EXECUTIVE COMMITTEE AGENDA

Friday, October 11, 2002
9:30 a.m.
SANDAG
401 B Street, 8th Floor
Conference Room A
San Diego, CA 92101

AGENDA HIGHLIGHTS

• PROPOSITION 51

• IMPLEMENTATION OF SB 1703

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.
Welcome to SANDAG! The regularly scheduled meeting of the San Diego Association of Governments Executive Committee has been called by its Chair for **Friday, October 11, 2002, starting at 9 a.m. in the SANDAG offices, 401 B Street, Suite 800, Conference Room A, San Diego.** The Executive Committee may take action on any item appearing on the agenda.

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EXECUTIVE COMMITTEE AGENDA
Friday, October 11, 2002

ITEM # | RECOMMENDATION

CONSENT ITEM
The Executive Committee will take action on all items on the consent agenda without further discussion and with one vote unless an item is pulled by a Committee member or by a member of the public for comment.

1. APPOINTMENT OF AD HOC COMMITTEE — “GLORIA MCCLELLAN” AWARD (Garry Bonelli)

The Chair recommends the appointment of the SANDAG Vice Chair, past Chair, and himself to review the nominations received for the “Gloria McClellan” award and make a recommendation to the Executive Committee in November.

2. PUBLIC COMMUNICATIONS/COMMENTS

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

REPORTS

+3. PROPOSITION 51 — THE TRAFFIC CONGESTION RELIEF AND SAFE SCHOOL BUS ACT (Craig Scott)

Proposition 51 would reallocate 30% of the sales tax generated from motor vehicle sales and leases from the State General Fund to 17 specified transportation and environmental programs.

+4. PROGRESS REPORT ON IMPLEMENTATION OF SB 1703 (Gary Gallegos)

A. SCOPE OF WORK

Staffs from SANDAG and the transit boards, meeting as a transition team, have prepared a draft scope of work for the development of the required transition plans for consolidation of transit responsibilities into the new agency.
B. APPOINTMENT OF AD HOC WORKING GROUP

The transition team is recommending the establishment of an Ad Hoc Working Group of up to three Board members each from SANDAG, MTDB, and NCTD to oversee the work and provide policy direction on the transition.

APPROVE

+5. REVIEW OF DRAFT BOARD AGENDA FOR OCTOBER 25, 2002

APPROVE

GARY L. GALLEGOS
Executive Director

+ next to an agenda item indicates an attachment.
PROPOSITION 51 – THE TRAFFIC CONGESTION RELIEF AND SAFE SCHOOL BUS ACT

Introduction

The Planning and Conservation League (PCL) has qualified an initiative for the November 5, 2002 ballot. Proposition 51 would reallocate 30 percent of the sales tax revenues collected on motor vehicle sales and leases from the General Fund to 17 different transportation and environmental funding programs. The programs are summarized on the attached table along with the estimated revenues to be provided statewide, as well as to the San Diego region.

The Legislative Analyst and Department of Finance have estimated that the measure would increase transportation-related revenues by $460 million in FY 2003 and by $950 million in FY 2004 when fully implemented (about 1.2% of the General Fund based on the FY 2002 budget). The revenues would increase each year thereafter with the increase in volume and value of motor vehicle sales. As described below and on the attached table, it is estimated that $850 million to $2.2 billion could come to the San Diego region through 2030 depending on how the region might fare in the competitive grant components of the proposition.

The measure has no sunset date, but could be suspended from year to year if the state budget is in an emergency situation. Otherwise, the 17 funding programs, and the relative percentages assigned to each, cannot be changed regardless of what statewide needs and priorities in the future might be without a subsequent initiative. The proposition also includes about $1.7 billion for 45 earmarked projects which may or may not be high priority projects in regional plans and programs.

SANDAG and other regional agencies around the state and country have worked for many years to promote the consolidation of state and federal transportation funding into larger, more flexible programs with greater local decisionmaking so that the available funds can be directed to the region’s highest priority projects. Proposition 51 does just the opposite by setting priorities through the initiative process, creating numerous categorical programs with separate processes and providing no flexibility to address local priorities or changing circumstances.

However, it should be recognized that the measure provides needed revenues for transit operations and capital. Recognition of the critical need for such revenues has been reflected in the recommendation.

