BOARD OF DIRECTORS
AGENDA

Friday, October 25, 2002
9 a.m.
SANDAG
401 B Street, 7th Floor
San Diego, CA

AGENDA HIGHLIGHTS

• MOBILITY 2030
• IMPLEMENTATION OF SB 1703
• COBRO CONFERENCE RECOMMENDATIONS
• REGIONAL BEACH SAND PROJECT - ONE YEAR AFTER

PLEASE TURN OFF CELL PHONES DURING THE MEETING

SANDAG’S BOARD MEETING CAN BE HEARD BY ACCESSING OUR WEB SITE AT WWW.SANDAG.ORG

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  ●  401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 595-5300  ●  Fax (619) 595-5305  ●  www.sandag.org
Welcome to SANDAG. Members of the public may speak to the Board on any item at the time the Board is considering the item. Please complete a Speaker’s Slip which is located in the rear of the room and then present the slip to the Clerk of the Board seated at the front table. Also, members of the public are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications. Speakers are limited to three minutes. The SANDAG Board may take action on any item appearing on the agenda.

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

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 595-5300 in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 595-5300 or fax (619) 595-5305.

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
BOARD OF DIRECTORS AGENDA  
Friday, October 25, 2002

ITEM #    RECOMMENDATION

+1. MINUTES OF THE SEPTEMBER 27, 2002 BOARD MEETING APPROVE

2. ADDITIONS AND DELETIONS

CONSENT ITEMS (3 through 8)
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 APPROVE

4. DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES APPROVE
   +A. EXECUTIVE COMMITTEE MEETING (October 11, 2002)
   +B. TRANSPORTATION COMMITTEE MEETING (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) INFORMATION

Local Technical Assistance (LTA) policy guidelines require that projects involving more than three days staff time be reported to the Board of Directors. Two transportation modeling projects are included in this month’s report: one in the Bay Front Village area for the City of Chula Vista and the other in the University Town Center area for the City of San Diego.

+6. PROGRESS REPORT ON TRANSPORTATION PROJECTS (Jose Nuncio) INFORMATION

This report summarizes the current status of major highway, transit, arterial, traffic management, and Transportation Demand Management (TDM) projects in SANDAG’s four-year Regional Transportation Improvement Program (RTIP). The TransNet one-half percent local sales tax and other local, state, and federal sources fund these projects.
The 2002 Regional Transportation Improvement Program (RTIP) including air quality emissions analysis for all regionally significant projects was approved by the SANDAG Board on June 28, 2002. Since then SANDAG has received requests to add two capacity increasing projects to the 2002 RTIP. The addition of new capacity increasing projects requires a new emissions analysis. This draft report provides the results of the new analysis for public review and comment.

The outcome of significant legislation the Board took a position on in 2002 is provided.

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.

Staffs from SANDAG and the transit boards, meeting as a transition team, have prepared a draft scope of work including a timeline for the development of the required transition plans for consolidation of transit responsibilities into the new agency. Changes in the scope reflect comments from the Executive Committee.

The Executive Committee recommends that the Chair appoint three Board members from SANDAG to an Ad Hoc Working Group to oversee the work and provide policy direction on the transition. MTDB and NCTD also will each
appoint three members from their respective Boards to the Working Group.

+13. **MOBILITY 2030: DRAFT TRANSPORTATION PLAN FOR THE SAN DIEGO REGION AND DRAFT ENVIRONMENTAL IMPACT REPORT** (Eric Pahlke)

The Regional Transportation Plan (RTP), MOBILITY 2030, is the blueprint designed to address the mobility challenges created by our region's growth. Required by state and federal regulations, this long-range plan contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the San Diego region through the year 2030. The RTP is based upon the preliminary 2030 Cities/County Forecast of population, housing, and employment. A draft environmental impact report (EIR) is being prepared for the RTP in accordance with the California Environmental Quality Act. The SANDAG Board is asked to (1) accept for distribution the Draft RTP; (2) accept the preliminary 2030 Cities/County Forecast for distribution, review, and use in planning and other studies; (3) authorize the Transportation Committee to accept for distribution the Draft EIR at its November 14, 2002 meeting; and (4) schedule a public hearing on the Draft RTP and Draft EIR for the December 6, 2002 Board policy meeting and set December 30, 2002 as the closing date for public comments.

14. **BORDERS RELATED ITEMS:**

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

The Borders Committee was created to advise SANDAG on major interregional planning and policy matters, including the region’s borders with Mexico, and the counties of Imperial, Orange and Riverside. Chairwoman Crawford will summarize the first six months of progress of the Borders Committee.

+ B. **COBRO ANNUAL REPORT AND CONFERENCE RECOMMENDATIONS** (Chairwoman Elsa Saxod)

Elsa Saxod, Chairwoman of the Committee on Binational Regional Opportunities (COBRO), will present the annual report of COBRO and the recommendations from the July 2002 Conference on Border Infrastructure Needs and Financing.

+ 15. **RIDESHARE WEEK 2002 – SUMMARY RESULTS** (Ray Traynor)

Rideshare Week 2002 was SANDAG’s most ambitious public outreach focused on ridesharing to date, including promotional events, contests, advertising, and media stories. This report highlights the weeks’ events, describes the media coverage, displays the results from the advertising campaign, and describes the preliminary results from performance monitoring.
Construction of the project was completed in September of 2001. This report discusses the state of the region's beaches, the results of environmental and sand monitoring programs, and lessons learned over the first year. Current activities related to future beach replenishment efforts also are described.

ADJOURNMENT

GARY L. GALLEGOS
Executive Director

+ next to an agenda item indicates an attachment.

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.
MINUTES OF THE BOARD OF DIRECTORS MEETING
September 27, 2002

Chairman Morrison called the meeting of the SANDAG Board of Directors to order at 9:06 a.m.

Attendance was as follows:

Voting Members
City of Carlsbad ................................................................. Claude Bud Lewis, Mayor
City of Chula Vista ................................................................. Patty Davis, Councilmember
City of Coronado ................................................................. Phil Monroe, Councilmember
City of Del Mar ................................................................. Richard Earnest, Councilmember
City of El Cajon ................................................................. Richard Ramos, Councilmember
City of Encinitas ................................................................. Dennis Holz, Councilmember
City of Escondido ................................................................. Lori Pfeifer, Mayor
City of Imperial Beach ......................................................... Patricia McCoy, Councilmember
City of La Mesa ................................................................ Absent
City of Lemon Grove ............................................................. Mary Teresa Sessom, Mayor
City of National City ............................................................. Ron Morrison, Councilmember
City of Oceanside ................................................................. Jack Feller, Deputy Mayor
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 ................................................................ Absent

Advisory Liaison Members

Department of Transportation Pedro Orso-Delgado, District Director
U.S. Department of Defense Capt. Christopher Schanze, USN
Mexico Javier Diaz De Leon
Ernesto Ruffo, Commissioner N. Border Affairs
San Diego Unified Port District Absent
San Diego County Water Authority Hon. Claude Lewis, (representing Carlsbad)
Metropolitan Transit Development Board Hon. Leon Williams, Chair, MTDB
North San Diego County Transit Development Board Hon. Julianne Nygaard, Chair, NCTD
Chairman Morrison welcomed all to the meeting and introduced Commissioner Ernesto Ruffo, Mexico’s Commissioner for Northern Border Affairs. He pointed out that there are speakers’ slips available for those that wish to speak to specific issues or under Public Comment.

1. **MINUTES OF THE AUGUST 2, 2002 SANDAG MEETING (APPROVE)**

   **Action:** Poway – Lemon Grove. A motion was made, and second, to approve the minutes of the August 2, 2002 SANDAG meeting. Yes – 16. No – 0.Absent – 3 (La Mesa, Santee, County of San Diego). The motion passed unanimously.

