized the need to involve employers and the private sector in helping to manage congestion, such as by implementing flexible or staggered work hours and vanpooling. The Board discussed the importance of improving regional arterials that provide alternate routes to congested corridors and that support regional transit services, and the need to expand regional park and ride facilities to support transit and carpooling. Several members stressed the need to provide improved north-south mobility in the North County area.

### **3. Determining the Regionally Significant Transportation Network**

The Board discussed the process for determining the Regionally Significant Transportation Network (RSTN). Board members discussed whether all proposed Red and Yellow Car services should be considered regionally significant. The Board felt that more information was needed before a decision could be made. Staff noted that more detail could be provided for future discussion.

The Board members also discussed what criteria should be used to determine which regional arterials should be part of the RSTN. Staff summarized the differences between the Regional Arterial System (RAS) and the Congestion Management Plan (CMP) arterial network. The Board agreed that the RAS criteria approved by the Transportation Committee in March 2002 should be used as a starting point. The evaluation also should consider additional criteria such as length and continuity, high volumes of regional trips, and alternate routes to congested corridors. Staff noted that this item also would be discussed in more detail at a future Transportation Committee meeting.

## **OTHER COMMENTS**

Ed Antony, Intergovernmental Affairs/Aviation and Airports Director for Southwest Division, Naval Facilities Engineering Command, stated that if a new airport location is selected, the new location should be reflected in the 2030 RTP.

Chair Finnila summarized the policy direction on the 2030 RTP provided to staff on each of the questions outlined in the report and thanked everyone for their participation.

ADJOURNMENT – 12:18 P.M.

GARY L. GALLEGOS  
Secretary

Attachment

Addressing the 2030 RTP Goals - Performance Measures Results

Goals and Performance Measures	Current	2030 Smart Growth Scenario				
		No Build	Highway Extreme	Carpool Extreme	Transit Extreme	Mobility Alternative
<b>MOBILITY</b>						
<b>Average peak period travel times for selected corridors (minutes)</b>						
<b>Oceanside-Downtown San Diego</b>						
Auto	66	97	70	74	90	67
Transit	92	92	97	98	81	77
Carpool	62	93	61	48	81	49
<b>Escondido-Kearny Mesa</b>						
Auto	37	78	40	42	45	42
Transit	118	170	76	77	60	60
Carpool	32	62	30	30	32	30
<b>Escondido-Carlsbad</b>						
Auto	26	37	29	28	32	28
Transit	81	94	77	78	48	48
Carpool	24	35	26	25	29	25
<b>Chula Vista-Sorrento Valley</b>						
Auto	42	71	47	57	64	48
Transit	101	104	94	94	67	67
Carpool	41	70	41	30	60	32
<b>Mid City San Diego-Sorrento Valley</b>						
Auto	28	44	31	36	39	32
Transit	79	83	97	79	62	62
Carpool	27	43	25	23	36	24
<b>San Ysidro-Downtown San Diego</b>						
Auto	30	39	34	37	43	34
Transit	47	47	47	47	50	50
Carpool	29	38	33	28	42	28
<b>El Cajon-Downtown San Diego</b>						
Auto	33	44	35	39	45	39
Transit	80	79	74	74	76	76
Carpool	31	43	33	28	43	27

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **3-A**

**Action Requested: APPROVE**

**EXECUTIVE COMMITTEE ACTIONS**

Meeting of June 14, 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 Mickey Cafagna.

**CONSENT ITEMS (1 through 3)**

**2. REQUEST FOR CO-SPONSORSHIP OF UCLA SYMPOSIUM ON THE TRANSPORTATION – LAND USE – ENVIRONMENT CONNECTION (APPROVE)**

SANDAG has been asked to co-sponsor the Fall 2002 Symposium on the Transportation – Land Use – Environment Connection. The symposium will be held October 20-22, 2002 at the UCLA Conference Center in Lake Arrowhead. This symposium is part of an annual series coordinated by the UCLA Extension Public Policy Program since 1991. SANDAG has participated in this symposium series and has co-sponsored the event since 1993. Other past co-sponsors have included the Southern California Association of Governments (SCAG), the Los Angeles Metropolitan Transportation Authority (MTA), the Orange County Transportation Authority (OCTA), the Bay Area's Metropolitan Transportation Commission (MTC), Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), Caltrans, the Automobile Club of Southern California and several other agencies and organizations. The topic of this year's symposium is Congestion and will focus on the definition and measurement of congestion, the effectiveness of various congestion reduction strategies, and potential new innovative approaches. The UCLA symposium is consistent with the established criteria for conference sponsorships. Board members that would be interested in attending the symposium, or that have recommendations for others outside of SANDAG that would be appropriate to nominate for attendance, should contact the Executive Director. Limited space is available.

**3. SPONSORSHIP OF NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) WORKSHOP ON COASTAL HAZARDS (APPROVE)**

The National Oceanic and Atmospheric Administration (NOAA) has developed a day-long workshop on planning for and managing coastal hazards, including flooding and erosion. NOAA has offered to present the workshop to interested parties in the San Diego region. The Shoreline Preservation Committee's consensus at its June 6, 2002 meeting (quorum not present) was that SANDAG should consider being the local sponsor of the workshop. If sponsorship is approved, NOAA would intend to present the workshop in September of this year. SANDAG sponsorship does not require monetary commitment and meets the criteria set forth by the Board in April 1999.

The Executive Committee voted to pull consent item #1 for comment and to approve consent items #2 and #3, subject to concurrence of the Board through approval of the Executive Committee Actions.

1. **RESPONSES TO THE SAN DIEGO COUNTY GRAND JURY REPORTS (APPROVE)**
  - A. **"REGIONAL TRANSPORTATION PLANNING – DOES IT EXIST?"**
  - B. **"TRANSPORTATION IN NORTH COUNTY – DEAD ENDS AND LACK OF FORESIGHT"**

The San Diego County Grand Jury released two reports within the last month concerning transportation issues. The first report, "Regional Transportation Planning – *Does It Exist?*," was released on May 23, 2002 and presented an evaluation of the methods used by SANDAG to plan and fund transportation projects. The second report, "Transportation in North County – *Dead Ends and Lack of Foresight*," was released on June 11, 2002 and presents the results of the Grand Jury's review of the transportation system serving the northern part of the County. California Penal Code 933 (c) requires that SANDAG comment to the presiding Judge of the Superior Court on the findings and recommendations pertaining to matters under its control. Suggested responses to the findings and recommendations were included as attachments to the staff report.

The Executive Committee voted, subject to Board of Director concurrence, to approve the responses to the findings and recommendations in the two Grand Jury reports released on May 23, 2002 and June 11, 2002. In addition, the Executive Committee directed staff to also indicate as part of the response SANDAG's concern that personal observations were being defined as "findings."

#### 4. **PUBLIC COMMUNICATIONS/COMMENTS**

None.

### **REPORTS**

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

The Executive Committee was briefed on the status of both SB 1703 (Peace) and AB 2095 (Kehoe). Each bill has passed its house of origin. SB 1703 will be heard in Assembly Transportation on June 17, 2002. AB 2095 will be heard in Senate Local Government on June 19, 2002 and in Senate Transportation on June 25, 2002. An amended version of AB 2095, which includes the permanent weighted vote, is currently available. The City of San Diego City Council has supported the bills; the San Diego Economic Development Corporation will recommend support to the bill authors; and the City of Escondido and NCTD will watch the bills. Staff will continue to make presentations to individual jurisdictions regarding the legislation and will keep the Executive Committee informed on the progress of the bills in the legislature.

**6. SUPPORT FOR FEDERAL FUNDING FOR THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA) STATEWIDE TECHNICAL STUDIES (PENDING)**

The California High-Speed Rail Authority (CHSRA) has requested that SANDAG send a letter of support for a \$4.8 million federal appropriation in Fiscal Year 2003 to continue the agency's statewide technical studies. The appropriation is intended to continue the study of the statewide high-speed passenger rail system. Specifically, these funds will be used for the development of an implementation plan, new ridership forecasts, design concepts for the high-speed trains that can meet or exceed all Federal Railroad Administration (FRA) requirements for shared use operations, and public outreach. These are statewide studies and would benefit both the Coastal and Inland Corridors that serve the San Diego region. The CHSRA expects that the source for this appropriation will be funding dedicated to high-speed ground transportation. Mayor Lori Pfeiler, Chair of the San Diego Regional High Speed Rail Task Force, indicated that the Task Force, at their meeting on June 13, 2002, recommended that the Executive Committee support the CHSRA's request.

The Executive Committee voted to forward a letter of support to key members of Congress by mid-June 2002.

**7. REGIONAL LEADERSHIP ACADEMY (DISCUSSION)**

Given the restructuring of the SANDAG committees and the establishment of four policy advisory committees, Chair Finnila recommended that SANDAG create a Regional Academy to afford local elected officials the opportunity to enhance skill sets in regional stewardship, integration of local and regional planning and increase problem solving. The academy could provide a challenging and thought-provoking program, which would give elected leaders a more managerial look at their region as a whole. Curriculum might encompass core competencies, case studies, and simulations, which local and regional constituents and agency officials expect of their leaders. Voluntary participation in the academy by groups of elected officials (10 to 15 individuals) could be accomplished in three or four half-day sessions over the course of a year, possibly in different locales around the region. Subject matter experts as well as informative and interesting speakers from both the private and public sectors would be used to stimulate the group's dynamics and learning. SANDAG would provide a core facilitator to insure continuity and relevance throughout all the sessions. Funding for the academy could be shared through a mutual arrangement among SANDAG and its member agencies.

Some Executive Committee members expressed concern regarding allowing other than elected officials to attend the academy, the length of the academy, the topics to be discussed at the academy, and who would pay for the academy - the individuals attending or SANDAG. The Executive Committee directed staff to investigate these issues and return with options for them to consider.

**8. EXECUTIVE DIRECTOR PERFORMANCE EVALUATION (APPROVE)**

Pursuant to the employment agreement with the Executive Director, an annual evaluation is required. Chair Finnila noted that the Executive Director has successfully obtained the objectives listed for last year, and agreed with the objectives listed for the upcoming year. Chair Finnila mentioned that the Executive Director's contract states that if performance is deemed satisfactory

over the past year, the contract amount is automatically revised. The Chair recommended that the Executive Committee determine that this requirement had been met. Additionally, based on accomplishment of the performance goals over the past year, Chair Finnila recommended that the Executive Director be awarded a bonus of 7%, which is a fringe benefit currently available to all staff. The Executive Committee voted to approve the Chair's recommendation.

#### 9. REVIEW OF DRAFT BOARD AGENDA FOR JUNE 28, 2002 (APPROVE)

The Chair indicated she wanted to take a few moments at the beginning of the Chair's report for special recognitions. The Executive Committee voted to approve the draft Board of Directors agenda with the following additions:

- Highway Noise Barrier Program – Project Funding - (**Consent**)
- Executive Director Performance Review - (**Consent**)
- Regional Energy Policy Advisory Committee Appointments - (**Chair's Report**)
- State Route 125 Gap Connector Budget Increase – (**Reports**)
- *Planning and Designing for Pedestrians*, Model Guidelines for The San Diego Region - (**Reports**)

#### OTHER COMMENTS

Chair Finnila reminded the Committee that the July Board of Directors' meeting will be held on August 2, 2002.

GARY L. GALLEGOS  
Secretary

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-6- **3-B**

Action Requested: **APPROVE**

**TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS**

Meeting of June 13, 2002

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

**CONSENT ITEMS (1 through 3)**

**1. PLANNING AND DESIGNING FOR PEDESTRIANS, MODEL GUIDELINES FOR THE SAN DIEGO REGION**

The Transportation Committee reviewed the comments received on the draft pedestrian design guidelines, responses to comments, and the proposed changes to the draft document. The Committee recommended that the SANDAG Board of Directors adopt *Planning and Designing for Pedestrians* as a model for encouraging walking as a mode of transportation in the San Diego region.

**2. 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

SANDAG is required by state and federal law to develop and adopt a Regional Transportation Improvement Program (RTIP) every two years. The Draft 2002 RTIP, a multi-year program of proposed major highway, arterial, transit, and non-motorized projects, including the *TransNet* Program of Projects, has been distributed for public review and comment.

Julianne Nygaard, Chair of the North San Diego County Transit Development Board (NCTD), stated that the proposed programming of \$6 million for the Oceanside Double Track Project may not be sufficient to fund all of the costs related to double tracking the proposed segment north of Oceanside Boulevard to the Buena Vista Lagoon. It is NCTD's policy to double track the entire coastal rail corridor, consistent with the adopted Regional Transportation Plan.

Ms. Nygaard also stated that SANDAG's commitment of \$4.9 million for the Oceanside to Escondido Rail Project is critical to obtaining the federal Full Funding Grant Agreement (FFGA) for the project. Staff noted that SANDAG's commitment is still valid, and that the proposed funding strategy is to seek the additional \$4.9 million as part of the upcoming process to allocate the remaining \$123 million of statewide State Transportation Improvement Program (STIP) funds.

The Transportation Committee reviewed the proposed changes to the draft 2002 RTIP as well as the proposed amendment to the 2000 RTIP. The Committee recommended approval of both documents to the SANDAG Board of Directors.

**3. LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN)  
BOARD ACTIONS (INFORMATION)**

LOSSAN oversees intercity passenger rail service in the coastal rail corridor from San Diego to Los Angeles to San Luis Obispo and supports capital improvements that benefit intercity, commuter, and freight services. The Transportation Committee received the May 17, 2002 LOSSAN Board actions as information.

**4. PUBLIC COMMUNICATIONS/COMMENTS**

There were no public speakers.

**REPORTS**

**5. STATE ROUTE 125 GAP AND CONNECTOR BUDGET INCREASE**

California Transportation Ventures (CTV) has requested an additional \$8.36 million to fund cost increases on the SR 125 Gap and Connector project between SR 54 and the SR 125 Toll Road and north to the Sweetwater segment of SR 125 currently under construction.

Kent Olsen, President of CTV, provided an overview of the project, summarized the project status, and explained the reasons for the requested budget increase. The additional funding is for higher costs for right-of-way, water quality monitoring, and inflation adjustments caused by delays in obtaining certification by the Regional Water Quality Control Board, a lack of freeway agreement between Caltrans and the County, and contract negotiations.

Staff stated that several stipulations are being recommended as part of the requested budget increase for the SR 125 Gap and Connector. The eight stipulations, which are described in the staff report, are intended to ensure timely construction of both the Gap and Connector and to minimize any additional cost increases for the project.

Transportation Committee members asked staff about the strategy for funding the additional \$8.36 million for the Gap and Connector. Staff responded that the additional funds are not needed until FY 2005, and would be allocated by the SANDAG Board of Directors as part of a future STIP or federal funding cycle.

Committee members asked whether the requested budget increase for the Gap and Connector could be incorporated as part of the financing of the SR 125 Toll Road project. Mr. Olsen responded that the private financiers are not willing to fund these additional costs for the Gap and Connector project.

Committee members asked whether the additional costs could be absorbed by reducing the project's contingency amount. Mr. Olsen responded that five percent of total project costs (\$5.9 million) are included as contingency. This is an appropriate amount given the remaining unknown

costs associated with the project. He stated that the contingency could not be reduced to absorb the \$8.36 million budget increase for the Gap and Connector.

Committee members asked whether CTV would guarantee any additional costs over the contingency amount. Mr. Olsen responded that CTV would cover additional costs associated with the project, except for right-of-way acquisition (which is being handled by Caltrans), that are out of CTV's control.

Two public speakers on the agenda item voiced their opposition to the proposed budget increase for the Gap and Connector project. The remaining six speakers spoke in support of the SR 125 Gap, Connector, and Toll Road projects and urged the Transportation Committee to approve staff's recommendation.

The Transportation Committee unanimously recommended that the SANDAG Board of Directors approve the proposed \$8.36 million increase in the budget to \$138.58 million for the development of the Gap and Connector, with the eight stipulations outlined in the staff report. In addition, the Transportation Committee added a ninth stipulation: CTV will accept the responsibility of funding any future budget increases in excess of the current contingency balance of \$5.9 million, except increases in right-of-way costs and cost increases outside the control of CTV.

## **6. HIGHWAY NOISE BARRIER PROGRAM – PROPOSED PROJECT FUNDING RECOMMENDATIONS**

Staff stated that in November 2001, the SANDAG Board of Directors set aside \$2 million from the 2002 State Transportation Improvement Program (STIP) for highway noise barrier projects and approved a policy for prioritizing these projects for fund allocation. SANDAG staff and the Cities/County Transportation Advisory Committee (CTAC) have evaluated the eight eligible project proposals and jointly recommend the top three projects for funding.

Committee members asked staff about the proposed strategy to fund the recommended projects. Staff replied that the proposed funding strategy is to seek the \$2 million as part of the upcoming process to allocate the remaining \$123 million of STIP funds statewide. If this is not successful, staff will evaluate other strategies to determine if these projects can be funded in FY 2003 and FY 2004 as requested. The Committee asked how much of future STIP funding cycles would be available for highway noise barrier projects. Staff responded that the Board-approved policy states that up to one percent of any new STIP cycle would be reserved for the noise barrier program.

Committee members discussed whether including the percentage of residents that predate the freeway was an appropriate criterion for prioritizing the projects for fund allocation. Members noted that in some areas, the housing units that predate an existing freeway are not habitable because of noise levels, and these areas that need the greatest noise relief may not rank as well under the current prioritization process.

The Transportation Committee unanimously recommended the top three projects, as described in the staff report, to the SANDAG Board for fund allocation from the 2002 STIP. As part of its recommendation, the Transportation Committee also directed staff to revisit the prioritization criteria for the Highway Noise Barrier Program prior to the next program funding cycle.

## **7. CONGESTION MANAGEMENT PROGRAM**

As the designated Congestion Management Agency for the San Diego region, SANDAG is required to prepare and update the Congestion Management Program (CMP) every two years. Staff provided an overview of what has been done in the past with the CMP compared to what is proposed with the 2002 update. Major changes with the 2002 update includes increasing emphasis on low-cost, short-term transportation demand management (TDM) and transportation systems management (TSM) strategies to mitigate congestion, increased use of deficiency plans, a new 100 percent project mitigation goal, increased CMP compliance monitoring, and funding priority for CMP projects.

Transportation Committee members requested additional information about current TSM plans for the region. Members discussed the need to monitor travel conditions on an ongoing basis and to provide real-time information to travelers. Caltrans staff replied that it would bring back a status report of proposed monitoring projects to the Transportation Committee at a future meeting.

Committee members asked what occurs if level of service on a roadway is exceeded. Staff responded that current law requires the local jurisdiction to prepare a deficiency plan, but does not require the plan to be implemented. The deficiency plan establishes a priority list of needed improvements.

The Committee stated that it is important for local agencies to commit to implementing the improvements identified in the deficiency plans. Staff noted that the 2002 CMP update proposes establishing a funding priority for CMP projects. Committee members stated that to receive funding priority, local agencies should be required to help monitor and manage congestion in their jurisdictions, and that conditions should be included in the 2030 Regional Transportation Plan. The Committee also requested regular status updates on regional transportation trends and efforts to manage congestion.

## **8. CENTRAL I-5 CORRIDOR STUDY – STATUS**

Staff provided a status report of the Central I-5 Corridor Study, which is evaluating potential solutions for access to and from Interstate 5, along with improved north-south mobility through the entire corridor. The study is evaluating access needs to Lindbergh Field, the Port of San Diego marine terminals, the Downtown Ballpark, the Old Town Transit Center, and other major activity centers in the study area, which is bounded by Sea World Drive on the north, State Route 54 on the south, the San Diego Bay on the west, and I-805 on the east.

The Transportation Committee discussed a letter submitted by the City of Coronado requesting that the SR 75 corridor be included in the Central I-5 Corridor Study. Staff responded that a separate project study of the SR 75 San Diego-Coronado Bridge corridor was being done, and that staff would ensure that these two studies are coordinated.

Mayor Murphy requested an update on the Central I-5 Corridor Study to the Freeway Congestion Strike Team in September 2002.

GARY L. GALLEGOS  
Secretary

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **3-C**

Action Requested: **APPROVE**

**REGIONAL PLANNING COMMITTEE DISCUSSION AND ACTIONS**  
Meeting of May 30, 2002

The May 30, 2002 meeting of the Regional Planning Committee was called to order by Chair Lori Pfeiler. Committee members in attendance were Patty Davis, Dennis Holz, Rick Knepper, Scott Peters, Ron Roberts, and alternates Judy Ritter and Ron Morrison.

**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 MAY 3, 2002 MEETING**

There were no changes to the May 3, 2002 meeting actions.

**4. INTRODUCTION OF NEW ADVISORY MEMBERS**

Chair Pfeiler announced the newly-appointed advisory members and alternates: Leon Williams, MTDB (Byron Wear-Alt.); Julianne Nygaard, NCTD; Pedro Orso-Delgado, Caltrans (Gene Pound-Alt.); Jess Van Deventer, San Diego Unified Port District (Bill Chopyk-Alt.); Carlos Graizbord, Mexico; and Susannah Aguilera, Department of Defense. A representative from the San Diego County Water Authority will be appointed at the next meeting.

**5. EXISTING LOCAL PLANS AND POLICIES IN RELATION TO THE REGIONAL COMPREHENSIVE PLAN (RCP)**

An overview was provided of the existing local plans and policies and their relationship to the RCP. Issues arising from existing local plans and policies include development densities leading to sprawl; an imbalance between employment and housing locations and capacities; a shortage of housing (and housing types) to meet the need; and consumption of large amounts of undeveloped land.

Maps depicting vacant developable land and land available for redevelopment under existing plans were shown. Also shown was a map of the "Smart Growth Light" land use scenario, conceptually illustrating potential smart growth focus areas, or areas beyond existing local plans that have the potential for mixed use and intensification. Most of the potential smart growth focus areas were located in the Cities of San Diego and Chula Vista.

The following comments were made in the discussion:

- Committee members expressed a divergence of opinions regarding the validity of the Smart Growth Light land use scenario. The key issue of contention centered on the value of inputs

for the potential smart growth focus areas (referred to as the “starbursts” by the Committee members) provided by local staffs without policymaker’s endorsement.

- Some committee members felt that the starbursts on the map (the smart growth focus areas) would eventually be used to allocate carrots/sticks, without having received approval by local councils and the Board of Supervisors.
- Other committee members thought that it was beneficial to show existing land use information and potential starbursts on a regional map as an analytical tool to help policymakers approach local communities for an informed discussion on the tradeoffs/incentives of applying smart growth in individual neighborhoods. It also was mentioned that the local planning directors have been working with SANDAG on the inputs, and that it is understood that the inputs should not be construed as policy unless, and until, local policymakers modify local general plans.
- It was pointed out that the region has a housing crisis today — that the region needs to take action on housing and other infrastructure issues immediately. Support was expressed for regional policies that limit funding for jurisdictions that aren’t willing to step up to the plate to help meet the region’s housing needs.
- Committee members asked to look at the starbursts in relation to where the region is programming transportation network funds.
- Committee members also recognized that the region needs funding for major infrastructure needs — that it all comes down to financing and policy choices (e.g., Is the trolley the best bang for the buck? Is it too late to change current transportation expenditures if they will not be supported by local land uses or if their mode is not the most cost-effective?)

## **6. WHAT DOES THIS ALL MEAN FOR THE RCP?**

The purpose, components, and use of the RCP, regional priorities, public involvement, implementation, and a preliminary RCP time schedule through September 2002 were discussed.

The following comments were made in the discussion:

- The regional priorities look good; however, the Urban Form priority should be reworded, replacing the phrase “reduce urban sprawl,” with “use land efficiently.”
- The RCP should be updated every several years, like the RTP, to be able to reflect changing regional priorities and future transportation systems.
- The policy issues to be addressed by the RCP are not new; the primary need is to develop the body of the RCP and to locate funding sources for the future infrastructure needs.
- A bottom-up approach in public outreach is necessary that will involve residents and policymakers regarding smart growth.
- The RCP should be presented in terms of the positive impacts of smart growth (mixed-use development as trade-off for environmental protection, mass transit as a transportation alternative).
- The RCP should consist mostly of concepts and policies, not necessarily individual elements. Public involvement will be an important component.

## **7. ADJOURNMENT AND NEXT MEETING**

The next meeting will be on Friday, July 12, 2002, from 1-3 p.m., following the SANDAG Executive and Policy Development Board meetings, at SANDAG in Conference Room A.

GARY L. GALLEGOS  
Executive Director

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **3-D**

**Action Requested: APPROVE**

**BORDERS COMMITTEE DISCUSSION AND ACTIONS**

Meeting of May 17, 2002

The May 17, 2002 meeting of the Borders Committee was called to order by Chairperson Crystal Crawford. Committee members in attendance were Hal Martin, Patricia McCoy, Jill Greer, and alternates Carol McCauley, Judy Ritter and Phil Monroe.

**1. WELCOME AND INTRODUCTIONS**

Chairperson Crystal Crawford welcomed the Committee members and guests to the meeting and asked for introductions. She offered congratulations to Joanna Salazar on the birth of her son and announced that Mario Lopez will be staying through October to assist with Borders projects until Joanna returns full time. Amy Wilson was introduced as a new intern for Team Borders.

Chair Crawford welcome the new ex-officio members in attendance for the first time: Gary Croucher representing the San Diego County Water Authority, and Thomas Buckley, Lake Elsinore Councilmember representing Riverside County.

**2. MEETING SUMMARY OF MAY 17, 2002**

Meeting summary for the March 15, 2002 meeting was approved.

**3. I-15 INTERREGIONAL PARTNERSHIP**

Jeff Martin reported on the I-15 Interregional Partnership. Last month, the Borders Committee met with elected officials from Riverside County and requested that short-term strategies immediately be evaluated. The IRP Technical Working Group's preliminary short-term strategies include: interregional coordination of van/carpool programs; expanding park-and-ride lots and improving rideshare information signage with Caltrans; developing employer based subscription bus service which has been extremely successful in the Bay Area; and providing marketing assistance to existing private transit providers.

Additionally, a survey of Riverside residents and employees will be administered at the end of the month that includes questions concerning traffic issues, quality of vanpools, and different modes of transportation, e.g., buses vs. vans.

The next IRP Policy Committee meeting is scheduled for September in Escondido.

#### **4. CHAIR AND COMMITTEE MEMBER'S REPORT**

Reports were provided.

#### **5. PUBLIC COMMENTS AND COMMUNICATIONS**

No public comments were made.

#### **6. COBRO RECOMMENDATIONS**

COBRO's recommendations were approved regarding revisions to its mission statement, appointment of new members and leadership. On behalf of the Borders Committee, Chair Crawford congratulated Elsa Saxod for her new role as the chair of COBRO.

#### **7. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITES (COBRO'S) ANNUAL SUMMER CONFERENCE**

The COBRO summer conference is tentatively planned for July 19, 2002; the location is at the San Ysidro Middle School. The topic is "Border Infrastructure Needs and Financing: Challenges and Opportunities." Elsa Saxod mentioned that without more federal funds it will be difficult to move forward with infrastructure needs and get the attention of both federal governments.

It was suggested that someone from Homeland Security should be invited to participate since the new office will be the federal umbrella for coordinating issues along the border.

#### **8. EX-OFFICIO MEMBERSHIP ON THE BORDERS COMMITTEE**

Crystal Crawford reported on ex-officio membership. With one exception, all the ex-officio members have been appointed. Orange County will soon appoint a representative. After reviewing the Committee's needs, it was agreed that the Border Patrol did not meet the criteria for formal ex-officio membership on the Committee. The Committee wished to continue using the Border Patrol as a resource.

#### **9. ENERGY ISSUES**

Dr. Alan Sweedler, from the Office of International Programs at SDSU, presented his report on the binational energy sector. According to Dr. Sweedler, the energy sectors of southern California and Baja California are becoming increasingly integrated, and local governments have important, but unclear roles. The expanding market is giving rise to opportunities and challenges. The Borders Committee is well placed to facilitate these energy matters. The binational region will benefit from safe, reliable, affordable, and clean energy sources.

Dr. Sweedler believes that we should plan now while we are not in an energy crisis. This region is heavily dependent on outside energy resources, and future demands for energy in the region are forecasted to grow. To meet projected demand, there are four options: (1) increase in-region generation capacity, (2) increase electricity imports from outside region, (3) reduce demand, and/or (4) a combination of the three.

There are opportunities for the new energy supplies that will be available from Mexico as the result of new investments. Moreover, new energy service industries could be developed to serve the binational energy market. The challenges are the environmental impacts such as air quality and increased emissions given. Furthermore, the water quality and quantity also will be impacted by power plant development. It is necessary to develop a mechanism for making renewable energy economical to our region.

Dr. Sweedler recommended the formation of a binational entity called the Binational Energy Forum (BEF) in order to encourage opportunities and to meet these challenges. It would be a working group of the private sector individuals and decision-makers from both sides of the border to discuss energy-related matters.

The Committee will need to place this topic on a future agenda to discuss the options regarding Dr. Swedler's proposal.

#### **10. PORTS OF ENTRY**

Ceci Cázares, binational affairs representative for SDGE, made a presentation to the Committee on border issues and the economic consequences after September 11<sup>th</sup>. In order to secure additional federal funding, the appropriate entities (SANDAG, Caltrans, the San Diego EDC, and the Regional San Diego Chamber of Commerce) should collaborate as one voice to address the border problems. A summary of this presentation will be distributed at the June meeting.

#### **11. COMMITTEE PROCEDURES AND NEXT MEETING TOPICS, DATE AND LOCATION**

Debra Greenfield, general counsel for SANDAG, reviewed the Brown Act meeting regulations, especially when and where meetings can and cannot take place. Ms. Greenfield explained that it is possible for committee members to leave the county to inspect property and meet and discuss that single issue, but it could not be a regular meeting. A multi-agency meeting is possible outside the county, but the meeting agenda must only relate to multi-agency issues. A committee that is less than a quorum may represent the committee for social reasons or at conferences as long as official meetings are not held and official business is not conducted.

For the next meeting, the Committee has asked to hear an update on regional water issues, on border transportation issues from Caltrans, and on the work of the SANDAG Regional Plan Committee. Moreover, staff was directed to draft a timeline of key projects and activities that could affect the Committee's work.

#### **12. ADJOURNMENT**

The next meeting will be on June 21, 2002 at SANDAG.

GARY L. GALLEGOS  
Executive Director

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **5**

**Action Requested: APPROVE**

**NONDISPOSAL FACILITY ELEMENT AMENDMENT**

**Introduction**

The City of San Diego's Nondisposal Facility Element (NDFE) of its Waste Management Plan was adopted 1994. The element lists the facilities used in its waste-reduction and recycling program. The City now has the opportunity to add another facility to handle green-waste materials. The additional facility is operated by Miramar Wholesale Nurseries at Governor Drive and I-805. All green waste is generated by the nursery or brought in by its landscapers and is composted at its site. The composted material is used exclusively by the nursery and its customers. The processing of the green waste will not exceed the nursery's permitted capacity.

The City of San Diego presented its proposed addition to the NDFE to SANDAG's Integrated Waste Management Technical Advisory Committee (TAC) at its June 6, 2002, meeting. The TAC approved recommending to the Integrated Waste Management Task Force the addition of the facility to the City's Nondisposal Facility Element.

Therefore, it is my

**RECOMMENDATION**

that the San Diego Association of Governments, as the Integrated Waste Management Task Force, approves Resolution 2002-49 recommending the addition of the Miramar Wholesale Nurseries composting site to the Nondisposal Facility Element of the Waste Management Plan of the City of San Diego.

GARY L. GALLEGOS  
Executive Director

Key Staff Contact: Nan Valerio, (619) 595-5365; nva@sandag.org

Funds are budgeted in Overall Work Program #5.11

# SANDAG

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# RESOLUTION

No. 2002-49

APPROVING AMENDMENT TO  
NONDISPOSAL FACILITY ELEMENT AMENDMENT  
OF THE CITY OF SAN DIEGO

WHEREAS, the City of San Diego adopted the Nondisposal Facility Element of its Waste Management Plan in 1994; and

WHEREAS, the Nondisposal Facility Element lists locations for implementing the diversion programs as listed the City of San Diego's Source Reduction and Recycling Element of its Waste Management Plan ; and

WHEREAS, Miramar Wholesale Nurseries, a TruGreen LandCare Company and its landscapers generate green waste and compost that waste on its site in Miramar; and

WHEREAS, it is the policy of the San Diego region to encourage waste reduction and composting; and

WHEREAS, the San Diego City Council will determine whether to add the Miramar Wholesale Nurseries composting site to its Nondisposal Facility Element and will consider the Task Force's recommendation; NOW THEREFORE

BE IT RESOLVED that the San Diego Association of Governments as the Integrated Waste Management Task Force, recommends the addition of the Miramar Wholesale Nurseries composting site to the Nondisposal Facility Element of the Waste Management Plan of the City of San Diego.

PASSED AND ADOPTED this 28<sup>th</sup> day of June 2002.

\_\_\_\_\_  
CHAIRPERSON

ATTEST: \_\_\_\_\_  
SECRETARY

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **6-A**

**Action Requested: APPROVE**

TRANSPORTATION DEVELOPMENT ACT (TDA)

A. FY 2002 CLAIM AMENDMENTS

**Introduction**

Two Transportation Development Act (TDA) claim amendments are presented for Board consideration. These amendments are summarized as follows:

1. ***MTDB TDA Claim Amendment:*** A decrease in the FY 2002 Article 4 claim of \$14,735,347 for the Metropolitan Transit Development Board (MTDB) is recommended for approval (Resolution 2002-54)
2. ***Bicycle and Pedestrian Claim Amendments:*** An increased allocation of \$57,000 for a City of San Diego bike lane project, and reduced allocations for prior year projects that have been completed or abandoned are recommended for approval (Resolution 2002-55).

Therefore, it is my

RECOMMENDATION

that the Board of Directors adopt Resolutions 2002-54 and 2002-55 approving the TDA claim amendments.

**Discussion**

***MTDB Claim Amendments***

MTDB has requested a decrease in FY 2002 Claim 250 in the amount of \$14,735,347 (\$13,240,098 for capital and \$1,495,249 for operating). As part of the consolidated claims process, MTDB claimed all unallocated and reserve funds from operators in its service area in FY 2002. The adjustment reflects funds as yet unused for capital and operating purposes to be carried into FY 2003.

Although this amount is being claimed by MTDB in FY 2003, under the agreement reached as part of the fund consolidation process, these funds remain available to the individual jurisdictions to be used for specific eligible purposes subject to approval by the MTDB Board (see Agenda Report 6-B).