Concerns also have been raised about the measure’s impact on the flexibility of the state General Fund, as well as potential impacts on state funding to local jurisdictions for other programs. For these reasons, it is my

RECOMMENDATION

that the Executive Committee, subject to concurrence by the Board of Directors through approval of the Executive Committee Actions, take an oppose position on Proposition 51. It is further
recommended, that given the identified need for funding to support transit services, that the Executive Committee direct staff to include as part of the SANDAG legislative program strategies to obtain additional funding for transit, especially for operations.

Discussion

Estimated Impact to the San Diego Region

To provide an estimate of the impact of Proposition 51 in the San Diego region, a statewide total of $1 billion each year was assumed and projected through the year 2030 for purposes of comparison with the 2030 Regional Transportation Plan (RTP) revenue forecasts.

As described in the attached table, the allocating agency and fund distribution process is different for each of the 17 funding programs making a precise estimate of benefits to the region difficult. Some programs are formula driven, while most are to be handled on a competitive basis. In determining the potential regional share for the competitive programs, a range is provided with the low end for each program being $0 and the high end based on San Diego receiving its per capita “fair” share over time. Based on this analysis, the region could expect to receive between $850 million to $2.2 billion in today’s dollars through the year 2030. However, it also is possible that, should the measure pass, other state revenues currently being directed to transportation could be re-directed to the General Fund to cover the shortfall created by Proposition 51. To the extent that the state has to backfill the General Fund in any year, the estimated net benefit of the measure would be reduced.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Craig Scott, (619) 595-5326; csc@sandag.org
# Planning and Conservation League's
## PROPOSITION 51: TRAFFIC CONGESTION RELIEF AND SAFE SCHOOL BUS ACT

(In Millions of 2002 dollars)

<table>
<thead>
<tr>
<th>New Transportation Program</th>
<th>% Allocated</th>
<th>Amount Statewide ($mil/year)</th>
<th>Programming Agency</th>
<th>Allocation Criteria/Funding Priorities</th>
<th>Estimated Revenues (FY2004 - FY2030)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Statewide (at $1 bil./year)</td>
<td>San Diego Regional Share</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Congestion Bottlenecks</td>
<td>16%</td>
<td>$160</td>
<td>CTC</td>
<td>1. Earmarked Projects (14) totaling $544.5 million spread from FY2004 to FY2014. One earmarked project in the San Diego region. 2. Completing the funding needed for projects on the Governor's Traffic Congestion Relief Program (TCRP) priority list. 3. Highway or local road projects that improve traffic flow within an existing roadway by adding HOV or HOT lanes, truck climbing lanes, etc. 4. Subject to North/South split, but not County Minimums.</td>
<td>$4,320 $137 to $500 (Earmark + estimated share for TCRP projects)</td>
</tr>
<tr>
<td>2 Transit Service Expansion and Enhancements</td>
<td>16%</td>
<td>$160</td>
<td>Transit Operators &amp; RTPA's</td>
<td>1. $3.1 million/yr. to Earmarked Projects (4) - none in San Diego. 2. 50% to transit operators by STA transit revenue formula (PUC 99314). 3. 50% allocated to RTPA's for allocation to transit operators (PUC 99313). 4. Eligible for transit operating, maintenance, rehabilitation and capital uses.</td>
<td>$4,320 $270</td>
</tr>
<tr>
<td>3 Transit Capital</td>
<td>17%</td>
<td>$170</td>
<td>CTC/RTPA's</td>
<td>1. Earmarked Projects (7) totalling $268 million statewide - none in San Diego. 2. Remainder distributed through STIP Regional Share formula (San Diego 7.3%). RTPA's to allocate to transit capital projects based on cost-effectiveness criteria that prioritize projects that reduce VMT or VMT growth.</td>
<td>$4,590 $320</td>
</tr>
<tr>
<td>4 Senior &amp; Disabled Transportation</td>
<td>2%</td>
<td>$20</td>
<td>Controller/RTPA's</td>
<td>1. Grants to RTPA's for transportation to seniors and people with disabilities. 2. Includes a Maintenance of Effort requirement.</td>
<td>$540 $0 to $45</td>
</tr>
<tr>
<td>5 Rail Grade Separations</td>
<td>4%</td>
<td>$40</td>
<td>CTC/PUC</td>
<td>1. Earmarked Projects (2) totalling $70 million - none in the San Diego region. 2. CTC to allocate projects based on the PUC priority list only in years that at least $15 million is allocated through the existing PUC grade separation program. Otherwise, funds are transferred to the Transit Capital Program.</td>
<td>$1,080 $0 to $85</td>
</tr>
<tr>
<td>6 Transportation Impacts Mitigation</td>
<td>10%</td>
<td>$100</td>
<td>Resources Agency</td>
<td>1. Earmarked Projects (18) totaling $625.5 million - two for the San Diego region: $3.5 million for land acquisition and habitat restoration along the San Diego River and $1 million for the land acquisition and restoration along the San Dieguito River (0.7% of total earmarks). 2. Remainder allocated for environmental enhancement and mitigation projects (in accordance with Section 164.57 of the Streets and Highways Code). 3. Balance subject to North/South 40%/60% split but not County Minimums.</td>
<td>$2,700 $4.5 to $170 (Earmarks + per capita share)</td>
</tr>
<tr>
<td>7 Water Quality</td>
<td>2%</td>
<td>$20</td>
<td>State Water Resources Control Board</td>
<td>Allocated for projects to mitigate the impact of transportation projects on water quality (in accordance with Section 164.58 of the Streets and Highways Code).</td>
<td>$540 $0 to $45</td>
</tr>
<tr>
<td>8 Air Quality</td>
<td>3%</td>
<td>$30</td>
<td>California Air Resources Board</td>
<td>Funds would be distributed through the Carl Moyer Memorial Air Quality Standards Attainment Program. This program provides grants to offset the incremental costs of projects to replace high-emission, heavy-duty diesel engines with cleaner models. If ARB's findings show that funds are no longer needed, then 75% of the remaining funds are to be distributed into the Bicycle Transportation Account and 25% of the remaining funds are to be distributed for pedestrian safety purposes.</td>
<td>$810 $0 to $70</td>
</tr>
</tbody>
</table>
### Planning and Conservation League's