2. **ADDITIONS/DELETIONS**

   None.

**CONSENT ITEMS (3 through 12)**

3. **SUMMARY OF SEPTEMBER 13, 2002 POLICY DEVELOPMENT BOARD MEETING (APPROVE)**

4. **DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)**
   A. EXECUTIVE COMMITTEE MEETING (September 13, 2002)
   B. TRANSPORTATION COMMITTEE MEETING (August 8, 2002; September 12, 2002)
   C. REGIONAL PLANNING COMMITTEE MEETING (August 2, 2002)
   D. BORDERS COMMITTEE MEETING (August 7, 2002)

5. **TRANSPORTATION DEVELOPMENT ACT (TDA)**
   A. FY 2003 REVISED APPORTIONMENT AND ALLOCATIONS (Resolution 2003-8) (APPROVE)
   B. FY 2003 CLAIM AMENDMENTS (Resolutions 2003-9 and 2003-10) (APPROVE)


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

8. **AUTHORIZED THE EXECUTIVE DIRECTOR TO ACCEPT $95,000 FROM THE SAN DIEGO UNIFIED PORT DISTRICT, AMEND THE FY 2003 OVERALL WORK PROGRAM AND BUDGET, AND AMEND THE CONSULTANT SERVICES AGREEMENT FOR THE CENTRAL INTERSTATE 5 CORRIDOR STUDY (Resolution 2003-12) (APPROVE)**

9. **RESOLUTION AUTHORIZING A CORRECTION TO THE AMENDMENT TO CONTRACT WITH THE CALIFORNIA PUBLIC EMPLOYEES RETIREMENT SYSTEM (CalPERS) (Resolution 2003-13) (APPROVE)**

10. **PROPOSED AMENDMENT TO CONFLICT OF INTEREST CODE (ACCEPT FOR FILING)**

11. **QUARTERLY INVESTMENT REPORT – PERIOD ENDED JUNE 30, 2002 (INFORMATION)**
12. REPORT ON THE CALIFORNIA BIODIVERSITY COUNCIL QUARTERLY MEETING (INFORMATION)

Staff reported a revision to Item 4B, Discussions and Actions from the September 12 Transportation Committee, revising it to reflect the Subcommittee’s recommendation to add State Route 75 / 282 to the Revenue Constraint Plan of the RTP, to allow Coronado and the region to seek outside funding sources for transportation improvements in the corridor.

Chairman Morrison noted a revised report for Item #11 and a report for item #15, later in the agenda, were provided at the places of each Board Member.

Action: Imperial Beach – Solana Beach. A motion was made, and second, to approve consent items 3 through 12, with amendments provided at the meeting. Yes – 16. No – 0. Absent – 3 (La Mesa, Santee, County of San Diego). The motion passed unanimously.

PUBLIC COMMENTS/COMMUNICATIONS

13. None.

CHAIR’S REPORT

14. INTRODUCTION OF HON. ERNEST RUFFO, MEXICO’S PRESIDENTIAL COMMISSIONER FOR NORTHERN BORDER AFFAIRS (INFORMATION)

Chairman Morrison introduced Commissioner Ruffo, and gave a brief biography. Mr. Ruffo was elected in 1986 as the first Mayor of Ensenada from the PAN party. Three years later, Mr. Ruffo made history when he was elected as the first non-PRI Governor in Mexico since 1929. In 1996 Mr. Ruffo began his own company in Tijuana dedicated to promoting investment in Baja California. He has been a professor of business administration, public accounting, and industrial engineering. Commissioner Ruffo’s Northern Border Affairs Office coordinates the intergovernmental relations among federal agencies and the northern border state governments; promotes sustainable economic and social development in the border region and seeks to protect and restore natural habitats; and advocates for the humane treatment of, and respect for, Mexican migrants.

Commissioner Ruffo thanked the SANDAG Board of Directors for inviting him, and presented his goals and the accomplishments of the Northern Border Affairs Office. These included bi-national relations; working with a coordinating Committee of six Mexican Governors to make decisions relating to transportation, and bringing reform in Mexico’s economic models – maquiladoras, energy, international airport, and the railway. He is working on coordinating operations of the ports of entry on the Mexican side, with a goal of having coordinated single inspections at the border; and is working with federal elected representatives to achieve these goals.

Chairman Morrison thanked Commissioner Ruffo for taking part in today’s meeting and for his presentation.

RECOGNITION OF RETIRING DIRECTOR OF FINANCE AND ADMINISTRATION, WAYNE SINK
Chairman Morrison announced that, before going to the regular reports, he would like to take a moment for the Board to recognize Wayne Sink, SANDAG’s Director of Finance and Administration, who is retiring today after 25 years of service. He first joined the SANDAG team in 1977. For the past 25 years, Wayne has been the primary financial architect to design and build 25 Overall Work Programs and 25 agency budgets. Chairman Morrison read the plaque and presented it to Mr. Sink on behalf of the Board of Directors.

Wayne Sink thanked the Board and said he would keep his comments brief, just as his presentations to the Board have been in the past. He commented that he has enjoyed 25 good years working with SANDAG, that he has long admired the hard work of the Board, and that he will enjoy his retirement.

15. REPORT ON ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATION (AMPO) ANNUAL CONFERENCE (INFORMATION)

Chairman Morrison referenced the report provided at the meeting, and reported on highlights from the AMPO Annual Conference attended September 18-20. He stated that the biggest issue was on TEA-21 reauthorization. Also discussed was the need to extend the cycle for the RTP review from every three to five years, and the need to narrow the focus of the borders and corridors program to emphasize needed border transportation infrastructure.

16. LEGISLATIVE UPDATE: SB 1703 (PEACE) – CONSOLIDATED AGENCY LEGISLATION STATUS REPORT (INFORMATION)

SB 1703 has passed. In the final weeks, the bill was narrowed to reach consensus to allow it to move forward. The amended bill consolidates functions of SANDAG, MTDB, and NCTD, and creates permanency for the regional agency composed of local agency representation consistent with Board direction to staff. The staff report highlights the significant provisions of the amended bill.

Chairman Morrison referred to the copy of the Governor’s press release and an article that were provided to all Board members at the meeting. He reported that the Governor signed SB 1703, and that the Board has spent three years focusing on this issue. Implementing the transition plan will require considerable effort working with transit boards.

Councilmember Kellejian (Solana Beach) suggested sending letters containing the summary points, as soon as possible, to all local elected officials of the jurisdictions in San Diego County.

Councilmember McCoy (Imperial Beach) noted that the language regarding border infrastructure portion of the bill was removed, and expressed disappointment about this. She asked if there is any way the Board can work to get this portion included again.

Councilmember Monroe (Coronado) expressed agreement with Councilmember McCoy.
MTDB Chairman Williams suggested working now to get the most Federal funding possible.

Vice Chairman Cafagna reported on an article he read about traffic congestion, and stated that SANDAG will be closely observed by other agencies. He expressed excitement at the opportunity to work with the Board on this effort.

Chairman Morrison summarized the discussion and emphasized the importance of working together.

17. RIDESHARE WEEK 2002 – PROCLAMATION (Resolution 2003-14) (APPROVE)

The Board is requested to approve the attached resolution in support of Rideshare Week 2002 and to encourage member agencies to approve similar proclamations. The purpose of Rideshare Week is to create public awareness of alternatives to solo commuting (e.g., transit, carpools, vanpools, schoolpools, teleworkers, walkers, bicyclists, and commuters using alternative work schedules) and to reduce peak period congestion.