### ***Bicycle and Pedestrian Claim Amendments***

The City of San Diego has requested an increased allocation of \$57,000 for a bike lane project on Harbor Drive at Belt Street. This project will realign existing bike lanes which currently cross railroad tracks at an acute angle. The crossing presents a hazard to cyclists because the tracks can easily trap a bicycle wheel and cause a fall. Improving the crossing will require a widening of the bike lanes, construction of a retaining wall on the east side of the street, and installation of concrete panels between the tracks on both sides of the street. The City of San Diego has completed design for the project, but in the process of acquiring a license from Burlington Northern & Santa Fe (BNSF), discovered that only the railroad can make modifications to the tracks. BNSF has proposed to do this work at a cost of \$61,000.

The Board has programmed a total of \$102,500 in *TransNet* bicycle program funds for this project. With the added cost of paying the railroad for installing the concrete panels, an additional \$57,000 is needed to complete the project. The Bicycle-Pedestrian Advisory Committee (BPAC) has reviewed this request and recommends the Board's approval. Funding for this increase is available from TDA Article 3 funds. The Board's action would add the project to the City of San Diego's current year claim.

Each year, SANDAG undertakes a review of bicycle and pedestrian projects previously funded under the TDA and *TransNet* Programs. The purpose of the review is to identify projects that have been completed, or that have failed to make progress toward completion. If a project schedule slips significantly, and the sponsoring agency cannot demonstrate timely completion of the project under a revised schedule, the BPAC may recommend that the Board rescind the project's funding.

This year's review identified four projects that have either been completed for less than the amount allocated, or that have been voluntarily abandoned by the local agency. As a result, the allocations shown below may be reduced, making \$270,945 available for reallocation.

Agency	Project	Original Allocation	Recommended Change	Recommended Allocation
City of Chula Vista	Naples Street Sidewalk	\$44,000	(\$34,141)	\$9,859
City of Lemon Grove	College Ave. Bike Lanes	\$2,592	(\$1,572)	\$1,020
City of San Diego	Camino Santa Fe Bike Lanes	\$177,000	(\$120,299)	\$56,701
City of San Diego	Fay Avenue Bikeway	<u>\$132,800</u>	<u>(\$114,933)</u>	<u>\$17,867</u>
		\$356,392	\$270,945	\$85,447

The allocation recommendations for FY 2003 TDA bicycle and pedestrian funds (see Agenda Report 6-B) includes the funds that would be made available with the Board's approval of these reductions, and the increase to the City of San Diego's Harbor Drive bike lane project. These actions would make a net of \$213,945 available for allocation to projects for next year.

GARY L. GALLEGOS  
Executive Director

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

No Budget Impact

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# RESOLUTION

No. 2002-54

## APPROVING REVISIONS TO MTDB FY 2002 ARTICLE 4 TRANSPORTATION DEVELOPMENT ACT CLAIMS

WHEREAS, the Metropolitan Transportation Development Board (MTDB) has requested an amendment to its Transportation Development Act (TDA) claim; and

WHEREAS, SANDAG, in cooperation with the Metropolitan Transit Development Board (MTDB), has analyzed the requested amendments and has found that the revisions are warranted pursuant to Section 6659(d) of Title 21 of the California Code of Regulations (CCR); NOW THEREFORE

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

1. That the Board, pursuant to CCR Section 6659(d), and consistent with MTDB's approval per PUC 99233.5(b)(2), does hereby approve revisions to the claims as shown below:

Fiscal Year	Claim #	Claimant	Purpose	Current Allocation	Adjustment +(-)	Revised Allocation
FY 2002	250	MTDB	Operating	\$1,495,249	(\$1,495,249)	\$0
			Capital	<u>\$13,240,098</u>	<u>(\$13,240,098)</u>	<u>\$0</u>
				\$14,735,347	(\$14,735,347)	\$0

2. 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 adjustment of these claims.

PASSED AND ADOPTED this 28th day of June, 2002.

\_\_\_\_\_  
CHAIRPERSON

ATTEST: \_\_\_\_\_  
SECRETARY

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# RESOLUTION

No. 2002-55

## APPROVING REVISIONS TO BICYCLE AND PEDESTRIAN CLAIMS

WHEREAS, the City of San Diego has requested an allocation of \$57,000 for the Harbor Drive Bike Lane project under FY 2002 TDA Claim 344; and

WHEREAS, SANDAG's annual review of previously funded bicycle and pedestrian projects has identified the need to revise the allocations for the projects shown in section 2 below; and

WHEREAS, SANDAG has analyzed the proposed amendments and has found that the revisions are 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 recommended approval of these claim amendments; 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 of \$57,000 in the allocation to the City of San Diego bike lanes improvements on Harbor Drive under FY 2002 Claim 344.
2. That the Board, pursuant to CCR Section 6659(d), does hereby approve allocation revisions for the projects shown below:

Fiscal Year	Claim	Agency	Project	Original Allocation	Recommended Change	Recommended Allocation
1998	296	City of Chula Vista	Naples Street Sidewalk	\$44,000	(\$34,141)	\$9,859
1997	288	City of Lemon Grove	College Avenue Bike Lanes	\$2,592	(\$1,572)	\$1,020
1999	312	City of San Diego	Camino Santa Fe Bike Lanes	\$177,000	(\$120,299)	\$56,701
1999	312	City of San Diego	Fay Avenue Bikeway	\$132,800	(\$114,933)	\$17,867

3. That allocations for other previously approved projects under the claims identified in sections 1 and 2 above shall remain unchanged.
4. 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 adjustment of these claims.

PASSED AND ADOPTED this 28th day of June, 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.

San Diego Association of Governments  
**BOARD OF DIRECTORS**

serving as the  
SAN DIEGO COUNTY  
REGIONAL TRANSPORTATION COMMISSION

June 28, 2002

AGENDA REPORT NO.: 02-06- **6-B**

**Action Requested: APPROVE**

FY 2003 TRANSPORTATION DEVELOPMENT ACT (TDA) ALLOCATIONS

**Introduction**

The Transportation Development Act (TDA) provides ¼ percent of the State sales tax for operating and capital support of public transportation systems, as well as support for non-motorized transportation projects. The County Auditor has estimated that \$104.7 million in TDA funds will be available for these purposes in FY 2003. SANDAG, as the designated Regional Transportation Planning Agency (RTPA), is responsible for the allocation of TDA funds to the region's cities, the County, and transit operators.

Summary information regarding the FY 2003 TDA Act claims was presented to the Board at the April 26, 2002 meeting. This report presents the final recommendations for the TDA Article 3, Article 4, Article 4.5 and Article 8 claims, and one State Transit Assistance (STA) claim. Additional information regarding each of the claims is discussed below.

Therefore, it is my

**RECOMMENDATION**

that the Board of Directors approve Resolutions 2002-56 through 2002-60 approving the FY 2003 TDA allocations.

**Discussion**

The recommended FY 2003 allocations are authorized under four separate articles of the Act. Article 3 funds are designated for bicycle and pedestrian projects. Article 4 funds are used to provide general public transit services. Article 4.5 funds are designated for community transit services and, by SANDAG Board policy, are allocated within the San Diego region to support paratransit services required by the Americans with Disabilities Act (ADA). Article 8 provides special provisions to support express bus service, multi-modal transit centers, and ferry service. Finally, the State Transit Assistance (STA) fund is a state program administered locally that provides additional support for public transit services. Claims under each category are discussed below.

### *Article 3 - Non-Motorized Claims (Resolution 2002-56)*

Attachment 1 presents a summary of the TDA and *TransNet* non-motorized (bicycle and pedestrian) claims recommended for FY 2003. The SANDAG Bicycle-Pedestrian Advisory Committee (BPAC) evaluated each claim based upon adopted criteria and developed the priority listing for funding as shown in Attachment 1. The FY 2003 recommendations were constrained to the \$2,467,790 in TDA funds available. This amount includes \$168,150 in recommended reserves for next year. BPAC also makes recommendations for the annual *TransNet* Program of Projects from the same candidate projects. Those recommendations total \$1,252,175 plus \$32,216 in reserves.

The recommendations include a commitment to provide funding from future years for several projects. In FY 2000, the Board made a commitment to provide \$1,000,000 over four years for the Rose Creek Bike Bridge in the City of San Diego (Attachment 1, #32). FY 2003 is the third year of that commitment. Likewise, the allocation for Tierrasanta Bikeway Environmental and Design (#31) is the second year of a two-year commitment at \$205,000 per year. The allocation of local matching funds for the Coastal Rail Trail Transportation Enhancement Activities (TEA) grant (#43) is the third year of a four-year commitment of \$146,625 per year. Finally, FY 2003 is the penultimate year of a multi-year commitment to provide the local match for bicycle and pedestrian projects funded under two phases of federal Congestion Mitigation and Air Quality program funding (#41 and #42). The annual commitment of local funds totals \$89,550.

The recommendations for FY 2003 funding includes the revenue that would be made available as a result of recommended Board actions on bicycle and pedestrian project allocations from Agenda Report 6-A. Those funds account for \$213,945 of the total TDA recommended for allocation. Approval of Resolution 2002-56 will allocate funds under both the TDA and *TransNet* Programs.

### *Article 4 - Transit Operator Claims (Resolution 2002-57)*

Three Article 4 claims were received for FY 2003. Pursuant to the provisions of the Public Utilities Code (PUC) Section 99244, an operator can be allocated no more in FY 2003 than it was allocated in FY 2002 unless SANDAG determines that the operator made a reasonable effort to implement the productivity improvement recommendations adopted by the SANDAG Board for the current fiscal year. The Board adopted these recommendations in June 2001 when the FY 2002 claims were approved. The productivity improvement objectives for each claimant are to: (1) meet or exceed the farebox recovery ratio from the prior year; (2) meet or exceed the level of passengers per service mile from the prior year; and (3) limit the increase in operating cost per service mile to the increase in the CPI (6.28% for 2001, latest information available). Not all of the objectives were met. However, based on the information available and discussions with MTDB and NCTD, staff believes that reasonable efforts were made toward implementing these goals. Attachment 2 lists the objectives and their results. Staff recommends that the Board find that each claimant did make reasonable effort to implement the goals established in FY 2002.

Also, SANDAG has been working with MTDB to develop better performance goals commonly tracked in the transit industry. These performance goals place greater emphasis on productivity, cost effectiveness, and schedule adherence. These goals to be achieved in FY 2003 are included in the FY 2003 claims and shown on Attachment 3. These updated goals are designed to improve transit service systemwide.

**Metropolitan Transit Development Board (MTDB) Area Transit Services: \$80,171,141.**

Pursuant to Senate Bill (SB) 521, MTDB submits one TDA claim incorporating the operating needs of all transit providers within its service area. On February 13, 2002, the County Board of Supervisors approved the divestiture of all transit service from the County Transit Service (CTS) to MTDB. The total MTDB claim for all operators in its service area, including CTS, includes \$55,184,200 in operating support, \$18,021,941 in capital support, and \$6,965,000 for planning and administrative activities. Major capital projects include purchase of bus and rail equipment, the regional Fare Technology (Smart Card), and the Mission Valley East Light Rail Trolley project. The majority of the capital support will be used to match the Federal Transit Administration (FTA) grants.

As discussed in Agenda Report 6-A, MTDB has requested an amendment to prior year balances totaling \$14,735,347 (\$13,240,098 for capital and \$1,495,249 for operating). These funds were claimed as part of the FY 2002 claim on behalf of individual jurisdictions. As a result of the funding consolidation, all capital reserves and unallocated balances for each operator were transferred under MTDB. The \$14,735,347 represents the remaining balances from these capital reserve and unallocated funds for operators within the MTDB service area.

Although this amount is being claimed by MTDB, there is agreement that the funds will be made available to the individual jurisdictions to be used for specific eligible purposes subject to approval by the MTDB Board. SANDAG will ensure that these TDA funds are expended properly through ongoing consultation with MTDB and through the annual fiscal audit process. MTDB's FY 2003 claim assumes SANDAG approval for Agenda Report 6-A.

The MTDB area operators are estimated to carry approximately 87 million passengers, about the same as last year. The annual service miles are estimated to increase about 3 percent from FY 2002 to 31 million miles. Due to their ongoing budget deficit, MTDB is considering numerous options to address the deficit. Among those options are service reductions and fare increases. As a result, MTDB has conservatively projected service data such as passengers and miles.

MTDB's overall budget reflects about a 10 percent increase in cost from FY 2002. The increases are due to several factors including increased purchased transportation costs (up 23 percent mainly due to the responsible wage requirements which increased salaries for operators and mechanics), energy costs (up 12 percent), and liability and property insurance costs (up 23 percent).

**North County Transit Development Board (NCTD): \$27,296,485.** The NCTD claim includes \$25,865,454 in operating support for bus, rail, and demand response services, and \$59,031 necessary to meet the ADA requirement for complementary paratransit service. Capital projects will be funded through FTA grants matched with \$1,372,000 in TDA and other reserve funds. Major capital projects include purchase of rolling stock, rail and bus equipment, and improvements to rail right-of-way.

NCTD's budget reflects an 11 percent increase in operating cost from FY 2002. The increases are attributed to higher operator salaries (up 6 percent based on labor negotiations), anticipation of fluctuating fuel costs (up 10 percent), increased security costs (up 30 percent), and increase in liability insurance (up 62 percent). NCTD is seeking to join an insurance pool to lower its insurance costs.

The fixed-route, demand response and rail services are estimated to carry 12 million passengers in FY 2003, a 3 percent increase from FY 2002. The annual service miles are estimated at 9 million miles, a decrease of 8 percent due to the implementation of Fast Forward. Although the service miles are

estimated to decrease, the service hours are estimated to increase 4 percent. The restructuring will provide more service (hours) concentrated within the core service area.

On February 17, 2002, NCTD implemented the first phase of the Fast Forward Strategic Business Plan. Approximately 80 percent of the restructured bus routes (called the "Breeze") affect regional and local routes in Oceanside, Escondido, and Camp Pendleton. The principal focus of the service change is to expedite transit trips by reducing wait times at transit centers, provide closer schedule connections between regional and local routes and add more frequent service on high ridership routes. Phase 2 of the "Breeze" service is scheduled for implementation in January 2003. That phase will include restructuring local routes in Carlsbad, Encinitas, San Marcos, Vista, and Oceanside.

**MTDB/County Transit System (CTS) Rural Service: \$1,749,307.** As discussed earlier, CTS no longer provides public transit service. However, since the rural area is outside of MTDB's service area, the County Board of Supervisors, at its meeting on April 24, 2002, authorized MTDB to submit this claim on behalf of the County. This Rural Bus claim will provide \$1,070,421 for operating support and \$678,886 for capital support. The County's Rural Transit Needs Assessment recommended considerable restructuring of services and fares. As a result, service was added to the existing four routes (878, 879, 888 & 894) and new routes were added (867, 891, 892, 893, & 895) to provide better coverage to the rural areas of the County. The Rural service budget reflects a 183 percent increase from FY 2002 due to the implementation of the expanded service which is scheduled to begin in FY 2003. The operating support provides lifeline transportation services from the rural East County, with connections to fixed-route service in the Cities of El Cajon, La Mesa, and Escondido. The capital funds will be used for vehicle replacement and major bus work.

*Article 4.5 - Transit Operator Claims (Resolution 2002-58)*

Article 4.5 Community Transit Service funds are allocated in the San Diego region to support demand response transit services required by the Americans with Disabilities Act (ADA). By SANDAG Board policy, the funds are distributed between the two transit development boards in the region based upon service area population. These operations also are supported by one percent of the transit revenues in the *TransNet* Program. Two operators and the Coordinated Transportation Service Agency (CTSA) have filed claims for Article 4.5 funds as discussed below.

**Metropolitan Transit Development Board: \$4,282,869.** This claim will support the accessible paratransit service, known as MTS Access and CTS Wheels, in the central metropolitan area. Other operating support comes from fares and the *TransNet* Program. Because ADA-mandated paratransit service is limited to those who cannot use regular fixed-route service, each customer must be certified as eligible to use this service.

**North County Transit Development Board: \$1,310,000.** This claim includes \$1,271,729 for operating support, with an additional \$38,271 for capital support. NCTD operates the LIFT which provides service for ADA eligible riders in its service area. The capital funds will be used as the local match to purchase revenue vehicles with FTA funds. The LIFT services also are part of the Fast Forward restructuring plan.

**Coordinated Transportation Service Agency (CTSA): \$93,000.** State law requires the formation of a regional agency to coordinate social service agency transportation programs. The American Red Cross has been the designated CTSA for the San Diego region since 1985. Under the

Article 4.5 fund distribution formula, the CTSA is eligible to claim up to 2 percent of the Article 4.5 fund, and CTSA's claims represent the entire 2 percent. CTSA's activities during FY 2003 will include providing information and referral service for persons seeking transportation, providing technical assistance to social service agencies on transportation issues, and continuing its efforts to match agencies that have resources with other agencies in need of transportation.

*Article 8 - Transit Operator Claims (Resolution 2002-59)*

Article 8 claims support express bus service, multi-modal transportation center, and the ferry service. The FY 2003 claims would support express bus service and the ferry service, discussed below.

**Metropolitan Transit Development Board: \$1,611,444.** This claim provides operating support for express bus (\$1,487,844) and ferry services (\$123,600) in the MTDB service area. The express bus provides commuter service on I-15 to downtown San Diego from City of Poway and communities of Rancho Bernardo and Rancho Penasquitos, and from the Cities of El Cajon and Santee to Kearny Mesa. Additionally, the City of Coronado operates passenger ferry service by subsidizing trips to and from downtown San Diego to Coronado and North Island.

*North County Transit District State Transit Assistance Funds (STA) Claim: \$1,630,797*

For FY 2003, the State Controller has estimated that \$1,630,797 in State Transit Assistance (STA) funds will be available for allocation by SANDAG to eligible operators in the SANDAG area, plus an additional \$48,996 in carryover funds that will remain available for future claims. The SANDAG area, as defined under the STA program, consists of the area outside of the MTDB area of jurisdiction. For FY 2003, North County Transit District is the only claimant of STA funds in the SANDAG area. The entire claim will be used for operating support. In approving the STA allocations, the Board is required to make several findings. These findings are presented in Attachment 4, and are referred to in Resolution 2002-60.

GARY L. GALLEGOS  
Executive Director

Attachments (4)

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

No Budget Impact

# SANDAG

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# RESOLUTION

No. 2002-56

APPROVING THE ALLOCATION FY 2003 ARTICLE 3  
TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS FOR  
THE PLANNING AND CONSTRUCTION OF NON-MOTORIZED (BICYCLE  
AND PEDESTRIAN) FACILITIES AND PROGRAMS

WHEREAS, the Cities of Carlsbad, Chula Vista, Del Mar, Encinitas, Escondido, Lemon Grove, San Diego, San Marcos, Solana Beach, and the County of San Diego have submitted FY 2003 claims for Transportation Development Act (TDA) funds for bicycle and pedestrian projects within their respective jurisdictions pursuant to Chapter 4, Article 3, Section 99234, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, the SANDAG Bicycle-Pedestrian Advisory Committee has recommended the allocation of \$2,299,640 available in FY 2003 for allocation under PUC 99234; and

WHEREAS, SANDAG finds these claims for FY 2003 to be consistent with the Regional Transportation Plan; NOW THEREFORE

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

1. That the Board, pursuant to California Government Code Section 29532 and PUC 99234, does hereby approve the allocation of TDA funds to the following agencies for planning and implementation of bicycle and pedestrian projects in the amounts specified below:

Claim #	Claimant	Amount
337	City of Carlsbad	\$273,866
338	City of Chula Vista	200,213
340	City of Del Mar	65,000
341	City of Encinitas	266,675
342	City of Escondido	144,000
343	City of Lemon Grove	45,250
344	City of San Diego	274,000
345	City of San Marcos	476,936
346	City of Solana Beach	200,000
347	County of San Diego	<u>353,700</u>
	Total Allocated:	\$2,299,640

2. That the Board does further approve the retention in the Local Transportation Fund of \$168,150 as a reserve to assist in funding bicycle and pedestrian projects pursuant to Section 6655.2 of Title 21 of the California Code of Regulations.
3. That of the total allocation, \$2,085,760 is allocated from the FY 2002 Article 3 apportionment, and \$382,030 is allocated from unallocated Article 3 funds from prior years.
4. That the Board, serving as the San Diego County Regional Transportation Commission, approves the *TransNet* funded projects presented in Attachment 1 of Agenda Item 6-B as an amendment to the *TransNet* Program of Projects.
5. That with the allocation of \$146,625 in *TransNet* funds for the Coastal Rail Trail, the Board commits to providing an additional \$146,625 for one more year in order to provide the local match for a federal Transportation Enhancements grant.
6. That the allocation of \$250,000 in *TransNet* funds for the Rose Creek Bridge includes a commitment to allocate \$250,000 for one more year to fully fund the project.
7. 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 these claims.
8. That these *TransNet* allocations shown in Attachment 1 of Agenda Item 6-B shall be incorporated by reference into the 2002 Regional Transportation Improvement Program.

PASSED AND ADOPTED this 28th day of June, 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.

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# RESOLUTION

No. 2002-57

## APPROVING THE ALLOCATION OF FY 2003 ARTICLE 4 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIMS

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2003 TDA funds pursuant to Chapter 4, Article 4, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, pursuant to PUC 99233.5(b)(2), the claim from the Metropolitan Transit Development Board (MTDB) has been analyzed in cooperation with MTDB; and

WHEREAS, pursuant to PUC Section 99244, SANDAG is required to annually identify, analyze, and recommend potential productivity improvements for the transit operators; and

WHEREAS, SANDAG finds these claims for FY 2003 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

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

1. That the Board, pursuant to PUC Section 99244, finds that the claimants listed below have made a reasonable effort to implement the productivity improvement recommendations for FY 2002.
2. That the Board, pursuant to CGC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

Claim #	Claimant	Amount
253	MTDB Area Transit Services:	
	Operating	\$55,184,200
	Capital	\$18,021,941
	Planning & Administration	<u>\$6,965,000</u>
		\$80,171,141
254	North County Transit Development Board:	
	Operating	\$25,865,454
	Capital	\$1,372,000
	ADA Paratransit	<u>\$59,031</u>
		\$27,296,485

255	MTDB/County of San Diego – Rural Services:	
	Operating	\$1,070,421
	Capital	<u>\$678,886</u>
		\$1,749,307

3. That these claims are approved subject to receipt by SANDAG of executed service contracts for FY 2003 and documentation of governing board approval of the claims.
4. 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 these claims.

PASSED AND ADOPTED this 28th of June, 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.

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# RESOLUTION

No. 2002-58

## APPROVING THE ALLOCATION OF FY 2003 ARTICLE 4.5 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIMS

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2003 TDA funds pursuant to Chapter 4, Article 4.5, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended, including the provision of PUC 99275.5; and

WHEREAS, pursuant to PUC 99233.5(b)(2), the claim from the Metropolitan Transit Development Board (MTDB) has been analyzed in cooperation with MTDB; and

WHEREAS, SANDAG finds these claims for FY 2003 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

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

1. That the Board, pursuant to CGC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below

Claim #	Claimant	Amount
531	MTDB: Operating	\$4,282,869
532	North County Transit Development Board: Operating Capital	\$1,271,729 <u>\$38,271</u> \$1,310,000
533	Coordinated Transportation Service Agency: Operating	\$93,000

2. That these claims are approved subject to receipt by SANDAG of executed service contracts for FY 2003 and documentation of governing board approval of the claims.
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 these claims.

PASSED AND ADOPTED this 28th of June, 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.

# SANDAG

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# RESOLUTION

No. 2002-59

## APPROVING THE ALLOCATION OF FY 2003 ARTICLE 8 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIMS

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2003 TDA funds pursuant to Chapter 4, Article 8, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, pursuant to PUC 99233.5(b)(2), the claim from the Metropolitan Transit Development Board (MTDB) has been analyzed in cooperation with MTDB; and

WHEREAS, SANDAG finds these claims for FY 2003 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

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

1. That the Board, pursuant to CGC 29532, does hereby approve the allocation of TDA funds for the operation of express bus services (PUC 99400.6) and the operation of commuter ferry service (PUC 99400.7) as shown below:

Claim #	Claimant	Amount
299	MTDB – Ferry Service: Operating	\$123,600
300	MTDB – Express Bus Service: Operating	\$1,487,844

2. 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 these claims.

PASSED AND ADOPTED this 28th day of June, 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.

# SANDAG

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# RESOLUTION

No. 2002-60

## APPROVING THE ALLOCATION OF STATE TRANSIT ASSISTANCE (STA) CLAIM TO THE NORTH SAN DIEGO COUNTY TRANSIT DEVELOPMENT BOARD

WHEREAS, the North San Diego County Transit Development Board (NCTD) has filed a claim for State Transit Assistance (STA) funds up to the amount of \$1,630,797 for FY 2003 pursuant to Section 6730(a) and (b) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, the San Diego Association of Governments (SANDAG) Board of Directors finds that the above claim is in substantial conformance with the provisions of the Transportation Development Act of 1971, as amended, and meets the specific requirements of Section 6754 of Title 21 of the CCR as described in SANDAG Agenda Report 6-B, NOW THEREFORE

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

1. That the Board does hereby approve the allocation up to \$1,630,797 to North County Transit District for operating support under FY 2003 STA Claim 025 pursuant to Section 6730(a) and (b) of Title 21 of the CCR.
2. That the Board adopts the findings set forth in Attachment 4 to Agenda Report 6-B.
3. That the Board does hereby instruct the San Diego County Auditor to pay North County Transit District up to \$1,630,797 from the SANDAG State Transit Assistance Fund as funds become available by the State Controller, with payment to be made first with the funds made available pursuant to Section 99314 of the Public Utilities Code (PUC) to the extent possible, and the remainder to be paid with funds made available pursuant to Section 99313 of the PUC.

PASSED AND ADOPTED this 28th day of June, 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.

## Attachment 1

TRANSPORTATION DEVELOPMENT ACT (TDA) and *TRANSNET* NON-MOTORIZED CLAIMS FOR FY 2003

Project	Limits	Agency	Type	Length (Miles)	Total Claim	Recommended Allocations	
						TDA	<i>TransNet</i>
1. Rancho Santa Fe Rd.	La Costa Ave. to Melrose Dr.	Carlsbad	Lane/Sidewalk	2.2	\$ 273,866	\$ 273,866	\$ -
2. Otay Lakes Rd.	Allen School Lane to Camino Del Cerro Grande/Surrey Dr.	Chula Vista	Sidewalk	0.5	174,285	174,285	-
3. "D" Street	at Third Ave.	Chula Vista	Sidewalk	0.0	25,928	25,928	-
4. Sweetwater River Bike Path Design	Bonita Rd. to Summit Park	County of San Diego	Design	1.2	122,000	-	-
5. Sweetwater River Bike Path Design	Western Staging Area to Willow St.	County of San Diego	Design	1.1	135,000	-	-
6. Sweetwater River Bike Path Design	Plaza Bonita Rd. to Western Staging Area	County of San Diego	Design	0.9	85,000	-	85,000
7. Pasadena Ave.	Ivy St. to Elder St.	County of San Diego	Sidewalk	0.2	151,795	-	-
8. Ramona Dr.	Casa de Oro Blvd. To Agua Dulce Blvd.	County of San Diego	Sidewalk	0.4	201,013	201,013	-
9. Alturas Rd.	W. Aviation Rd. to .22 mi. south Camino Del Mar 12th, and 14th Sts.	County of San Diego	Sidewalk	0.2	152,687	152,687	-
10. 2 Lighted Crosswalk Systems	Encinitas Blvd.. To 1100 feet north	Del Mar	Crosswalk	--	65,000	65,000	-
11. Quail Gardens Dr.	Maple St. to Chestnut St.	Encinitas	Lane/Sidewalk	0.5	266,675	266,675	-
12. Ninth Ave.	Maple St. to Chestnut St.	Escondido	Sidewalk	1.1	336,014	-	-
13. Ash St. Undercrossing Study & Design		Escondido	Study/Design	--	100,000	-	100,000
14. Fig St. Bridge	Escondido Creek	Escondido	Bridge	0.0	144,000	144,000	-
15. Juniper St.	Chestnut St. to Felicita Ave.	Escondido	Sidewalk	0.3	48,000	-	-
16. Central Avenue Sidewalk Study	Massachusetts Ave to Lemon Grove Ave.	Lemon Grove	Study	--	27,250	27,250	-
17. Mt. Vernon St. Sidewalk Study	Cypress to Mr. Vernon Elementary School	Lemon Grove	Study	--	18,000	18,000	-
18. Transit Center Bike Parking		North County Transit District	Parking	--	65,000	-	65,000
19. Camino del Rio North	Mission City Parkway to I-15	City of San Diego	Lane	0.6	86,000	86,000	-

Project	Limits	Agency	Type	Length (Miles)	<u>Recommended Allocations</u>		
					Total Claim	TDA	TransNet
20. Mission Trails Bike Path Study II	Princess View Dr. to Mission Trails Regional Park	City of San Diego	Study	--	50,000	50,000	-
21. SR 56/I-5 Bike Path Connection Study	Sorrento Valley Rd. SR 56 Bike Path	City of San Diego	Study	--	40,000	40,000	-
22. Bicycle Safety and Commuter Education Program		City of San Diego	Education	--	150,000	-	150,000
23. Border Bicycle Parking	San Ysidro	City of San Diego	Parking	--	111,000	-	111,000
24. Bike Locker Retrofit	Door and Lock Conversions at Various Locations	City of San Diego	Parking	--	48,000	48,000	-
25. Reynard Way	at Arroyo Dr. (600') and Curlew St. (220')	City of San Diego	Sidewalk	0.1	125,000	-	-
26. College Ave.	Streamview Dr. to Meridian Ave.	City of San Diego	Sidewalk	0.1	50,000	50,000	-
27. Poinsettia Dr.	Oleander St. to Leland St.	City of San Diego	Sidewalk	0.1	50,000	-	-
28. Carmel Valley Bike Path Curb Cuts	Various Locations	City of San Diego	Path	--	40,000	-	-
29. Woodman St.	Imperial Ave. to Cielo Dr.	City of San Diego	Sidewalk	0.4	195,000	-	-
30. Paradise Valley Rd.	Zest St. to Deep Dell Rd.	City of San Diego	Sidewalk	0.6	200,000	-	-
31. Tierrasanta Bikeway Environmental & Design	Tierrasanta Blvd. to Mission Gorge Rd.	City of San Diego	Path/Bridge	0.9	205,000	-	205,000
32. Rose Creek Bike/Ped Bridge	Pacific Beach Dr. to E. Mission Bay Dr., prior year commitment	City of San Diego	Bridge	0.1	250,000	-	250,000
33. E. Barham Dr. Phase I	Woodland Pkwy to SR 78 On-ramp	San Marcos	Lane	0.6	99,539	99,539	-
34. E. Barham Dr. Phase II	SR 78 On-ramp to city limit	San Marcos	Lane	0.7	141,372	141,372	-
35. Mission Rd. Pedestrian Bridge	at Marcos St.	San Marcos	Study	--	45,000	45,000	-
36. La Mirada Dr.	Poinsettia Ave. to Kensington Dr.	San Marcos	Sidewalk	0.5	191,025	191,025	-
37. Rancho Santa Fe Rd.	Linda Vista Dr. to Grandon Ave.	San Marcos	Sidewalk	0.4	156,500	-	-
38. Cliff St. Pedestrian Bridge	NCTD Right of Way	Solana Beach	Bridge	0.0	200,000	200,000	-
39. Bike Lockers	Region-wide	RideLink	Parking	--	50,000	-	50,000
40. Lake Hodges Bike Path	Future Lake Hodges Bridge to Rancho Bernardo Community Park	San Dieguito River Park/ City of San Diego	Path	0.4	377,500	-	-

Project	Limits	Agency	Type	Length (Miles)	<u>Recommended Allocations</u>		
					Total Claim	TDA	TransNet
41. Local match for CMAQ funded projects. (Year 5 of 6 year commitment)	Various projects	Regional	Path	--	66,800	-	66,800
42. Local match for Phase II CMAQ allocations (Year 4 of 5 year commitment)	Various projects	Regional	Path	--	22,750	-	22,750
43. Coastal Rail Trail local match for FY2000 TEA grant (Carlsbad, Oceanside, Encinitas. Year 3 of a 4 year commitment)	Oceanside to Solana Beach	Regional	Path	17.5	146,625	-	146,625

**Total Claims**

\$ 5,488,624

**Total Recommended Allocations**

\$ 2,299,640 \$ 1,252,175

Recommended Reserves

168,150 32,216

**Total FY 2003 Funding**

\$ 2,467,790 \$ 1,284,391

Available Funding

FY 2003 Funds

\$ 2,085,760 \$ 1,000,000

Prior Year Carry-over

382,030 284,391

**Total Available Funding**

\$ 2,467,790 \$ 1,284,391

**Notes:**

1. Second year of a two year funding commitment.
2. Year three of a four year commitment to fund \$1 million.

Attachment 2

FY 2002 Productivity Improvement Objectives Comparison

Objectives	MTDB			NCTD			Rural		
	FY 2002 Goal	FY 2002 Estimate	Objective Met?	FY 2002 Goal	FY 2002 Estimate	Objective Met?	FY 2002 Goal	FY 2002 Estimate	Objective Met?
Meet or Exceed Farebox Recovery Ratio from Prior Year	45.7%	45.0%	No	25.9%	26.6%	Yes	13.4%	12.7%	No
Meet or Exceed Passengers per Service Mile from Prior Year	3.02	2.57	No	1.36	1.22	No	0.20	0.21	Yes
Limit Increase in Costs per Service Mile to CPI (6.28%)	\$4.78	\$4.63	Yes	\$5.11	\$4.99	Yes	\$2.96	\$2.66	Yes

Source: FY 2002 & FY 2003 TDA Claims

Attachment 3  
**FY 2003 Productivity Improvement Objectives**

Objectives	Chula Vista Transit	CTS (Fixed Route)	CTS (DAR) <sup>1</sup>	La Mesa DAR	MTDB Contract (Fixed Route)	MTDB Contract (DAR) <sup>1</sup>	SD Transit	SD Trolley	National City	CTS Rural <sup>2</sup>	NCTD <sup>3</sup>
1. Productivity Total Passengers per Revenue Mile	Each operator to meet the following passengers per revenue mile levels for FY 2003:										
	2.46	0.90	6.53	2.56	2.50	7.73	2.92	2.50	4.30	N/A	1.49
2. Service Efficiency Operating Cost per Total Passenger	Each Operator to limit its increase in operating per passenger to levels at or below the increase in CPI over the FY 2002 levels shown:										
	\$1.60	\$3.01	N/A	\$19.74	\$1.64	N/A	\$2.08	\$2.08	\$0.99	\$14.46	\$7.14
Farebox Recovery Ratio	Each operator shall work to meet the goal of increased farebox recovery over the FY 2002 levels shown:										
	41.65%	25.14%	N/A	8.76%	46.28%	N/A	37.19%	60.17%	56.90%	12.73%	24.00%
3. Quality of Service On-Time Performance	Each operator to meet the following on-time performance levels for FY 2003:										
	93.00%	90.00%	94.00%	93.00%	90.00%	93.33%	88.00%	90.00%	90.00%	N/A	N/A
Percent of Completed Trips	99.80%	99.58%	94.00%	N/A	99.85%	99.85%	99.80%	99.85%	99.00%	N/A	N/A
4. Service Effectiveness Total Passengers per Population	MTDB area ridership to grow at a rate faster than that of the MTDB area population										
	N/A										

1. County Transit System & MTDB (Dial-A-Ride) numbers reflect average of three demand response services.
2. Projections for Rural service are still being developed.
3. NCTD's productivity measurements are for those projected for FY 2003 and includes all modes of service - e.g., fixed-route, demand response and rail.