**PROPOSITION 51: TRAFFIC CONGESTION RELIEF AND SAFE SCHOOL BUS ACT**

*(In Millions of 2002 dollars)*

<table>
<thead>
<tr>
<th>New Transportation Program</th>
<th>% Allocated</th>
<th>Amount Statewide ($mil/year)</th>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Statewide (at $1 bil./year)</td>
<td>San Diego Regional Share</td>
</tr>
<tr>
<td>9 Bicycle efficiency</td>
<td>2%</td>
<td>$20</td>
<td>Controller/RTPA's</td>
<td>Allocated for bicycle education programs (5%) and for projects that benefit bicycle commuters and students (95%) (in accordance with Section 894.5 of the Streets and Highways Code)</td>
<td>$540</td>
</tr>
<tr>
<td>10 Pedestrian</td>
<td>1%</td>
<td>$10</td>
<td>Controller/RTPA's</td>
<td>Allocated on a per capita basis to RTPA's for sidewalks and rural walkways (in accordance with Section 894.5 of the Streets and Highways Code)</td>
<td>$270</td>
</tr>
<tr>
<td>11 Intercity and Commuter Rail Capital and Operations</td>
<td>4%</td>
<td>$40</td>
<td>CTC</td>
<td>1. Earmarked Project (1) for $120 million - not in the San Diego region. 2. Remainder allocated 40% to commuter rail and 60% to intercity rail.</td>
<td>$1,080</td>
</tr>
<tr>
<td>12 Rural Transportation</td>
<td>2%</td>
<td>$20</td>
<td>Rural Transit Operators</td>
<td>Allocated to operators in counties with a population less than 250,000 to improve the mobility of people living in rural areas who cannot drive motor vehicles.</td>
<td>$540</td>
</tr>
<tr>
<td>13 Transit Oriented Development</td>
<td>3%</td>
<td>$30</td>
<td>Secretary of the Business, Transportation, and Housing Agency</td>
<td>Allocated by on a per capita basis to RTPA's with 1) populations over 1,000,000 persons and 2) population densities greater than 1,000 persons per square mile (subject to North/South split but not County Minimums). Eligible uses are for capital outlay projects to develop public use facilities associated with rail and bus transit stations, in accordance with the competitive grant program established under Section 13984 of the Government Code.</td>
<td>$810</td>
</tr>
<tr>
<td>14 Bicycle and Pedestrian Safety</td>
<td>1%</td>
<td>$10</td>
<td>Office of Criminal Justice Planning (2/3 allocation)</td>
<td>Two thirds to the Office of Criminal Justice Planning for grants to state and local law enforcement agencies to increase enforcement of speed limit and other traffic safety laws along heavily used pedestrian and bicycle routes (subject to North/South 40%/60% split but not County Minimums). One third to the Department of Education for grants to school districts to educate students and parents about how children can safely travel to school on foot and by bicycle along heavily used pedestrian and bicycle routes, in compliance with state and local traffic safety laws, ordinances, and programs (subject to North/South 40%/60% split but not County Minimums).</td>
<td>$181</td>
</tr>
<tr>
<td>15 Safe and Clean School buses</td>
<td>8%</td>
<td>$80</td>
<td>Department of Education</td>
<td>Grants shall be made on a competitive basis, and the criteria for awarding grants shall be determined in consultation with the California Air Resources Board. First priority to be given to replacing pre-1977 buses, second priority to replacing pre-1987 buses, and third priority to post-1987 bus replacements and expansion buses.</td>
<td>$2,160</td>
</tr>
<tr>
<td>16 Traffic Safety Improvement</td>
<td>5%</td>
<td>$50</td>
<td>CTC</td>
<td>The Commission shall provide grants to Caltrans and RTPA's based on the potential of projects to reduce accidents. The Office of Traffic Safety and Caltrans shall advise the Commission on the development of this program.</td>
<td>$1,350</td>
</tr>
<tr>
<td>17 Passenger Rail Improvement Safety</td>
<td>4%</td>
<td>$40</td>
<td>Controller/Passenger Rail Operators</td>
<td>Funds allocated by the Controller to eligible rail operators for rehabilitation and modernization of tracks, signals, structures, facilities and rolling stock (pursuant to Chapter 7 of Part 11 of Division 10 of the Public Utilities Code.)</td>
<td>$1,080</td>
</tr>
</tbody>
</table>