Staff introduced the purpose of the proclamation and the upcoming events, press kit, advertising campaign, and referred to the poster on display that was sent to numerous public and private sector employers. SANDAG partnered with various sponsoring organizations, including Cloud 9 Shuttle, and held a contest to promote the events. Seven events will be held from October 3rd to the 11th.

Councilmember Martin (San Marcos) asked what the cost is to SANDAG, and how success will be measured.

Staff responded that $41K will go to Rideshare week, and a measurement tool was implemented in the form of a survey.

Councilmember Ramos (El Cajon) requested an itemized breakdown of the costs of SANDAG’s recent outreach and marketing efforts.

Staff responded that details of these efforts and itemized costs would be provided to Councilmembers Martin and Ramos, and that follow up reports would be brought back to the Board.

Mayor Sessom (Lemon Grove) suggested bringing this type of request, for member agencies to issue their own proclamations to the Board earlier in the future, to give them more time to bring it to their Councils.

Councilmember Monroe (Coronado) noted the lack of recognition of the Navy.

Staff reported an event planned for North Island as part of Rideshare Week.

Vice Chairman Cafagna suggested inserts in each city’s water bills, posting information on agency websites, etc.
Staff reported that they will be in contact with each member agency to determine how information on Rideshare Week as well as information on other regional issues could be better distributed to and by member agencies.

Action: Solana Beach - City of San Diego. A motion was made, and second, to approve Resolution No. 2003-14. Yes - 17. No – 0. Absent – 2 (La Mesa, County of San Diego). The motion passed unanimously.

18. PUBLIC HEARING: DRAFT 2002 CONGESTION MANAGEMENT PROGRAM UPDATE (RECEIVE TESTIMONY)

Staff (Oropeza) presented the Draft 2002 Congestion Management Program Update and indicated that today was a public hearing to receive comments on the CMP.

Chairman Morrison opened the public hearing.

Public Comment

Robert J. Hoffman, a resident of San Diego, spoke in opposition to the program document, stating that the draft report has no substance or insightful ideas.

Councilmember Ryan (Santee) asked how many Deficiency Plans would be required and whether we have prepared any.

Staff responded that the draft CMP analysis identified approximately 40 deficient roadway segments. Legislation requires local jurisdictions to prepare Deficiency Plans. To date only one Deficiency Plan is under development as part of the Ballpark EIR.

Staff noted that the CMP provides lower cost solutions to congestion that can be implemented sooner than the more capital intensive solutions contained within the Regional Transportation Plan.

Councilmember Holz (Encinitas) referenced Attachment 1, regarding preventative medicine. He stated that an “attempt is made”, rather than solutions reached. He asked what tools are in place to mitigate development that impacts the plan, and suggested that under the regional plan, planning should be made in advance rather than completed after damage is done.

Staff responded that there is a number of existing mitigation strategies available and additional ones will be evaluated and included in a new toolbox of mitigation strategies. Strategies that implement Smart Growth will be evaluated in the toolbox as well.

Gary Gallegos, Executive Director, added that the plan includes steps for a goal of 100% mitigation.

Mayor Lewis (Carlsbad) reported that his community is impacted by majority trips from outside their city. A member of the County Board of Supervisors has recommended consideration of a new north-south highway east of I-15, and suggested publicity about this effort.
Gary Gallegos responded that a north-south transportation facility study is contained in this year’s work program to evaluate the need for and feasibility of a new or enhanced transportation facility, for example an arterial, expressway, freeway, or transit solution, either east or west of I-15. He indicated that staff would like to get the 2030 RTP out and then deal with this study after the first of the year.

Councilmember Monroe (Coronado) stated that Hwy 75 is extremely congested, and traffic is moving up to Orange Ave. at peak hours and this should be reflected on the LOS map.

Mayor Pfeiler (Escondido) noted that north of Via Rancho should be red.

Staff indicated that they would be meeting with staff from both cities and Caltrans to review the LOS calculations and make adjustments as needed.

Councilmember Kellejian (Solana Beach) noted that during the North County transportation study, Oceanside hosted a North County transportation seminar and study group. During this meeting the need for another access out of North County was suggested, while sensitive environmental areas were cited.

Councilmember Davis (Chula Vista) commented that funding for local infrastructure is built on the back of housing; local mitigation is considered, but not regional mitigation. She doesn’t think more fees should be put onto housing that is already unaffordable.

Councilmember Martin (San Marcos) referred to the map on page 32, and expressed agreement with Mayor Pfeiler that it is odd that the traffic on SR-78 near I-15 seems to “disappear” when it hits I-15.

Deputy Mayor Feller (Oceanside) commented that people stop and talk to each other on the Hwy 76 commute. He agrees with Mayor Lewis that environmental constraints are “killing us”.

Gary Gallegos commented on how congestion is measured, and reported that the goal is to evaluate on regular basis to assist local jurisdictions as well as region.

Vice Chairman Cafagna thinks this is a valuable tool that should be updated on a regular basis.

Councilmember Holz (Encinitas) suggested that on Hwy 76 signals could be coordinated on the express way, and more signals are being used east to Bonsall, where roundabouts would be more effective.

Mr. Orso-Delgado, Caltrans, agreed with Mr. Gallegos regarding data collection, but need for improvement on how it is used.

Public Comment

Dutch Van Dierendonek, a resident of Ramona, stated that congestion management is constricted by dollars. He noted that roundabouts have been suggested twice
today, and he is a proponent of this method. He indicated there is a need for addressing the airport location, and commented that we are the second largest gaming industry.

Robert Hoffman, a resident of San Diego, added to his previous comments.

Councilmember Monroe (Coronado) reminded the Board about October 5th Mexican Customs change in trucks crossing the border.

Mr. Orso-Delgado reported that Caltrans is working with Mexican officials.

**Action:** El Cajon – San Marcos. A motion was made, and second, to close the public hearing on the CMP Update. Yes 17. No – 0. Absent – 2 (La Mesa and County of San Diego). The motion passed unanimously.

19. LOCAL TECHNICAL ASSISTANCE (LTA) FY 2002 ANNUAL REPORT (**INFORMATION**)

Staff presented the annual report, providing an overview of the types of projects conducted for member agencies over the past year. Nearly all agencies used the program at least once in FY 2002 on projects that included surveys, transportation studies, GIS mapping and analysis, and demographic and housing studies.

Current and planned enhancements to SANDAG’s databases also were discussed. Demographic and economic information for surrounding counties has been added to the Regional Information System, and in FY 2003 census data from Mexico will be added as well. To encourage the use of the LTA program, staff is working to publicize it through an annual newsletter, workshops, and on-site presentations.

Mayor Murphy (San Diego) asked if it was her department’s job to prepare regional forecasts, and how often they are prepared.

Staff responded that the forecasts are prepared approximately every four years, and that small area (jurisdictions, census tracts, etc.) forecasts are currently being developed.

Consul Representative De Leon complimented staff’s assistance in preparing maps for his agency through the LTA program.

Chairman Morrison welcomed Capt. Schanze.

Councilmember Earnest (Del Mar) reported that thanks to SANDAG work is to begin on opening the mouth of the lagoon in Del Mar.

Mayor Murphy (San Diego) complimented North County Transit for restarting Coaster night trains on Friday nights. North County Transit partnered with CCDC to provide this service.
Chairman Morrison stated that the next Policy Development Board meeting on October 11 is with the Tribal Representatives, regarding the transportation needs of tribal governments.

Chairman Morrison adjourned to closed session at 10:50 a.m.