The attachment/s to this Board report may be obtained by contacting SANDAG at (619) 595-5300.

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **7**

**Action Requested: APPROVE**

APPROVAL OF JOBS ACCESS REVERSE COMMUTE GRANT  
APPLICATIONS BY METROPOLITAN TRANSIT DEVELOPMENT  
BOARD AND NORTH COUNTY TRANSIT DISTRICT

The Transportation Equity Act of the 21<sup>ST</sup> Century (TEA-21) established the Jobs Access Reverse Commute (JARC) Program, a federal funding program designed to support moving welfare recipients into jobs. Administered by the Federal Transit Administration (FTA), JARC provides funding to develop new or expanded transportation services that connect welfare recipients to employment and/or job assistance services. Moving welfare recipients into jobs is commonly referred to as "Welfare to Work."

As the Metropolitan Planning Organization (MPO), SANDAG is responsible for approving any application from the San Diego region for JARC Program funding. SANDAG must confirm to FTA that the grant application is in conformance with the Regional Transportation Plan (RTP) and state that the Regional Transportation Improvement Program (RTIP) will be amended if the FTA funds the projects. FTA requires that all JARC grant applications have a 50 percent local match.

SANDAG received two applications this year, one from MTDB, and the other from NCTD. Based on staff review of the MTDB and NCTD proposals, it is my

**RECOMMENDATION**

that the Board of Directors adopt Resolution 2002-47 approving the MTDB and NCTD applications for JARC funding. The applications are in conformance with the adopted 2020 Regional Transportation Plan, and the 2002 Regional Transportation Improvement Program will be amended to include the projects if they are funded.

**Background**

MTDB is submitting JARC applications to fund both continued service and new service. The application for continued service is for Routes 905 and 60. Both of these routes were previously funded through JARC. The Route 905 serves the Otay Mesa Business Park, Iris Avenue Trolley Station, and residential communities in San Ysidro. It carries approximately 1,750 riders per day. The Route 60 provides express bus service from Euclid Trolley Station to Mid-City San Diego and suburban employment centers in Kearny Mesa and University Towne Centre. It carries approximately 272 passengers per day. The grant application for this service is for \$777,000 and will fund continued operations for two years through June 30, 2005.

The MTDB application for new service is for the Route 821. Currently, this route is an express bus that operates between Poway and Downtown San Diego. Funds are being requested to add reverse commute direction service. Express bus service would be provided from Downtown San Diego to the Poway Business Park via the Mid-City Transit Plaza. This grant application is for \$100,000 and will fund operations for two years commencing at the time the grant is awarded.

NCTD is submitting an application to fund a new transit route to the Vista Business Park. Route 432 would operate peak period service and directly link the business park to Vista and San Marcos. Funding also would be used to provide additional early morning trips on local community circulators such as Route 336 (Vista), Route 341 (San Marcos), and Route 352 (Escondido). This grant application is for \$160,000 and will fund operations for two years commencing at the time the grant is awarded.

#### *Evaluation of Proposals*

Both applications are consistent with the RTP's goals that (1) the transportation system should provide for safe, equitable, and convenient travel for all persons, and (2) the demand for transportation should be managed to minimize peak-period travel by single occupant vehicles. Staff reviewed the proposals from MTDB and NCTD and ranked them based on their conformity with the SANDAG Welfare to Work Transportation Plan and based on whether the project has a committed 50 percent local match.

The MTDB application for funding of the Routes 905 and 60 is the only application from the San Diego region for continuing service. In the Federal Register notice that was posted on April 8, 2002, the FTA stated that it would give preference for JARC funding to previously selected programs. Both of these routes are currently funded through the JARC Program until the end of FY 2003.

For new services, SANDAG staff ranked the MTDB application for Route 821 first and the NCTD application for Route 432 second. The ranking was based on several factors. According to the SANDAG Welfare to Work Transportation Plan, the majority of Welfare to Work clients live south of Interstate 8, and a large cluster of Welfare to Work clients live in the Downtown San Diego and South Bay areas. The Route 821 begins in Downtown San Diego. The Plan cites the Poway area as having potential employment clusters for Welfare to Work clients, and it specifically recommends new transit service into the Mid-City area. The Route 821 will travel from Downtown San Diego through Mid-City and then to the Poway Business Park. MTDB has committed Transportation Development Act (TDA) funds in its FY 2003 budget for the Route 821. These funds will be used as the 50 percent local match if a grant is awarded. NCTD does not yet have a definite local match identified.

#### *Deadline for submission*

Notice of the availability of the federal JARC funds was made on April 8, 2002. Applications for continuing projects were due to FTA on June 7, 2002. MTDB's proposal for the Routes 905 and 60 has already been submitted to FTA in order to meet the deadline with the understanding that if the SANDAG Board does not approve the proposal, it will be withdrawn from consideration. The deadline for new projects is July 8, 2002. Pending Board approval, MTDB and NCTD will submit their applications for new projects to FTA prior to that date.

GARY L. GALLEGOS  
Executive Director

Key Staff Contact: Nan Valerio, (619) 595-5365; e-mail: nva@sandag.org

No Budget Impact

# SANDAG

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# RESOLUTION

No. 2002-47

APPROVAL OF THE METROPOLITAN TRANSIT DEVELOPMENT BOARD  
AND NORTH COUNTY TRANSIT DISTRICT  
APPLICATIONS FOR A FEDERAL "WELFARE TO WORK"  
TRANSPORTATION GRANT

WHEREAS, funds are available in the Jobs Access Reverse Commute (JARC) Program of the Transportation Equity Act of the 21<sup>ST</sup> Century (TEA-21) to develop transportation services to connect welfare clients and other low income persons to employment and/or job services; and

WHEREAS, the Metropolitan Transit Development Board (MTDB) and North County Transit District (NCTD) applications were developed in consultation with the SANDAG Welfare to Work Transportation Coalition and reviewed for consistency with the Welfare to Work Transportation Plan; and

WHEREAS, MTDB's and NCTD's projects would address the transportation needs of low-income persons and welfare clients; and

WHEREAS, the MTDB and NCTD proposals have been reviewed by SANDAG staff and found to be in conformance with the guidelines of the JARC Program and the adopted 2020 Regional Transportation Plan;

NOW THEREFORE BE IT RESOLVED that the San Diego Association of Governments, serving as the Metropolitan Planning Organization, approves the applications of MTDB and NCTD for federal funds in the TEA-21 JARC Grant Program; and

BE IT FURTHER RESOLVED that the SANDAG Board of Directors concurs with the ranking of the applications given by staff; and

BE IT FURTHER RESOLVED that the San Diego Association of Governments finds the applications are in conformance with the adopted 2020 Regional Transportation Plan, and certifies that the 2002 Regional Transportation Improvement Program will be amended if the project receives JARC funding.

PASSED AND ADOPTED this 28th day of June, 2002.

\_\_\_\_\_  
CHAIRPERSON

ATTEST: \_\_\_\_\_  
SECRETARY

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **8**

**Action Requested: APPROVE**

RESOLUTION OF SUPPORT FOR A CONTINUED AND STABLE  
FUNDING SOURCE FOR AMTRAK

**Introduction**

The Pacific Surfliner corridor stretches from downtown San Diego to Los Angeles and San Luis Obispo. Amtrak operates intercity passenger rail service in this corridor and carries 1.8 million intercity rail passengers each year, two-thirds of whom use the region's three intercity stations at San Diego, Solana Beach, and Oceanside. This is the second busiest corridor for Amtrak next to the Northeast Corridor.

Over the past ten years, Amtrak and the State of California have made significant investments in the corridor, and more than \$1.5 billion statewide. These have resulted in faster, more frequent and convenient service, improved stations and increased ridership. When Metrolink and Coaster commuter rail operations and freight services are also considered, improvements are critical to the corridor.

Amtrak is asking the federal government for a \$1.2 billion appropriation for FY 2003 to maintain its basic operations and avert a disruption in existing services. The agency also requests support for the identification of an ongoing, stable source of funding for both operating and capital needs. Support from regional agencies that benefit from Amtrak services is critical in this effort. Amtrak expects this appropriation from general funds.

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor agency is a joint powers agency of rail operators, regional transportation planning agencies, and rail owners along the Pacific Surfliner corridor. Amtrak has been a strong supporter of LOSSAN and its agencies in the planning for intercity services and its coordination with commuter rail and freight services in the corridor. The LOSSAN Board of Directors took a similar action of support at their May 17, 2002 meeting and recommends that individual member agencies, including SANDAG, take this action. Therefore, it is my

**RECOMMENDATION**

that the Board of Directors approve the Resolution of Support for a Continued and Stable Funding Source for Amtrak.

GARY L. GALLEGOS  
Executive Director

Key Staff Contact: Linda Culp (619) 595-5357; lcu@sandag.org

No Budget Impact

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)  
RESOLUTION OF SUPPORT FOR AN FY 2003 FEDERAL APPROPRIATION OF  
\$1.2 BILLION AND A STABLE SOURCE OF CAPITAL AND OPERATING FUNDS  
FOR AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

WHEREAS, the State of California is one of the most congested states in the country; and

WHEREAS, California's statewide population is projected to increase 35 percent by 2020 and the State's already strained transportation infrastructure cannot accommodate that population and ensuing economic growth; and

WHEREAS, passenger rail provides an efficient, safe and environmentally sound means of transportation for families, students, commuters, leisure and business travelers; and

WHEREAS, passenger rail helps stimulate the economy and make livable communities by developing downtown business centers and transit villages; and

WHEREAS, the San Diego County Association of Governments values Amtrak service throughout the San Diego region and supports continued Federal support of the Amtrak system, particularly investments that will result in faster, more frequent service throughout the region, the state and the nation; and

WHEREAS, Amtrak service in San Diego region includes the second most heavily traveled service in the nation (Pacific Surfliner) and connections to long-distance service (Coast Starlight, Southwest Chief, Sunset Limited) and Amtrak operates the *Coaster* under contract to the North San Diego County Transit Development Board (NSDCTDB); and

WHEREAS, over 1.2 million Amtrak passengers traveled through the three stations in San Diego County in 2001; and

WHEREAS, Amtrak has sponsored a consensus-based planning project in cooperation with local elected officials, freight railroads such as Burlington Northern Santa Fe Railway, SANDAG, NSDCTDB, Caltrans and the Federal Railroad Administration that details a potential \$10 billion investment over 20 years in California's rail corridors, including service in the San Diego region; and

WHEREAS, over the past ten years, Amtrak and the State of California have invested over \$1.5 billion in intercity rail corridors, the result of which has been faster, more frequent and convenient service, improved stations and increased ridership; and

WHEREAS, travelers along the I-5 and Southern California coastal corridor have increasingly chosen to travel by train and Amtrak ridership through San Diego County has grown over 12 percent over the past three years; and

WHEREAS, the U.S. government has significantly undercapitalized the national Amtrak system for decades, failed to provide passenger rail with a dedicated secure source of funding like other modes enjoy and required Amtrak alone to achieve operating self-sufficiency; and

WHEREAS, with the Homeland Defense, the United States of America should not rely solely on airline and automobile transportation systems and should allocate additional funding for passenger rail service as it has done for the airlines; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors hereby supports continued and expanded federal support for Amtrak service and requests all the Members of Congress representing the region and the State of California support the passage of a stable source of capital and operating funding for Amtrak and endorse an appropriation of \$1.2 billion for Fiscal Year 2003, urging the President of the United States to sign said legislation into law.

PASSED AND ADOPTED this 28th day of June, 2002.

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **9**

**Action Requested: APPROVE**

RESPONSES TO SAN DIEGO COUNTY GRAND JURY REPORTS

- A. "REGIONAL TRANSPORTATION PLANNING – DOES IT EXIST?"
- B. "TRANSPORTATION IN NORTH COUNTY – DEAD ENDS AND LACK OF FORESIGHT"

**Introduction**

The San Diego County Grand Jury released two reports within the last month concerning transportation issues. The first report, "Regional Transportation Planning – Does It Exist?" was released on May 23, 2002 and presented an evaluation of the methods used by SANDAG to plan and fund transportation projects. The second report, "Transportation in North County – Dead Ends and Lack of Foresight," was released on June 11, 2002 and presents the results of the Grand Jury's review of the transportation system serving the northern part of the County.

California Penal Code 933 (c) requires that SANDAG comment to the Presiding Judge of the Superior Court on the findings and recommendations pertaining to matters under its control. Attachment 1 presents suggested responses to the findings and recommendations in the May 23, 2002 report and Attachment 2 includes responses for the June 11, 2002 report.

The Grand Jury reports and the suggested responses were discussed at the June 14, 2002 meeting of the Executive Committee. During this discussion, the Executive Committee expressed the concern that some of the "findings" in these reports were really personal observations. The information presented in Attachments 1 and 2 respond to the penal code requirements, but also provide sufficient detail to ensure full understanding of the issues discussed in the two reports.

SANDAG's comments on the findings and recommendations in these two Grand Jury reports are due no later than 90 days after they are published. The Executive Committee agreed with the suggested responses to the reports and it is their

RECOMMENDATION

that the Board of Directors approve the responses to the findings and recommendations in the two Grand Jury reports released on May 23, 2002 and June 11, 2002 detailed in Attachments 1 and 2, respectively.

GARY L. GALLEGOS  
Executive Director

Attachments (2)

Key Staff Contact: Eric Pahlke, (619) 595-5323; epa@sandag.org

## SANDAG RESPONSES TO MAY 23, 2002 GRAND JURY REPORT

### “Regional Transportation Planning – Does It Exist?”

#### Findings:

- I. *SANDAG has developed and uses formal criteria-driven processes to identify, evaluate, and prioritize **highway** projects. The criteria for “compatibility with adopted habitat plans” and “service to major employment areas” are qualitative rather than quantitative.*

#### **SANDAG agrees with this finding.**

SANDAG first used a formal criteria based evaluation process in 1997 for prioritizing highway improvement projects. The criteria were adopted by the Board of Directors in April 1997. This process has been refined over the years (September 2000 and March 2002) and currently uses two quantitative and eight qualitative evaluation criteria. Even though qualitative criteria are, by definition, subjective in nature, all eight criteria are scored against quantifiable choices. For example, “compatibility with adopted habitat plans” is scored on whether a project “avoids preserve areas and natural areas as defined by habitat preserve plans.” A further refinement that has been discussed is to quantify the number of acres of preserve and other natural areas impacted by a project.

- II. *Formal criteria-driven processes to evaluate and prioritize **interchange** projects exist, but require revision to make this criteria more consistent with highway project evaluation criteria.*

#### **SANDAG disagrees partially with this finding.**

Freeway-to-freeway interchange projects and mainline freeway/highway projects are significantly different in both cost and operational characteristics. SANDAG’s adopted criteria for these two types of projects recognize these differences. These two evaluation processes are already consistent to the extent that cost-effectiveness criteria are included in both approaches.

SANDAG has used a formal criteria based evaluation process since 1998 for ranking projects to install missing freeway-to-freeway connector ramps. This process uses one quantitative criterion (one of the two criteria used for highway projects) and six qualitative criteria. As was the case for the highway evaluation process, the qualitative criteria are scored against quantifiable factors. Staff has developed some refinements to these criteria which have been discussed with the Transportation Committee. These refinements will be presented to the Committee and Board for action once a land use alternative is selected for the 2030 Regional Transportation Plan.

- III. *Formal criteria-driven processes to identify, evaluate, and prioritize **transit** projects are under development.*

**SANDAG agrees with this finding.**

The SANDAG Board adopted Transit Services Evaluation Criteria in March 2002. These criteria were developed in cooperation with the Metropolitan Transit Development Board and the North San Diego County Transit District.

- IV. *Formal criteria-driven processes to identify, evaluate, and prioritize **arterial** transportation projects that involve multiple jurisdictions do not exist. Formal criteria-driven processes are used for freeway, highway, and transit projects that cross-jurisdictional boundaries, while regional arterial projects are normally nominated for funding on a jurisdictional basis.*

**SANDAG disagrees with this finding.**

SANDAG's Cities/County Transportation Advisory Committee (CTAC) first developed criteria for ranking arterial street projects in 1995. These criteria were refined in 1998 and adopted by the SANDAG Board for use in ranking arterial projects for funding purposes. These criteria have been refined over the past four years, most recently in April 2002.

The current project prioritization process utilizes 13 quantitative and six qualitative criteria that can be applied to projects regardless of their length or location within one or more jurisdictions. As noted in the finding, under the current process local jurisdictions nominate arterial projects for funding, but projects that contribute to the "continuity" of the regional arterial system receive additional points.

- V. *There is no formal process utilized by SANDAG to allocate funding, especially discretionary funding, among alternative transportation mode projects, like arterial vs. highway vs. freeway vs. transit vs. bike routes.*

**SANDAG agrees with this finding.**

SANDAG staff has evaluated the feasibility of developing a criteria based process for ranking dissimilar projects, discussed this issue with consultants and other experts, and have done a limited amount of research. Staff's conclusion is the same one expressed by the County Auditor: "... it is not feasible to develop a single system that combines and ranks all types of projects vis-à-vis each other in terms of funding priorities."

- VI. *SANDAG's ability to conduct effective regional transportation planning is impeded by its lack of authority to override local governments which oppose a project, even when SANDAG determines such a project to be in the best interest of the regional transportation system. The proposed "San Diego Regional Agency" will cause SANDAG to become much more effective in its regional transportation planning function.*

**SANDAG agrees with this finding.**

The ability to override a local decision blocking a "regionally significant transportation project" would facilitate the development of the regional network. This override should only be applied to projects that are important to regional mobility.

**Recommendations:**

02-25 *Modify the highway evaluation process to include more formal, data-driven criteria for "compatibility with habitat plans" and "service to employment areas."*

**SANDAG's existing process has already implemented this recommendation.**

Refinements to the current evaluation criteria will be implemented as needed, perhaps within the next year as the 2030 Regional Transportation Plan (RTP) is developed. All of the qualitative evaluation criteria should be continually refined to be as quantifiable as possible. The process should be as objective as possible, but in the final analysis, it is only a tool that the policy makers can use to guide their decisions.

02-26 *Update the criteria for evaluating freeway interchange projects and prepare a revised priority ranking for such projects.*

**SANDAG will implement this recommendation.**

SANDAG's Transportation Committee has already discussed an update to the current evaluation process for prioritizing missing connector ramps for freeway-to-freeway interchanges. The intent is to complete this update process in conjunction with the 2030 RTP.

02-27 *Formulate a ranking system for transit projects and prepare a ranked list of future transit projects.*

**SANDAG has implemented this recommendation.**

SANDAG adopted the Transit Services Evaluation Criteria on March 22, 2002.

02-28 *Adopt a ranking methodology for evaluating and funding regional transportation projects.*

**SANDAG's existing process has already implemented this recommendation.**

The SANDAG Board of Directors has adopted project prioritization criteria for ranking regional arterial system projects. The latest version of these criteria were adopted on April 26, 2002.

02-29 *Develop a ranking methodology for prioritizing funding between alternative transportation mode projects (e.g., arterials vs. highway vs. transit).*

**SANDAG cannot implement this recommendation.**

Although the concept sounds good, research performed to date, by both SANDAG and the County Auditor, indicate that it may not be possible to develop a criteria based process for comparing very dissimilar transportation alternatives to achieve one master list of projects. The County Auditor concluded that "... it is not feasible to develop a single system that combines and ranks all types of projects vis-à-vis each other in terms of funding priorities."

## SANDAG RESPONSES TO JUNE 11, 2002 GRAND JURY REPORT

### “Transportation in North County – Dead Ends and Lack of Foresight”

#### Findings:

- I. *Based upon population numbers, North County needs a greater level of highway infrastructure. This is due, in large part, to the defeat of future east-west highway plans by the County and the City of Encinitas. The expansion of I-5 and I-15 and the improvement of interchanges with SR78 are essential to correcting this imbalance.*

#### **SANDAG disagrees partially with this finding.**

Approximately 26% of the population in 2000 lived in North County while 27% of the highway lane miles are located within this area. Improved mobility in North County will depend upon a multi-modal approach, including highway improvements, new and expanded arterial streets, and increased transit service.

SANDAG's 2020 Regional Transportation Plan (RTP) envisions significant improvements along both the I-5 and I-15 corridors. Improvements along the I-5 coastal corridor include the double tracking of the rail facility to accommodate expanded Coaster and intercity rail service. The addition of both general purpose and high occupancy vehicle (HOV) lanes, in conjunction with interchange upgrades and auxiliary lanes between interchanges, is also scheduled for I-5. A similar, multi-modal approach is anticipated along the I-15 inland corridor. Several auxiliary lanes are already being added and the first phase of the new HOV / Managed Lane project in the median of I-15 will be under construction next spring. This new project will add four lanes with a moveable barrier to help maximize capacity in the peak flow direction. This new facility will also accommodate an expanded regional express transit service along the entire length of the I-15 corridor. Several local interchange improvements are planned for the SR 78 corridor between I-5 and I-15. Upgrades to the freeway-to-freeway interchanges at both ends of SR 78 will be timed to coincide with the planned improvements to these two north-south freeways.

- II. *Because of environmental and political constraints, no new major north-south highways will be built in North County between I-5 and I-15, even though the population of North County is expected to grow by 25% by 2015.*

#### **SANDAG disagrees partially with this finding.**

The environmental and community impacts of a new freeway of a size similar to the existing I-5 and I-15 facilities would be quite significant. A combination of regional arterial street improvements and highly efficient transit services may provide sufficient additional capacity to compliment the planned improvements to the I-5 and I-15 corridors. During 2003, SANDAG is going to analyze a wide range of alternatives for a new north-south facility (e.g., regional arterial, expressway,

freeway, or transit service) either east or west of I-15 as part of its ongoing planning work.

- III. *The proposed North County Parkways Plan has the potential to reduce traffic congestion significantly in the near term at a reasonable cost. The Parkways Plan will reduce congestion 5 times more than the Oceanside-Escondido Rail Project for approximately the same amount of public funds.*

**SANDAG disagrees partially with this finding.**

SANDAG is currently following up on the initial efforts led by Supervisor Pam Slater in developing the Parkways Plan. The North County Cities and the County are preparing cost estimates for all of the arterial street improvements identified in the Plan. Based upon the estimates received to-date, the cost of the entire Plan could be almost \$1 billion. The current cost estimate for the Oceanside-Escondido project is \$351.5 million. Caltrans estimated a travel time savings of 5.7 million vehicle hours in the year 2020 if just the arterial projects in the Parkways Plan were all built by 2020. NCTD estimated an annual travel time savings of approximately 1.4 million hours once the Oceanside-Escondido line is fully operational. Although these estimates are not directly comparable, it appears that the Oceanside-Escondido Rail Project is probably as cost effective as the Parkways Plan

- IV. *Ridership potential for the Oceanside-Escondido Rail Project is hampered by the lack of "smart growth" planning by the cities and the County around most of the transit stations.*

**SANDAG agrees with this finding.**

SANDAG's 2020 RTP assumed that local land use actions would facilitate higher and/or mixed use development around all of the major transit stations in the region, including the Oceanside-Escondido corridor. As part of its REGION2020 effort, SANDAG has been actively encouraging the local jurisdictions to implement land use policies consistent with the 2020 RTP. SANDAG will continue to encourage increased coordination of land use decisions with transportation planning and programming activities in the development of the new 2030 RTP and Regional Comprehensive Plan (RCP).

- V. *A number of the Oceanside-Escondido Rail Project transit stations have only limited shuttle bus or fixed route bus connections to the surrounding communities, especially the industrial areas of Oceanside and South Vista, which further hampers ridership potential.*

**SANDAG disagrees with this finding.**

With the opening of the Oceanside-Escondido line, NCTD is planning to eliminate duplicative bus service in favor of new shuttle services providing connections to nearby major destinations and bus feeder services that are timed to make transfers to the rail line.

## Recommendations

02-53 *Study the need to upgrade the connecting ramps of SR78/I-5 and SR78/I-15 and the corresponding need to complete such upgrades no later than the corresponding widening of the I-5 and I-15 in these areas.*

### **SANDAG will implement this recommendation.**

SANDAG is working with Caltrans analyzing the need for improvements to all of the freeway-to-freeway connecting ramps in the region including these two locations. At the SR 78/I-5 interchange two of the movements (south to east and west to south) are not currently served by "connector ramps," but rather depend upon traffic signal control. A 1998 study of missing "connector ramps" identified both of these movements as being in the top five locations in the region that need to be addressed. This study will be updated as part of the 2030 RTP.

Caltrans is currently improving the north to east ramp at the SR 78/I-5 interchange. In addition, several months ago Caltrans temporarily closed the east to north loop ramp to eliminate the conflict with the heavy south to east movement. Caltrans is evaluating the impact of this closure on the local street system. Upgrading the west to south move has been more problematic because any project to increase the capacity for that movement, without a corresponding increase in southbound I-5 capacity, would achieve very little benefit. Caltrans is, however, reviewing this movement to determine if some additional improvements could be made prior to the planned widening of I-5 south of SR 78.

There are no missing "connector ramps" at the I-15 interchange, but some improvements may be warranted at this location to the existing ramps. Caltrans is reviewing this location to determine if any interim improvements are warranted or if adjustments should be scheduled at the time that I-15 is expanded as part of the ongoing HOV / Managed Lane project.

02-54 *Study the need for North San Diego County arterial streets to be completed and improved on an expedited schedule.*

### **SANDAG will implement this recommendation.**

SANDAG is already working with the nine cities and the County involved in the North County Parkways Plan. Work completed to-date includes a detailed 2020 traffic forecasting effort to ascertain potential congestion relief associated with each of the 37 specific projects identified by the jurisdictions. A planning-level cost estimate also is being prepared for all of the arterial street projects identified in the Plan.

02-55 *Create a revolving loan fund to enable key roads to be completed in advance of private development.*

### **SANDAG's existing policies already implement this recommendation.**

The *TransNet* Program already contains loan provisions that could serve this purpose. Any member agency can borrow money to advance the completion of a project. The agency has to identify an adequate payback provision with sufficient guarantees that the loan will be repaid by no later than the end of the *TransNet* Program in 2008. The Metropolitan Transit Development Board has taken advantage of these provisions. Although two cities have initiated this process in past years, neither city consummated the loan.

02-56 *Modify the distribution of transportation funding among modes (e.g., transit, highways, arterials) to reflect more closely a project's ability to reduce congestion.*

**SANDAG will not implement this recommendation.**

A project's ability to reduce congestion cannot be the only criterion for distributing funding to transportation projects. SANDAG has adopted evaluation criteria for the ranking and funding of transit, highway, and arterial street improvement projects that consider traffic congestion relief as one of many relevant factors.

Many of the funding sources for major transportation projects are restricted by purpose and/or mode. For example, the Oceanside-Escondido Rail Project is funded from five distinct sources. Some of the sources, such as Federal Transit Administration (FTA) and Proposition 108, can only be used for transit improvements. Some of the sources, such as Traffic Congestion Relief Program (TCRP) were specifically earmarked for this one project. And, some of the funding comes from the *TransNet* Program which can only be used for transit improvements only for this project. Of the \$351.5 million programmed for this project only \$11.5 million from the region's share of the State Transportation Improvement Program (STIP) are truly "flexible dollars" that could have been used for highway, arterial street or other transportation purposes. This is a good example of leveraging local funds to secure additional state and federal transportation dollars for a project that benefits the San Diego region.

As complicated as the funding of major transportation projects may be today, the current funding situation is much more flexible than it was several years ago. The last two federal programs (ISTEA and TEA-21) and recent state legislation have simplified this process, but even more funding flexibility is needed. SANDAG has consistently lobbied at both the state and federal level to increase the flexibility of transportation funding and will continue to do so during the next year as the federal program is being renewed.

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **10**

**Action Requested: APPROVE**

HIGHWAY NOISE BARRIER PROGRAM –  
PROJECT FUNDING

**Introduction**

Noise levels exceed state and federal criteria at numerous residential locations adjacent to existing highways in the San Diego region. Passage of Senate Bill 45 (Kopp) in 1997 delegated the responsibility of addressing existing highway noise impacts on residential areas from the state to the regions. In February 1998, the SANDAG Board of Directors adopted a policy for highway noise issues and in November 2001, the SANDAG Board of Directors adopted a revised Highway Noise Barrier Program Policy (Attachment 1) and reserved \$1,982,000 of 2002 State Transportation Improvement Program (STIP) funds for the Highway Noise Barrier Program.

Later in November 2001, a call for highway noise barrier project proposals was issued. A five-month call for projects time period was provided to allow local jurisdictions time to hire engineering consultants to assist with the preparation of project proposals. As of the April 25, 2002 deadline, eight project proposals from five jurisdictions totaling nearly \$6 million were received.

At its June 13, 2002 meeting, the Transportation Committee reviewed the proposed ranking of Highway Noise Barrier projects developed by the Cities/County Transportation Advisory Committee (CTAC) and Caltrans and unanimously recommended approval (Attachment 2).

The Transportation Committee also reviewed the proposed Use-it-or-Lose-it Policy and the Highway Noise Barrier Program Policy and discussed whether including the percentage of residents that predate the freeway was an appropriate criterion for prioritizing the projects for fund allocation. Concern was expressed that in some areas, the housing units that predate an existing freeway are marginally habitable because of noise levels, and these areas that need the greatest noise relief may not rank as well under the current prioritization process. It was recommended that staff revisit the prioritization criteria for the Highway Noise Barrier Program prior to the next program funding cycle (2004 STIP).

It is the Transportation Committee's

**RECOMMENDATION**

that the Board of Directors (1) approve the proposed list of Highway Noise Barrier projects (Attachment 2, projects ranked 1-3) for fund allocation from the 2002 STIP; (2) approve the Use-it-or-Lose-it Policy discussed below; and (3) direct staff to review the Highway Noise Barrier Policy before the next funding cycle.

## **Discussion**

The current Highway Noise Barrier Policy outlines prioritization criteria for proposed highway noise barriers based on noise levels, reduction in noise levels (provided by the proposed barrier), benefiting residential units, barrier costs, local jurisdiction contribution, and the percentage of homes where people have resided there since the time the highway opened.

As shown in Attachment 2, there are three highway noise barrier projects recommended for funding. These three projects are requesting \$2,013,000, which is \$31,000 over the reserve amount. As proposed, the third project (the City of Oceanside's Hillside Lane project) would receive \$31,000 less funding than the request amount (i.e., \$686,000 instead of \$717,000). Assuming the Board of Directors approves the proposed list, a funding request would be sent to the California Transportation Commission (CTC) for programming the funds from the remaining \$123 million of STIP funds statewide. If this is not successful, staff will evaluate other strategies to determine if these projects can be funded in FY 2003 and FY 2004 as requested.

### ***Use-it-or-Lose-it Policy***

At its June 13, 2002 meeting, the Transportation Committee approved a Use-it-or-Lose-it policy for the Highway Noise Barrier Program. The policy requires the project sponsoring agency to: (1) submit quarterly progress reports, (2) hire a consultant for engineering, environmental planning and right-of-way acquisition within six months of the programming of funding, and (3) award a construction contract within two years of the programming of funding.

Project sponsors not meeting the requirements would automatically lose their funding. CTAC will be responsible for keeping the ranked list of projects current for future funding cycles and funds made available with the Use-it-or-Lose-it policy. Local jurisdictions are encouraged to submit additional project proposals at any time.

### ***Noise Barrier and Noise Reading Inventory***

SANDAG and Caltrans have been developing an inventory of existing highway noise barriers, residential noise readings undertaken by Caltrans, and a chronology of home construction in the region. This inventory will assist local jurisdictions in identifying existing noise problem areas and future noise barrier needs. Exhibits will be available to local jurisdictions and from the SANDAG Web Site by August 2002. A geographic information system (GIS) based application will be available to local jurisdictions with the necessary software and data licenses.

GARY L. GALLEGOS  
Executive Director

Attachments

Key Staff Contact: Richard Chavez (619) 595-5604

Funds are budgeted in Overall Work Program #4.04

## SANDAG Highway Noise Barrier Program Policy

Approved: November 16, 2001

1. **Fund Allocation:** SANDAG will allocate up to one percent (1%) of the funds available through the State Transportation Improvement Program – Regional Improvement Program (STIP-RIP) each cycle to fund eligible retrofit noise barriers. Each STIP-RIP cycle, the local jurisdictions are required to submit a request for their candidate retrofit noise barriers to SANDAG for funding consideration. The request must document that at least two-thirds of the residences immediately adjacent to the freeway desire installation of the noise barrier. The local jurisdictions are required to provide all engineering and right of way services, including construction contract administration, unless arrangements are made with Caltrans. The local jurisdictions are required to address long-term noise barrier maintenance issues to the satisfaction of Caltrans prior to funding allocation by SANDAG.

Funds will be allocated to the noise barrier(s) with the highest Priority Index number as determined by the Noise Barrier Scope Summary Report (NBSSR). Caltrans will maintain a two tier Retrofit Noise Barrier Needs List. Funds will only be allocated to Tier one noise barriers.

STIP-RIP funds are programmed by SANDAG and administered by Caltrans. STIP-RIP funds are transferred by Caltrans to the local jurisdiction on a reimbursement basis. Strict use-it-or-lose-it rules apply to STIP-RIP funds, as defined in the STIP Guidelines adopted by the California Transportation Commission (CTC).

2. **Eligibility:** Qualifying conditions are limited to residential areas with outdoor areas of frequent use immediately adjacent to existing interstate freeways or state highways where noise levels exceed 67 decibels (measured as the energy-average of the A-weighted sound levels occurring during a one hour period, dBA, Leq(h)). A retrofit noise barrier must meet minimum state and federal standards to be added to the Caltrans maintained Retrofit Noise Barrier Needs List.

Barriers on the Retrofit Noise Barrier Needs List must be cost effective. The cost effectiveness criterion is established as \$45,000 per benefited living unit for the 2002 STIP-RIP funding cycle. This criterion will be adjusted for future STIP-RIP cycles by using the California Construction Cost Index as a guide. The noise barrier's cost effectiveness calculation should include all living units (i.e., houses, apartments, and condominiums) that will benefit by a reduction of 5 dBA or more as a result of the noise barrier construction. The noise barrier cost used in making the cost-effectiveness calculation should be the same as that used for calculating the Priority Index.