**Totals** | 100% | $1,000 | | | $27,000 | $850 to $2,190 |

Note: Unless a specific earmark or formula was identified, a per capita share was used to estimate the upper end of the San Diego regional share range.
PROGRESS REPORT ON IMPLEMENTATION OF SB 1703

A. SCOPE OF WORK
B. APPOINTMENT OF AD HOC WORKING GROUP

Introduction

In anticipation of passage of SB 1703, and in light of the tight timeframe for development of transition plans for consolidation of transit responsibilities into the new agency, staffs of SANDAG and the transit boards began meeting about a month ago as a transition team to coordinate activities related to the transition. Considerable progress has been made in developing a draft scope of work for transition and on many of the tasks in the scope. The draft scope of work (Attachment 1) is provided for your review.

The transition team also believes that an Ad Hoc Working Group of Board members of each agency should be appointed to oversee the work and provide policy direction on the transition (Attachment 2). The first meeting of the Working Group would take place immediately after the October 25th Board meeting.

Therefore, it is

RECOMMENDATION

that the Executive Committee review the scope of work, and recommend to the Board of Directors that the Chairman appoint an Ad Hoc Working Group of up to three SANDAG Board members to work with MTDB and NCTD Board members to provide oversight and direction to the staff transition team.

GARY L. GALLEGOS
Executive Director

Attachments (2)

Key Staff Contact: Debra Greenfield, (619) 595-5366; dgr@sandag.org
Draft Scope of Work for New Agency Transition

(Tasks may not necessarily be performed in a sequential order)

1. Form MTDB, NCTD, and SANDAG staff transition team to establish initial transition plan (planning and programming functions) by February 28, 2003, and subsequent transition plan (project development and construction functions) by September 30, 2003. All SANDAG functions transfer to new agency on January 1, 2003. (September 2002)

2. Collect work programs, budgets, and organizational charts for each of the agencies. Identify information systems used at each agency for accounting, project management, collaboration, etc. (September 2002)

3. Each agency's GM/ED describe their agencies current responsibilities, provide view of how they feel implementation of legislation will change their agency, and how their agency will ultimately look after the initial and subsequent transition is implemented. (September 2002)
   a. Prepare conceptual organizational chart for the new agency and each of the transit operators, after initial transfer and subsequent transfer.
   b. Examine similarities and differences between current functions of each of the transit agencies and how they are proposed to ultimately look as transit operators. Recognition that there will be necessary differences between the two transit operators.