20  **CLOSED SESSION**: CONFERENCE WITH LEGAL COUNSEL – ANTICIPTED LITIGATION

The Board met in closed session. After reconvening, the Deputy General Counsel announced that the Board had voted unanimously to accept the recommendation from counsel to reject the claim.

ADJOURNMENT 11:00 a.m.

GARY L. GALLEGOS
Secretary
SUMMARY OF THE JOINT TRIBAL GOVERNMENTS/SANDAG POLICY DEVELOPMENT BOARD MEETING
October 11, 2002

The meeting of the Joint Tribal Governments/SANDAG Policy Development Board was called to order at 10:20 a.m. by SANDAG Chair Ron Morrison. Attendance was as follows:

**Tribal Representatives:**
- Campo ................................ ................................ ..................... Michael Connelly, EPA / Land Use
- Cuyapaipe……………………………………………………………….….Willie Micklin, Tribal Manager
- Jamul ..................................................................... Bill Mesa, Councilmember
- La Jolla................................ ................................ .................... Leroy Mendez, Roads Manager
- Mesa Grande .................................................................... Louis Guassac, Economic Development
- Rincon..................................................................................John Currier, Chair
- Rincon..................................................................................Bo Mazetti, Councilmember
- Sycuan............................................................................. Roger Simpson, Community Development Director
- Viejas..................................................................................Steven TeSam, Chair
- Viejas..................................................................................Allen Barrett, Councilmember

**SANDAG Board Voting Members**
- City of Carlsbad ................................ ................................ ......... Ramona Finnila, Councilmember
- City of Chula Vista ................................ ................................ ............................................. Absent
- City of Coronado ................................ ................................ ............... Phil Monroe, Councilmember
- City of Del Mar ........................................................................ Absent
- 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 ..................................................................... Jack Feller, Deputy Mayor
- 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
California Department of Transportation............................Pedro Orso-Delgado, District Director
Metropolitan Transit Development Board..................................Leon Williams, Chairman
North San Diego County Transit Development Board..................Julianne Nygaard, Chair
U.S. Department of Defense............................................................Absent
San Diego Unified Port District.......................................................Jess Van Deventer, Commissioner
San Diego County Water Authority..............................................Bud Lewis, Director
Consul General of Mexico...........................................................Mario Cuevas, Deputy Consul

Introduction and Overview

SANDAG Chairman Morrison recognized that each of the tribal governments is a sovereign nation, and that it will be important to address issues on a government to government basis.

After the representatives of Tribal Governments and the SANDAG Board of Directors made self-introductions, SANDAG Chair Morrison provided a brief overview of the agenda packet and outlined a suggested agenda for this meeting.

SANDAG’s Board of Directors, sitting as the Policy Board, had invited the leaders of the region’s tribal governments to meet and learn about SANDAG’s responsibilities and how they may relate to the Reservations, and for the Board to learn more about each of the tribal governments. This summit could be the first of recurring summits between SANDAG and the tribal government representatives, which will promote mutual respect, cooperation, and coordination.

SANDAG’s Roles and Responsibilities

The roles and responsibilities of SANDAG were presented through a video about SANDAG and a summary of the 2030 Mobility Plan (the proposed Regional Transportation Plan - RTP) by Board Member Joe Kellejian (Vice Chair of SANDAG’s Transportation Committee).

Tribal Governments’ Comments

The tribal governments then provided comments from their individual tribal perspectives. Each representative gave a brief overview of their respective tribe’s population, land size, form of government, and issues of concern. Tribal representatives reiterated that their comments are from their tribe’s perspective, and that they could not speak for the other tribes. Following are a list of key comments made by the tribal government representatives:

- It was good that SANDAG took the “bold step” to invite all of them to participate.
- San Diego County has more Indian Reservations than any other county in the United States, and the Native American tribes should receive as much consideration as Mexico.
- They are elected officials, representing different jurisdictions, with different forms of government. Each is a unique, sovereign nation with some similarities and some differences.
• SANDAG should consider establishing a liaison staff member to work with each of the tribal governments.

• While some corrections need to be made before the final document is completed, the County of San Diego’s recent Update on Impacts of Tribal Economic Development Projects in San Diego County report contains good background information on each of the tribes.

• There is a lack of understanding about how tribes relate economically, and what constraints they are under for development on their land. Tribes may need to develop to allow them to provide needed services to their residents. The local off-reservation population consists of people who have moved there in order to have a rural lifestyle, but the tribe often has conflicts with them.

• Land use planning is one of the most difficult issues, since their plans for improvements may be inconsistent with outside government planning because they have a different system.

• Many cities feel they’re not getting their fair share of revenue returned. However, tribal members that work off-reservation pay taxes; yet none of the money is shared with tribal governments.

• The tribes provide services to members and non-Indian residents, yet no state funding is returned to them.

• Communities that destroyed habitat look to the reservations to offset their developments, but don’t share the revenues.

• The tribes have mutual aid agreements with local jurisdictions; they work with regional water and sewer agencies and have demonstrated a willingness to work together.

• Tribes have a right to re-claim “surplus” federal land, but requests for the federal land (e.g., NTC) have not been honored.

• Money drives the world, and they are invited here today because of gaming.

• Many of the tribes stressed the importance of improving the roads to the reservation’s casino facilities, to make it safer for patrons.

• SANDAG should consider taking an action similar to the Board of Supervisors regarding legislation on the Indian Gaming Special Distribution Fund.

**Summary**

Representatives from the tribal governments and SANDAG felt that the Summit was a good FIRST step. The participants had an opportunity to: hear from each other, put issues on the table, and suggest next steps. Some of those next steps may be:

1. Providing SANDAG Board Members with background information on the tribes from the Update on Impacts of Tribal Economic Development Projects in San Diego County report.
2. Appointing a SANDAG staff person as a full time liaison to the tribal government;
3. Examining the opportunities for closer coordination between tribal governments and SANDAG, especially on transportation matters;
4. Taking an action similar to the County Board of Supervisors regarding the Indian Gaming Special Distribution Fund; and
5. Hosting another summit, sooner rather than later (certainly more than once per year).
SANDAG Vice Chair Cafagna thanked everyone for attending, appreciated the information provided, and didn’t hear anything that couldn’t be addressed.

SANDAG Chairman Morrison stated that this was our first meeting, to determine what the issues are, and now future meetings may address specific issues.

Chairman Morrison adjourned the meeting at 12:25 pm

GARY L. GALLEGOS
Secretary
The regularly scheduled meeting of the San Diego Association of Governments Executive Committee was called to order by Chair Ron Morrison. Committee members in attendance were Mickey Cafagna, Ramona Finnila, Dick Murphy, Ron Roberts, and alternates Shirley Horton, Dick Ramos, and Lori Pfeiler.

CONSENT ITEM

1. APPOINTMENT OF AD HOC COMMITTEE – “GLORIA MCCLELLAN” AWARD
   (APPOINTMENT)

   The Chair recommended the appointment of an Ad Hoc Committee 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.

   Action: The Executive Committee voted to approve the consent item.

2. PUBLIC COMMUNICATIONS/COMMENTS

   None.

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

   Proposition 51, the Traffic Congestion Relief and Safe School Bus Act, 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. Staff presented the reasons behind the recommendation to oppose Proposition 51.

   Members discussed concerns that the bill may be unconstitutional; that the earmarking process was not consistent with the region's process for establishing transportation funding priorities; that the programs to be established are predominantly discretionary, making it difficult to determine if the region will get its fair share of the funding; and that other city
and county programs or other transportation programs may be cut to offset the reduction in the State general fund if the proposition passes.

**Action:** The Executive Committee voted to oppose the legislation, with an explanation outlining the reasons for opposition.