Noise barriers identified as part of an environmental document for noise abatement purposes for highway improvement or residential development projects will not be eligible for STIP-RIP funding as a retrofit noise barrier. All new highway projects will include noise barriers in accordance with state and federal policy. All new residential developments adjacent to highways will include noise barriers in accordance with state and local policy.

3. **Retrofit Noise Barrier Needs List:** Caltrans will develop and maintain a comprehensive list of noise barrier needs in the region. Caltrans will perform field noise measurements as needed. Caltrans will maintain a two tiered list: Tier one will consist of proposed noise barriers that have a completed Noise Barrier Scope Summary Report (NBSSR). Tier two will consist of proposed noise barriers that have no NBSSR. Noise barriers in Tier one will be listed in order, based upon their Priority Index numbers. Noise barriers in Tier two will be listed in order, based upon measured noise levels.

4. **Noise Barrier Scope and Summary Report (NBSSR):** The local jurisdictions are responsible for funding and completing the NBSSR. Caltrans is responsible for reviewing and approving the NBSSR. The noise barrier will be advanced from Tier two to Tier one once the NBSSR is approved by Caltrans. Proposed noise barriers must not conflict with projects currently programmed in the Regional Transportation Improvement Program (RTIP). Long-term maintenance strategies must be included in the NBSSR. NBSSR guidelines can be found in the Caltrans Design Program Web site at [www.dot.ca.gov/hq/oppd](http://www.dot.ca.gov/hq/oppd). The guidelines are in the Appendix F of the Project Development Procedures Manual (PDPM) that is listed under the Manuals/Guidance/Design Topics heading on the Web site.
5. **Noise Barrier Requests:** Caltrans will investigate all noise barrier requests and maintain a log. The log will be shared with the local jurisdictions and SANDAG on a quarterly basis. The local jurisdictions are responsible to update their contact person information with Caltrans. Caltrans will develop and maintain an educational pamphlet about noise barriers for distribution purposes. If a requested noise barrier does not meet the minimum standards, Caltrans will send the educational pamphlet to the requester.
6. **Priority Index (PI) Calculation:** The PI is used for ranking Tier one noise barriers on the Retrofit Noise Barrier Needs List.

$$PI = (NL-67)^2 * AR * LU / \text{Cost (in \$1,000)}$$

NL: Is the average of the field-measured noise levels, dBA, Leq(h).

AR: Is the average reduction in noise levels that the proposed noise barrier will achieve. The NAC of 67dBA, Leq(h), is a goal for achievement, but is not mandatory. However, any noise barrier considered under this program must provide a minimum of 5 dBA noise reduction.

LU: Is the number of living units immediately adjacent to the freeway (i.e., first line receivers). Residences located above the first floor in multistory units are included in the living unit count only if the proposed barrier will provide a 5dBA reduction for these units.

Cost: The noise barrier cost in \$1,000's includes all costs directly related to the proposed noise barriers. This includes items for engineering, right of way, earthwork, drainage, traffic control, structure work, planting, and other specialty work, as well as the noise barrier itself.

For projects that include noise barriers at multiple locations, the overall project's PI is calculated independently for each location. The PI for the combined project is calculated using a weighted average method, with the weighting based on the number of living units at each location.

7. **Priority Index (PI) Adjustment:** A major factor for determining priority is the percentage of living units immediately adjacent to the freeway where occupants have resided there since the time the highway opened. The local jurisdiction in which the residential area is located is responsible for providing documentation on percentage of living units with original occupants still residing immediately adjacent to the highway.

PI calculated by the above formula is enhanced by an amount equal to the actual percentage of living units with occupants currently still residing there. For example, if the PI for a noise barrier is calculated to be 10.00 and the documentation furnished by the local agency indicates that the current qualifying living unit percentage is 52.5 percent, then the priority index is adjusted to 62.5.

If the current occupant or occupants are the owners, then the date of purchase is used as documentation. For rental and leased properties, a statement is obtained from the landlord of the date occupancy commenced.

Another factor for determining priority is the level of contribution from the local jurisdiction. The PI is enhanced by half the percentage of local jurisdiction contribution towards the noise barrier cost up to a maximum of 33 percent (i.e., a maximum of 16.5 points). For example, if the PI for a noise barrier is calculated to be 10.0 and the local jurisdiction contributes 30 percent of the cost, then the priority index is adjusted to 25.0. A noise barrier may qualify for both an enhancement for residents that predate the highway and for a local jurisdiction contribution.

The cost used for determining the level of contribution is the same as for determining the PI, minus the cost of the NBSSR. No PI adjustment is given for local jurisdiction costs associated with completion of the NBSSR, as this is a basic program requirement. Resolution of the city council or Board of Supervisors demonstrates a contribution.

8. **Eligible Expenditures:** Only project features directly attributable to a retrofit noise barrier incurred after the noise barrier has been programmed in the Regional Transportation Improvement Program (RTIP) are eligible for funding. Acceptable project features include drainage modification, earthwork, safety treatments, miscellaneous asphalt paving, landscaping, traffic control and right of way acquisition that is directly related to and needed for proper installation of the noise barrier. Support costs (development of final engineering plans, environmental clearance, right of way appraisal, construction management) are eligible for funding. Inappropriate project features include maintenance, upgrades, or enhancements to the adjacent residence or roadway, roadway slopes, or roadway features.

## Noise Barrier Project Proposals

	City	Route	From	To	Noise Level	Average Reduction	Living Units	Total Cost (thousands)	Cumulative Cost (thousands)	PI	Percent Residents Predate Freeway	Percent Local Contribution	Adjusted PI
1	Oceanside	I-5	Whaley St	California St	72	10	17	\$558	\$558	8	29%	0%	37
2	La Mesa	SR-94	Waite Dr	Massachusetts Ave	77	12	12	\$738	\$1,296	20	0%	0%	20
3	Oceanside	I-5	Hillside Ln	California St	74	5	16	\$717	\$2,013	5	13%	0%	18
4	National City	I-805	Plaza Blvd	4th Street	74	7	37	\$886	\$2,899	14	0%	0%	14
5	El Cajon	I-8	SR-67	Mollison Ave	73	8	42	\$1,709	\$4,608	7	2%	0%	9
6	La Mesa	SR-94	69th St	King St	74	7	8	\$305	\$4,913	9	0%	0%	9
7	La Mesa	SR-94	Jill Lane	Massachusetts Ave	72	6	10	\$259	\$5,172	6	0%	0%	6
8	San Diego	I-15	I-805	Boundary St	69	5	49	\$765	\$5,937	1	0%	0%	1
								<u><u>\$5,937</u></u>					

**Notes:**

PI, Priority Index = ("Noise Level" minus 67) squared times "Average Reduction" times "Living Units" divided by "Total Cost"

Adjusted PI = PI plus "Percent Residents that Predate the Freeway" plus "Percent Local Contribution"

The SANDAG Board of Directors has made \$1,982,000 of 2002 State Transportation Improvement Program (STIP) funds available for freeway noise barriers.

Projects #1 through #3 would receive funding from the 2002 STIP funding cycle.

Project #3 (Oceanside: Hillside Ln to California St) would be funded in the amount of \$686,000 due to funding constraints.

San Diego Association of Governments  
**BOARD OF DIRECTORS**

serving as the  
SAN DIEGO COUNTY  
REGIONAL TRANSPORTATION COMMISSION

June 28, 2002

AGENDA REPORT NO.: 02-06-**11**

**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 2020 Regional Transportation Plan (RTP).

Attachment 1 – "*TransNet* Program" – indicates sales tax revenue available for allocation was \$15,215,112 in May 2002, bringing the fiscal year total to \$170,855,898. Revenue for the fiscal year is less than 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 \$1.95 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 is finalizing design plans for the **I-15 Widening** (project #14) between Mira Mesa Boulevard and Miramar Way. This project is scheduled to open to traffic in 2004.

Caltrans began soliciting bids for the construction contract on April 22 for the **SR-56 4-lane freeway** (project #27) from Camino Ruiz to Carmel Country Road. The bid opening is scheduled for June 20 and construction contract award is scheduled for July 18. A ground breaking ceremony is tentatively scheduled for the end of July. This last remaining segment of SR-56 between I-5 and I-15 is scheduled to be open to traffic July 2004.

**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 awarded a construction contract for Phase II of the **San Ysidro Intermodal Station** (project #50). Phase II includes station area modifications, track work, grade crossing enhancements, pedestrian amenities and intercity bus bays. This project is anticipated to be complete December 2003.

NCTD has completed construction and opened to users the **Encinitas Coaster Station Parking Lot Extension** (project #57). This project improved access to parking areas and increased the amount of parking by 74 spaces, for a total of 309 spaces. In addition to this recently completed project, NCTD and the City of Encinitas also are developing a project to add approximately 120 more parking spaces. Start of construction of this project is anticipated for late 2002.

### **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 construction contract for the **Mission Gorge Road Widening** (project #92) in the City of Santee has been awarded. This project also will modify the Mission Gorge Road intersection at Cuyamaca Street and is scheduled to be open to traffic in Fall 2002.

The County of San Diego has awarded consultant contract to begin preliminary engineering for the **SR-67/Bradley Interchange** (project #96). Final environmental clearance is scheduled to be complete by November 2004. The interchange modifications are scheduled to open to traffic in 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 in those functional areas. 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.

Caltrans broadcasts **Carpool** information on freeway changeable message signs during the approximately four-hour peak morning and evening commute periods. These broadcasts occurred on I-5, I-8, I-15, SR-52, SR-54, SR-163 and I-805. Total broadcast time was approximately 6,800 minutes, or about 113 hours this past month. SANDAG’s **Vanpool Program** participation rate has gone up 19 percent in the last six months, from 172 vanpools to 204 vanpools. Each vanpool eliminates an estimated 18 home-work trips. Transportation Demand Management (TDM) programs reduced an estimated 12,560 pounds of Smog Forming Pollution last month bringing the fiscal year total to 117,838 pounds reduced, an increase of 15% over last year at this time.

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

## TransNet Program - May 2002 Progress Report

Program & Recipient	TransNet Allocations			Fund Disbursements		
	This Month	FY To Date	Program To Date	This Month	FY To Date	Program To Date
<b>BICYCLE ELEMENT</b>						
Various Agencies	\$ 83,333	\$ 916,667	15,875,646	\$ 149,530	\$ 1,627,238	\$ 11,145,736
	\$ 83,333	\$ 916,667	15,875,646	\$ 149,530	\$ 1,627,238	\$ 11,145,736
<b>WALKABLE COMMUNITIES DEMONSTRATION PROGRAM</b>						
Various Agencies	-	-	1,025,887	175,000	340,000	340,000
	\$ -	\$ -	1,025,887	\$ 175,000	\$ 340,000	\$ 340,000
<b>HIGHWAY ELEMENT</b>						
Programwide	5,043,926	56,646,411	657,590,436	-	13,293,078	724,440,696
	\$ 5,043,926	\$ 56,646,411	657,590,436	\$ -	\$ 13,293,078	\$ 724,440,696
<b>TRANSIT ELEMENT</b>						
Elderly/Disabled (Various Agencies)	50,439	566,464	6,147,343	-	484,500	6,184,316
MTDB	3,591,143	40,330,756	462,767,430	70,000	10,802,000	473,146,987
NSDCTDB	1,402,344	15,749,190	177,472,917	300,000	5,473,090	162,789,167
	\$ 5,043,926	\$ 56,646,411	646,387,690	\$ 370,000	\$ 16,759,590	\$ 642,120,470
<b>LOCAL STREET &amp; ROAD ELEMENT</b>						
Carlsbad	157,424	1,767,573	20,445,537	-	-	16,229,250
Chula Vista	288,797	3,243,458	32,545,506	-	4,318,000	30,830,100
Coronado	41,632	466,731	5,845,796	-	-	5,350,616
Del Mar	14,199	158,537	2,113,902	-	192,000	2,094,045
El Cajon	157,474	1,768,137	19,993,103	-	1,324,000	22,288,187
Encinitas	109,701	1,231,440	15,863,570	100,000	1,540,000	15,856,746
Escondido	226,462	2,543,162	26,971,016	-	3,625,000	25,626,091
Imperial Beach	45,579	511,074	6,069,865	45,000	450,000	5,871,355
La Mesa	101,559	1,139,963	14,002,326	-	705,000	12,784,400
Lemon Grove	47,992	538,178	6,568,480	100,000	560,000	6,542,084
National City	92,816	1,041,745	11,949,232	-	800,000	11,568,500
Oceanside	283,647	3,185,595	32,313,467	-	2,600,000	29,846,522
Poway	94,756	1,063,541	12,182,518	80,000	835,000	20,101,790
San Diego City	2,059,755	23,138,925	256,457,478	1,809,803	18,323,128	271,142,256
San Marcos	101,056	1,134,321	11,229,203	-	1,000,000	13,631,350
Santee	92,768	1,041,212	12,229,924	50,000	400,000	11,319,276
Solana Beach	30,220	338,522	4,356,833	32,874	350,159	4,327,069
Vista	149,136	1,674,466	19,207,267	-	-	20,447,873
County of San Diego	948,952	10,659,831	120,417,663	1,515,000	11,939,000	125,337,062
	\$ 5,043,926	\$ 56,646,411	630,762,686	\$ 3,732,677	\$ 48,961,287	\$ 651,194,572
<b>TRANSNET PROGRAM</b>	<b>\$ 15,215,112</b>	<b>\$ 170,855,898</b>	<b>1,951,642,345</b>	<b>\$ 4,427,207</b>	<b>\$ 80,981,193</b>	<b>\$ 2,029,241,474</b>

1) TransNet Allocations consist of tax allocations from the State plus interest earnings.

2) Disbursements include cash disbursements and bond proceeds. Debt service costs are not included.

## Highway Projects

	Route - Description Limits	Current Phase		Total Project		
		Phase	Completion	Cost Estimate	Programmed	Completion
1	I-5 Realignment Virginia Ave POE Relocation in San Ysidro	Environmental	Oct-03	\$70,000,000	\$12,000,000	2008
2	I-5/ I-805 Merge Widening Genesee Ave to Del Mar Heights Rd	Construction	Jan-07	\$186,200,000	\$186,200,000	2007
3	I-5 Widening (Northbound) Del Mar Heights Rd to Via de la Valle	Environmental	Jun-03	\$8,500,000	\$6,100,000	2005
4	I-5 Widening (Northbound) Mission Bay Dr to SR-52	Construction	Nov-03	\$6,700,000	\$6,700,000	2003
5	I-5 Widening 24th Street to Harbor Drive	Environmental	Dec-02	\$9,200,000	\$9,200,000	2005
6	I-5 HOV/General Purpose Lanes Del Mar Heights Rd to Vandegrift Blvd	Environmental	May-07	\$600,000,000	\$10,000,000	2012
7	I-5 Noise Barriers City of Oceanside	Environmental	not available	\$1,275,000	\$1,244,000	2005
8	I-5/ SR-56 Connectors West to North and South to East	Environmental	not available	\$137,000,000	\$14,000,000	2020
9	I-5/ SR-78 Connector Widen North to East Connector	Construction	Sep-03	\$4,400,000	\$4,400,000	2003
10	I-8 Widening (Eastbound) 2nd Street to Greenfield Drive	Environmental	Apr-03	\$11,500,000	\$11,500,000	2007
11	SR-11 4-Lane Freeway New Border Crossing	Environmental	Jul-05	\$193,000,000	\$8,000,000	2009
12	I-15 Widening (Southbound) Friars Road to I-8	Design & Right of Way	Jun-02	\$9,300,000	\$9,300,000	2003
13	I-15 Managed Lanes South Segment SR-163 to SR-56	Environmental	Oct-02	\$205,000,000	\$10,000,000	2010
14	I-15 Widening Mira Mesa Blvd to Miramar Way	Design & Right of Way	Jun-02	\$40,000,000	\$37,000,000	2004
15	I-15 Widening Mercy Rd to SR-56	Design & Right of Way	Apr-03	\$22,000,000	\$22,000,000	2005
16	I-15 Managed Lanes Middle (stage 4) South of 15/56 to 15/56	Environmental	Oct-02	\$35,000,000	\$35,000,000	2006
17	I-15/ SR-56 Interchange Modifications and I-15 Widening	Construction	Oct-04	\$31,400,000	\$31,400,000	2004
18	I-15 Managed Lanes Middle (stage 1) 15/56 to Camino del Norte	Environmental	Oct-02	\$66,000,000	\$66,000,000	2006
19	I-15 Managed Lanes Middle (stage 2) Camino del Norte to Duenda Road	Environmental	Oct-02	\$61,000,000	\$61,000,000	2006
20	I-15 Managed Lanes Middle (stage 3) Duenda Road to Lake Hodges	Environmental	Oct-02	\$86,000,000	\$86,000,000	2008

## Highway Projects

	Route - Description Limits	Current Phase		Total Project		
		Phase	Completion	Cost Estimate	Programmed	Completion
21	I-15 Managed Lanes Middle (stage 5) Highland Valley Road to Centre City Pkwy	Environmental	Oct-02	\$60,000,000	\$60,000,000	2008
22	I-15 Managed Lanes North Segment Centre City Pkwy to SR-78	Environmental	Oct-02	\$115,000,000	\$5,000,000	2010
<b>23</b>	<b>SR-52 4-Lane Freeway SR-125 to Cuyamaca St</b>	<b>Design &amp; Right of Way</b>	<b>Nov-03</b>	<b>\$143,700,000</b>	<b>\$143,700,000</b>	<b>2006</b>
<b>24</b>	<b>SR-52 4-Lane Freeway Cuyamaca St to SR-67</b>	<b>Design &amp; Right of Way</b>	<b>Apr-07</b>	<b>\$145,000,000</b>	<b>\$145,000,000</b>	<b>2009</b>
25	SR-54 and SR-125 HOV Lanes I-805 to SR-94	Environmental	Sep-03	\$110,000,000	\$7,000,000	2009
<b>26</b>	<b>SR-56 4-Lane Freeway Black Mtn Rd to Camino Ruiz</b>	<b>Construction</b>	<b>Jul-02</b>	<b>\$48,900,000</b>	<b>\$48,900,000</b>	<b>2002</b>
27	SR-56 4-Lane Freeway Camino Ruiz to Carmel Country Rd	Construction	Jul-04	\$128,331,000	\$128,331,000	2004
<b>28</b>	<b>SR-76 4-Lane Conventional Highway Melrose Dr to Mission Rd (S13)</b>	<b>Environmental</b>	<b>Jun-05</b>	<b>\$101,000,000</b>	<b>\$18,500,000</b>	<b>2011</b>
<b>29</b>	<b>SR-76 Intersection Improvements Olive Hill Road</b>	<b>Environmental</b>	<b>Dec-03</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>2005</b>
<b>30</b>	<b>Environmental Restoration SR-76 Corridor</b>	<b>Environmental</b>	<b>Sep-03</b>	<b>not available</b>	<b>not available</b>	<b>2005</b>
<b>31</b>	<b>SR-78 Widening (Eastbound) El Camino Real to College Blvd</b>	<b>Environmental</b>	<b>Jan-03</b>	<b>\$5,600,000</b>	<b>\$4,800,000</b>	<b>2006</b>
32	SR-94 Capacity Enhancement I-5 to SR-125	Environmental	Aug-04	\$450,000,000	\$20,000,000	2012
33	SR-94 Noise Barriers City of La Mesa	Environmental	not available	\$738,000	\$738,000	2005
34	SR-94/ SR-125 Interim Connector West to North	Construction	Aug-02	\$3,500,000	\$3,500,000	2002
35	SR-94/ SR-125 Connectors West to North and South to East SR-125 Frwy Widening	Environmental	Sep-05	\$113,400,000	\$60,000,000	2010
<b>36</b>	<b>SR-125 6-Lane Freeway Grossmont College Dr to Navajo Rd</b>	<b>Construction</b>	<b>Jul-03</b>	<b>\$36,500,000</b>	<b>\$36,500,000</b>	<b>2003</b>
<b>37</b>	<b>SR-125 6-Lane Freeway SR-94 to Troy Street</b>	<b>Construction</b>	<b>Jan-03</b>	<b>\$119,100,000</b>	<b>\$119,100,000</b>	<b>2003</b>
<b>38</b>	<b>SR-125 6-Lane Freeway Troy Street to Jamacha Rd</b>	<b>Construction</b>	<b>Sep-03</b>	<b>\$46,800,000</b>	<b>\$46,800,000</b>	<b>2003</b>
<b>39</b>	<b>SR-125/ SR-54 6-Lane Freeway San Miguel Rd to Briarwood Rd and Elkelton Blvd (Gap &amp; Connector)</b>	<b>Design-Build</b>	<b>Dec-04</b>	<b>\$130,200,000</b>	<b>\$130,200,000</b>	<b>2005</b>

## Highway Projects

	Route - Description Limits	Current Phase		Total Project		
		Phase	Completion	Cost Estimate	Programmed	Completion
40	SR-125 4-Lane Toll Highway SR-905 to San Miguel Rd	Design-Build	Dec-04	\$400,000,000	\$400,000,000	2005
41	SR-905 4-Lane Freeway I-805 to U.S./Mexico Border	Environmental	Jul-03	\$261,200,000	\$205,000,000	2007
42	SR-905 Construct Interchange Siempre Viva Rd	Design	Jul-02	\$31,100,000	\$31,100,000	2005

Totals	
Cost Estimate	Programmed
\$4,167,544,000	\$2,233,213,000

## Transit and Bikeway Projects

	Project Title Description / Limits	Current Phase		Total Project		
		Phase	Completion	Cost Estimate	Programmed	Completion
50	San Ysidro Station Station Modifications	Construction	Dec-03	\$19,500,000	\$19,500,000	2003
51	East Village Stations Station Modifications	Construction	Jun-03	\$29,200,000	\$29,200,000	2003
<b>52</b>	<b>Mission Valley East LRT I-15 to Baltimore Drive</b>	<b>Construction</b>	<b>Dec-04</b>	<b>\$431,000,000</b>	<b>\$431,000,000</b>	<b>2004</b>
53	Mid-Coast Balboa LRT Old Town to Balboa Ave	Design	not available	\$116,700,000	not available	not available
<b>54</b>	<b>Nobel Drive Station New Coaster Station</b>	<b>Design</b>	<b>Dec-02</b>	<b>\$9,000,000</b>	<b>\$9,000,000</b>	<b>2004</b>
55	Sorrento Valley Station Parking Lot Expansion	Construction	Dec-02	\$4,600,000	\$4,600,000	2002
56	I-15 Bus Rapid Transit Centers Sabre Springs, Rancho Bernardo Del Lago	Environmental	Dec-02	\$51,000,000	\$51,000,000	2005
57	Encinitas Coaster Station Parking Lot Expansion	Complete		\$800,000	\$800,000	2002
58	Oceanside Station Parking Structure	Environmental	Jun-03	\$9,100,000	\$9,100,000	2005
<b>59</b>	<b>Oceanside - Escondido LRT Coast Hwy to Valley Pkwy</b>	<b>Design</b>	<b>Mar-03</b>	<b>\$351,500,000</b>	<b>\$219,000,000</b>	<b>2005</b>
60	Coastal Rail Double Track Corridor Level EIR	Environmental	Feb-03	not available	\$2,498,000	2006
61	Oceanside-Escondido Bikeway	Design	Sep-02	\$10,208,600	\$10,208,600	2004
62	North Coastal Bikeway	Design	Mar-03	\$25,456,000	\$12,833,000	2005
63	San Diego Bayshore Bikeway	Construction	Mar-03	\$7,398,000	\$6,698,000	2003
64	Escondido-San Diego Bikeway Mission Valley Segment	Design	Dec-02	\$3,500,000	\$2,500,000	2004

Totals	
Cost Estimate	Programmed
\$1,068,962,600	\$807,937,600

## Arterial and Freeway Interchange Projects

	Location - Description Sponsoring Agency	Current Phase		Total Project		
		Phase	Completion	Cost Estimate	Programmed	Completion
70	Extend South Melrose Drive City of Carlsbad	Design & Right of Way	Sep-02	\$5,000,000	\$5,000,000	2003
71	Widen Rancho Santa Fe Rd City of Carlsbad	Design & Right of Way	Jun-02	\$32,000,000	\$32,000,000	2004
72	Olympic Parkway/ I-805 Interchange City of Chula Vista	Environmental	Jul-02	\$21,400,000	\$21,400,000	2004
73	Widen Palomar Street City of Chula Vista	Design & Right of Way	Sep-02	\$2,900,000	\$2,900,000	2003
74	Palomar Street/ I-805 Interchange City of Chula Vista	Environmental	Dec-02	\$11,000,000	\$400,000	2005
75	Coronado Tunnel City of Coronado	Environmental	Jun-04	\$295,000,000	\$1,500,000	2010
76	Widen Jamacha Blvd City of El Cajon	Environmental	Dec-02	\$4,700,000	\$500,000	2004
77	Manchester Ave/ I-5 Interchange City of Encinitas	Environmental	May-05	\$28,200,000	\$2,400,000	2009
78	Widen Bear/ East Valley Pkwy City of Escondido	Environmental	Feb-03	\$9,000,000	\$9,000,000	2005
79	Nordahl Road/ SR-78 Interchange City of Escondido	Environmental	Jan-03	\$1,500,000	\$300,000	2005
80	Widen Plaza Blvd City of National City	Environmental	Oct-02	\$9,100,000	\$9,100,000	2006
<b>81</b>	<b>Extend Rancho Del Oro Drive City of Oceanside</b>	<b>Environmental</b>	<b>Jun-02</b>	<b>\$6,900,000</b>	<b>\$6,900,000</b>	<b>2003</b>
<b>82</b>	<b>Rancho Del Oro Dr/ SR-78 Interchange City of Oceanside</b>	<b>Environmental</b>	<b>Dec-02</b>	<b>\$34,000,000</b>	<b>\$10,900,000</b>	<b>2007</b>
83	Widen Espola Road City of Poway	Environmental	Oct-03	\$8,000,000	\$4,000,000	2005
84	Extend Carroll Canyon Rd City of San Diego	Environmental	Sep-03	\$11,800,000	\$11,800,000	2005
85	Friars Rd/ SR-163 Interchange City of San Diego	Environmental	Jun-04	\$15,300,000	\$2,300,000	2009
86	Genesee Ave/ I-5 Interchange City of San Diego	Environmental	Jun-04	\$25,000,000	\$25,000,000	2007
87	Clairemont Mesa Blvd/SR-163 Interchange City of San Diego	Design & Right of Way	Apr-04	\$8,800,000	\$8,800,000	2005
88	Genesee Ave City of San Diego	Design & Right of Way	Dec-02	\$2,733,000	\$2,733,000	2004
89	El Camino Real City of San Diego	Environmental	Apr-04	\$18,457,000	\$18,457,000	2007

## Arterial and Freeway Interchange Projects

	Location - Description Sponsoring Agency	Current Phase		Total Project		
		Phase	Completion	Cost Estimate	Programmed	Completion
90	Las Posas Rd/ SR-78 Interchange City of San Marcos	Environmental	Jun-02	\$20,200,000	\$22,000,000	2004
91	Rancho Santa Fe Rd City of San Marcos	Design & Right of Way	Jun-02	\$13,000,000	\$13,000,000	2003
92	Widen Mission Gorge Rd City of Santee	Construction	Oct-02	not available	not available	2002
93	Lomas Santa Fe Dr/ I-5 Interchange City of Solana Beach	Environmental	May-03	\$22,100,000	\$15,400,000	2005
94	Widen West Vista Way City of Vista	Environmental	Nov-03	\$7,700,000	\$1,100,000	2006
95	South Santa Fe Ave County of San Diego	Environmental	Jun-03	\$34,900,000	\$34,900,000	2006
96	Bradley Ave/ SR-67 Interchange County of San Diego	Environmental	Nov-04	\$8,300,000	\$8,300,000	2009
97	Los Coches/ I-8 Interchange County of San Diego	Design	Aug-03	\$4,000,000	\$4,000,000	2005

Totals	
Cost Estimate	Programmed
\$660,990,000	\$274,090,000

# Traffic Management Projects

	Description Route: Limits	Current Phase		Total Project		
		Phase	Completion	Cost Estimate	Programmed	Completion
110	CCTV Incident Identification System I-5: I-15 to I-8 I-8: I-5 to SR-163 SR-75: I-5 to Orange Ave SR-94: I-5 to I-805	Construction	Jul-02	\$15,500,000	\$15,500,000	2002
111	CCTV Incident Identification System I-8: SR-163 to Mission Gorge Rd I-15: I-8 to SR-163 I-805: I-8 to SR-163	Design	Jun-02	\$11,200,000	\$11,200,000	2004
112	CCTV Incident Identification System I-15: SR-163 to SR-56 SR-163: I-805 to I-15 I-805: SR-163 to Balboa Ave	Construction	Feb-03	\$10,800,000	\$10,800,000	2003
113	CCTV Incident Identification System I-15: SR-94 to I-8 I-805: SR-94 to I-8	Design	Aug-02	\$9,000,000	\$9,000,000	2004
114	Changeable Message Signs I-5: 3 Locations	Design	Mar-04	\$1,200,000	\$1,200,000	2005
115	Changeable Message Signs I-8: 3 Locations SR-94: 1 Location	Design	Dec-02	\$1,700,000	\$1,700,000	2003
116	Ramp Meters (Northbound) I-5: Coronado Ave to E Street	Environmental	Apr-04	\$7,700,000	\$7,700,000	2006
117	Ramp Meters (Northbound) I-805: Otay Valley Rd to E Street	Environmental	Jul-02	\$9,200,000	\$9,200,000	2005
118	Traffic Monitoring Systems I-5, SR-52, SR-94 and I-805	Environmental	Oct-02	\$6,500,000	\$6,500,000	2006

Totals	
Cost Estimate	Programmed
\$72,800,000	\$72,800,000

# Transportation Demand and Incident Management

## May 2002 Progress Report

	This Month	Last Month	Fiscal Year To Date	Last Fiscal Year To Date
<b>DEMAND MANAGEMENT</b>				
Reduced Travel				
Person Trips Reduced	94,742	91,854	929,870	851,610
Vehicle Miles Traveled (VMT) Reduced	4,522,044	4,328,635	42,423,266	36,832,853
Reduced Emissions				
Pounds of Smog-forming Pollution Reduced	12,560	12,023	117,838	102,307
Reduced Fuel Consumption				
Gallons of Fuel	246,500	235,957	2,312,524	2,007,784
Reduced Costs				
Reduced Auto Fees	\$2,206,757	\$2,112,374	\$20,702,555	\$17,974,429
Program Activity				
Number of Vanpools	204	203		
Vanpool Passengers	1,946	1,937		
Companies in RideLink Subsidy Program	0	0		
Bike Locker Members	456	456		
Guaranteed Ride Home Participants	2,684	2,597		
Total Phone Calls Received	958	1,100	14,895	16,509
Carpool Matchlists Distributed	312	371	8,319	17,919
<b>INCIDENT MANAGEMENT</b>				
Freeway Service Patrol				
Total Assists	4,105	3,900	40,419	N/A
Freeway Changeable Message Signs				
Incident Broadcasts	79	73	374	444
Broadcast Duration (total minutes)	27,776	14,899	72,879	79,671
Freeway Incident Advisories				
Sig Alerts	26	34	352	396
Sig Alert Duration (total minutes)	3,787	3,214	39,282	154,493

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **12**

**Action Requested: INFORMATION**

**FY 2003 WEIGHTED VOTING FORMULA**

The San Diego Association of Governments Joint Powers Agreement (JPA), as amended by the member agencies, requires that the weighted vote be recomputed on July 1 of each year. The JPA further specifies that the population figures to be used in this recalculation shall consist of those determined for each member agency as certified by the State Department of Finance.

The weighted vote has been prepared in compliance with the JPA. The State Department of Finance certified population estimates for January 1, 2002 have been used as the basis for this computation in conformance with the JPA's requirements. There is no change in the weighted vote by jurisdiction for FY 2003.

SANDAG Member Agency	(STEP A)	(STEP B)	(STEP C)	(STEP D)	FY 2003		FY 2002 Weighted Vote	Vote Change
	Certified Population Jan. 1, 2002	Percent Of Subtotal	Fractional Share of 60 Votes	Fractions Less Than "1"	Adjusted Weighted Vote	Adjusted Weighted Vote		
County of San Diego	456,371	27.45%	16.470	16	16	16	16	0
Chula Vista	190,949	11.49%	6.891	6	7 **	7	7	0
Oceanside	167,240	10.06%	6.036	6	6	6	6	0
Escondido	136,956	8.24%	4.943	4	5 **	5	5	0
El Cajon	96,530	5.81%	3.484	3	3	3	3	0
Vista	92,071	5.54%	3.323	3	3	3	3	0
Carlsbad	88,013	5.29%	3.176	3	3	3	3	0
Encinitas	59,950	3.61%	2.164	2	2	2	2	0
San Marcos	60,795	3.66%	2.194	2	2	2	2	0
National City	58,107	3.50%	2.097	2	2	2	2	0
La Mesa	55,643	3.35%	2.008	2	2	2	2	0
Santee	53,658	3.23%	1.937	1	2 **	2	2	0
Poway	49,658	2.99%	1.792	1	2 **	2	2	0
Imperial Beach	27,524	1.66%	0.993	1 *	1	1	1	0
Lemon Grove	25,329	1.52%	0.914	1 *	1	1	1	0
Coronado	25,939	1.56%	0.936	1 *	1	1	1	0
Solana Beach	13,280	0.80%	0.479	1 *	1	1	1	0
Del Mar	4,499	0.27%	0.162	1 *	1	1	1	0
<b>Subtotal</b>	<u>1,662,512</u>	<u>100.00%</u>	<u>60.000</u>	<u>56</u>	<u>60</u>	<u>60</u>	<u>60</u>	
<b>San Diego</b>	<u>1,255,742</u>				<u>40</u>	<u>40</u>	<u>40</u>	
<b>Total Region</b>	<u>2,918,254</u>				<u>100</u>	<u>100</u>	<u>100</u>	

\* Agencies gaining full vote by boosting fractions that are less than one.

\*\* Agencies gaining full vote based upon highest fraction.

GARY L. GALLEGOS  
 Executive Director

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

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **14**

**Action Requested: APPROVE**

RESOLUTIONS TO AMEND SANDAG'S CONTRACT WITH THE CALIFORNIA PUBLIC EMPLOYEES RETIREMENT SYSTEM (CalPERS)

**Introduction**

At their meeting of May 24, 2002, the Board adopted their FY 2003 Final Program Budget. Included with that adoption was authorization to modify SANDAG employees' compensation package which included, among other adjustments, two changes to SANDAG's contract with CalPERS.