4. Establish Ad Hoc Policy Working Group of Board members from MTDB, NCTD, and SANDAG to provide oversight and direction to the staff transition team. (October 2002)

5. Define functional roles and responsibilities of the three Boards, the new agency’s policy committees, staff, and public with the focus on improving the process to allow for more effective and efficient decision-making.
   a. In the initial transfer (planning and programming) (October 2002)
   b. In the subsequent transfer (project development and construction) (TBD)

6. Partnering/Facilitation: Develop statement of purpose and commitment to be signed by all three affected agency heads. Clarify and agree to the roles and responsibilities of the new agency and each of the two transit operators under each of the two transition plans; establish timelines for the development of the two transition plans and the transfer of the roles and responsibilities (allowing sufficient time for review by three Boards); and establish a dispute resolution process to assure the process moves forward. Involve other division/department directors as appropriate. (October 2002)
   a. Definitions as included in the Legislation for Initial Transfer
      1. "Planning" shall include, but not be limited to, conceptual development of transit projects and services and integration and coordination of all modes of transportation.
2. “Programming” shall mean the acquisition, prioritization and allocation of funding of transit projects and services.

b. Definitions as included in the Legislation for Subsequent Transfer

1. “Project Development” shall mean alternative analysis, environmental review and clearance, preliminary engineering, and any other activities necessary to prepare for the construction of a transit project, as defined in the transition plan.

2. “Construction” shall mean the final design, permitting and building of all transit projects including, but not limited to commuter and freight rail, light rail, general rail infrastructure, regional bus facilities, paratransit, and other regional transit projects. Construction shall exclude the Oceanside to Escondido Rail project and the Mission Valley East Extension Light Rail Project, and other projects of those portions of projects, which have a construction contract in place at the time of the subsequent transfer as defined in 132353.2. The aforementioned construction contracts may be assigned to the consolidated agency with mutual agreement of the consolidated agency and the respective transit board. Construction projects shall exclude local and minor improvement projects as defined in the transition plan.

c. Examine potential transfer of additional functions.

7. Based upon agreed upon roles and responsibilities of the new agency, identify the specific programs, projects, and functions of each agency that would transfer to the new agency.

a. In the initial transfer (planning and programming) (October 2002)

1. Service Planning and Operational Scheduling
   • Assurance of strong linkage
   • Clear definition and development of guidelines for local route planning
   • Scheduling
   • Local financial planning

2. Programming roles and responsibilities
   • Define current conditions
   • Define claimant, applicant, and grantee functions
   • Financial requirements for operations
   • How to transition

b. In the subsequent transfer (project development and construction) (TBD)

1. Local and Minor Improvement Projects
   • Definition
   • Staffing levels
   • Financial requirements

8. Identify staff, including support staff, and non-staff resources such as consultant services, computer systems, office equipment, etc. of each agency associated with these specific programs, projects, and functions. Determine how to transition affected staff (who would
be employer, pros and cons of liaison roles, protection of equal benefits, assurance of quality of work life). Determine short-term and long-term office space for new agency.

    a. In the initial transfer (planning and programming) (November 2002)
    b. In the subsequent transfer (project development and construction) (TBD)

9. Identify funding amounts and funding sources used by each agency for these specific programs, projects, functions, and staff.

    a. In the initial transfer (planning and programming) (November 2002)
    b. In the subsequent transfer (project development and construction) (TBD)

10. Prepare an overall organizational structure for the new agency, under initial transfer and subsequent transfer. (December 2002)

11. Conduct peer review of transition plans with outside “experts” from MTC in the Bay Area, MTA in Los Angeles, Metrolink/OCTA, and others as appropriate. (TBD)

12. Identify changes to SANDAG by-laws, administrative rules and procedures, position classifications, operating procedures, and opportunities for consolidated efforts in advocacy for project funding and legislative initiatives.

    a. In the initial transfer (planning and programming) (December 2002)
    b. In the subsequent transfer (project development and construction) (TBD)

13. Based on agreed upon schedule, implement each phase of the transition, transferring agency functions, staffs and non-staff resources, and funds to the new agency. Determine oversight function during implementation and how to accommodate revisions, if necessary.

    a. Initial transfer of planning and programming functions by July 1, 2003
    b. Subsequent transfer of project development and construction functions by January 30, 2004.