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

   **A. SCOPE OF WORK (DISCUSSION)**

   A draft scope of work has been prepared by staff members from SANDAG and the two transit boards, who have been meeting as a transition team for the development of the required transition plans for consolidation of transit responsibilities into the new agency.

   The Executive Committee discussed the merits of the Scope of Work, made some suggestions such as: including an inventory of staff, non-staff resources, programs and projects; identifying certain tasks specifically; the possibility of hiring a consultant; inviting other agencies to review the document; and whether staff felt the identified time schedule could be met.

   **B. APPOINTMENT OF AD HOC WORKING GROUP (APPROVE)**

   The transition team recommends 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.

   **Action:** The Executive Committee voted to approve the recommendation to establish the Ad Hoc Working Group and that the Chair should appoint the three Board members to represent SANDAG.

5. **REVIEW OF DRAFT BOARD AGENDA FOR OCTOBER 25, 2002 (APPROVE)**

   **Action:** The Executive Committee voted to approve the draft board agenda for October 25, 2002, with the following change:

   - Delete the 2002 Congestion Management Program item since it was deferred from the October Transportation Committee meeting until their November meeting.
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
Meeting of October 10, 2002

The regularly scheduled meeting of the Transportation Committee was called to order by Chair Shirley Horton (South County). Committee members in attendance were Joe Kellejian (North County Coastal), Mickey Cafagna (North County Inland), Art Madrid (East County), Dick Murphy, (City of San Diego), Ron Roberts (County of San Diego), and alternates Ron Morrison (South County), and Hal Martin (North County Inland). Ex-officio members in attendance were Julianne Nygaard (NCTD), Bob Emery (MTDB), and Pedro Orso-Delgado (Caltrans).

CONSENT ITEMS (1 through 3)

1. **FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM QUARTERLY PROGRESS REPORT (INFORMATION)**

The Transportation Committee received the TEA quarterly progress report for the period July 1 to September 30, 2002. Of the eight ongoing TEA projects, six are progressing according to their approved schedules, one project is experiencing delays (Cities of Oceanside, Carlsbad, Encinitas, and Solana Beach – Coastal Rail Trail), and one project was divided into two phases (Cities of Coronado & Imperial Beach – Silver Strand Improvements).

Updated schedules for the Coastal Rail Trail and Silver Strand Improvement projects will be provided with the next TEA quarterly progress report in January 2003. The Coastal Rail Trail project already has received the maximum allowable schedule extension. The Transportation Committee’s options in January would be to grant an exception to the adopted use-it-or-lose-it policy for the project, or recommend re-programming the unused TEA funds to another eligible project(s).

Councilmember Kellejian stated that he was arranging a meeting with NCTD to discuss the Coastal Rail Trail project delays. NCTD is concerned with right of way and safety issues related to rail trail projects, and is developing guidelines to address these issues. Julianne Nygaard, NCTD Chair, stated that the rail trail guidelines are expected to be complete by the end of 2002.

2. **LOS ANGELES - SAN DIEGO - SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) (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 September 20, 2002 LOSSAN Board actions as information.
3. KEEP SAN DIEGO MOVING PUBLIC OUTREACH RESULTS (INFORMATION)

The Transportation Committee received a report summarizing the results to date from the Keep San Diego Moving campaign being conducted to promote public awareness of the RideLink transportation demand management and TransNet programs, and public involvement in the development of the 2030 Regional Transportation Plan. The comprehensive public outreach program includes radio, television, newspaper, outdoor, and bus advertising. Public information materials include brochures, a Web site, an on-line and printed survey, and a “Road Show” program for community events.

4. PUBLIC COMMENTS / COMMUNICATIONS

There were no public speakers.

REPORTS

5. FREEWAY TO FREEWAY CONNECTORS STUDY (APPROVE)

Staff summarized the final results of the Freeway to Freeway Connectors Study. In February 2002, the Transportation Committee reviewed the criteria for updating the Freeway to Freeway Connectors Study and the draft study results, and asked staff to complete the final study report using 2030 forecast data. Using the evaluation criteria approved by the Committee, SANDAG and Caltrans staffs completed the evaluation of 10 connectors using updated cost information and 2030 traffic forecasts.

Action: The Transportation Committee approved the use of the Freeway to Freeway Connectors Study for the development of the Draft 2030 Regional Transportation Plan.

Public Comment

Jan Fuchs, Carmel Valley Community Planning Board, stated that her Board supports the implementation of the I-5/SR 56 freeway to freeway connectors.

6. 2002 CONGESTION MANAGEMENT PROGRAM (RECOMMEND)

Action: This item was continued to the November 14, 2002 Transportation Committee meeting to allow staff additional time to meet with interest groups that have concerns with the 2002 Congestion Management Program (CMP) update. The Committee supported continuing the 2002 CMP for 30 days to allow for additional public review, but discussed the need to move forward with the program.

The Committee asked staff to summarize the public presentations done to date on the 2002 CMP. Members noted that the Committee had reviewed the 2002 CMP extensively over the past year to develop the recommended changes to the program. Staff stated that the CMP was reviewed at seven prior Transportation Committee meetings, beginning in September 2001. Presentations have been made on multiple occasions to various SANDAG working groups, such as the Cities/County Transportation Advisory Committee (CTAC), the Regional Planning Working Group, and the San Diego Traffic Engineers Council (SANTEC). A public hearing also was held at the September 27, 2002 Board meeting.
7. I-5/GENEESE AVENUE / SORRENTO VALLEY ROAD INTERCHANGES PROJECT STUDY REPORT UPDATE (INFORMATION)

Staff provided a presentation on the I-5/Genesee Avenue/Sorrento Valley Road Interchanges Project Study Report (PSR), which is a joint effort by the City of San Diego, Caltrans, and SANDAG. The PSR will develop solutions to existing congestion and projected traffic demands at Genesee Avenue and Interstate 5, Sorrento Valley Road and Interstate 5, and along Interstate 5 between these two interchanges. The PSR is the official programming document for Caltrans and is required before state and federal funds can be programmed in the Regional Transportation Improvement Program for subsequent development of the project(s).

Staff summarized the preliminary alternatives evaluated to date. These include flyover ramps from I-5 to Sorrento Valley Boulevard, grade-separating auto traffic and the railroad tracks in the area of the Sorrento Valley Coaster station, roundabouts at key intersections, braiding the freeway on-ramps and off-ramps to eliminate conflicting moves, and improvements at the I-5/Genesee Avenue interchange (e.g., bridge widening and ramp improvements). Other alternatives being studied include relocating the Sorrento Valley Coaster station, providing auxiliary lanes on I-5, and providing for frontage roads or other arterial connections in the study area. Staff noted that the PSR recommendations also are being coordinated with transit and bicycle access.

The current schedule calls for completion of the PSR in January 2003, to allow the recommended project(s) to be considered eligible for the TEA-21 re-authorization and the TransNet sales tax extension.

Committee members discussed whether roundabouts were a feasible project alternative. Staff stated that if designed properly, roundabouts have been found to work well in other areas in California and Europe, in particular.

GARY L. GALLEGOS
Executive Director
REGIONAL PLANNING COMMITTEE DISCUSSION AND ACTIONS
Meeting of October 4, 2002

The regularly scheduled meeting of the Regional Planning Committee was called to order by Chair Lori Pfeiler (North County Inland). Committee members in attendance were Dennis Holz (North County Coastal), Scott Peters (City of San Diego), and Ron Roberts (County of San Diego), along with alternates Judy Ritter (North County Inland), and Ron Morrison (South County). Ex-officio members in attendance were Gene Pound (Caltrans) and Susanah Aguilera (Department of Defense). Bob Leiter, representing the Regional Planning Working Group, also was in attendance.