Those changes include providing for domestic partner health benefit coverage and changing the employee's retirement benefit plan to the "2.7% at 55 years of age option."

Based upon the Board's approval of these modifications with the adoption of the FY 2003 Final Program Budget, it is my

**RECOMMENDATION**

that the Board of Directors approve Resolution No. 2002-50 and 2002-51 authorizing the amendment to SANDAG's contract with the California Public Employees Retirement System to implement domestic partner health benefit coverage and to notify CalPERS of the Board's intent to modify the employees retirement option.

**Discussion**

*Domestic Partner Health Benefit Coverage:*

Legislation has passed which allows domestic partners to register with the Secretary of State and be eligible to enroll in a CalPERS health plan. Public Agencies may elect to make this benefit available to their employees and retirees. To qualify, domestic partners must meet certain eligibility requirements and be registered with the Secretary of State. The cost to extend health coverage to a domestic partner would be paid by the employee. There would be no cost to SANDAG.

*Retirement Option Change:*

CalPERS requires two resolutions of the Board in order to implement the 2.7% at 55 years of age retirement formula option. The first resolution, included herein, is the Board's notice of intent to amend its contract with CalPERS. The second action, which must be separated from today's action by at least 20 days, is the final resolution to enact the contract amendment. This second action will be scheduled for Board approval at the August 2, 2002 meeting.

The cost to implement the 2.7% at 55 years of age option, as disclosed in the FY 2003 Final Program Budget adopted by the Board on May 24, 2002, is approximately \$169,000 per year based upon the adopted salary budget for next year.

GARY L. GALLEGOS  
Executive Director

Attachments

Key Staff Contact: Wayne Sink (619) 595-5340 or [wsj@sandag.org](mailto:wsj@sandag.org)

Funds are budgeted in the adopted FY 2003 Overall Work Program and Budget

The attachment/s to this Board report may be obtained by contacting SANDAG at (619) 595-5300.

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **15**

**Action Requested: ACCEPT FOR DISTRIBUTION**

PROPOSED AMENDMENT TO SANDAG'S CONFLICT OF INTEREST CODE

**Introduction**

The attached Notice and Proposed Amendment to Conflict of Interest Code is recommended for distribution. Approval for distribution will commence the public comment period required by the Political Reform Act (Government Code Sections 81000 et seq.). The Proposed Amendment reflects necessary updates to the list of designated positions subject to filing annual economic disclosure statements and the financial disclosure categories applicable to such designated positions. The disclosure categories in Appendix B and all other portions of the existing Conflict of Interest Code will remain unchanged.

Therefore, it is my

RECOMMENDATION

that the Board of Directors accept the attached Notice and Proposed Amendment to Conflict of Interest Code for distribution and commencement of the public comment period.

**Discussion**

The Political Reform Act, Government Code Sections 81000, et seq., requires SANDAG to adopt and promulgate Conflict of Interest Codes and to review those Codes for updating purposes every two years. The Fair Political Practices Commission has adopted a regulation, 2 Cal. Code of Regs. Section 18730, which contains the terms of a standard model conflict of interest code. The SANDAG Board has adopted a Conflict of Interest Code that incorporated the provisions of the standard model set forth in a regulation of the Fair Political Practices Commission (2 California Administrative Code Section 18730).

Government Code Section 87302 requires specific enumeration of the positions within SANDAG which involve the making or participation in the making of decisions which may foreseeably have a material effect on any financial interest. Each enumerated position also must state the specific types of investments, business positions, interests in real property and sources of income which are reportable. Appendix A of the existing Conflict of Interest Code specifies the designated positions subject to the reporting requirements of the Conflict of Interest Code, and includes appendices listing each designated position along with the categories of financial interests which each must report. Changes in the organization and classification of divisions and staff positions, including changes of title, and additional staff positions, have occurred since adoption of Appendix A of the existing Conflict of Interest Code. Due to realignments of some of SANDAG's committees, policy

committee members have also been added to the list of designated persons. Finally, certain consultants have been identified as the type of consultants that should disclose financial interests. If adopted following the public comment period, the proposed amendment to Appendix A would result in an updated Conflict of Interest Code, accurately reflecting the current list of designated positions and consultants and their respective financial disclosure categories.

The attached Proposed Amendment to Appendix A of the Conflict of Interest Code includes all newly designated positions, reclassifications, renaming or deletion of previously designated positions, and addition, deletion or modification of the specific types of investments, business positions, interests in real property and sources of income which are reportable by each designated position. Clarification has been made that consultants performing the duties of a designated position are subject to the reporting requirements of such position. Additionally, consultants who, under contract, participate in decisions which affect financial interests are required to file Statements of Economic Disclosure disclosing reportable interests as determined by the Executive Director.

GARY L. GALLEGOS  
Executive Director

Attachments

Key Staff Contact: Julie Wiley, (619)595-5647; [jwi@sandag.org](mailto:jwi@sandag.org)

No Budget Impact

**NOTICE OF INTENTION TO AMEND SANDAG'S  
EXISTING CONFLICT OF INTEREST CODE**

New positions have been added to SANDAG's staff and the duties for other positions have been broadened to include more significant involvement in the processes SANDAG uses to select and contract with consultants, contractors, and vendors. Renaming and realignment of some of SANDAG's committees has led to inclusion of the members of SANDAG's four policy committees as designated positions. Additionally, some job titles have been modified and some of SANDAG's consultants have been identified as parties that could potentially make or participate in making decisions which may foreseeably have a material effect on a financial interest. Therefore, additional employee positions need to be added to the list of designated employees and certain firms need to be identified as covered by SANDAG's Conflict of Interest Code. SANDAG has prepared a written explanation of the reasons for the additional designations and the disclosure responsibilities, and has available all of the information upon which its proposal is based.

A copy of the proposed amendment to Appendix A of the Conflict of Interest Code, including the titles of the additional designated employee positions, committee positions, and firms, is either attached to this Notice or is available upon request. Written comments, oral inquiries, and all other requests concerning the proposed amendment to the Code may be submitted to: Julie Wiley, Deputy General Counsel, SANDAG, 401 B Street, Suite 800, San Diego, CA 92101, (619) 595-5647. Written comments must be received by the close of the written comment period in order for them to be considered by SANDAG before it amends its Conflicts of Interest Code. The closing date for the written comment period is August 12, 2002.

Any interested person or his or her duly authorized representative may request, no later than 15 days prior to the close of the written comment period, a public hearing on SANDAG's proposed amended Conflict of Interest Code.

**APPENDIX A**

<b>Designated Positions</b>	<b>Disclosure Categories (See Appendix B)</b>
Members and Alternates of the Board of Directors and Policy Committees .....	1, 2
Executive Director .....	1, 2
Deputy Executive Director .....	1, 2
General Counsel and Deputy General Counsel .....	1, 2
Division Directors .....	1, 2
Principal Regional Planner / Analyst .....	3
Information Systems Manager .....	3
Senior Engineer .....	3
Senior Regional Planner .....	3
Special Projects Director .....	3
Administrative Services Manager .....	3
Financial Services Manager .....	3
Senior Research Analyst .....	3
Associate Regional Planner .....	4
Associate Research Analyst .....	4
Senior Accountant .....	4
Senior Research Technician .....	4
Administrative Assistant .....	4
Graphics Supervisor .....	4
Accounting/Contracts Specialist .....	4
Office Services Specialist .....	4

**Type of Consultant**

**Designated Name/Job Title**

Financial Advisor	Public Financial Management/Managing Director
Trustee for Bond Proceeds	U.S. Trust Company, N. A./Portfolio Manager

Positions shall be listed by the name or job title of each person classified as a "designated employee" in any contract in which SANDAG enters into with a person or business entity (whether or not a nonprofit entity) for the consulting services. Such a designation will be made in the contract with respect to any person who, in the opinion of SANDAG, may reasonably be expected to make, participate in making, or in any way attempt to use his/her position as a "consultant" to influence a governmental decision in which the person might reasonably be expected to have a financial interest.

**APPENDIX B**

*(Included for reference only – not part of amendment)*

When a designated employee is required to disclose investment and sources of income, he or she need disclose investments in business entities and sources of income that do business in SANDAG's jurisdiction, plan to do business in the jurisdiction, or have done business in the jurisdiction in the past two years. In addition to other activities, a business entity is doing business within the jurisdiction if it owns real property within the jurisdiction. When a designated employee is required to disclose interests in real property, he or she need only disclose real property that is located in whole or in part within or not more than two miles outside the boundaries of the jurisdiction or within two miles of any land owned or used by SANDAG.

Employees designated in Appendix A shall disclose their financial interests pursuant to the appropriate disclosure categories described in the table below.

<b>Disclosure Category</b>	<b>Description</b>
1	All investments and sources of income.
2	All interests in real property.
3	All investments, interest in real property, and sources of income subject to the authority of SANDAG.
4	Investments in business entities and sources of income of the type which, within the past two years, have contracted with SANDAG to provide services, supplies, materials, or equipment.

San Diego Association of Governments

# BOARD OF DIRECTORS

June 28, 2002

AGENDA REPORT NO.: 02-06- **20**

**Action Requested: APPOINT**

## REGIONAL ENERGY POLICY ADVISORY COMMITTEE

### Introduction

The San Diego Regional Energy Office (SDREO) has been contracted by SANDAG to prepare a San Diego Regional Energy Strategy to be considered for adoption by the SANDAG Board this fall. The Energy Office is an independent non-profit organization formed by SANDAG, SDG&E and the San Diego State University Foundation to help government and business implement actions to save energy and money and improve the environment.

The Regional Energy Office has requested that SANDAG appoint a representative from the cities of each of its subregional areas to the Regional Energy Policy Advisory Committee (see attached letter from the SDREO). It is my

### RECOMMENDATION

that the Board of Directors appoint a representative from the South County, East County, North County Inland, and North County Coastal subregions to serve on the Regional Energy Policy Advisory Committee.

### Discussion

The Energy Office founded the Regional Energy Policy Advisory Committee to assist it in developing the Regional Energy Strategy. The Energy Office and the Committee have been working for the past 18 months on the Strategy. An Interim Strategy was approved by SANDAG in June of 2001. The Committee has determined that its membership should be restructured at this time to better support the significant tasks of finalizing a Draft Regional Energy Strategy for SANDAG, review and action this fall.

The proposed Committee membership is listed in Attachment 2. An important part of the Committee restructuring is to involve SANDAG Board members from around the region in the group. SANDAG Board involvement will provide high level policy input and ensure that there are some Board members with background on the important regional issues addressed in the Strategy. This should greatly assist the full Board of Directors' consideration.

It is expected that the Committee will meet monthly through the fall. A less intensive schedule is anticipated in calendar 2003, with meetings every two or three months.

The Regional Energy Strategy will be a key component of the Regional Comprehensive Plan. Energy has important implications for the region's economy, environment, and quality of life.

GARY L. GALLEGOS  
Executive Director

Attachments (2)

Key Staff Contact: Steve Sachs, (619) 595-5346; [ssa@sandag.org](mailto:ssa@sandag.org)

Funds are budgeted in Overall Work Program #5.10

The attachment/s to this Board report may be obtained by contacting SANDAG at (619) 595-5300.

## Proposed Membership Regional Energy Policy Advisory Committee

- City of San Diego
- County of San Diego
- Representative from South County Subregion Cities<sup>a</sup>
- Representative from East County Subregion Cities<sup>a</sup>
- Representative from North County Inland Subregion Cities<sup>a</sup>
- Representative from North County Coastal Subregion Cities<sup>a</sup>
- San Diego County Water Authority
- San Diego Unified Port District
- Utility Consumers Action Network (UCAN)
- Representative of Small Businesses<sup>b</sup>
- Representative of Large Businesses<sup>b</sup>
- San Diego Regional Energy Office
- U.S. Navy (advisory non-voting position)

<sup>a</sup>Appointed by SANDAG

<sup>b</sup>Appointed by San Diego Regional Chamber of Commerce

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **21**

TO: SANDAG Board of Directors

FROM: 2002 Nominations Committee

We are pleased to place in nomination the following persons for Chair of SANDAG for the 2002-03 term:

Councilmember Ron Morrison, National City  
Mayor Mickey Cafagna, Poway

The Nominating Committee recommends that the Board first elect the new Chair. Following this, the person not selected as Chair is nominated by the Committee for Vice Chair.

Nominations Committee:

Councilmember Joe Kellejian, Chair  
Mayor Shirley Horton  
Mayor Dick Murphy

San Diego Association of Governments  
**BOARD OF DIRECTORS**

serving as the  
SAN DIEGO COUNTY  
REGIONAL TRANSPORTATION COMMISSION

June 28, 2002

AGENDA REPORT NO.: 02-06- **23**

**Action Requested: ADOPT**

**PUBLIC HEARING**

2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

**Introduction**

The 2002 Regional Transportation Improvement Program (RTIP) is a \$4.4 billion five-year program of major highway, transit arterial and non-motorized projects funded by federal, state, *TransNet* local sales tax and other local funding from FY 2003 to FY 2007. A summary table outlining the major projects by category is shown in Table 1. The 2002 RTIP is due to the State by August 1, 2002.

At its May 24, 2002 meeting, the SANDAG Board accepted the draft 2002 RTIP for distribution and public comment and scheduled a public hearing. Based on comments received to date, there are a number of proposed changes to the 2002 RTIP which are described in Attachment 1.

As required by federal regulations, SANDAG has conducted an air quality conformity analysis of all regionally significant capacity increasing projects in the 2002 RTIP. The analysis demonstrates that the 2002 RTIP meets the air quality conformity requirements.

As part of the FY 2002 federal appropriations bill, the San Diego region received federal discretionary funds for several projects, including Interstate Maintenance Discretionary (IMD) and Corridors and Borders Infrastructure (CBI) funds. Federal guidelines dictate that the IMD and a portion of CBI funds must be obligated by September 30, 2002. Since the 2002 RTIP covers the period beginning FY 2003, these funds must be programmed as part of a separate amendment to the 2000 RTIP. The proposed Amendment No. 12.1 to the 2000 RTIP also is included in Attachment 1.

In addition, SANDAG may potentially receive additional funds from the State Transportation Improvement Program (STIP) scheduled for discussion by the California Transportation Commission (CTC) in October 2002. Any additional funding will be programmed as an amendment to the 2002 RTIP. These issues were discussed at the June 13, 2002 Transportation Committee meeting and are summarized later in this report. Therefore, it is the Transportation Committee's

**RECOMMENDATION**

that the Board of Directors approve Resolution 2002-52 adopting the 2002 RTIP, including the Air Quality Conformity Determination, as well as the 2000 RTIP Amendment No. 12.1.

## **Discussion**

Notices of availability of the draft 2002 RTIP document were sent to all interested parties, and the draft report has been available on the SANDAG Web site. In addition, a notice for the June 28, 2002 public hearing was published in several newspapers of general circulation. SANDAG has received requests for additions/revisions from various jurisdictions. These are shown in Attachment 1. Additional comments and proposed changes received since the Transportation Committee meeting are highlighted in Attachment 1. Upon approval, the final 2002 RTIP will be prepared for submittal to the State by the August 1, 2002 deadline.

### ***RTIP Requirements***

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 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.

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

### ***Federal Air Quality Conformity Requirements***

Federal metropolitan planning and air quality regulations prescribe the air quality conformity process for the RTIP. These regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase capacity of the transportation system. 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.

The quantitative emissions analysis for the 2002 RTIP has been conducted and results show that the 2002 RTIP meets the air quality conformity requirements. The San Diego Region Conformity Working Group (CWG) has reviewed the conformity analysis. No comments have been received to date. The deadline for comments was June 5, 2002. Attachment 2 summarizes the Air Quality Conformity Analysis for the 2002 RTIP.

On July 21, 2000, SANDAG found the 2000 RTIP in conformance with the Regional Air Quality Strategy/State Implementation Plan for the San Diego region. The projects included in Amendment No. 12.1 were included in the quantitative emissions analysis conducted for the 2000 RTIP. Therefore, the 2000 RTIP, including Amendment No. 12.1, remains in conformance with the air quality program.

***Remaining Programming Issues and Proposed Funding Strategies***

With the adoption of the 2002 STIP in April 2002, the CTC indicated that only \$123 million statewide remains to be programmed in the 2002 STIP period (FY 2003 through FY 2007). Local projects that were not included in the adopted 2002 STIP will need to compete with other projects statewide for these remaining funds.

As reported to the Transportation Committee, \$52 million in additional STIP funds are needed to carry out several Board approved projects. It is anticipated that there will be strong competition for the remaining \$123 million in STIP funds by all agencies throughout the state. Given that the San Diego region received approval for the majority of its STIP requests in the 2002 cycle, and that the region's formula share of STIP funds is approximately seven percent of the statewide total, it is unlikely that the San Diego region will receive all of the \$52 million in requests for additional 2002 STIP funds. However, staff is proposing to continue to seek the additional STIP funding from CTC, while at the same time developing alternative programming strategies. The alternative strategies were discussed at the Transportation Committee meeting and are summarized in Table 2. As funding is identified and committed for specified projects, the projects will be amended into the 2002 RTIP.

GARY L. GALLEGOS  
Executive Director

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

Funds are budgeted in Overall Work Program #4.03

- Table1: 2002 RTIP Program Summary Table
- Table 2: Remaining Programming Issues and Proposed Strategies
- Attachment 1: Proposed additions/revisions to 2002 RTIP/Amendment 12.1 to 2000 RTIP
- Attachment 2: 2002 RTIP Air Quality Conformity Analysis

*NOTE: The draft 2002 RTIP document was provided to Board members, Board alternates, City Managers and County Administrative Offices, as part of the agenda package for the May meeting. Additional copies will be available at the Board meeting. The draft 2002 RTIP also may be obtained from the SANDAG Web site ([www.sandag.org](http://www.sandag.org)).*

# SANDAG

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# RESOLUTION

No. 2002-52

## ADOPTING THE 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND AIR QUALITY CONFORMITY DETERMINATION

WHEREAS, Title 23 and 49 of the Code of Federal Regulations require the preparation and updating of a Transportation Improvement Program by the Metropolitan Planning Organization (MPO); and

WHEREAS, Sections 14527 and 65082 of the California Government Code require the biennial preparation of a Regional Transportation Improvement Program (RTIP) by the Regional Transportation Planning Agency (RTPA); and

WHEREAS, the San Diego Association of Governments (SANDAG) has been designated the MPO, RTPA and Congestion Management Agency (CMA) for the San Diego region; and

WHEREAS, the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (Proposition A, 1987, Ordinance) further provides that the SANDAG Board acting as the San Diego County Regional Transportation Commission (RTC) shall approve a multi-year *TransNet* sales tax funded program of projects as part of the RTIP; and

WHEREAS, SANDAG, through the conduct of a continuing, cooperative, and comprehensive transportation planning process and in conformance with all applicable federal and state requirements, has prepared the 2002 RTIP, including an updated *TransNet* Program of Projects for the San Diego region; and

WHEREAS, the 2002 RTIP has been found to be in conformance with the 2020 Regional Transportation Plan (RTP), the 1998 Regional Air Quality Strategy (RAQS)/1982 State Implementation Plan (SIP), the California Transportation Commission's 2002 STIP Fund Estimate, the Transportation Equity Act for the 21<sup>st</sup> Century of 1998 (TEA-21), and the *TransNet* Program, including reasonably available funding provisions; and

WHEREAS, the 2002 RTIP projects have been developed from the 2020 RTP and 1999 Congestion Management Program (CMP) process, which together serve as the Congestion Management System (CMS) for the San Diego region; and

WHEREAS, the 2002 RTIP provides for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, the public and affected agencies have been provided notice of and an opportunity to comment on the 2002 RTIP and its air quality conformity determination, and a public hearing was held on June 28, 2002 to present the 2002 RTIP and air quality conformity determination and to solicit testimony from the public; NOW THEREFORE

BE IT RESOLVED that SANDAG finds the 2002 RTIP in conformance with the applicable SIP for the San Diego region.

BE IT FURTHER RESOLVED that the SANDAG Board of Directors does hereby adopt the 2002 RTIP and its air quality conformity determination.

BE IT FURTHER RESOLVED that all regionally significant, capacity-increasing projects included in the 2002 RTIP are included in the 2020 RTP.

BE IT FURTHER RESOLVED that the SANDAG Board, acting as the San Diego County Regional Transportation Commission approves the FY 2003 to FY 2007 *TransNet* program of projects, as incorporated in the 2002 RTIP.

BE IT FURTHER RESOLVED that the adoption of the 2002 RTIP constitutes the Intergovernmental Review Procedures for those projects listed in the RTIP. The 2002 RTIP approval does not constitute project level design or environmental approval, which is conducted according to state and federal regulations.

BE IT FURTHER RESOLVED that the inclusion of any federally funded projects in the 2002 RTIP, including all amendments, constitutes the federal project selection procedures for the San Diego region, and any projects programmed in the RTIP may proceed to implementation without further project selection action by SANDAG.

BE IT FURTHER RESOLVED that the 2002 RTIP, including the FY 2003 to FY 2007 *TransNet* Program of Projects, has been developed based upon an estimate of reasonably available revenues for the program period. Actual transportation fund availability to each eligible recipient/project applicant will be based on actual federal/state fund apportionments, including obligational authority limitations, and *TransNet* sales tax receipts.

BE IT FURTHER RESOLVED that SANDAG certifies that the San Diego region is receiving at a minimum its fair share of transportation funds from the state, and that the state has not reduced any transportation fund allocation to the San Diego region as a result of the *TransNet* transportation sales tax program.

BE IT FURTHER RESOLVED that SANDAG's approval of the 2002 RTIP including all amendments also constitutes the federal transit "designated recipient" approval of all grant applications filed by the transit operators that are consistent with the RTIP project programming.

BE IT FURTHER RESOLVED that SANDAG certifies that the urban transportation planning process is being carried on in conformance with all applicable federal requirements as described in the "Statewide Transportation Planning/Metropolitan Transportation Planning, Proposed Rule" dated May 25, 2000, and the federal Clean Air Act, as amended.

BE IT FURTHER RESOLVED that SANDAG has executed a Comprehensive Transportation Planning Memorandum of Understanding (MOU) with Caltrans excluding rehabilitation and safety projects from the RTIP as provided in said MOU.

BE IT FURTHER RESOLVED that SANDAG does hereby approve Amendment No. 12.1 to the 2000 Regional Transportation Improvement Program.

PASSED AND ADOPTED this 28th day of June, 2002.

\_\_\_\_\_  
CHAIRPERSON

ATTEST: \_\_\_\_\_  
SECRETARY

## Attachment 1

### PROPOSED CHANGES TO THE DRAFT 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

#### New Projects to be Added to the 2002 RTIP

- \* 1. Caltrans – SR 94: This project received \$20 million from the Traffic Congestion Relief Program (TCRP) and would widen SR 94 from I-5 to SR 125. The California Transportation Commission (CTC) has allocated \$10 million for the environmental phase. This amount is proposed to be programmed.
- \* 2. County of San Diego - SR 76 (D & E): Caltrans is the lead agency for this project (see below under Revisions to 2002 RTIP, #4). The County has agreed to prepare the Preliminary Engineering Study Report (PESR) and Environmental Constraint Analysis for alternative access from Olive Hill Road to SR 76/Olive Hill Road intersection portion of the project. This addition would take \$50,000 out of the *TransNet* funds from the larger SR 76 project.
3. MTDB – LRT Station Low-Floor Vehicle Modification: As part of the Mission Valley East Light Rail project, MTDB is procuring low floor rail vehicles. The existing station platforms and trackways will need to be modified and retrofitted to operate the new low floor vehicles. The \$8 million needed for this project will be funded from *TransNet*.
4. MTDB – Nobel Drive Station: This project will construct a new commuter rail station at Nobel Drive. This project previously received \$6.6 million in Federal Transit Administration (FTA) 5309 New Starts funding. The total project cost is \$13.5 million (\$6.6 million FTA, \$412,000 in state, and \$6.5 million in *TransNet* funds).
5. SANDAG - Joint Traffic Operations Center (JTOC): This project would establish the JTOC in downtown San Diego to coordinate traffic related to the Ballpark, Convention Center, the airport and other downtown attractions. The JTOC also includes integration of freeway, arterial, transit and parking management systems. This project is funded with \$1.5 million in federal Intelligent Transportation System (ITS) discretionary funds and \$960,000 in state only STIP funds. The total project cost is \$2.46 million.
6. SANDAG – Regional Arterial Monitoring System (RAMS): This project will install a signal integration network connecting all jurisdictions regionwide. The project is funded with \$2.25 million in CMAQ and \$280,000 in state only STIP funds. The total project cost is \$2.53 million.
7. SANDAG – Advanced Traveler Information System (ATIS): This project implements the ATIS including commercial vehicle tracking and 511 telephone information system. This project is funded with \$3.5 million in CMAQ, \$4.3 million in ITS and \$1.4 million in state only STIP funds for a total project cost of \$9.2 million.
8. San Dieguito Transportation Cooperative (SDTC) – School Bus Facility: The SDTC is a Joint Powers Authority that provides school bus service for six public school districts in the North County. SDTC received \$273,000 from the FTA 5309 Bus Discretionary program to improve and expand the existing facility to maintain, fuel, and store the school buses. A \$500,000 Housing and Urban Development grant brings the total project cost to \$773,000.

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\* Reflects additional comments/proposed changes received since the June 13, 2002 Transportation Committee meeting.

## Revisions to the 2002 RTIP

1. Caltrans – San Diego Amtrak Maintenance Facility: The current programming reflects both the State Transportation Improvement Program – Interregional Program (STIP-IIP) and Traffic Congestion Relief Program (TCRP) funds. However, since an allocation for the TCRP funds has not yet been requested, it is proposed the TCRP funds be removed until such time as the project receives approval for additional allocation from CTC. The project cost is reduced to \$9 million.
2. Caltrans – Oceanside Double Track Project: The current programming reflects the total \$25 million in TCRP funds set aside for double tracking the coastal corridor. The total of the Oceanside Double Track project is \$6 million (one component of the larger \$25 million project). In addition to the \$6 million, the CTC has previously allocated \$2.5 million for corridor level environmental work for double tracking the entire corridor and \$450,000 for track improvements at the Fallbrook junction. The remaining \$16 million will be included in a future RTIP amendment as additional allocations are approved by the CTC. The revised total project cost is \$6 million.
3. Caltrans – SR 52 Cuyamaca to SR 67: Currently \$5.7 million (FY 2004) and \$4.9 million (FY 2005) are programmed for right-of-way (ROW). The proposed revision is to advance the \$10.6 million into FY 2003 as it is anticipated that ROW can be purchased early.
- \* 4. Caltrans – SR 76 North County (D & E): This revision is to transfer \$50,000 in *TransNet* funding to the County of San Diego (see above under New Projects, #2) to conduct the PESR and environmental studies. The revised project total is \$22 million (\$7.5 million Demonstration, \$5.1 million in RSTP and \$9.4 million in *TransNet*).
5. Caltrans – SHOPP Lump Sum: The lump sum listing includes various projects for highway safety, roadway rehabilitation, and safety projects. The proposed revision is to highlight some of the larger, more significant projects separately, such as auxiliary lanes along I-8 and I-15. The new total for the SHOPP lump sum listing is \$118 million.
6. MTDB – Mission Valley East Light Rail Project: To address potential cost increases to the project, MTDB proposes to add \$20 million in *TransNet* funds. The total project cost is \$452 million.
7. MTDB – Mid-Coast Corridor Project: The current program includes the design phase only. The proposed revision is to add the right-of-way and construction phases from Old Town Transit Center to Balboa Avenue and to undertake additional planning studies for alternative alignments along the corridor. The revision also includes beginning the preliminary engineering for the University City phase. The total programmed through FY 2007 is \$100.1 million. MTDB anticipates receipt of a Full Funding Grant Agreement from FTA.
8. Other minor technical changes.

## Amendment No 12.1 to the 2000 RTIP

Two projects that received FY 2002 federal discretionary funds need to be obligated by September 30, 2002. As a result, the projects need to be programmed as 2000 RTIP amendments to avoid a loss of federal discretionary funds. Below are the amendments for the two projects.

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\* Reflects additional comments/proposed changes received since the June 13, 2002 Transportation Committee meeting.

1. Caltrans - I-5/HOV Managed Lanes: This project includes the environmental phase for the HOV/Managed Lanes project along I-5 from San Diego to Oceanside. This \$10 million project is funded with \$3.5 million in Regional Surface Transportation Program (RSTP), \$500,000 in state only STIP as a match, and \$6 million in STIP-RIP. The amendment proposes to exchange \$4 million from STIP-RIP with \$4 million in Interstate Maintenance Discretionary (IMD) funds. The \$4 million in STIP funds will be used to fund other projects as discussed in the main report, and programmed in the 2002 RTIP. The project's total cost remains \$10 million (\$3.5 million in RSTP, \$500,000 in STIP match, \$2 million STIP-RIP, and \$4 million IMD).
2. Caltrans – SR 905 Siempre Viva (Stage 1) & New Freeway (Stages 2-4): This project will construct SR 905 from Airway Road to the Otay Mesa Port of Entry (Stage 1) and from I-805 to Airway Road (Stages 2-4). The amendment proposes to add \$971,000 in Corridors and Borders Infrastructure (CBI) funds to Stage 1. The amendment also proposes to exchange funds between the Stage 1 and Stages 2-4 in order to fully fund Stage 1 and to ensure the timely obligation of federal CBI funds. The total project cost for Stage 1 is \$28.7 million (\$5.9 million in CBI, \$1.3 million in STIP-IIP, \$17.5 million in STIP-RIP and \$4 million in TCRP). The \$971,000 is included in the \$5.9 million CBI total. The total project programmed for Stages 2-4 is \$203.1 million (\$21.4 million in CBI, \$54.5 million in federal Demonstration, \$97.7 million in STIP-IIP, \$8.5 million in STIP-RIP, and \$21 million in TCRP). The City of San Diego is also contributing \$4 million in local *TransNet* funds. Stages 2-4 has a shortfall of \$5.5 million.

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

Description	Federal	State	TransNet	Local/ Private	Total
<b>Highway Projects</b>					
I-5 (HOV/Added Lanes/Auxiliary Lanes)	\$9,539	\$18,559	\$0	\$0	\$28,098
I-15 (Managed Lanes-Freeway)	\$69,800	\$184,000	\$0	\$0	\$253,800
I-15 (Auxiliary Lanes/Soundwall)	\$0	\$74,984	\$0	\$3,000	\$77,984
I-8 (Auxiliary Lanes/Bridge Rehabilitation)	\$0	\$41,727	\$0	\$0	\$41,727
SR 52 (SR 125 to SR 67)	\$12,350	\$215,400	\$62,050	\$0	\$289,800
SR 56 (Carmel Country Road to Black Mountain Road)	\$0	\$86,116	\$0	\$888	\$87,004
SR 75 (Roadway/Bridge Rehabilitation)	\$0	\$32,207	\$0	\$0	\$32,207
SR 76 North County (D & E)	\$12,605	\$0	\$9,500	\$0	\$22,105
SR 125 (Toll Road, Gap & Connector)	\$106,908	\$0	\$23,312	\$332,946	\$463,166
SR 905 (I-805 to Otay Mesa Border Crossing)	\$81,749	\$150,048	\$4,000	\$1,080	\$236,877
Traffic Management Systems (I-5/8/805)	\$2,724	\$36,063	\$0	\$0	\$38,787
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	\$118,234	\$0	\$0	\$118,234
Other Highway Projects	\$0	\$24,860	\$2,000	\$0	\$26,860
<b>Subtotal Highway Projects</b>	<b>\$372,535</b>	<b>\$982,198</b>	<b>\$100,862</b>	<b>\$337,914</b>	<b>\$1,793,509</b>
<b>Transit Projects</b>					
Mission Valley East Light Rail Project	\$340,185	\$72,829	\$38,986	\$0	\$452,000
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
Mid-Coast Corridor Project	\$42,116	\$4,644	\$53,330	\$0	\$100,090
Sorrento to Miramar Double Track/Realign	\$0	\$31,716	\$0	\$0	\$31,716
Regional Fare Technology	\$15,102	\$20,300	\$0	\$0	\$35,402
Oceanside Double Track Project	\$0	\$8,948	\$0	\$0	\$8,948
East Village Intermodal Transit Station*	\$4,700	\$16,007	\$0	\$3,934	\$24,641
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
Bus/Rail Vehicles Purchase	\$81,752	\$30,000	\$0	\$18,922	\$130,674
Bus/Rail Infrastructure	\$257,123	\$34	\$1,214	\$65,389	\$323,760
Intercity Rail Projects	\$11,612	\$14,767	\$8,161	\$0	\$34,540
Other Transit Projects (Operations/Planning)	\$18,942	\$5,000	\$81,989	\$13,209	\$119,140
<b>Subtotal Transit Projects</b>	<b>\$960,986</b>	<b>\$351,827</b>	<b>\$274,000</b>	<b>\$101,958</b>	<b>\$1,688,771</b>
*additional funds are included under the regional TEA program					
<b>Local Street &amp; Road Projects</b>					
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
<b>Subtotal Local Street &amp; Road Projects</b>	<b>\$139,673</b>	<b>\$7,033</b>	<b>\$350,032</b>	<b>\$296,342</b>	<b>\$793,080</b>
<b>Other Projects</b>					
Bicycle/Pedestrian Projects	\$15,211	\$1,007	\$6,414	\$1,975	\$24,607
Freeway Service Patrol	\$2,242	\$13,850	\$0	\$0	\$16,092
Transportation Enhancement Activities (Regional)	\$23,039	\$0	\$0	\$4,322	\$27,361
Transportation Demand Management (TDM)	\$5,700	\$10,530	\$0	\$331	\$16,561
Transportation Management System	\$14,782	\$3,082	\$0	\$0	\$17,864
Other-Miscellaneous	\$1,160	\$2,368	\$0	\$240	\$3,768
<b>Subtotal Other Projects</b>	<b>\$62,134</b>	<b>\$30,837</b>	<b>\$6,414</b>	<b>\$6,868</b>	<b>\$106,253</b>
<b>Grand Total</b>	<b>\$1,535,328</b>	<b>\$1,371,895</b>	<b>\$731,308</b>	<b>\$743,082</b>	<b>\$4,381,613</b>

## **2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AIR QUALITY CONFORMITY ANALYSIS**

The San Diego region has been designated by the U.S. Environmental Protection Agency (EPA) as a federal non-attainment area for ozone, and as a maintenance area for carbon monoxide (CO). The entire County of San Diego is federally designated as a Serious non-attainment area for ozone. The approximate western two-thirds of San Diego County is federally designated as a Maintenance area for CO.