09/30/2002
September 30, 2002

TO: SANDAG Board of Directors  
MTDB Board of Directors  
NCTD Board of Directors

FROM:  Gary L. Gallegos, Executive Director  
Tom Larwin, General Manager  
Karen King, Executive Director

SUBJECT: SB 1703 – Transition Plan Development Process

The management staffs of SANDAG, MTDB, and NCTD have begun meeting weekly to develop a scope of work and strategy for the transition plans for consolidation of transit responsibilities as required by SB 1703.

The transition plan for the initial transfer of planning and programming responsibilities of the transit boards must be completed by February 28, 2003 and for subsequent transfer of project development and construction by September 30, 2003. In order to assist in this effort by providing policy direction to agency staff, it is our recommendation that each Board appoint up to three members to an Ad Hoc Working Group to oversee the work and provide policy guidance to staff for the development and implementation of the transition plans.

The first meeting of the Ad Hoc Working Group would be scheduled for early November.

GG/DG/jdk
San Diego Association of Governments

EXECUTIVE COMMITTEE

October 11, 2002

AGENDA REPORT NO.: 5

Action Requested: APPROVE

REVIEW OF DRAFT BOARD AGENDA FOR OCTOBER 25, 2002

ITEM #

#1. MINUTES OF THE SEPTEMBER 27, 2002 BOARD MEETING

#2. ADDITIONS AND DELETIONS

CONSENT ITEMS (3 through ----)

The Board of Directors will take action on all items on the consent agenda without further discussion and with one vote unless an item is pulled by a Board member or by a member of the public for comment.

#3. SUMMARY OF OCTOBER 11, 2002 POLICY DEVELOPMENT BOARD MEETING

#4. DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES

A. EXECUTIVE COMMITTEE MEETING (October 11, 2002)

B. TRANSPORTATION COMMITTEE MEETINGS (October 10, 2002)

C. REGIONAL PLANNING COMMITTEE MEETING (October 4, 2002)

D. BORDERS COMMITTEE MEETING (September 20, 2002)

#5. LOCAL TECHNICAL ASSISTANCE (LTA) PROJECTS REQUIRING MORE THAN $1,000 OR THREE DAYS STAFF TIME (Jeff Tayman)

#6. PROGRESS REPORT ON TRANSPORTATION PROJECTS (José Nuncio)

#7. DRAFT AIR QUALITY CONFORMITY ANALYSIS FOR THE 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM, AMENDMENT NO. 2 (Sookyung Kim)

#8. LEGISLATIVE WRAP UP (Debra Greenfield)

PUBLIC COMMENTS/COMMUNICATIONS

9. 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

10. PRESENTATION OF AWARD OF RECOGNITION TO SENATOR DEDE ALPERT FOR PASSAGE OF SB 1432

11. PRESENTATION OF AWARD OF RECOGNITION TO SENATOR STEVE PEACE FOR PASSAGE OF SB 1703

REPORTS

#12. PROGRESS REPORT ON IMPLEMENTATION OF SB 1703 (Gary Gallegos)

A. SCOPE OF WORK

B. APPOINTMENT OF AD HOC WORKING GROUP (Pending action by the Executive Committee)

#13. MOBILITY 2030: DRAFT TRANSPORTATION PLAN FOR THE SAN DIEGO REGION AND DRAFT ENVIRONMENTAL IMPACT REPORT (Kim Kawada)

#14. 2002 CONGESTION MANAGEMENT PROGRAM (Mario Oropeza) (Pending action by the Transportation Committee)

15. BORDERS RELATED ITEMS

A. BORDERS COMMITTEE SIX-MONTH REVIEW (Chairwoman Crystal Crawford)

B. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO) ANNUAL REPORT AND CONFERENCE RECOMMENDATIONS (Chairwoman Elsa Saxod)

16. REPORT FROM THE SHORELINE PRESERVATION COMMITTEE: REGIONAL BEACH SAND PROJECT– ONE YEAR AFTER (Steve Sachs)

17. RIDESHARE WEEK 2002 – SUMMARY REPORT (Ray Traynor)

ADJOURNMENT

GARY L. GALLEGOS
Executive Director

# Items are on the agenda based upon Board policy, based on previous requests by the Board, recommendations from Policy Committees, or because of program requirements.

Note: No Policy Development Board meeting is planned for November. In November, the Business meeting of Board will be held as regularly scheduled on November 22nd.