CONSENT ITEMS

1. ACTIONS FROM AUGUST 2, 2002 MEETING

2. ENERGY COMPONENT OF THE RCP
   Action: The Regional Planning Committee voted to approve the Consent Agenda.

3. PUBLIC COMMENTS AND COMMUNICATIONS
   There were no public speakers.

REPORTS

4. SUMMARY OF THE SANDAG BOARD POLICY MEETING ON THE REGIONAL COMPREHENSIVE PLAN (RCP)

   Chair Pfeiler discussed the results of the Board Policy meeting held on September 13, 2002, stating that the Board provided valuable direction to the Committee to continue its work on the RCP and to keep the Board informed on a quarterly basis.

   Councilmember Holz expressed concern over discussion at the Board meeting about scaling back on environmental issues. The MSCP and MHCP need to be funded. The region needs a commitment to balance growth and the environment as a fundamental part of the RCP.

5. PROPOSAL TO CREATE A STAKEHOLDERS WORKING GROUP FOR THE RCP

   The Committee discussed a proposal to create a Regional Planning Stakeholders Working Group of approximately 12 - 15 members from throughout the region to assist in the preparation of the RCP. Committee members asked about the relationship between the Stakeholders Working Group (SWG) and the Regional Planning Committee, and requested that the SWG forward a range of viewpoints
to the Committee for consideration. The SWG will be chaired by Councilmember Patty Davis, Vice-Chair of the Regional Planning Committee, who will provide a direct link between the policymakers and the stakeholders. Additionally, the SWG will select a Vice-chair, who will serve as an advisory member on the Regional Planning Committee. (Bob Leiter, Planning Director of Chula Vista, represents the Regional Planning Working Group, and currently is an advisory member.)

**Action:** The Regional Planning Committee voted to approve the formation of the Stakeholders Working Group. The Committee will appoint members at its December 2002 meeting.

**6. PROPOSED FORMAT FOR THE SUBREGIONAL ROUNDTABLES**

SANDAG is organizing a series of subregional roundtables on the RCP to provide early opportunities for involvement and feedback on the RCP by local elected officials, stakeholders, and the public. The first round will be held in January and February 2003 and will focus on the vision, regional priorities, infrastructure issues, housing, and border issues. Committee members will play a critical role in encouraging fellow elected officials and constituents to attend and in introducing the RCP at each of the Roundtables. Committee members requested that a presentation be prepared for the Roundtables, outlining how we got to where we are and the major components of the RCP. They also suggested a cable link with interactive video technology to remote locations.

**Action:** The Regional Planning Committee voted to approve the format for the Subregional Roundtables.

**7. PROPOSED APPROACH FOR THE INTEGRATED REGIONAL INFRASTRUCTURE PLAN (IRIP) AND A FINANCING STRATEGY FOR THE RCP**

Councilmember Peters introduced this item by describing his work on the California Commission on Tax Policy in the New Economy. The Commission is evaluating and making recommendations on reforming California’s tax system, including changes to the State’s income, sales, and property tax structures. He explained some of the fiscal issues facing the state and local jurisdictions inherent in the existing system, including the fiscalization of land use, but expressed optimism about reform in coming years. Additionally, Councilmember Peters suggested that the Committee invite John Russo, the new President of the California League of Cities, to provide an overview of the work being coordinated by the League of Cities and CSAC.

The Committee received a presentation on the proposed approach for the Integrated Regional Infrastructure Plan (IRIP) and a financing strategy for the RCP. Four components form the basis of the IRIP, and would be included in the RCP: (1) an infrastructure evaluation process; (2) an infrastructure needs assessment; (3) a set of financing and public policy options, building primarily on an incentive-based process that works toward achieving the RCP’s regional smart growth vision; and (4) performance monitoring at two levels – implementation by infrastructure providers of infrastructure networks that support smart growth policies, and actual impacts of the new infrastructure networks, as they affect quality of life. The final document would be updated on a periodic basis, and would be expanded if necessary. The IRIP would promote sustainability by providing incentives for changes to land use policies that reduce urban sprawl, match the RCP vision including the vision for the region’s urban form, connect regional and interregional infrastructure systems, and mitigate impacts associated with interregional commutes.
The Committee expressed support for the IRIP approach. Comments and questions included:

- Could funding provided by some jurisdictions be used in other jurisdictions? For example, could jurisdictions provide funding in a regional pot for affordable housing projects located in other jurisdictions?
- The IRIP and financing strategy should provide a hierarchy of financing strategies, based on specific criteria, with agreement and commitment by all jurisdictions to move forward.
- The Strategy could put forth a funding matrix – critical infrastructure projects that serve smart growth could be funded first; infrastructure projects outside the smart growth areas would need to find other funding.
- Regional infrastructure could include parking lots for Coaster or light rail systems.
- Our definition of smart growth should not result in providing smart growth infrastructure related incentives to areas like Temecula/Southern Riverside.
- The region needs to look inward and evaluate where we are providing housing, but we also need to recognize that what happens outside our boundaries directly impacts our infrastructure needs. It was suggested that the Interregional Planning effort occurring between SANDAG and the Western Riverside Council of Governments (WRCOG) be discussed at a future meeting.

The Committee reviewed the work schedule. It was emphasized that local jurisdictions and infrastructure providers are key to the success of the IRIP, and participation by Committee members and their fellow elected officials will be critical, especially in drafting Memorandums of Understanding on the smart growth approach.

The Committee also was asked whether the IRIP should focus solely on capital expenditures, or whether it should look at both capital expenditures and operations and maintenance. The Committee indicated that it should not only include both capital expenditures and operations and maintenance, but that it should also identify the tradeoffs between different infrastructure systems (e.g., rail versus buses, and related operating costs). Additionally, if looking at operations, it will be extremely important to distinguish between regional and local levels of infrastructure.

8. **ADJOURNMENT AND UPCOMING MEETINGS**

*Action:* Committee members discussed whether future meetings should be held at a different time, and decided to try 11 a.m. – 1 p.m. as the new schedule to maximize attendance.

The next meeting will be held on Friday, November 1, 2002, from 11 a.m. – 1 p.m., at SANDAG in Conference Room A.

GARY L. GALLEGOS  
Executive Director
BORDERS COMMITTEE DISCUSSION AND ACTIONS
Meeting of September 20, 2002

The September 20, 2002 meeting of the Borders Committee was called to order by Chair Crystal Crawford (North County Coastal). Committee members in attendance were Patricia McCoy (South County), Hal Martin (North County Inland), and Ralph Inzunza (City of San Diego); and alternates Carol McCauley (North County Coastal), and Phil Monroe (South County). Ex-Officio members in attendance were Thomas Buckley (County of Riverside), Francisco Anza (Republic of Mexico), and Pedro Orso-Delgado (Caltrans).

1. WELCOME AND INTRODUCTIONS

Chair Crystal Crawford welcomed the Committee members and guests to the meeting and invited attendees to introduce themselves.

2. MEETING SUMMARY OF AUGUST 7, 2002

A motion and second was made to approve the August 7, 2002 Borders Committee minutes. There were no changes. Motion passed unanimously.

3. PUBLIC COMMENTS AND COMMUNICATIONS

No public comments were made.

CONSENT

4. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

COBRO Chair Elsa Saxod reported on the August 6, 2002 COBRO meeting.

5. STAFF REPORT

SANDAG Legal Counsel was present to respond to any questions regarding the legislative update on Senate Bill 1731(Polanco). The Committee received the information.