In 2001, the San Diego region attained the federal one-hour ozone standard. The San Diego Air Pollution Control District (APCD) is preparing a request for the EPA to redesignate San Diego County from Serious nonattainment to attainment/maintenance. APCD is currently developing a Maintenance Plan to be submitted as part of the redesignation request.

### **DEVELOPMENT OF TRANSPORTATION CONTROL MEASURES**

In 1982, SANDAG adopted four transportation tactics (T-tactics) as elements of the 1982 Revised Regional Air Quality Strategy (RAQS). These T-tactics are ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs.

These four T-tactics were subsequently approved by the San Diego Air Pollution Control Board (APCB) and are the transportation control measures (TCMs) in the 1982 State Implementation Plan (SIP) for Air Quality. The EPA approved this SIP revision for the San Diego Air Basin in 1983, and these four T-tactics remain the federally approved TCMs for the San Diego region.

The California Clean Air Act required the preparation of a 1991 RAQS, including TCMs. During 1991 and 1992, SANDAG, in cooperation with local agencies, transit agencies, and the Air Pollution Control District (APCD), developed a Transportation Control Measures (TCM) Plan. The TCM Plan was approved by SANDAG on March 27, 1992.

On June 30, 1992, the APCB amended the TCM Plan and adopted the 1991 RAQS, including the amended TCM Plan. TCMs included in the 1991 RAQS include the four T-tactics described above, as well as a transportation demand management (TDM) program, vanpools, high occupancy vehicle (HOV) lanes, and park-and-ride facilities. On November 12, 1992, the California Air Resources Board (CARB) gave approval to the 1991 RAQS, including the TCMs.

The 1995 Triennial RAQS Update subsequently deleted the Employee Commute Travel Reduction Program contained in the TDM program because the program was no longer required under federal law. Assembly Bill 3048 (Statutes of 1996, Chapter 777) eliminated all state requirements for mandatory trip reduction programs. As a result, the Student Travel Reduction Program, the Non-Commute Travel Reduction Program, and the Goods Movement/Truck Operation Program proposed in the 1991 RAQS were no longer statutorily mandated and were deleted from the RAQS in 1998.

The 2001 Triennial RAQS Revision made no changes to measures related to mobile sources.

## AIR QUALITY CONFORMITY REQUIREMENTS

SANDAG, as the MPO, and the U.S. Department of Transportation (DOT) must make a determination that the 2002 RTIP conforms to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the National Ambient Air Quality Standards (NAAQS).

The EPA and DOT issued a final rule for transportation conformity on August 15, 1997. Based upon this regulation, conformity of transportation plans and programs, including the 2002 RTIP, is determined according to the 1990 Clean Air Act Amendments (CAAA) [Section 176(c)(3)(A)] if the following is demonstrated:

1. The RTIP provides for the timely implementation of the TCMs contained in the adopted State Implementation Plan for Air Quality (SIP).
2. A quantitative analysis is conducted on the cumulative emissions of projects programmed within the RTIP, including all regionally significant, capacity increasing projects. Further, implementation of the projects and programs must meet the motor vehicle emissions budget developed by local and state air quality agencies and approved by EPA. The 2002 RTIP must be within the budget contained in the 1994 Ozone SIP (approved by EPA in February 1997), and the CO emissions budget established in the CO Maintenance Plan (approved by EPA in June 1998).

In addition to the required emissions tests, consultation with transportation and air quality agencies is required. The consultation process followed to prepare the air quality conformity analysis complies with the San Diego Transportation Conformity Procedures adopted in July 1998.

Interagency consultation involves SANDAG (as the Metropolitan Planning Organization for San Diego County), the APCD, Caltrans, CARB, the U.S. DOT, and the U.S. EPA, which form the San Diego Region Conformity Working Group (CWG).

Consultation is a three-tier process that:

1. formulates and reviews drafts through a conformity working group;
2. provides local agencies and the public with opportunities for input through existing regional advisory committees and workshops; and
3. seeks comments from affected federal and state agencies through participation in the development of draft documents and circulation of supporting materials prior to formal adoption.

SANDAG has worked with the San Diego Region CWG in the preparation of the air quality analysis of the 2002 RTIP. The preliminary schedule for the development of the 2002 RTIP was established at the CWG meeting in February 2002. A comprehensive list of projects for inclusion in the 2002 RTIP was submitted to the CWG for review and comment on April 9, 2002. SANDAG followed the interagency consultation procedures on exempt projects.

SANDAG distributed the draft conformity finding to the APCD, Caltrans, CARB, FHWA, FTA, and EPA for review. An interagency meeting was held on May 8, 2002. No comments on the air quality

emissions analysis have been received to date. The report documenting the regional emission analysis and modeling process will be submitted separately to U.S. DOT for approval.

The following sections provide a summary of SANDAG's analysis of the 2002 RTIP in relation to the above conformity requirements.

### **EXPEDITIOUS IMPLEMENTATION OF TCMs**

The first requirement of the EPA-mandated conformity finding is to provide for the expeditious implementation of adopted TCMs, or T-tactics. The 2002 RTIP makes substantial progress in programming funds for implementation of the four adopted TCMs for the San Diego region contained within the 1982 SIP.

Table 1 shows that TCMs programmed for implementation total approximately \$1.82 billion, or 42 percent of the total funds programmed. Included are \$16.6 million for Ridesharing, \$1.68 billion for Transit Improvements, \$24.6 million for Bicycle Facilities and Programs, and \$92.4 million for Traffic Flow Improvements. Based upon this analysis, the 2002 RTIP provides for the expeditious implementation of the four existing TCMs in the 1982 Revised RAQS, which remain the EPA-approved TCMs for the San Diego region.

### **QUANTITATIVE EMISSIONS ANALYSIS**

The second requirement of the conformity finding is that a quantitative emissions analysis be conducted on the proposed RTIP. In summary, the emissions analysis must show that implementation of the 2002 RTIP meets the emissions budgets as established in the 1994 Ozone SIP and the 1998 CO Maintenance Plan.

A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule, under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following three scenarios:

1. 2010 Revenue-Constrained Scenario,
2. 2020 Revenue-Constrained Scenario, and
3. 2023 Revenue-Constrained Scenario.

**Table 1**  
**TRANSPORTATION CONTROL MEASURE PROJECTS**  
**2002 RTIP (in \$000s of future dollars)**

<b>RIDESHARING</b>	
SANDAG Regional TDM Program -	
RideLink and Regional Vanpool Program	\$16,561
Subtotal	\$16,561
<b>TRANSIT IMPROVEMENTS</b>	
Mission Valley East Light Rail Project	\$452,000
Oceanside-Escondido Rail Extension	\$351,520
I-15 Bus Rapid Transit (Rolling Stock/Stations)	\$50,800
Mid-Coast Corridor Project	\$100,090
Sorrento to Miramar Double Track/Realign	\$31,716
Regional Fare Technology	\$35,402
Oceanside Double Track Project	\$8,948
East Village Intermodal Transit Station*	\$24,641
San Ysidro Intermodal Transportation Center*	\$16,408
Oceanside Transit Center Parking	\$9,132
Bus/Rail Vehicles Purchase	\$130,674
Bus/Rail Infrastructure	\$323,760
Intercity Rail Projects	\$34,540
Other Transit Projects (Operations/Planning)	\$119,140
Subtotal	\$1,688,771
*additional funds are included under the regional TEA program	
<b>BICYCLE FACILITIES PROJECTS</b>	
Bicycle Facilities	\$24,607
Subtotal	\$24,607
<b>TRAFFIC FLOW IMPROVEMENTS</b>	
Caltrans/SANDAG Traffic Management System Projects	\$56,651
CMAQ/Local Agency Traffic Signal Improvement Projects	\$35,796
Subtotal	\$92,447
Total Transportation Control Measure Projects:	\$1,822,386
Total All Transportation Projects in 2002 RTIP:	\$4,381,613
Share of Transportation Control Measure Projects:	41.6%

SANDAG's regional growth forecasts and transportation models, as well as CARB's emissions model, were used to generate the emission forecasts. Transportation forecasts were developed using the TRANPLAN transportation planning computer package. The four-step transportation modeling process includes trip generation, trip distribution, mode split, and trip assignment. The quantitative emissions analysis used motor vehicle emissions factors from the California Air Resources Board's EMFAC7F1.1 emissions model.

All of the proposed capacity-increasing improvements identified in the 2002 RTIP that are on the Regional Arterial System (as defined in the Regional Transportation Plan) or the FHWA functional classification system (other Principal Arterials and higher classification) were modeled.

In April 2002, CARB released updated control factors to estimate emissions credits for SIP measures not included in the EMFAC7F1.1 rates for use in conformity assessments. The air quality conformity analysis uses these updated control factors.

### EMISSIONS BUDGET ANALYSIS

Table 2 provides a summary of the results of the quantitative emissions analysis conducted. The analysis shows that the projected emissions of carbon monoxide (CO), oxides of nitrogen (NOx), and reactive organic gases (ROG) meet the San Diego region motor vehicle emissions budgets for CO, NOx, and ROG.

**Table 2  
2002 SAN DIEGO RTIP  
AIR QUALITY CONFORMITY ANALYSIS**

Scenario	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	Average Highway Speed (mph)	CO Tons/Day	NOx Tons/Day	ROG Tons/Day
SIP Emissions Budget				1,194.87	114.25	89.60
2010 Revenue- Constrained	13,811	87,517	32.4	439.89	57.09	38.75
2020 Revenue- Constrained	15,393	99,513	32.4	424.30	61.21	30.26
2023 Revenue- Constrained	15,757	101,810	32.4	421.66	61.91	28.65

### CONCLUSION

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2002 RTIP meets the EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997 and the requirements of the federal Clean Air Act amendments of 1990.

San Diego Association of Governments  
**BOARD OF DIRECTORS**

Serving as the  
SAN DIEGO COUNTY  
REGIONAL TRANSPORTATION COMMISSION

June 28, 2002

AGENDA REPORT NO.: 02-06- **24**

**Action Requested: ADOPT**

**PUBLIC HEARING**

ESTABLISHING THE COMMISSION'S APPROPRIATIONS  
LIMIT AND BUDGET FOR FISCAL YEAR 2003

**Authority**

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

Article XIII (B) of the California Constitution (as amended by Proposition 111) specifies that appropriations made by state and local governments may increase annually by a factor comprised of the change in population and the change in California per capita income.

**Background**

In accordance with the California Constitution, the Commission's appropriations limit has been increased from its original base of \$360 million for fiscal year 1988 to the current Fiscal Year 2002 level of \$866,515,299. The Department of Finance is mandated to provide the requisite change data for local jurisdictions to calculate their appropriation limits.

On May 24, 2002 the Board of Directors adopted the FY 2003 Final Program Budget of SANDAG which included the Commission's *TransNet* Program Budget in the amount of \$200,590,000.

Based upon calculations noted below and the action of the Board on May 24, 2002 it is my

**RECOMMENDATION**

that SANDAG, serving as the San Diego County Regional Transportation Commission, establish the Commission's Fiscal Year 2003 appropriations limit to be \$870,909,744 and reaffirm the FY 2003 *TransNet* Program Budget in the amount of \$200,590,000.

**Appropriations Limit**

Using the information provided by the State Department of Finance, the San Diego County Regional Transportation Commission's FY 2003 appropriations limit has been calculated as follows:

**FY 2003 APPROPRIATIONS LIMIT CALCULATIONS**

FY 2002 Appropriations limit .....	\$866,515,299
January 1, 2001 to January 1, 2002	
California per capita personal income change .....	-1.27%
Converted to a factor of .....	0.9873
January 1, 2001 to January 1, 2002	
San Diego County population change.....	+ 1.80%
Converted to a factor of .....	1.0180
Ratio of change: (0.9873 X 1.0180) =.....	1.0051
FY 2003 Appropriations limit (1.0051 X \$866,515,299) = .....	\$870,909,744

**Transportation Commission (*TransNet*) Budget**

The *TransNet* budget of \$200,590,000 (see Attachment 1) incorporated in this document is based upon the San Diego Transportation Improvement Program - Ordinance and Expenditure Plan and Section 11 of the Ordinance, which established the guidelines applicable to administrative expenses of the Commission.

A total of approximately \$200,590,000 new sales tax funds are estimated to be available for allocation in FY 2003. This amount is net of the costs (1.4%) of the State Board of Equalization to collect and distribute local sales taxes. After the allowable 1% deduction for administrative costs, the Ordinance requires \$1,000,000 to be allocated annually for bicycle facilities leaving \$197,584,100 to be allocated equally among the three major program areas. Therefore, \$65,861,367 will be allocated to each category for highway improvements, local street/road improvements, and public transit improvements. The allocation for the public transit improvements to the two transit districts, and the allocation to the local jurisdictions for local street/road improvements have been revised to take into account the January 1, 2002 Department of Finance certified population estimates.

These allocations for FY 2003 do not include an estimated \$4,011,800 of interest earnings by the fund. Interest earned is apportioned to each agency during the course of the fiscal year. However, because earnings of each agency are based upon actual project cash expenditures, the earnings for each agency cannot be determined in advance. Therefore, this budget does not attempt to apportion interest to each participant.

GARY L. GALLEGOS  
Executive Director

Attachment

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

# SANDAG

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# RESOLUTION

No. RC 2002-5

ESTABLISHING THE SAN DIEGO COUNTY  
REGIONAL TRANSPORTATION COMMISSION'S  
APPROPRIATIONS LIMIT AND BUDGET  
FISCAL YEAR 2003

WHEREAS, on November 3, 1987, the electors approved Proposition A, the San Diego Transportation Improvement Program; and

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

WHEREAS, Article XIII (B) of the California Constitution, as amended, specifies that appropriations made by local governments may increase annually by a factor comprised of the change in population and the change in California per capita income; and

WHEREAS, Section 18 of the approved Ordinance established the Commission's initial Fiscal Year 1988 appropriations limit to be \$360,000,000; and, in accordance with the California Constitution, the Commission's current fiscal year, FY 2002, appropriations limit has been subsequently calculated to be \$866,515,299 and

WHEREAS, the fiscal year 2003 appropriations limit of the San Diego County Regional Transportation Commission has been calculated to be \$870,909,744; NOW THEREFORE

BE IT RESOLVED that the San Diego County Regional Transportation Commission does hereby establish its Fiscal Year 2003 appropriations limit to be \$870,909,744; and

BE IT FURTHER RESOLVED by the Board of Directors of SANDAG serving as the San Diego County Regional Transportation Commission that the FY 2003 Commission Program Budget, hereby incorporated by reference, is adopted in an amount estimated to be \$200,590,000 and that the SANDAG Auditor/Comptroller be and is hereby authorized to finalize the FY 2003 appropriations based on actual sales tax revenues, sales tax revenue bond proceeds, and interest earnings received pursuant to this budgetary authority, and the actual end-of-year carryover funds status as determined by him.

PASSED AND ADOPTED this 28th day of June, 2002.

\_\_\_\_\_  
CHAIRPERSON

ATTEST: \_\_\_\_\_  
SECRETARY

The attachment/s to this Board report may be obtained by contacting SANDAG at (619) 595-5300.

San Diego Association of Governments  
**BOARD OF DIRECTORS**

serving as the  
SAN DIEGO COUNTY  
REGIONAL TRANSPORTATION COMMISSION

June 28, 2002

AGENDA REPORT NO.: 02-06- **25**

**Action Requested: APPROVE**

STATE ROUTE 125 GAP AND CONNECTOR BUDGET INCREASE

**Introduction**

Caltrans and California Transportation Ventures (CTV) entered into a Development Franchise Agreement in 1991 to allow CTV to design and construct the SR 125 Toll Road between Otay Mesa Road and San Miguel Road. In December 1996, the SANDAG Board of Directors adopted Resolution RC97-7 requesting that Caltrans and CTV include Stage 6 of SR 54/125 Sweetwater ("Gap") and the San Miguel Connector (SR 125 between SR 54 and San Miguel Road), commonly referred together as the "Gap and Connector," into their franchise agreement. The franchise agreement was amended to include these additional segments on February 28, 1997.

In September 2000, CTV received bids to design and construct the SR 125 Gap, Connector, and Toll Road projects under a design-build process. The bids included options to develop the Gap and Connector as a separate contract or combined with the SR 125 Toll Road as a single contract. On September 22, 2000, the SANDAG Board of Directors approved a new budget of \$130.22 million for the Gap and Connector reflecting the bid amount when combined with the SR 125 Toll Road including contingencies and other project costs, such as right-of-way and mitigation. CTV subsequently entered into a contract with Washington Group International (WGI) on May 11, 2001 with the intent that the entire project would be built as one. On June 7, 2002 WGI was issued a Limited Notice to Proceed for the design of the Gap and Connector.

The estimated cost of the Gap and Connector has increased by \$8.36 million due to delays in obtaining the 401 certification by the Regional Water Quality Control Board, the lack of a Freeway Agreement between Caltrans and the County of San Diego, and negotiations of contract terms between CTV and WGI. These delays have contributed to the late acquisition of right-of-way and delayed start of construction. Attachment 1 is a letter from CTV requesting the budget increase and details the reasons for the increase. The Transportation Committee discussed the requested budget increase with proposed stipulations (shown as 1-7, in the below recommendation) at its June 13 meeting and added an additional stipulation (#8). Therefore, it is the Transportation Committee's

**RECOMMENDATION**

that the Board of Directors approve the proposed \$8.36 million increase in the budget to a new budget of \$138.58 million for the development of the Gap and Connector, with the following stipulations:

1. CTV shall issue an Unlimited Notice to Proceed for the Gap and Connector by August 15, 2002.
2. Construction on the Gap shall begin no later than September 15, 2002.
3. Construction on the Connector shall begin no later than October 15, 2002.
4. Chula Vista will contribute an amount not to exceed \$8.898 million to construct the Gap and Connector if constructed separately from the Toll Road.
5. CTV will issue an Unlimited Notice to Proceed for the Toll Road immediately upon closing of financing with the ability to draw funds for the Toll Road. In the event that an Unlimited Notice to Proceed for the Toll Road is not issued by December 31, 2002, CTV will assign both the WGI Design-Build contract for the Gap and Connector and that portion of their Development Franchise Agreement with Caltrans relating to the Gap and Connector to SANDAG.
6. CTV will construct the bridges on SR 54 concurrent with the Gap and Connector construction to accommodate the future west to south direct connector. Chula Vista will provide funding for this work (Bid Option #7- not to exceed \$2 million) to be reimbursed by CTV. The terms for reimbursement shall be a 7-year repayment from start of operation of the toll road with interest accrued at an index corresponding to the City of Chula Vista's cost of money. An agreement between CTV and Chula Vista will be executed in the near future.
7. CTV agrees to amend their Development Franchise Agreement with Caltrans to acknowledge that the commencement of construction on the Gap and/or Connector does not fulfill their obligation to commence construction and diligently pursue such construction to completion for the Toll Road portion of the project. CTV further agrees to commence construction of the Toll Road portion of the project before March 2003.
8. CTV will agree to accept the responsibility of funding any future budget increases in excess of the current contingency balance of \$ 5.9 million, except for increases in right-of-way costs and cost increases outside the control of CTV.

The Transportation Committee further recommends that the Board authorize the SANDAG Executive Director to execute the Fourth Amendment to Supplemental Agreement No. 4 to the Master Agreement No. 11-0378 for Transportation Sales Tax Highway Projects between SANDAG and Caltrans and to acknowledge the Fourth Amendment to the Invoice and Disbursement Procedures Agreement and the Fifth Amendment to the Development Franchise Agreement between Caltrans and CTV.

## **Discussion**

A 401 certification by the Regional Water Quality Control Board was required before the Army Corps of Engineers could issue a permit under Section 404 of the Clean Water Act. The 401 certification

was obtained on June 29, 2001 and the 404 permit was issued on July 30, 2001. The Freeway Agreement between Caltrans and the County of San Diego was approved on January 16, 2002. CTV is currently in the process of obtaining financing for the SR 125 Toll Road.

The contract for the design and construction of the SR 125 Gap and Connector stipulated that the bid was valid through December 31, 2001 and included the option to either terminate or renegotiate the contract. CTV and WGI chose to exercise the option of continuing with the contract and agreed to a budget revision in accordance with the contract provision for cost increases associated with the annual inflation factor of 2.8%, compounded monthly.

The request includes escalated costs for highway right-of-way, increases due to inflation as agreed in the contract, and additional water quality monitoring required by the 401 Certification. The total request is an increase of \$8.36 million and, if approved, would result in a new budget of \$138.58 million. These additional funds will not be needed until FY 2005, therefore programming of these funds will be made in the next federal transportation programming cycle.

SANDAG, Caltrans, and CTV previously agreed that the cost to construct the SR 125 Gap and Connector shall not exceed the cost using the standard design-bid-build process. An independent estimate was calculated by an engineering consultant to determine the costs to develop the Gap and Connector under this standard process. The proposed budget remains approximately \$5 million less than the independent estimate, inflated to current year dollars, and therefore complies with the not to exceed amount provided by the agreement.

If approved, amendments to three existing agreements are required to finalize this request. A Fourth Amendment to Supplemental Agreement No. 4 to the Master Agreement No. 11-0378 for Transportation Sales Tax Highway Projects between Caltrans and SANDAG would be processed to authorize a revised budget cap and include the additional stipulations for the design and construction of the Gap and Connector. The new budget cap for the Gap and Connector would be \$138.58 million. Caltrans and CTV would then concurrently process a Fourth Amendment to their Invoice and Disbursement Procedures Agreement and a Fifth Amendment to their Development Franchise Agreement which would be acknowledged by SANDAG with the signature of the SANDAG Executive Director.

GARY L. GALLEGOS  
Executive Director

Attachments

Key Staff Contact: Dean Hiatt, 595-5378, dhi@sandag.org

Funds are budgeted in *TransNet*, and RSTP Programs

# 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. RC2002-6

AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE  
THE FOURTH AMENDMENT TO SUPPLEMENTAL AGREEMENT NO. 4  
FOR REVISING THE BUDGET CAP FOR ROUTE 125 SWEETWATER STAGE 6  
AND SAN MIGUEL CONNECTOR

WHEREAS, the section of Route 54 west of its proposed interchange with Route 125 from the south as well as the continuation of Route 125 east of this interchange (commonly referred to as the Route 54/125 Sweetwater Stage 6 Gap or "Gap") is included in the TransNet Highway Program; and

WHEREAS, the section of Route 125 from San Miguel Road to Route 54 (commonly referred to as the Route 125 Connector or "Connector") is integrally related to the Gap; and

WHEREAS, the San Diego Regional Transportation Commission added the Gap and Connector to the Route 125 South Toll Road project being developed by California Transportation Ventures, Inc. ("CTV") under franchise with the California Department of Transportation ("Caltrans") by Resolution RC97-7; and

WHEREAS, the project development process for the Gap and Connector was detailed in Supplemental Agreement No. 4 to the Master Agreement for Transportation Sales Tax Highway Projects with Caltrans pursuant to Resolution RC97-9; and

WHEREAS, the Sweetwater and Fanita segments of Route 125 are under construction and will be open to traffic by 2004; and

BE IT RESOLVED that the budget for the Gap and Connector is increased to \$138.58 million with stipulations listed in the staff report.

BE IT FURTHER RESOLVED that the Executive Director is hereby authorized to execute Fourth Amendment to Supplemental Agreement No. 4 to the Master Agreement for Transportation Sales Tax Highway Projects

PASSED AND ADOPTED this 28th day of June, 2002.

\_\_\_\_\_  
CHAIRPERSON

ATTEST: \_\_\_\_\_  
SECRETARY

The attachment/s to this Board report may be obtained by contacting SANDAG at (619) 595-5300.

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **26**

**Action Requested: APPROVE**

*PLANNING AND DESIGNING FOR PEDESTRIANS, MODEL GUIDELINES  
FOR THE SAN DIEGO REGION*

**Introduction**

At the April 26, 2002 Board of Directors meeting, the Board accepted the draft Model Pedestrian Design Guidelines for distribution. Copies of the final draft have been distributed and the comment period has closed. Comments were received from four jurisdictions, Caltrans, MTDB, and several members of the Walkable Communities Advisory Committee. Details regarding the comments, and the staff response to those comments, are presented in Attachment 1.

None of the comments requested changes to specific design elements in the Guidelines, though some did note that the Guidelines promoted design features that differed from currently adopted design standards. Wherever possible, the document was modified to accommodate the concerns raised. In order to reflect its broad scope, and to make it more clear that SANDAG is not promulgating a design standard, staff is recommending that the name be changed to *Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region*.

The Transportation Committee reviewed the comments received, responses to the comments, and proposed changes to the draft document at their June 13, 2002 meeting, and it is the Committee's

**RECOMMENDATION**

that the Board of Directors approve the *Planning And Designing For Pedestrians* document as a model for encouraging walking as a significant mode of transportation in the San Diego region.

**Discussion**

The purpose of *Planning and Designing for Pedestrians* is to provide a resource to help local agencies create communities that encourage walking as a mode of transportation. As the document was being developed, the project consultants and staff met with the City/County Transportation Advisory Committee (CTAC), the Regional Plan Working Group (the cities and County planning directors), the San Diego Traffic Engineers Council (SANTEC), and of course the Walkable Communities Advisory Committee (WCAC). After receiving comments from all of these groups, the consultant team prepared a draft that the Board accepted for distribution in April 2002. Comments received to date are summarized in Attachment 1.

While not every detailed design question could be addressed within the scope of this document, staff did try to respond to every substantive issue raised during the review period. *Planning and Designing for Pedestrians* was written to be a comprehensive reference for the region's planners and engineers. Approval of the document by the SANDAG Board is only the first step of a process in which policymakers and professionals should re-evaluate how we design for pedestrians in the San Diego region.

GARY L. GALLEGOS  
Executive Director

Attachment

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

Funds are budgeted in Overall Work Program #5.04

1. **Comment:** Several comments related to how SANDAG intended to use the guidelines.

**Response:** Once the document is adopted by SANDAG, an outreach effort to present the principles in the document to each local jurisdiction in the region will be undertaken. The objective of this effort will be to encourage each agency to re-evaluate its own design standards to see where changes might be appropriate to better accommodate pedestrians. The recommendations in *Planning and Designing for Pedestrians* differ from existing adopted design standards for most agencies in the region. However, all of the recommendations are within the bounds of generally accepted engineering standards, and every recommended treatment has been implemented somewhere within the State of California. The City of San Diego is in the process of revising its street design manual. The draft manual currently being reviewed by the City is consistent with *Planning and Designing for Pedestrians* in every substantive way. In fact, a significant portion of the manual's discussion on pedestrian-oriented design comes directly from SANDAG's draft document.

2. **Comment:** Several agencies argued that transportation funding decisions should not be contingent on local agencies adopting these pedestrian design concepts as local standards, or that projects submitted for funding should not be required to be consistent with the document.

**Response:** This question previously came before the Transportation Committee and the Board in relation to the evaluation criteria used for the regional arterial funds that were programmed in May 2002. SANDAG should try to encourage more pedestrian-friendly design through its funding decisions, but how SANDAG should go about it will be a topic for additional discussion. It is a process that is likely to evolve over time, and will ultimately be the decision of the Board of Directors. *Planning and Designing for Pedestrians* does not discuss the issue of project funding.

3. **Comment:** Early on in the process of developing the guidelines, concerns were heard from the engineering community that the document might be misconstrued as establishing a design standard to which they subsequently would have to adhere.

**Response:** The format of the document was significantly revised. It no longer describes certain design features as "standards" and specific design treatments are recommended without characterizing them as design guidance.

4. **Comment:** The Metropolitan Transit Development Board (MTDB) commented that the document is consistent with the current MTDB design standards, but suggested that greater emphasis should be put on the section that deals with the specifics of site and street design.

**Response:** These design details are very important. More details have been added to that section, but the broad scope of the document necessarily limits the depth to which any one section can go. The land use and zoning issues addressed in the document also are important because of their effect on walkability.

5. **Comment:** A number of reviewers observed that the scope of the document was so broad that it might be hard to use to answer specific design questions.

**Response:** A subject matter index has been added. This issue again touches on the comprehensive way that the document treats walkability. The intent was not to create a pedestrian design manual, but to treat walkability in all its aspects. This broad perspective will make the document more useful as reference to broader land use issues as SANDAG develops the Regional Comprehensive Plan.

6. **Comment:** The San Diego Police Department supported the recommendations related to designs that put more eyes on the street, as well as the recommendations for improved pedestrian-scale lighting. However, the comments also requested more detail in the discussion of alleys and building facades to discourage creating hiding places for criminal activity. They also requested a discussion on graffiti prevention, especially in reference to the public transit facilities and public art recommended in the document.

**Response:** These issues have been addressed by adding detail in the design discussion and by discussing the effective use of surface materials to discourage graffiti. One of the principles underlying the document is that well designed public places are active places that discourage criminal and antisocial behavior.

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **27**

**Action Requested:** ACCEPT FOR DISTRIBUTION

**SAN DIEGO'S INDICATORS OF SUSTAINABLE COMPETITIVENESS**

This report is the first step in a different way for our region to evaluate itself in three broad areas: the Economy, the Environment, and Equity. These three areas are inextricably linked and work synergistically to affect the quality of life in a region.

The report was produced by SANDAG's Sustainable Competitiveness Advisory Committee, co-chaired by Mayor Mickey Cafagna, City of Poway and Julie Meier Wright, President and CEO of the Regional Economic Development Corporation.

Although the report shows that improvements can and should be made in all three "Es", for San Diego, the report indicates that we have our work cut out for us in the area of Equity. Our region is at a competitive disadvantage in the areas that define Equity, including housing affordability, income distribution, traffic congestion, and early childhood education. In addition, the outlook for these Equity areas is not good, suggesting we likely will not see any near-term improvement if we continue with a business as usual attitude. This assessment concerns the Advisory Committee, which believes that a continuation of the current trends will likely diminish the region's quality of life, undercut its economic competitiveness and put our region at risk.

The Advisory Committee also was concerned that highlighting problems and putting the region on notice would not be enough to sustain the will and momentum necessary to implement change. What is needed—and what this Sustainable Competitiveness Index provides—is a way of measuring our progress, or lack of progress, in solving problems on a broad front. The Index can be used as a tool to keep the region's focus balanced and moving forward. The Committee also felt that, while external benchmarking against comparable regions is important, evaluating internal goals and objectives is equally as important. Thus, the Committee believes that the report is a work in progress: as we are able to identify reliable measures of competitiveness against other regions, we should add them. As we identify new measures of performance for our own region, we should add them as well, and incorporate them into our work on the Regional Comprehensive Plan. Therefore, based on the discussions at its May 29, 2002 meeting, it is the Sustainable Competitiveness Advisory Committee's

**RECOMMENDATION**

that the Board of Directors accept the report for distribution, and that the Index be used to provide focus for and track our progress on the Regional Comprehensive Plan.

GARY L. GALLEGOS  
Executive Director

Attachment

Key Staff Contact: Marney Cox, (619) 595-5335; mco@sandag.org

Funds are budgeted in Overall Work Program #6.01

*The full report is available from SANDAG's web site at [www.sandag.org](http://www.sandag.org) or by calling 619-595-5347.*



June 14, 2002

**To the Citizens of the San Diego Region:**

Building a region in which environmental quality, social justice, and economic vitality are balanced in a sustained fashion requires a rare combination of long-range foresight and short-term adaptability.

Continuation of the status quo, on the other hand, will likely diminish the region's quality of life, undercut its economic competitiveness and put our region at risk.

We are beginning to realize that our success is no longer guaranteed and that a new, regional comprehensive plan for the future of the region should not be about managing growth that is inevitable, but about finding ways to stimulate growth that is uncertain. For example, directing public and private resources to support infrastructure that would create middle income jobs and, local and state policies that would encourage actions to increase the supply of housing. If we do not act boldly to create new opportunities to grow and prosper, our quality of life will surely deteriorate, for our region, our communities and our families.

This report – unprecedented in our region and, we believe, the first of its kind anywhere – is the first step in a different way for our region to evaluate itself in three broad areas: the economy, the environment and equity. These three areas are inextricably linked and work synergistically to affect the quality of life in a region. Although improvements can and should be made in all three “Es”, for San Diego, this report shows that we have our work cut out for us in the area of equity. Our region is at a competitive disadvantage in the areas that define equity, including housing affordability, income distribution, traffic congestion and early childhood education. In addition, the outlook for these equity areas is not good, suggesting we likely will not see any near term improvement if we continue with a business as usual attitude.

One of the primary goals of the Index is to act as a spark, igniting the political will and momentum necessary to move forward with initiatives to improve the region. To accomplish this task, the Index will be expanded and updated periodically.

Our committee was concerned that highlighting problems and putting the region on notice would not be enough to sustain the will and momentum necessary to implement change. What is needed—and what this Sustainable Competitiveness Index provides—is a way of measuring our progress, or lack of progress in solving problems on a broad front. The Index can be used as a tool to keep the region's focus balanced and moving forward. The committee also felt that, while external benchmarking against comparable regions is important, evaluating internal goals and objectives is equally as important. This document is a work in progress: as we are able to identify reliable measures of competitiveness against other regions, we will add them. As we identify new measures of performance for our own region, we will add them as well, and incorporate them into our work on the SANDAG Regional Comprehensive Plan.

We would like to thank all of the committee members and other contributors for their participation, for understanding the urgency of these issues and for their support of this endeavor. To move forward from here, a broad coalition of leaders must continue to support these efforts—financially, intellectually and personally. We urge all concerned citizens to join together and act on the critical issues discussed in this report and to participate in the creation the Regional Comprehensive Plan.

<b>Mickey Cafagna</b>	<b>Julie Meier Wright</b>
<b>Mayor, City of Poway, Co-Chair, Sustainable Competitiveness Index Advisory Committee</b>	<b>President &amp; CEO, San Diego Regional Economic Development Corporation, Co-Chair, Sustainable Competitiveness index Advisory Committee</b>



San Diego's Regional Planning Agency

# *San Diego's Indicator of Sustainable Competitiveness*

## Executive Summary

The paradigm governing national and international competitiveness has shifted in the last several decades. Competitiveness can no longer be evaluated solely on its economic elements, such as natural resources, access to labor, economies of scale and historical market position. Today, competitiveness is multi-dimensional. What determines competitiveness is the potential for a region to achieve sustained success in three broad areas: the Economy, the Environment and Equity.

After all, most residents would agree that livability or quality of life is the glue that holds this region together. Livability is a composite of the quality of the natural environment, the working environment, and the cultural, educational, recreational and other opportunities that are available to citizens to enhance their working and leisure time. These elements interact synergistically to make a region livable.

Helping local leaders evaluate our competitiveness and whether it is sustainable is what this study is all about. The San Diego Association of Governments and the Regional Economic Development Corporation, working together with the Competitiveness Index Advisory Committee, produced this study to provide a reliable and timely source of information that evaluates and monitors our regional progress in many areas that help to determine our region's livability.