REPORTS

6. CHAIR AND MEMBERS’ REPORTS

Chair Crystal Crawford announced that Commissioner Ernesto Ruffo would be attending the September 27, 2002 Board of Directors meeting. She also added that the Binational Bridges and
Border Crossings conference will take place in San Diego from September 30th through October 2nd, and that SANDAG would be participating in the public presentations of October 1st. She reported that there was no new news regarding the Imperial Valley water transfer to San Diego, but she has close communication with both sides.

7. REGIONAL COMPREHENSIVE PLAN (Hon. Lori Pfeiler, Chair of the Regional Planning Committee)

Chair Crystal Crawford introduced Regional Planning Committee Chair Lori Pfeiler to present the Regional Comprehensive Plan. Ms. Pfeiler gave a presentation on the Committee’s goals and progress to date.

Borders Committee Members discussed the following issues, as they relate to border issues:

- Availability of water – working with SD County Water Authority
- Availability of affordable housing
- Availability of jobs
- Sufficient transportation systems
- Regional coordination
- Impact of smart growth
- Cross border modeling program
- Importance of keeping respective City Councils informed

A joint meeting in January with the Regional Planning Committee and Borders Committee was proposed to help formulate a vision for the Borders related component of the Regional Comprehensive Plan. The Borders Committee should provide a draft outline of the Borders chapter for the January joint meeting.

The Chair requested that staff prepare, for approval at the October meeting, a schematic of possible models for how the Borders Committee could proceed with a visioning process.

8. COBRO ANNUAL CONFERENCE RECOMMENDATIONS (Elsa Saxod, Chair of COBRO)

COBRO Chair, Elsa Saxod, presented the COBRO Annual Conference recommendations. The Committee unanimously recommended that the following conference recommendations be forwarded to the Board of Directors:

- Recognize the importance of addressing border infrastructure needs and financing, and authorize the inclusion of these issues in the Regional Comprehensive Plan and the Regional Transportation Plan;
- Authorize the Borders Committee to brief the region’s federal and state elected representatives and border agencies on local border infrastructure needs; and
- Authorize the Borders Committee to help expedite the formation of the Binational Energy Forum.

The staff proposed Monday, October 28, 2002 for a workshop on border issues, including a tour of the international border.
Council Member Inzunza made suggestions for stops and issues to be considered for the tour:

- the triple fence
- Smuggler’s Gulch
- sewage through Tijuana River Valley
- secondary treatment issue
- Brown Field
- I-905 expansion
- Railway link
- Inter-modal station
- SR-11 expansion
- Cross-border traffic
- Virginia Avenue crossing
- possible second tour in December
- break tour into 2 parts; U.S. side one day and Mexican side another day

**Action:** A motion and second were made to approve the recommendation to hold a tour of the border on October 28th. The motion passed unanimously.

9. **BORDERS COMMITTEE SIX MONTH REVIEW (Hector Vanegas, Staff)**

Staff reported on progress from the past six months and distributed a revised timeline for projects. Members commented on the education process and the increased communication with the borders’ communities over the last six months.

**Action:** The Committee recommended that this report should be presented at the next SANDAG Board of Directors meeting.

10. **I-15 INTERREGIONAL PARTNERSHIP (Jeff Martin)**

Staff reported on I-15 Interregional Partnership. Final results of the survey will be presented at the IRP meeting in Escondido in October.

Members discussed related issues:

- Concentration of commuters on I-15 is between San Diego and Temecula/Murietta area;
- Most commuters are not willing to relocate from that area unless they were able to get better home value; and
- Jobs are in the San Diego region, and therefore, they are willing to commute.

11. **NEXT MEETING TOPICS, DATE AND LOCATION**

The next meeting will be on Friday, October 18, 2002 from 11 a.m to 2 p.m. in Escondido in the Mitchell Room at City Hall.

GARY L. GALLEGOS
Executive Director
LOCAL TECHNICAL ASSISTANCE (LTA) PROJECTS REQUIRING MORE THAN $1,000 OR THREE DAYS STAFF TIME

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

1. City of Chula Vista—Transportation Modeling

The City of Chula Vista requested traffic forecasting analysis to evaluate the proposed land uses for the Bay Front Village along San Diego Bay at E Street. We will be performing several future year traffic alternatives to help the City assess the infrastructure needs of these land uses. The total estimated cost of this job is $4,000. With the LTA deduction of $1,000, the cost to the City of Chula Vista will not exceed $3,000.

Project Manager: Mike Calandra, (619) 595-5629; mca@sandag.org

2. City of San Diego—Transportation Modeling

The City of San Diego requested traffic forecasting analysis to evaluate the proposed network improvements in the University City (UTC) area: construction of the Regents Road bridge over Rose Canyon and Genesee Road widening. SANDAG’s transportation model will be used to assess the traffic impacts for the year 2020 with and without the improvements. The total estimated cost of this project is $1,700. With the LTA deduction of $1,000, the cost to the City of San Diego will not exceed $700.

Project Manager: Mike Calandra, (619) 595-5629; mca@sandag.org

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

Funds are Budgeted in Work Element #L02 and Reimbursement by the Requesting Agency.
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 $18,629,380 in September 2002, bringing the fiscal year total to $47,530,846. 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 more than offset 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 $2.06 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 opened to traffic the SR 94/SR 125 interim Connector Ramp (project #34). This connector ramp will allow travelers to go from westbound SR 94 to northbound SR 125 without the need to exit the freeway and use local streets to travel between freeways. As a related project, Caltrans continues to work on the environmental clearance studies for the ultimate SR 94/SR 125 project which will add the southbound SR 125 to eastbound SR 94 connector ramp as well as an expanded westbound to northbound ramp. The environmental clearance is scheduled to be approved by 2006.

A groundbreaking ceremony for the TransNet-funded SR 125/SR 54 Gap and Connector project (project #39) was held in October. This $138 million project will link SR 54 with the privately funded SR 125 Toll Road, which is scheduled to begin construction in early 2003. Both of these major projects combined will provide a vital north-south link between Otay Mesa, the eastern areas of Chula Vista and Bonita with the existing freeway system at SR 54, as well as relieve congestion on I-805 in the South Bay.

Transit and Bikeway Projects

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

The final draft environmental document for the Sabre Springs Bus Rapid Transit (BRT)
center project (project #56) was approved by the City of San Diego. MTDB is scheduled to certify the final environmental document at its October 31st Board of Directors’ meeting. This BRT center is one of three along the I-15 corridor from SR 56 to Centre City Parkway and is part of the transit element of the overall I-15 Managed Lanes project. Construction of this center is scheduled to begin April 2004.

**Arterial and Freeway Interchange Projects**

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

The California Transportation Commission approved transferring $6 million dollars in savings from the I-5/I-805 “Merge” project to the I-5/Lomas Santa Fe Road Interchange project (project #93). This project in the City of Solana Beach will help relieve congestion by adding northbound and southbound auxiliary lanes on I-5 as well as upgrading the ramps at the Lomas Santa Fe Road interchange. Construction is scheduled to begin mid-2004.