To accomplish this task, the Indicators study uses a variety of regional indicators to chart our progress, or lack of it, in three main areas: the Economy, the Environment and Equity. In charting our progress, the Indicators study provides information that San Diego residents can use to bring about positive change in their communities and our region. In this way, the Indicators study provides a powerful catalyst for forward thinking and collaborative action.

The Indicators of Sustainable Competitiveness study is organized into three main sections:

- **Sustainable Competitiveness Index**—benchmarks our performance against 20 regional competitors and the nation in three broad areas – the economy, the environment and equity. The Index uses a focused set of indicators to determine if our competitive position is sustainable.
- **Monitoring Our Progress**—broader than the Index, this section provides an in-depth analysis of all indicators in the Index *plus* other indicators to provide greater insights into the San Diego region. In order to benchmark our performance against 20 regional competitors and the nation in three broad areas [the economy, the environment, and equity] three questions are asked: How are we doing? How do we compare? and, Have we improved?
- **Technological Innovation** – employs the use of data on patents to identify the sources and capacity of innovation in our economy that are responsible for helping sustain our competitiveness, improve our productivity, and provide opportunities for prosperity.

## Sustainable Competitiveness Index

Sustainable Competitiveness measures a region's ability to maintain the human resources necessary to sustain economic prosperity *balanced* with improved social equity and the preservation of environmental quality.

One fundamental role of the Sustainable Competitiveness Index is to develop a consensus on the essential elements of a sustainable and competitive region. A second role of the Index is to help us move beyond the misconception that there is an internal conflict between our economic, environmental and social equity goals. All these work synergistically to improve the region. And a third role is to act as a spark, igniting the political will and momentum necessary to move forward with initiatives to improve the region.

The Index has three essential elements – one for the economy, one for the environment and one for equity. Each element has between three and five components where each component has one to three indicators. Many indicators are available for the Index; however, the 18 indicators listed in Figure 1 are selected because they provide the key information for each of the three elements. Adding more indicators would dilute the results of the Index without adding additional value.

**Figure 1  
Sustainable Competitiveness Index Elements**

Economic Element	Environment Element	Equity Element
<b>1. Standard of Living</b>	<b>1. Air Quality</b>	<b>1. Income Distribution</b>
<ul style="list-style-type: none"> <li>Real Per Capita Income</li> </ul>	<ul style="list-style-type: none"> <li>Number of days not meeting EPA standards</li> </ul>	<ul style="list-style-type: none"> <li>Ratio of average to median household income</li> </ul>
<b>2. Business Investment</b>	<b>2. Water Quality</b>	<b>2. Housing Affordability</b>
<ul style="list-style-type: none"> <li>Venture Capital Share of GMP</li> <li>IPO funds as a share of GMP</li> </ul>	<ul style="list-style-type: none"> <li>US EPA Index of Watershed Indicators</li> </ul>	<ul style="list-style-type: none"> <li>Housing Opportunity Index</li> </ul>
<b>3. Capital Facilities Investment</b>	<b>3. Capital Facilities Investment</b>	<b>3. Capital Facilities Investment</b>
<ul style="list-style-type: none"> <li>Capital Outlays on Air Transport</li> <li>Capital Outlays on Sea &amp; Inland Ports</li> <li>Capital Outlays on Highways</li> </ul>	<ul style="list-style-type: none"> <li>Capital Outlays on Sewerage</li> <li>Capital Outlays on Solid Waste</li> <li>Capital Outlays on Water Utilities</li> </ul>	<ul style="list-style-type: none"> <li>Capital Outlays on Mass Transit</li> </ul>
<b>4. Innovation</b>		<b>4. Transportation</b>
<ul style="list-style-type: none"> <li>Patents per million population</li> </ul>		<ul style="list-style-type: none"> <li>Average Commute Time</li> </ul>
<b>5. Education</b>		<b>5. Education</b>
<ul style="list-style-type: none"> <li>Level of Educational Attainment for those 25 years of age and older</li> </ul>		<ul style="list-style-type: none"> <li>Percent of children aged 3-4 enrolled in preschool or nursery school</li> </ul>

The indicators provide snapshots of essential items today [air quality, real per capita income, housing opportunity] as well as a “forward looking” perspective [patents, Venture Capital, Initial Public Offerings, Capital Facilities Investments by government]. The “forward looking” indicators will have their biggest impact in the future. For example, governmental capital outlays on air transport will impact the ability of the region to move people and material in and out of a region for decades to come. Thus, the Index incorporates dynamic aspects into its formulation as 61% of the indicators [11 of the 18] have a future impact. If the Index did not have forward looking indicators, it would provide a static evaluation which would overlook whether a region’s position is sustainable over time.

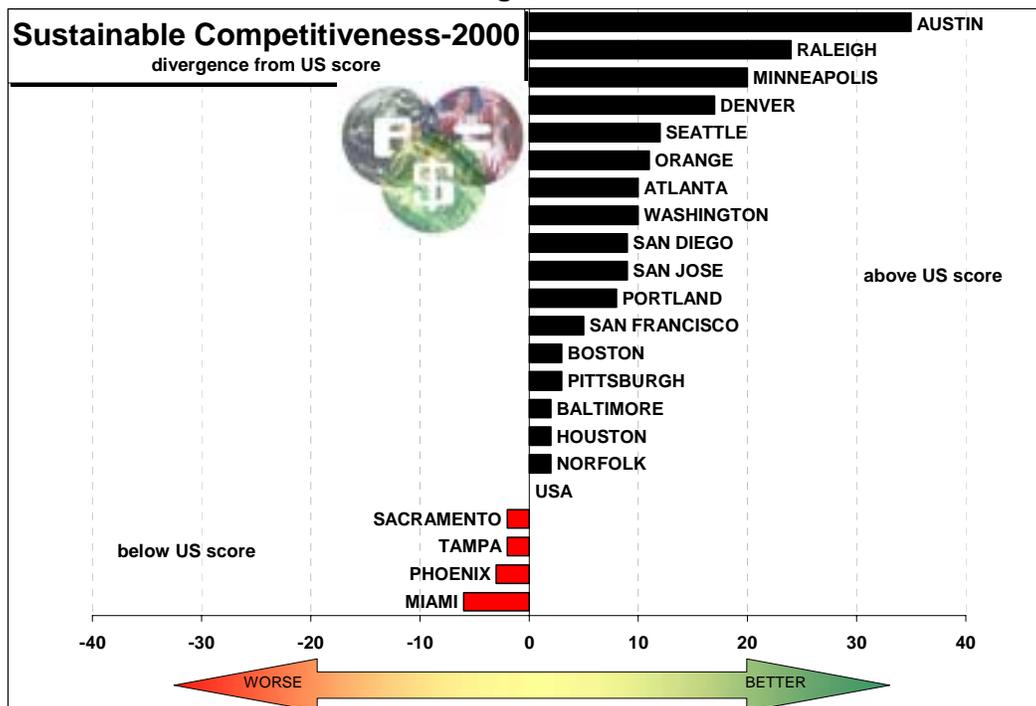
The method of compiling the index is based on rank ordering the data. For example, real per capita income for the 21 regions and the US are rank ordered from the highest income to the lowest income. The region with the highest per capita income is ranked 1<sup>st</sup> [best] and the region with the lowest income is ranked 22<sup>nd</sup> [worst]. This ranking is done for each component of an element. Since scores are based on rank, where lower rank numbers indicate better performance, the lowest overall score is best. In the Economic Element, the best possible score would be a 5 [rank 1<sup>st</sup> for all five components] and the worst score would be 110 [ranked 22<sup>nd</sup> for all five components]<sup>1</sup>.

This process is duplicated for each element. It is possible that a region could perform quite well in two elements but poorly in the third element. This unbalanced condition would likely not be sustainable and we add the Balance Element<sup>2</sup> to account for the interdependence of all three elements. However, further research needs to be undertaken to verify our hypothesis of balance and sustainability.

To compute a region's Sustainable Index score, the rank order for each of the four elements is added. All 21 of the region's summed Index scores and the US scores are then rank ordered from the lowest total [best] to the highest total [worst] to obtain the overall leader for the Sustainable Competitiveness Index. All of these computations are found in the appendix.

Ranked 1<sup>st</sup> in the Sustainable Competitiveness Index is Austin followed by Raleigh and Minneapolis. San Diego is ranked 9<sup>th</sup> tied with San Jose. Four regions are ranked below the US and they are Sacramento, Tampa, Phoenix and Miami with Miami ranked last [see Figure 2]. The figure presents the data in terms that are above or below the U.S. data in order to get a sense of how each region performs relative to the nation. Figure 3 shows the rankings for each of the three "E's" — economy, environment, and equity, and the Balance Element.

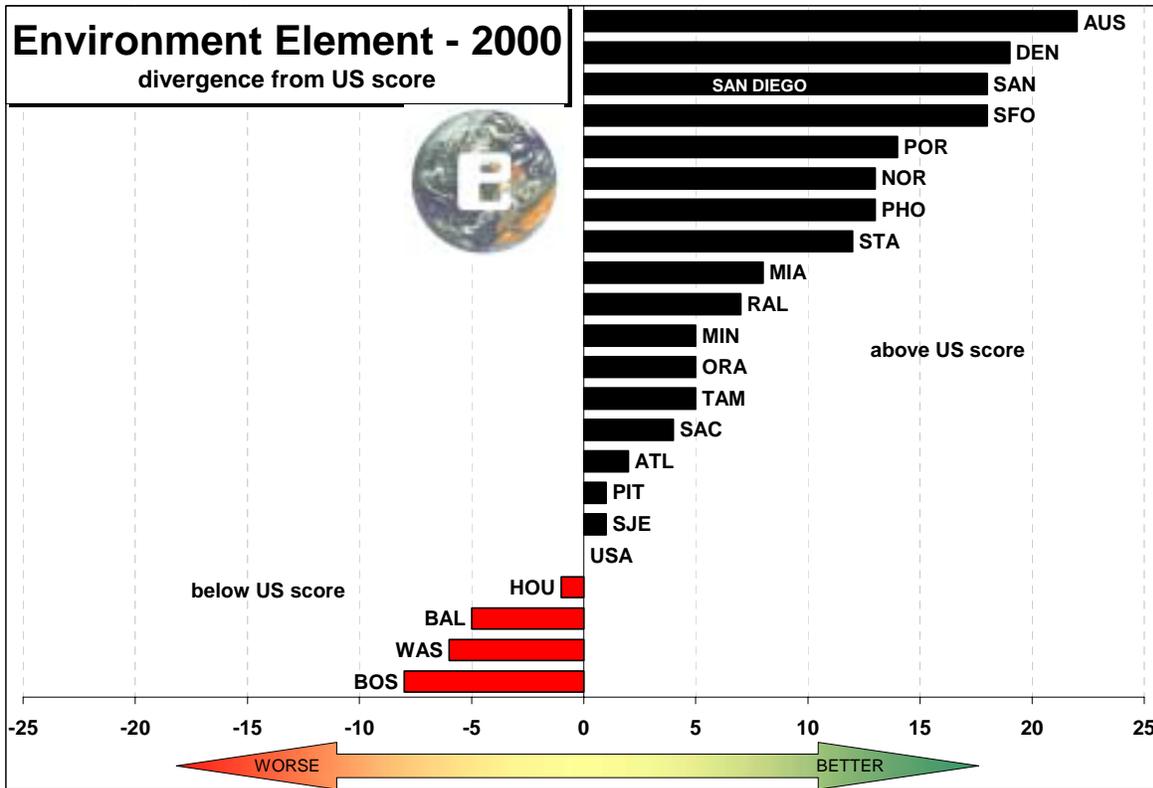
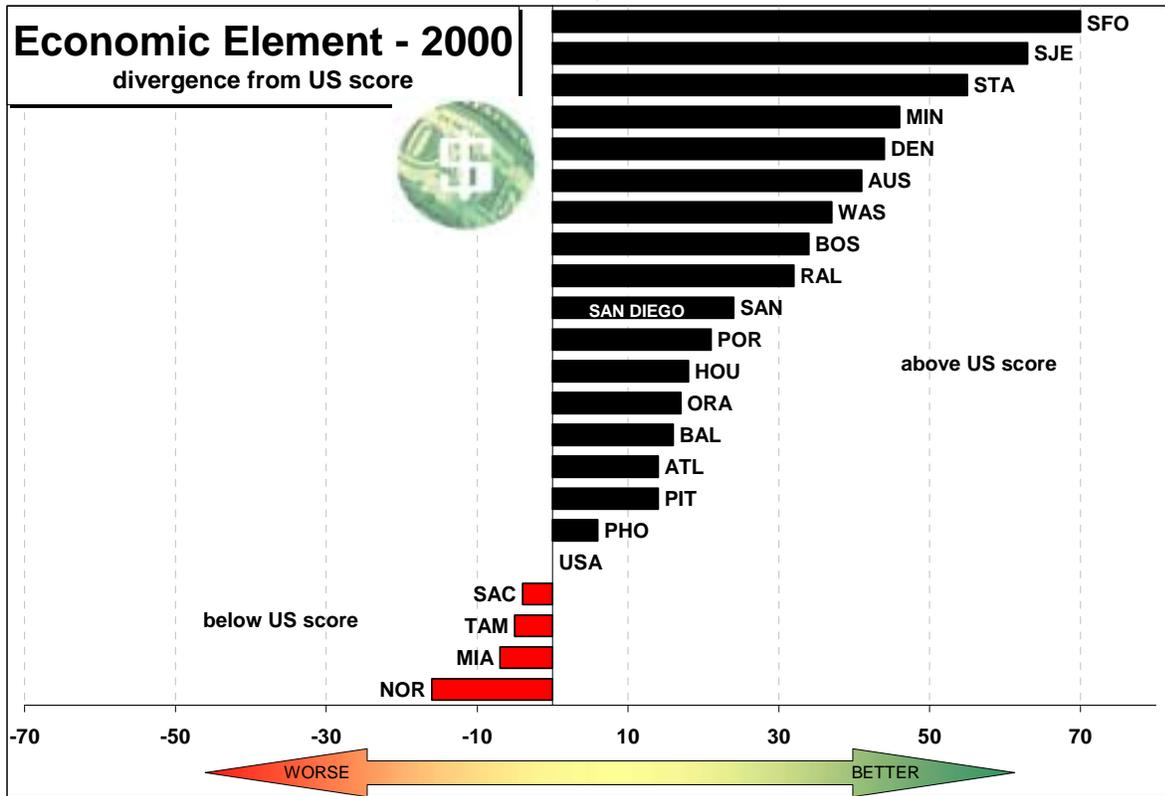
Figure 2

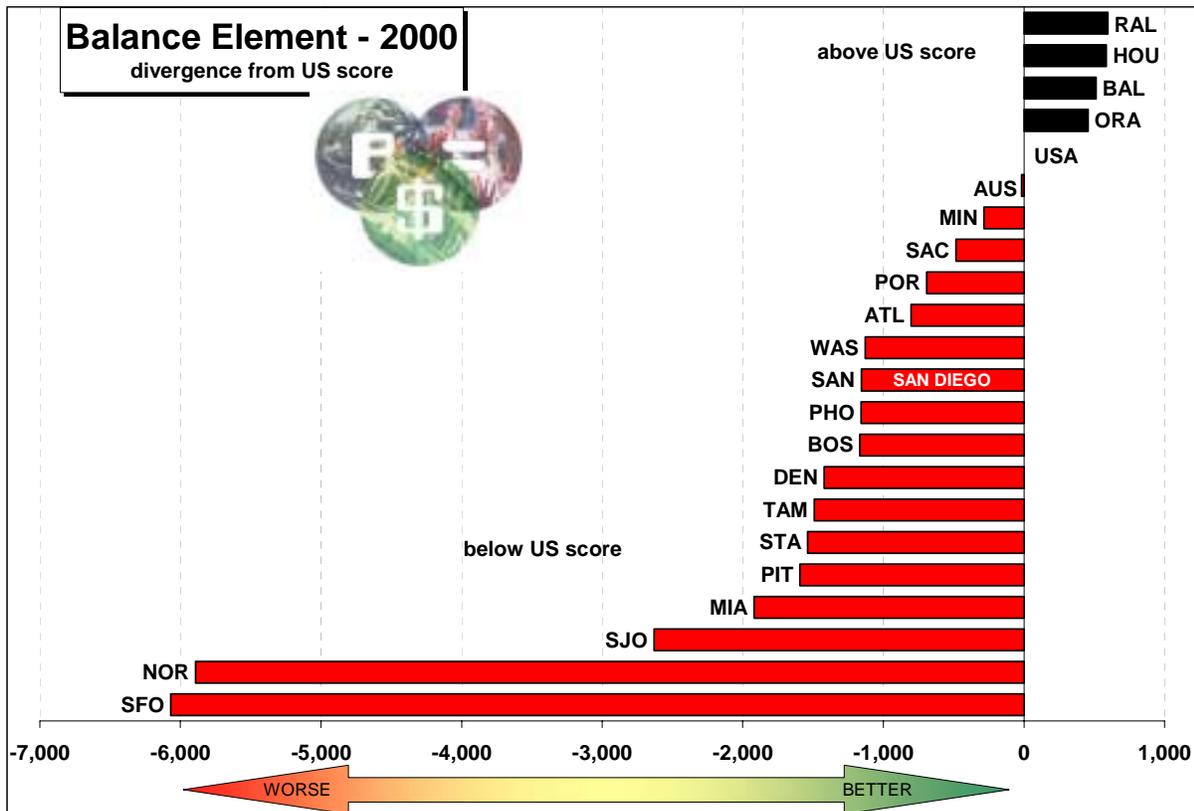
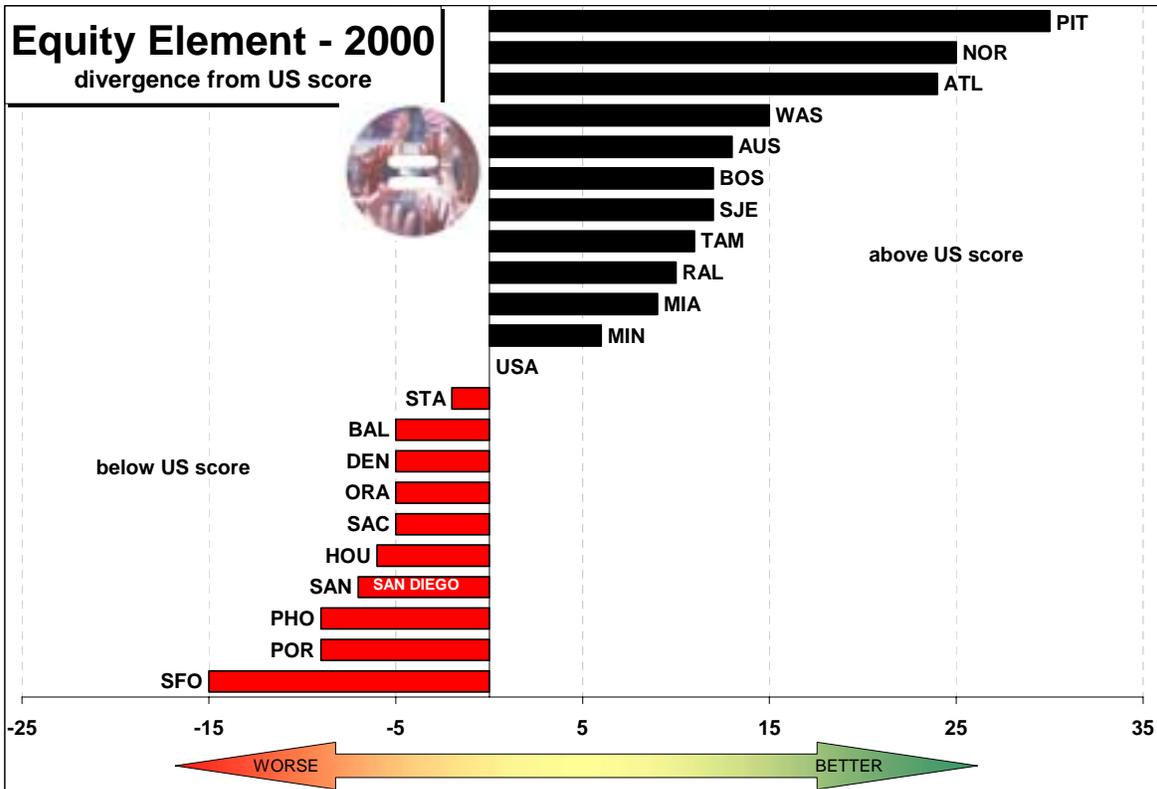


<sup>1</sup> The element scores are the sum of the rank ordering of the element's components. For the Economic Element there are five components, for the Environment Element there are three components and for the Equity Element there are five components. Because each element has a different number of components, the element scores are multiplied by a factor to insure each element has the same weight].

<sup>2</sup> To specifically address this issue, the variance for each region is calculated and titled the Balance Element. The variance is a statistical term and represents the degree of spread of a data set.

Figure 3





San Diego's weak element is equity and the indicators in equity that are ranked lowest are housing affordability [20<sup>th</sup>] and the percent of children aged 3-4 enrolled in early education programs [19<sup>th</sup>]. The reason San Diego's is ranked 12<sup>th</sup> for the Balance Element is because its ranking in Equity is not in line with its rankings in Economy and Environment. *In short, equity issues are San Diego's problem areas and may reduce future competitiveness.* With a ranking as low as San Diego's equity ranking, the Index is suggesting that San Diego's policy makers need to address the equity issues.

People are the cornerstone of the San Diego region. They are the ones that do research, innovate, form businesses and maintain our environment. If the region's equity issues cannot be addressed, some residents may choose to leave, in which case, San Diego will lose its most valuable asset.

## Monitoring Our Progress

Livability and quality of life are the bottom line; they are the glue that holds our region together. In order to maintain and expand the San Diego region's economic vitality, we need to continue to retain the best and brightest people to live and work here.

Livability is a composite of the three main areas of focus—the economy, the environment and equity. These three elements interact synergistically to make our region livable. Analysis in the monitoring section reviews these three areas in depth, detailing more than twice as many variables as are contained in the Sustainable Competitiveness Index. Not only are more indicators reviewed, additional in-depth analysis is undertaken to provide insights on key topics.

*How are we doing?* The regional indicators from our three broad areas point to a mixed performance picture for the San Diego region. Major strengths of the region include its ability to launch new companies via initial public offerings, attract venture capital, innovate, and retain businesses that are leaders in technological innovation. The region also shows strengths in water quality, and capital outlays for certain environmental facilities. Weaknesses include housing affordability, growth in our standard of living, income distribution, traffic congestion and capital expenditures on public transit.

*How do we compare?* When compared to 20 other regions the response to this question is based on pre-determined terminology. If San Diego is ranked 1<sup>st</sup> through 4<sup>th</sup>, the answer is "Excellent", if ranked 5<sup>th</sup> through 8<sup>th</sup>, the response is "Above Average", if ranked 9<sup>th</sup> through 13<sup>th</sup> the response is "Average", if ranked 14<sup>th</sup> through 17<sup>th</sup>, the response is "Below Average" and if ranked 18<sup>th</sup> through 21<sup>st</sup> the response is "Poor". Figure 4 is a summary table of the comparisons of all the indicators in each category.

Our environmental indicators show that we are well ahead of most of our competitors as we rank above average or excellent in most categories. Both our ranking in air quality and unemployment, although below average, have shown significant improvement. Our economic indicators are slightly less positive, but still rank above a majority of our competitors. One disconcerting trend is that our standard of living, as measured by real per capita income, is below average, when compared to our competitors. Our worst comparison is in the equity area where housing, health care and transportation measures of equity, in most cases, show us below our competitors.

Of the 31 rankings that are analyzed, 13 or 42% are ranked excellent or above average while 12 or 39% are ranked below average or poor. Of the 13 indicators that receive a ranking of excellent or above average, 7 or 54% are economic indicators, 4 or 31% are environmental indicators, and 2 or 15% are equity indicators. Of the 12 indicators that receive a ranking of below average or poor, 7 or 58% are equity indicators, 3 or 25% are economic indicators and 2 or 17% are environmental indicators.

Figure 4

<b>How Does San Diego Compare?</b>					
To 20 Other Metropolitan Regions					
<b>Indicator</b>	<b>Excellent</b>	<b>Above Average</b>	<b>Average</b>	<b>Below Average</b>	<b>Poor</b>
<b>ECONOMY</b>					
Per Capita Income				✓	
Unemployment Rate				✓	
Inflation			✓		
Venture Capital [2 indicators]		✓	✓		
Initial Public Offerings [2 indicators]	✓✓				
Exports		✓			
Capital Outlays on Air Transport		✓			
Capital Outlays on Sea and Inland Ports		✓			
Capital Outlays on Highways			✓		
Patenting		✓			
Education				✓	
<i>SUM OF ECONOMY INDICATORS</i>	<b>2</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>
<b>ENVIRONMENT</b>					
Air Quality				✓	
Water Quality	✓				
Crime		✓			
Capital Outlays on Sewerage	✓				
Capital Outlays on Solid Waste				✓	
Capital Outlays on Water Utilities	✓				
<i>SUM OF ENVIRONMENT INDICATORS</i>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>EQUITY</b>					
Income Distribution			✓		
Housing [3 indicators]				✓	✓✓
Health Care				✓	
Education [3 indicators]		✓	✓		✓
Transportation [3 indicators]	✓		✓	✓	
Capital Outlays on Mass Transit				✓	
<i>SUM OF EQUITY INDICATORS</i>	<b>1</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>
<b>SUM ACROSS CATEGORIES</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>9</b>	<b>3</b>
<b>Distribution</b>	<b>19.3%</b>	<b>22.6%</b>	<b>19.3%</b>	<b>29.0%</b>	<b>9.7%</b>

*Have we improved?* Yes - especially in the economic and environmental areas [see Figure 5]. The area where there is the least improvement is equity.

In the economic area, real per capita income began increasing in 1994 after declining for five consecutive years. Also, San Diego's unemployment rate fell from a high of more than 7% to less than 3% during the decade. However, on a cautionary note, San Diego is still creating far too many low paying jobs. We have not yet replaced all the high paying jobs we lost during the 1990 to 1994 recession.

In the environmental area, San Diego had substantial improvements in the last decade in air quality as the number of days not meeting U.S. Environmental Protection Agency standards declined from 96 days in 1990 to 14 days in 2000. Another area in which San Diego had substantial improvement was crime – between 1990 and 1999 the violent crime rate per thousand population declined 39% while the property crime rate declined 53%.

In the equity area there are mixed results for most indicators. Housing is one area where San Diego did not improve as the price of the median home continues to spiral upward, rising 36% from \$220,000 in January 2000 to \$300,000 in February 2002. These high prices are not offset by a proportionate increase in wages; therefore, housing is becoming less affordable. While income distribution deteriorated slightly during the previous decade, a positive note can be found from the fact that the number of individuals reporting an adjusted gross income of less than \$10,000 per year declined by about 39% between 1990 and 1999.

On balance, San Diego appears poised to improve its well being in the new millennium. However, a note of caution is in order with respect to equity issues. People are San Diego's most vital asset and the housing and income distribution issues can affect our region's ability to maintain our vital asset.

Figure 5

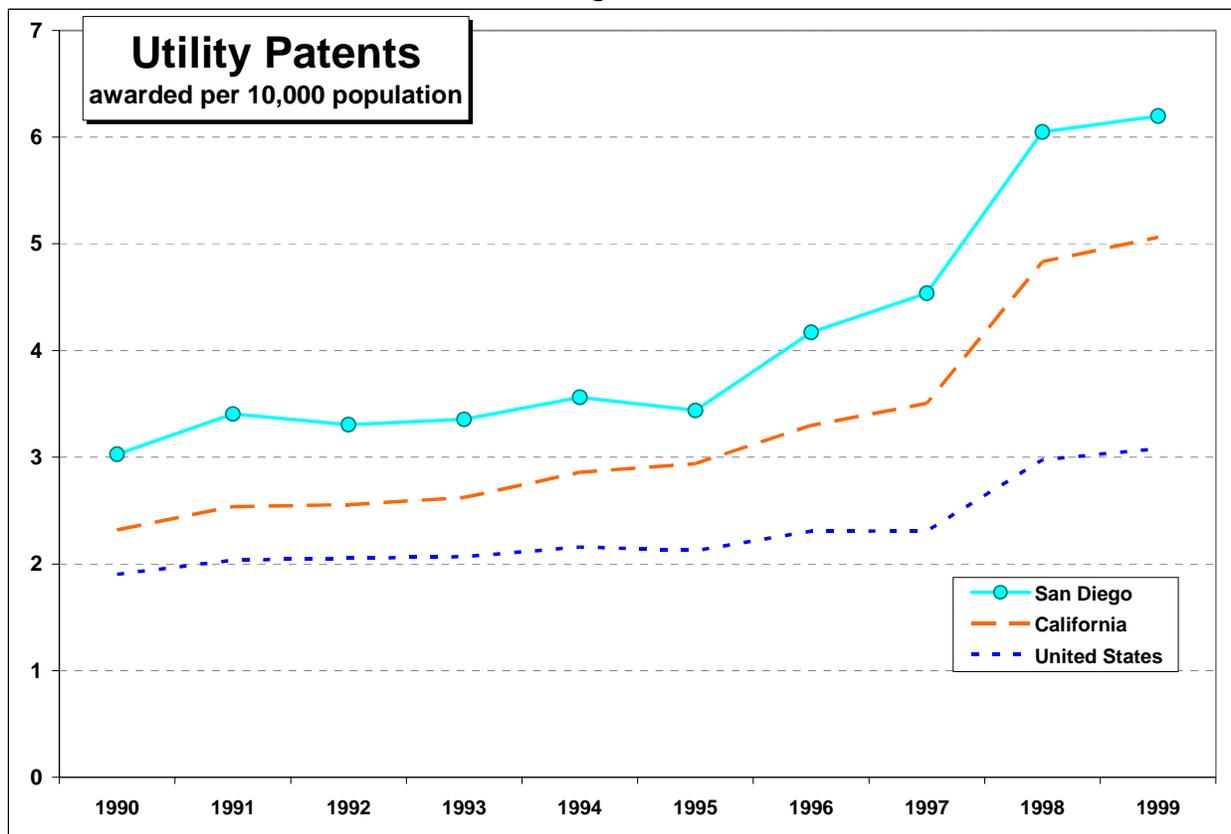
<b>Has San Diego Improved?</b>			
Compared to historical San Diego data			
<b>Indicator</b>	<b>Yes</b>	<b>No</b>	<b>Mixed Results</b>
<b>ECONOMY</b>			
Per Capita Income	↑		
Unemployment Rate	↑		
Inflation		↓	
Venture Capital	↑		
Initial Public Offerings	↑		
Exports	↑		
Capital Outlays on Air Transport	↑		
Capital Outlays on Sea and Inland Ports			↔
Capital Outlays on Highways	↑		
Patenting	↑		
Education	↑		
<i>SUM OF ECONOMY INDICATORS</i>	<b>9</b>	<b>1</b>	<b>1</b>
<b>ENVIRONMENT</b>			
Air Quality	↑		
Water Quality	↑		
Crime	↑		
Capital Outlays on Sewerage	↑		
Capital Outlays on Solid Waste			↔
Capital Outlays on Water Utilities			↔
<i>SUM OF ENVIRONMENT INDICATORS</i>	<b>4</b>	<b>0</b>	<b>2</b>
<b>EQUITY</b>			
Income Distribution			↔
Housing		↓	
Health Care			↔
Education			↔
Transportation			↔
Capital Outlays on Mass Transit		↓	
<i>SUM OF EQUITY INDICATORS</i>	<b>0</b>	<b>2</b>	<b>4</b>
<b>SUM ACROSS CATEGORIES</b>			
	<b>13</b>	<b>3</b>	<b>7</b>
<b>Distribution</b>	<b>56.5%</b>	<b>13.0%</b>	<b>30.4%</b>

## Measuring Technological Innovation

The most successful businesses in today's marketplace are repeatedly creating and improving products and services, inventing more efficient production systems and technologies, and collaborating both nationally and internationally for mutual benefit. Increasingly, efficient management of well-developed local resources has become the determinant of a region's economic, social and environmental well being. Thus a region's competitive advantage today is driven by the ability of firms to continuously innovate and upgrade. Furthermore, innovation is the driving force behind improvements in productivity, a key component of regional prosperity.

One measure of technological innovation that drives competitiveness is the level of patenting in a region<sup>3</sup>. Patents are a way of registering an entirely new product, a new way of producing, or an innovative improvement on an established process. A patent protects the economic rights or value of the innovative idea.

Figure 6



Innovation is linked to the patenting process and patents serve as the primary method for identifying business and industry that are innovative and collectively act as the primary drivers of economic activity in the region. Our research shows that these firms are typically located in San Diego's technology clusters. The technologically innovative clusters in San Diego are identified as Biomedical Products, Biotechnology and Pharmaceuticals, Communications, Computer and Electronics Manufacturing, Defense and Transportation Manufacturing, Environmental Technology, Horticulture, Recreational Goods Manufacturing, and Software and Computer Services.

<sup>3</sup> "Clusters of Innovation: Regional Foundations of U.S. Competitiveness", Council on Competitiveness, October 2001.

The impact on the San Diego region from the firms in these innovative clusters has been substantial as new firms were established in them at about six times the rate of new firms established outside the innovative clusters. Further, wages increase two and one-half times faster in the innovative clusters when compared to wage increases outside of them.

The innovative clusters in San Diego are vibrant and will likely lead the regional economy toward improved prosperity. The recession in the early 1990's saw the Defense and Transportation cluster shrink dramatically, leaving the innovative clusters poised to grow in a more balanced fashion than in the early 1990's when the defense cluster accounted for about 34% of all technology sector employment. Today there are five innovative clusters each having between 14% and 18% of the innovative cluster employment. Well-established research capabilities, a fully developed network to *incubate* new businesses, and an ability to attract Small Business Innovation Research funds and venture capital from investors all point to an opportunity for future prosperity.

If there is a challenge, it is that future growth in employee compensation in the innovative clusters may not be as fast as that experienced in the previous decade. A significant portion of employee compensation in the 1990s in the innovative clusters [especially in the Communications cluster] was derived from stock options and not through the commercialization of products that result in new middle income jobs that support product production. Although, wage growth in the innovative clusters are likely to outpace the average for the regional economy, our challenge will be to retain our emerging growth companies and encourage them to open product production facilities in our region, as well as maintaining and expanding their research and development activities.

## **Future Actions**

This report responds to a shift in the way regions evaluate their competitiveness. Competitiveness is multi-dimensional, and is determined by the ability of a region to achieve sustained success in three broad areas of the Economy, the Environment and Equity.

Although improvements can and should be made in all three "E" areas, for San Diego this report shows that we have our work cut out for us in the area of equity. Our research shows that our region is at a competitive disadvantage in the areas that define equity, including housing affordability, income distribution, traffic congestion and early childhood education. In addition, the outlook for these equity areas is not good, suggesting we likely will not see any near term improvement if we continue with a business as usual attitude.

Our research shows that these three broad areas are inextricably linked and work synergistically to improve or worsen the quality of life in a region. How long before our competitive disadvantages in equity spill over and effect our economic and environmental competitiveness? For example, most residents support retaining businesses that create good paying middle-income jobs, but where will these workers live? Isn't some of the growth in southern Riverside County a reflection of our competitive disadvantage in housing? Isn't one of this region's most poignant examples of a competitive disadvantage the young worker with a family who must drive an hour or two each day to find affordable housing? Isn't the work commute from southern Riverside into San Diego partially responsible for our poor performance in traffic congestion?

As stated earlier, one of the three primary goals of the Index is to act as a spark, igniting the political will and momentum necessary to move forward with initiatives to improve the region. To accomplish this task, the Index needs to be expanded and updated annually.

We propose to expand the number of indicators in each of the three areas to include ones that represent goals and objectives that we set just for our region. External benchmarking is important, but evaluating internal goals and objectives is equally as important. We propose to add additional indicators as part of our work on the SANDAG Regional Comprehensive Plan.

We have learned that highlighting problems and putting the region on notice is not enough to sustain the will and momentum necessary to implement change. What is needed – and what the Sustainable Competitiveness Index provides – is a way of measuring our progress, or lack of progress being made to solve problems on a broad front. The Index can be used as a tool to keep the region's focus balanced and moving forward on a broad range of issues effecting our economy, environment and equity.

San Diego Association of Governments  
**BOARD OF DIRECTORS**

June 28, 2002

AGENDA REPORT NO.: 02-06- **28**

**Action Requested: INFORMATION**

SANDAG TRANSPORTATION MARKETING, PUBLIC OUTREACH  
AND INVOLVEMENT PROGRAM

**Introduction**

The Board allocated funding to implement a comprehensive program that focuses on public outreach for the 2030 Regional Transportation Plan, public information on the current *TransNet* program, and marketing of SANDAG's transportation demand management and RideLink services. The program is running from June 2002 to March 2003.

Based on the Board's guidance, staff has developed an integrated public communications program to reach out to non-traditional as well as traditional audiences to raise their awareness of the transportation planning process, and specific SANDAG programs and projects. Early public involvement and comment about the 2030 RTP is an important part of developing a transportation public policy blueprint that helps meet the travel needs of our residents. The communications program also is important to highlight the work that has been accomplished to date by SANDAG through the *TransNet* half percent sales tax program. In addition, SANDAG Directors want to market the transportation demand management services provided through our RideLink program as a cost-effective way to offer commute alternatives with the goal of reducing traffic congestion during rush hours.

Staff has secured consultant services from Bailey-Gardiner, Inc., a full-service advertising, marketing, and public relations agency in San Diego. The agency has developed a comprehensive strategic marketing and public outreach program that includes radio, television, newspaper, outdoor, and bus advertising. Public information materials include brochures, a Web site, and an on-line and printed survey. In addition, a "Road Show" program has been developed for the public outreach efforts. (See Attachment 1)

The public outreach and marketing program is being implemented in close coordination with Caltrans, MTDB, and NCTD.

**Discussion**

***Marketing Program/Theme***

The consultant has developed an overall theme — Keep San Diego Moving — that has been incorporated into all aspects of the marketing and public information program.

A KeepSanDiegoMoving.com Web site has been launched to highlight commute options, regional transportation programs, and our local transportation partners. KeepSanDiegoMoving.com is a key component of SANDAG's public information and outreach effort to solicit feedback on the 2030 Regional Transportation Plan, to build awareness for TransNet projects, and to encourage commute alternatives during rush hours — even just once a week. The Web site also features an on-line survey to suggest solutions to reduce traffic congestion.

### ***Public Outreach***

A significant transportation public outreach program is underway that will take SANDAG representatives to all corners of the region with the SANDAG Road Show. From Mexport in Otay Mesa, Juneteenth in Oceanside, La Mesa's Oktoberfest, Poway's Community Days, and to the Imperial Beach Sandcastle contest. SANDAG representatives are staffing a colorful, eye-catching booth where they can interact with event-goers and distribute information, solicit feedback with a short survey, and answer questions for residents. (See Attachment 2) Brochures are available that describe the 2030 RTP, *TransNet* program, and RideLink services. Between June and November, the "Road Show" will appear at numerous events throughout the region.

Advertising will appear in community newspapers to help reach populations that traditionally do not participate in the transportation planning process. (See Attachment 3) The advertising will solicit feedback either via the KeepSanDiegoMoving.com Web site or the toll free phone number where the public can comment on the RTP or any other transportation issue. Advertisements will appear in English, Spanish, and other languages as appropriate. The consultant also is pursuing additional public relations opportunities in community newspapers with editorial coverage of transportation improvements in the communities as well as announcements about Road Show appearances.

The marketing and public outreach program has been approved as part of SANDAG's overall work program with funding allocated from SANDAG's Public Information Program, the TDM program, *TransNet*, and SourcePoint resources.

GARY L. GALLEGOS  
Executive Director

Attachments (3)

Key Staff Contact: Garry Bonelli, (619) 595-5360; gbo@sandag.org.

Funds are budgeted in Overall Work Program #1.03, 3.01, 4.05, 4.08, and SourcePoint

**SANDAG**  
**Transportation Marketing & Public Outreach**  
**Strategic Plan**

**Presented by Bailey Gardiner Inc.**  
**May 1, 2002**

## **I. PROGRAM OVERVIEW AND TIMELINE**

SANDAG's role in transportation planning, funding, and implementation encompasses many different aspects. In its role as planner, it is responsible for developing a regionwide transportation plan that considers public transportation, highways, bikeways, walking paths, land use, funding options and many other important elements of San Diego's transportation needs, now and in the future. SANDAG also has a critical responsibility in pursuing and allocating transportation program funding. And, it has also assumed a role of information provider to the public for alternatives to driving alone and strategies for reducing peak period travel.

SANDAG has reached a critical time in the life cycle of two of these roles. It is currently developing a Regional Transportation Plan (RTP) for the year 2030. As part of the RTP's development, it is incumbent upon the organization to solicit feedback and opinions on transportation, and the plan, from a broad swath of the public.

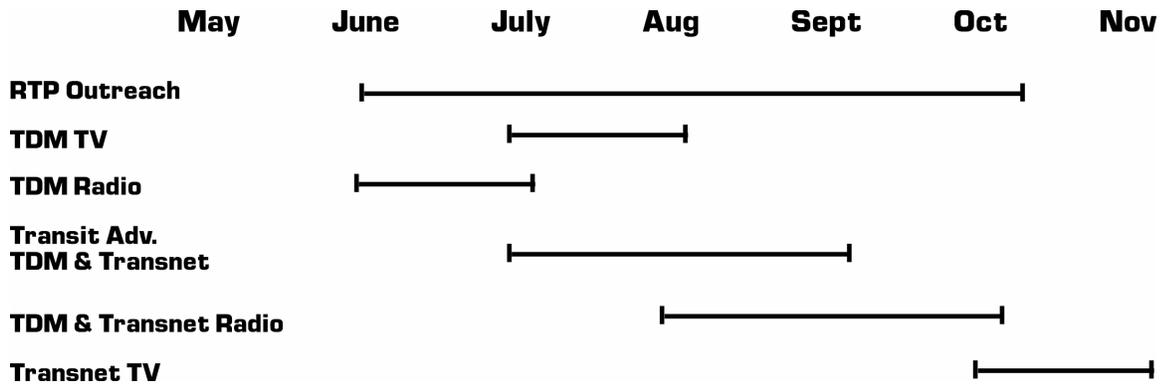
One of the primary sources of funding for transportation infrastructure in San Diego, TransNet (the One-Half Percent Local Transportation Sales Tax program) will soon be reaching the end of its term. Research shows the public has a low awareness of the program and where the dollars have gone. It is essential that SANDAG build recognition of the TransNet program now in order to lay the groundwork for the future vote.

Efforts to promote commuting choices have dwindled over the past five years. Given growing demands on highways, and increasing construction which inevitably results in further congestion, it is vital that the public see itself as part of the solution, utilizing any form it chooses (transit, flex time, carpool, etc.) - so long as it chooses something.

A strategic and tactical program for all three communication initiatives is outlined in this document. Bailey Gardiner's approach is to put the majority of the funds into an advertising campaign that can support the TransNet and TDM initiatives. The balance of the funds will be divided between a community outreach program to support the RTP 2030 and public relations to reinforce all three campaigns.

Overarching theme or brand for the campaign – Keep San Diego Moving. This theme connects to each initiative and provides a call to action for each audience group.

Advertising Calendar at a Glance



**II. 2030 RTP PROGRAM – PUBLIC OUTREACH AND INVOLVEMENT**

Introduction

An important part of SANDAG’s Transportation Marketing and Public Outreach & Involvement effort will be to obtain significant public input in the development of the final 2030 Regional Transportation Plan (RTP). This plan will outline the major public investments to be made in the regional transportation system over the next 30 years.

The consulting team has been tasked with obtaining input on the 2030 RTP from a wide variety of audiences. This will ensure that environmental justice issues are addressed and that interested members of the public have ample opportunity to provide meaningful input while the plan is still in its draft form.

Program Objectives:

- To solicit participation from a broad range of groups and individuals in the new 2030 RTP’s development and decision-making process
- To raise awareness of the 2030 RTP
- To build public support for transportation improvements outlined in the RTP
- To provide information to San Diego region residents and other stakeholders
- To stimulate dialog about the transportation challenges facing the San Diego region during the next three decades
- To develop and incorporate into the RTP, realistic solutions that address the diverse mobility needs of the region’s residents, visitors and business people

### Program Audiences:

The audiences that we need to reach through the 2030 RTP Public Outreach and Involvement effort are varied in both their demographic nature and in their level of knowledge about the transportation planning process. In the past, public input on transportation planning efforts has largely come from groups and individuals that routinely participate in the public dialog about these issues. These groups include chambers of commerce, economic development organizations, environmental groups and the building industry.

While the input of these involved groups and individuals remains critical to the success of the plan, efforts need to be made to reach out to traditionally underserved populations. This will ensure not only that environmental justice issues are addressed, but that the input we obtain during the development of the 2030 RTP will be varied and will reflect the travel needs of the region's diverse population. Some of the traditionally underserved populations that we will make efforts to reach out to are:

- The general public, with a focus on the groups that are traditionally underserved by the existing transportation systems and who are normally not involved in the transportation planning process
- Low income households
- Minority households
- Disabled community
- Elderly community

Because SANDAG is closely involved with many of the groups that traditionally participate in the transportation planning process, the majority of the efforts of the consulting team will focus on reaching these underserved populations and communities. However some communication efforts will be made to:

- Community leaders and key stakeholders such as elected officials, planning and traffic commissioners and public agency staffs, representatives of environmental groups, building industry associations, the transportation industry, businesses, employer/employee groups
- School districts, fairs, chambers of commerce, civic and professional associations, and other business organizations

### Program Messaging:

This is our plan to Keep San Diego Moving. What do you think about it?  
Give us your feedback about the long-term commuting issues and managing demand.

### Program Tactics:

The timeline for Public Outreach and Involvement for the 2030 RTP is relatively short. The draft 2030 RTP will be released during the summer of 2002, with the adoption of the final plan scheduled for February 2003. It will be important to reach a wide variety of audiences with geographic representation from throughout the region in this time frame. Below is a discussion about each of the audiences that need to be reached, and the tactics that we propose to reach each of these audiences

- *Key stakeholders*: Key stakeholders are those groups and individuals that traditionally have participated in the transportation planning efforts. These groups include chambers of commerce, economic development organizations, environmental groups and the building industry.

Because SANDAG is closely involved with these groups on a regular basis, it is recommended that reaching out to these organizations be handled by SANDAG staff.

- *Community and Other Interest Groups*: We propose to schedule presentations to key community and interest groups to solicit their input on the 2030 RTP. A brief PowerPoint presentation will be developed to help facilitate discussion and input on the plan. The PowerPoint presentation would be composed of a small number of slides designed to facilitate discussion and prompt input on the plan.

The consulting team will coordinate these presentations and attend to record input received at the meetings, as the budget will allow. SANDAG staff will be responsible for making these presentations.

- *“Road Show”*: In order to reach the largest number possible of traditionally underserved populations, we propose to develop a “Road Show” display for participation in a wide variety of community events. Examples of events that we will participate in are:
  - Community fairs and events
  - Job fairs and business expos
  - Public information booths at shopping centers
  - Public information booth at Padres games
  - Public information booth at Kobey’s swap meet
- This 10’x10’ display will carry the theme “Keep San Diego Moving”. This highly visual kiosk will be the cornerstone of our community outreach program. The display would be promoted through public relations and advertising programs, allowing the general public to find it if they desired additional information. To create a fun and engaging display, graphic signage will be created. A video will be created by editing an existing SANDAG video to a 1-2 minute continuous loop. This

video will be shown at the display to quickly explain all of the transportation issues under the SANDAG umbrella. All elements of the display will carry the look and messaging of the collateral campaign to reinforce the brand. A survey form for individuals to provide feedback related to the RTP 2030 plan and state issues relevant to their community will be available for all that visit the display. The survey would provide a standard list of directed questions for which respondents could provide answers. These surveys could be mailed back to SANDAG, or dropped into a Suggestion Box provided at each event.

- A high-end premium item will be given away from a drawing at each event and the survey forms will act as entry blanks for these drawings, providing an incentive to fill them out. In this way we can be building a database of respondents for future marketing and research activities.
- To educate the public about the 2030 RTP, a brochure will be developed that will be distributed at each Road Show or community event. This brochure will be fairly general in content so that it can be updated and re-printed as the plan takes shape. It will support our brand, while providing information about the RTP in English and Spanish.
- A second brochure explaining the accomplishments of TransNet and an accompanying insert on the importance of choices other than driving alone will also be distributed at the display.

The consulting team will coordinate, schedule and staff these events. In order to ensure a SANDAG presence, a SANDAG staff member or intern will staff these events with a member of the consulting team.

A calendar listing recommended events for participation is attached.

- *Interaction with Interest Groups:* Because of our desire to reach traditionally underserved populations, additional interaction with certain interest groups may be needed to augment the efforts of the “Road Show.” This can be accomplished by reaching out to organizations that are dedicated to representing the interests of some of these populations. Below is a list of organizations that we will work with to reach the desired populations (other organizations may be included as needed):
  - The Access Center
  - AARP
  - Area Agency on Aging
  - Urban League
  - Hispanic Chamber of Commerce
  - United African American Ministers Action Council

This could involve making presentations at membership meetings, providing written information for dissemination in mailings, or a combination of both.

The consulting team will coordinate the most effective way for reaching each of these organizations and recording input that we receive from them. SANDAG staff will make all presentations that are scheduled, and the consultant will attend to record input received.

- *Media Relations:* Given the county-wide implications of the RTP 2030, we recommend feature story placement in the broadest media vehicles in the County. This story warrants presentations to editorial boards and commentators (print and broadcast, English and Spanish).

BGI also recommends development of a short bylined article about the RTP 2030 that can be submitted to newsletters of Home Owners Associations (HOAs), churches, retirement communities, nursing homes and disabled groups. The article would include information on how to provide feedback via the website, by mail, or by phone. This potential distribution list is currently being developed.

Pitching for the RTP 2030 story would occur between the end of May and September.

- *Community Newspaper Advertising:* Small space ads in community newspapers to drive attendance at each event is planned throughout the campaign.
- *2030 RTP comment hotline:* To provide the opportunity for people to comment on the RTP at their convenience, we will publicize our direct comment line 877-277-5736 (KSDM). This number will be printed on all public information materials. Messages will be transcribed by sub-consultant MNA Consulting.
- *Input via SANDAG website:* Providing a link on the [www.keepsandiegomoving.com](http://www.keepsandiegomoving.com) website will also provide the opportunity for people to comment on the RTP at their convenience. The website address will be printed on all public information materials. This URL will be a portal that leads viewers to various other resources including the SANDAG website and [www.sdcommute.com](http://www.sdcommute.com).
- *Transit Outreach:* BGI has secured the opportunity to place the survey in the MTS News, which is distributed on buses and trolleys throughout the MTS system. This will provide a no-cost method of reaching a potentially diverse audience. Insertion into NCTD's Take Ones is also being explored.

### **III. TRANSPORTATION DEMAND MANAGEMENT PROGRAM - MARKETING COMMUTING CHOICES**

### Introduction:

We are recommending a campaign with a call to action aimed at San Diegans to help solve our commuting problem. By speaking to commuters during drive times when traffic is particularly painful, and by asking everyone in a single occupancy vehicle to ride transit, ride share, walk, bike, telecommute, etc. to work *just once a week*, we have the greatest possibility of success in changing behavior.

### Program Objectives:

- Increase the numbers of commuters who choose an alternative to driving alone once each week including: mass transit, Vanpool, guaranteed ride home, bike locker, school pool and carpool partner matching programs.
- Increase requests for information from employers
- Increase requests for information from commuters

### Program Audiences:

- Commuters, particularly on the following corridors: Coastal North County to Downtown San Diego and South Bay; 1-15 South to Downtown and South Bay; Sorrento Valley; 8 East to SDSU; 8 and 94 to Downtown San Diego
- Students
- Corporate Human Resource Managers, CEOs

### Program Messaging: This is what you can do to Keep San Diego Moving.

- Ask for trial – ask commuters to choose an alternative to driving alone once a week
- Be a part of the solution
- Express benefits to companies of offering incentives to employees who ride share.

### Creative Strategy:

To really increase the number of commuters using RideLink services will require that people who have never considered it give it a try. If every commuter would use an alternative method of commuting just one day a week, San Diego freeways would be significantly less congested. It is our belief that we can generate trial of these programs by promoting ride sharing to these people *while they are sitting in traffic* and most receptive to the message. The overarching message for this portion of the campaign is to tell the public that this is one of the things they can do to be a part of the solution to Keep San Diego Moving. A secondary message is to offer more information on alternative through 1-877-277-5736 (KSDM) or [www.keepsandiegomoving.com](http://www.keepsandiegomoving.com)

### Program Tactics:

- A very targeted advertising program will be developed, focusing on commuters through:
  - Drive-time Radio
  - Cable Television
  - Transit
- The “Road Show” display will be offered to employer fairs and events (with 250+ employees)
- Special collateral will be developed for Human Resource Managers/CEOs outlining the benefits of transit subsidy programs, carpooling and how to take advantage of local resources. We will work with SANDAG’s Ridelink staff to develop relevant messages for this audience.
- We support development of a multi-agency RideShare Week event that will provide a strong visual opportunity to draw the public and the media. Since we will already have the “Road Show” our energies can be focused on the creative development of the overall event and pitching media to attend.
- BGI will look for trend stories such as increasing gas prices that allow us to pitch alternatives to driving alone. We will develop a factoid list (e.g., how much people can save, what the impact is on a given stretch of highway, etc.) that can be used as a sidebar for these types of stories.

#### Advertising Media Objectives:

- To deliver a target audience of Adults 18+
- To provide a base of advertising throughout San Diego County with focus placed in regions that have the greatest propensity of the core target audience.
- To deliver advertising continuously from June – November 2002 proportional to traffic usage.
- To maximize an effective reach, maintaining a two-week frequency of at least 3x.

#### Media Strategies:

- Key media mix allocated to key target audiences that are most likely to respond with consideration to seasonal media cost fluctuations.
- Media will be allocated geographically using percentages as a parameter to determine individual community weights
- Media weight will be heavy throughout the summer and fall. Broadcast flights will be lighter during 4<sup>th</sup> quarter, historically the most expensive and cluttered time due to ratings sweeps and holiday advertising.
- We’re negotiating awareness-building promotions into the media buys and partner with companies that can help increase exposure for SANDAG programs.
- A media mix of cable TV, radio and outdoor.

#### Radio strategy:

The first two radio flights (6/17-30, 7/15-28) will focus on the TDM message of “Do it Once a Week”, while the last three flights (8/12-25, 9/9-22 and 10/7-20 will be combined with the TransNet messaging.

The radio buy will include all Clear Channel stations, including Clear Channel/Air Watch Traffic for the mainstream market of Adults 18+, registered voters. The Hispanic market will be reached through KLNK-FM 106.5, the strongest Spanish language station in the market at this time. Sixty second spots will air primarily during AM/PM Drive, with added-value spots rotating throughout the day.

All participating stations will provide BGI with a calendar of events in which the Keep San Diego Moving Road Show may participate. The stations will also heavily rotate :10 and :15 second PSA’s that can be used to drive traffic to key events.

Hyperlinks and content on various Clear Channel radio station websites.

#### Cable TV:

- The first flight will start on 7/8 and run for two-three weeks. The buy will cover Cox/Adelphia, with 67% of registered voters and Time Warner, with 37%. We will be able to tap into full-market coverage with the Padres and News Channel 15 (these measure the highest cable viewership by active, registered voters). For the first flight, spots will air in-game and the buy includes Road Show participation at Hispanic Heritage Day at the Padres on the News Channel 15, and in Padresvision (XEWT Spanish), as well as a traditional spot schedule on Fox News, CNN, MSNBC, CNN Headline News, Discovery, History and ESPN. We will provide :15 second PSA spots and they will also rotate them into the schedule at no additional cost.

#### Transit advertising:

- Schedule transit to post during July – September.
  - Bus Tails/wraps in key routes.
  - Inside Bus Cards
  - Bus Shelters/benches
  - Take-ones on buses and trolley
  - Article in MTDB Summer Transit on-board Newsletter
- Transit messaging will focus on the “Do it Once a Week” message.

#### **IV. TRANSNET PROGRAM—PUBLIC INFORMATION AND EDUCATION OF ONE-HALF PERCENT LOCAL TRANSPORTATION SALES TAX PROGRAM**

### Introduction:

Given that the vote for continuation of the TransNet tax will not occur until November 2004, our focus on TransNet accomplishments begins in August and runs through October 2002. The purpose of this part of the campaign will be to begin to educate the public about TransNet in order to prime the pump for a more aggressive campaign closer to when the tax will be back on the ballot.

### Program Objectives:

- To establish name recognition of TransNet
- To remind San Diego county residents of where their sales tax dollars have gone i.e. the transportation projects envisioned in 1987 that have been completed
- To offer public education about the TransNet program over the next 12 months
- To explain the link between SANDAG, TransNet and the 2030 RTP Plan

### Program Audiences:

- Registered voters with a propensity to be involved in decisions affecting their community
- Property and business owners
- Retirees
- Hispanics
- Traditional participants in civic dialogue

### Program Messaging: This is what we have been doing to Keep San Diego Moving.

Primary: How the accomplished transportation projects have positively affected the general public's commute and transportation issues

### Creative Strategy:

The general public is unaware of TransNet and its accomplishments to date. Furthermore, they are cynical about these accomplishments, since many of them are experiencing a commute that has become increasingly difficult. At the same time they know that the city is growing and that transportation issues must be addressed to maintain a positive lifestyle.

Our creative objective is to make sure the public understands what TransNet does and what TransNet has accomplished. We want to ensure that the public understands where their TransNet tax dollars have gone. All advertising would direct respondents to a 1-877-277-5736 (KSDM) or [www.keepsandiegomoving.com](http://www.keepsandiegomoving.com).

### Program Tactics:

- Rotate TransNet messages with TDM messages on Radio from August through October 2002.
- Rotate TransNet messages with TDM messages on Cable TV beginning 10/21.

- Share Transit messages with “Do it Once a Week”, with the TransNet message of “This Trolley (Bus, Train, etc.) brought to you by TransNet.”
- Media Relations: We recommend a media relations campaign focused on community projects funded by TransNet dollars that targets the affected community newspapers. In addition, short stories about these projects can also be submitted to college newspapers, residential and HOA newsletters and community organization newsletters.  
BGI is working on a short list of factoids that would be meaningful to the public and provide a reporter with an interesting sidebar for a story on TransNet.

#### Advertising Media Objectives:

- To deliver a target audience of Adults 18+ with special attention given to registered voter; property and business owners; retirees; and Hispanics
- To provide a base of advertising throughout San Diego County with focus placed in regions that have the greatest propensity of the core target audience.
- To deliver advertising continuously from August – November 2002.
- To maximize an effective reach, maintaining a two-week frequency of at least 3x.

#### Media Strategies:

- Key media mix allocated to key target audiences that are most likely to respond with consideration to seasonal media cost fluctuations.
- Media will be allocated geographically using percentages as a parameter to determine individual community weights
- Media weight will be heavy in summer and fall. Broadcast flights will be lighter during 4<sup>th</sup> quarter, historically the most expensive and cluttered time due to ratings sweeps and holiday advertising.
- We’re negotiating awareness-building promotions into the media buys and partner with companies that can help increase exposure for SANDAG programs.
- A media mix of cable TV, radio and outdoor.

#### Radio Strategy:

The last three flights (8/12-25, 9/9-22 and 10/7-20) will combine TransNet messaging with TDM messaging.

The radio buy will include all Clear Channel stations, including Clear Channel/Air Watch Traffic for the mainstream market of Adults 18+, registered voters. The Hispanic market will be reached through KLVN-FM 106.5, the strongest Spanish language station in the market at this time. Sixty second spots will air primarily during AM/PM Drive, with added-value spots rotating throughout the day.

All participating stations will provide BGI with a calendar of events in which the Keep San Diego Moving Road Show may participate. The stations will also heavily rotate :10 and :15 second PSA's that can be used to drive traffic to key events.

#### Cable TV:

The first flight will start in July and run for two-three weeks. The buy will cover Cox/Adelphia, with 67% of registered voters and Time Warner, with 37%. We will be able to tap into full-market coverage with the Padres and News Channel 15 (these measure the highest cable viewership by active, registered voters). For the first flight, spots will air in-game and the buy includes Road Show participation at Hispanic Heritage Day at the Padres on the News Channel 15, and in Padresvision (XEWT Spanish), as well as a traditional spot schedule on Fox News, CNN, MSNBC, CNN Headline News, Discovery, History and ESPN. We will provide :15 second PSA spots and they will also rotate them into the schedule at no additional cost.

#### Transit advertising:

- Schedule transit to post during July – September.
  - Bus Tails/wraps in key routes.
  - Inside Bus Cards
  - Bus Shelters/benches
  - Take-ones on buses and trolley
  - Article in MTDB Summer Transit on-board Newsletter
- 
- Transit messaging will focus on This Trolley (Bus, Train, Highway, etc.) brought to you in part by TransNet.

#### **V. INTERACTIVE**

We will assist the SANDAG interactive team in developing a synthesis between the new web site and complementary marketing of the campaign. For example, we would provide content direction for a Pop-up survey.

#### **VI. MEASUREMENT**

The RFP specified that the Consultant should develop a method to track and measure the success of the public involvement and marketing efforts. Because the communications plan will be multifaceted and involve several different strategies for education, outreach and marketing, any method of measuring the success of these efforts must also be multifaceted. Accordingly, the team recommends using several methods of measuring the success of the communications plan as a whole, as well as discrete strategies and efforts within the plan. These measurement tools include tracking awareness of each initiative pre- and post-campaign, participation rates and profiling attendees at outreach events, tracking requests for information and use of RideLink by employers and commuters, and conducting scientific surveys to track the

influence of the communications strategies on awareness, attitudes and behaviors among the public as a whole and within various subgroups.

Survey research is an essential part of this measurement effort, as it is the only tool that, when used properly, will A) provide accurate, unbiased and reliable measures of the effectiveness of the communications plan and B) provide the team and SANDAG with confidence that the results are representative of the effectiveness of the program regionwide and not just among individuals who attend a particular event or represent interested parties. Although existing SANDAG research will provide some baseline measures of awareness, understanding and attitudes as they relate to TransNet, RideLink and the RTP process, the Consultant team expects to conduct two regionwide surveys as part of Task C and Task D. The Consultant team also expects that there will be opportunities to use SANDAG's upcoming surveys – 2002 regionwide survey and the TransNet tracking survey that has been discussed – to provide additional baseline and/or intermediate measures.

The recommended methodology for the surveys is a random digit-dial sampling frame (sample size= 450) drawn for the entire region, with 10 minute interviews available in English and Spanish. Baseline surveys will occur during the first two weeks of June, with reports prepared in the third week, when radio advertising flights will begin. The follow-up survey will be conducted in November, immediately following final advertising.

## **VII. VISUAL PRESENTATIONS**

Once master graphic elements are finalized, we will develop a master presentation template. The presentation would be built in PowerPoint, to allow for customization depending on the audience. In addition, there will be a simple PowerPoint developed to support that portion of the community outreach program which will be speaking to planning groups with the intention of soliciting immediate discussion and feedback.

**Attachment 2**

**SANDAG Road Show  
Community Outreach Calendar**

<i>Date</i>	<i>Event</i>	<i>Organization</i>	<i>Expected Attendance</i>	<i>Notes</i>	<i>Staff</i>	<i>Hours</i>
6/15	Juneteenth	NAACP, North SD County Branch	6,000 – 10,000	Location: Oceanside Pier	MNA – S. Morrison SANDAG –	10:00 a.m. – 5:00 p.m. (Set up by 9:00 a.m.)
6/22	Padres Game	San Diego Padres	60,000	Location: Qualcomm Stadium Section D-1	MNA – S. Morrison SANDAG –	10 a.m. to 12 p.m. (please allow for two hours prior for set up)
6/25	San Diego County Fair	22 <sup>nd</sup> District Agricultural Assn.		Location: Fairgrounds	MNA – N. Hibbs SANDAG –	11:00 a.m. – 7:00 p.m. Set up 9:00 to 11:00 (Must have stuff dropped off and inside grounds by 9:00. ) Pick up after midnight.
6/27	Mexport	Otay Mesa Chamber of Commerce	3,000+	Location: 2515 Britannia Blvd., Britannia Corporate Center	MNA – S. Morrison SANDAG – E. Arias, H. Vanegas, M. Lopez	9:00 a.m. – 5:00 p.m. Set up 12:00 – 7:00 on 6/26
7/13	Summerfest	San Diego Parks and Recreation Dept.		Balboa Park Diversity fair	MNA – SANDAG –	

<i>Date</i>	<i>Event</i>	<i>Organization</i>	<i>Expected Attendance</i>	<i>Notes</i>	<i>Staff</i>	<i>Hours</i>
7/20 – 7/21	Sandcastle Competition	Imperial Beach Chamber	300,000	Location: -- Confirmed booth for Saturday, July 20 <sup>th</sup> .	MNA – N. Hibbs SANDAG –	9:30 a.m. to 6:00 p.m. Set up starts at 6:30.
7/27	Escondido Swapmeet	Shop Smart	“Thousands”	Location: 600 W. Washington	MNA – S. Morrison SANDAG –	7 a.m. – 4 p.m. Set up at 6:00 a.m.
7/28	Target Opening	Westfield Shoppingtowns		Location: Mission Valley Details pending	MNA – SANDAG –	
8/3	Padres Game	San Diego Padres	40,000	Location: Qualcomm Stadium Section D-1	MNA - SANDAG -	3:45 p.m - 6:45 p.m. (please allow for two hours prior for set up)
8/4	National City Car Show	National City Chamber		Must provide own tables, chairs, tarp.	MNA – N. Hibbs SANDAG –	9:00 a.m. – 4:00 p.m. Set up?
8/18	2002 Grand Summer Festival	San Marcos Chamber	65,000	Location: Via Vera Cruz  Must get Certificate of Liability Insurance naming the San Marcos Chamber of Commerce as “additionally insured”.	MNA – S. Morrison SANDAG –	9:00 a.m. – 5:00 p.m. Set up?

<i>Date</i>	<i>Event</i>	<i>Organization</i>	<i>Expected Attendance</i>	<i>Notes</i>	<i>Staff</i>	<i>Hours</i>
8/21	KPOP Big Band	San Diego Musuem of Art		Balboa Park-San Diego Museum of Art. Provide KPOP with brochures 1 week prior-they will display at their booth too!	MNA—N. Hibbs SANDAG –	5:30 p.m. – 7:30 p.m. (please arrive one hour early to set up)
8/25	Celebrate Chula Vista	Chula Vista Chamber		Event information is being finalized. Should be ready within next few weeks.	MNA – S. Morrison SANDAG –	
9/13	Padres Hispanic Heritage Day (Cox)				MNA – S. Morrison SANDAG –	
9/14	Community Days	City of Poway	7,000-10,000	Sending Registration Packet	MNA – N. Hibbs SANDAG –	
9/15	Festival del Grito - Fiestas Patrias (HBC)			Location: Coors Amphitheatre	MNA – SANDAG –	
9/19	MS Walk Challenge – Carlsabad/San Diego (CC)			SANDAG information to be distributed pending final approval from MS Challenge Walk committee	MNA – SANDAG –	
9/28 – 9/29	Adams Avenue Street Fair	Adams Avenue Business Association		Will think about discounted booth. (Mentioned \$200 – maybe less.) Want vendors who will be there both days.	Saturday: MNA – N. Hibbs SANDAG –  Sunday: MNA – S. Morrison SANDAG –	Saturday: 10 a.m. – 10:00 p.m.  Sunday: 10: a.m. – 6:00 p.m.

<i>Date</i>	<i>Event</i>	<i>Organization</i>	<i>Expected Attendance</i>	<i>Notes</i>	<i>Staff</i>	<i>Hours</i>
10/4	Jobs Fair	CSUSM		Event Information Pending	MNA – SANDAG –	
10/4 – 10/6	La Mesa Oktoberfest	E. County Chamber & La Mesa Village Merchants Assn.	200,000	Three day commitment Applications mailed July 1	Friday: MNA – SANDAG –  Saturday: MNA – SANDAG –  Sunday: MNA – SANDAG –	Friday: 6-11 p.m. Saturday: 11 a.m.-11 p.m. Sunday: 11 a.m. –6 p.m.  Set up times?
10/12	Santee Swapmeet	Shop Smart		Location: 10990 Woodside Avenue North	MNA – SANDAG –	7 a.m. – 2 p.m. Set up at 6:30 a.m.
10/18 - 10/20	Miramar Air Show	MCAS		Booth will likely be free. Contact will look into possibility of a one day commitment	MNA – SANDAG –	Friday: 4-7:30 p.m. Saturday: 7:30 – 4:00 and 5:30 – 9:30 Sunday: 7:30 – 4:00 and 5:30 – 9:30
11/3	Carlsbad Village Fair	Carlsbad Chamber	80,000	Electrical outlets and 15x10 booth space only for paying vendors. Non-profit tables available for free.	MNA – SANDAG –	8 a.m. – 4 p.m. Set up by 7:30 a.m.