**Traffic and Demand Management**


SANDAG’s Vanpool Program participation rate has gone up 38% percent in the last year, from 163 vanpools to 225 vanpools. The largest increase continues to be vanpools originating in Riverside County, rising 119% from a year ago to 72 vanpools this month. Each vanpool eliminates an estimated 18 home-work trips. Transportation Demand Management (TDM) programs reduced an estimated 12,011 pounds of smog forming pollution last month, bringing the fiscal year total to 37,299 pounds reduced, an increase of 21% over last year at this time. The Freeway Service Patrol assisted 4,920 motorists, an increase of 27% 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 - September 2002 Progress Report

<table>
<thead>
<tr>
<th>Program &amp; Recipient</th>
<th>TransNet Allocations</th>
<th>Fund Disbursements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Month</td>
<td>FY To Date</td>
</tr>
<tr>
<td><strong>BICYCLE ELEMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Various Agencies</td>
<td>$83,333</td>
<td>$250,000</td>
</tr>
<tr>
<td></td>
<td>$83,333</td>
<td>$250,000</td>
</tr>
<tr>
<td><strong>WALKABLE COMMUNITIES DEMONSTRATION PROGRAM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Various Agencies</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>HIGHWAY ELEMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Programwide</td>
<td>6,182,016</td>
<td>15,760,282</td>
</tr>
<tr>
<td></td>
<td>6,182,016</td>
<td>15,760,282</td>
</tr>
<tr>
<td><strong>TRANSIT ELEMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elderly/Disabled (Various Agencies)</td>
<td>61,820</td>
<td>157,603</td>
</tr>
<tr>
<td>MTDB</td>
<td>4,401,433</td>
<td>11,220,907</td>
</tr>
<tr>
<td>NSDCTDB</td>
<td>1,718,763</td>
<td>4,381,772</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LOCAL STREET &amp; ROAD ELEMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carlsbad</td>
<td>196,817</td>
<td>502,513</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>382,562</td>
<td>974,961</td>
</tr>
<tr>
<td>Coronado</td>
<td>52,073</td>
<td>134,352</td>
</tr>
<tr>
<td>Del Mar</td>
<td>16,973</td>
<td>45,074</td>
</tr>
<tr>
<td>El Cajon</td>
<td>190,267</td>
<td>485,851</td>
</tr>
<tr>
<td>Encinitas</td>
<td>133,475</td>
<td>341,401</td>
</tr>
<tr>
<td>Escondido</td>
<td>273,822</td>
<td>698,377</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>54,367</td>
<td>140,185</td>
</tr>
<tr>
<td>La Mesa</td>
<td>122,734</td>
<td>314,079</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>57,386</td>
<td>147,865</td>
</tr>
<tr>
<td>National City</td>
<td>113,109</td>
<td>289,599</td>
</tr>
<tr>
<td>Oceanside</td>
<td>343,208</td>
<td>874,862</td>
</tr>
<tr>
<td>Poway</td>
<td>115,997</td>
<td>296,944</td>
</tr>
<tr>
<td>San Diego City</td>
<td>2,509,705</td>
<td>6,385,414</td>
</tr>
<tr>
<td>San Marcos</td>
<td>125,735</td>
<td>321,713</td>
</tr>
<tr>
<td>Santee</td>
<td>111,891</td>
<td>286,501</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>35,335</td>
<td>93,303</td>
</tr>
<tr>
<td>Vista</td>
<td>180,546</td>
<td>461,126</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>1,165,412</td>
<td>2,966,162</td>
</tr>
<tr>
<td></td>
<td>6,182,016</td>
<td>15,760,282</td>
</tr>
<tr>
<td><strong>TRANSNET PROGRAM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$18,629,380</td>
<td>$47,530,846</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limits</td>
<td>Phase</td>
<td>Cost Estimate</td>
</tr>
<tr>
<td>1 I-5 Realignment</td>
<td>Environmental</td>
<td>$47,000,000</td>
</tr>
<tr>
<td>Virginia Ave POE Relocation in San Ysidro</td>
<td>Oct-03</td>
<td></td>
</tr>
<tr>
<td>2 I-5/ I-805 Merge Widening</td>
<td>Construction</td>
<td>$186,200,000</td>
</tr>
<tr>
<td>Genesee Ave to Del Mar Heights Rd</td>
<td>Jan-07</td>
<td></td>
</tr>
<tr>
<td>3 I-5 Widening (Northbound)</td>
<td>Environmental</td>
<td>$6,100,000</td>
</tr>
<tr>
<td>Del Mar Heights Rd to Via de la Valle</td>
<td>Apr-03</td>
<td></td>
</tr>
<tr>
<td>4 I-5 Widening (Northbound)</td>
<td>Construction</td>
<td>$6,700,000</td>
</tr>
<tr>
<td>Mission Bay Dr to SR-52</td>
<td>Nov-03</td>
<td></td>
</tr>
<tr>
<td>5 I-5 Widening</td>
<td>Environmental</td>
<td>$9,600,000</td>
</tr>
<tr>
<td>24th Street to Harbor Drive</td>
<td>Mar-03</td>
<td></td>
</tr>
<tr>
<td>6 I-5 HOV/General Purpose Lanes</td>
<td>Environmental</td>
<td>$890,000,000</td>
</tr>
<tr>
<td>Del Mar Heights Rd to Vandegrift Blvd</td>
<td>May-07</td>
<td></td>
</tr>
<tr>
<td>7 I-5 Noise Barriers</td>
<td>Environmental</td>
<td>$1,275,000</td>
</tr>
<tr>
<td>City of Oceanside</td>
<td>not available</td>
<td></td>
</tr>
<tr>
<td>8 I-5/ SR-56 Connectors</td>
<td>Environmental</td>
<td>$137,000,000</td>
</tr>
<tr>
<td>West to North and South to East</td>
<td>not available</td>
<td></td>
</tr>
<tr>
<td>9 I-5/ SR-78 Connector</td>
<td>Construction</td>
<td>$4,400,000</td>
</tr>
<tr>
<td>Widen North to East Connector</td>
<td>Sep-03</td>
<td></td>
</tr>
<tr>
<td>10 I-8 Widening (Eastbound)</td>
<td>Environmental</td>
<td>$11,500,000</td>
</tr>
<tr>
<td>2nd Street to Greenfield Drive</td>
<td>Aug-03</td>
<td></td>
</tr>
<tr>
<td>11 SR-11 4-Lane Freeway</td>
<td>Environmental</td>
<td>$190,000,000</td>
</tr>
<tr>
<td>New Border Crossing</td>
<td>Jul-05</td>
<td></td>
</tr>
<tr>
<td>12 I-15 Widening (Southbound)</td>
<td>Construction</td>
<td>$9,300,000</td>
</tr>
<tr>
<td>Friars Road to I-8</td>
<td>Jan-04</td>
<td></td>
</tr>
<tr>
<td>13 I-15 Managed Lanes South Segment</td>
<td>Environmental</td>
<td>$205,000,000</td>
</tr>
<tr>
<td>SR-163 to SR-56</td>
<td>Nov-02</td>
<td></td>
</tr>
<tr>
<td>14 I-15 Widening Mira Mesa Blvd to Miramar</td>
<td>Construction</td>
<td>$40,000,000</td>
</tr>
<tr>
<td>Way</td>
<td>Dec-04</td>
<td></td>
</tr>
<tr>
<td>15 I-15 Widening Mercy Rd to SR-56</td>
<td>Design &amp; Right of Way</td>
<td>$22,000,000</td>
</tr>
<tr>
<td>16 I-15 Managed Lanes Middle (stage 4)</td>
<td>Environmental</td>
<td>$35,000,000</td>
</tr>
<tr>
<td>South of 15/56 to 15/56</td>
<td>Nov-02</td>
<td></td>
</tr>
<tr>
<td>17 I-15/ SR-56 Interchange Modifications</td>
<td>Construction</td>
<td>$26,300,000</td>
</tr>
<tr>
<td>and I-15 Widening</td>
<td>Oct-04</td>
<td></td>
</tr>
<tr>
<td>18 I-15 Managed Lanes Middle (stage 1)</td>
<td>Environmental</td>
<td>$66,000,000</td>
</tr>
<tr>
<td>15/56 to Camino del Norte</td>
<td>Nov-02</td>
<td></td>
</tr>
<tr>
<td>19 I-15 Managed Lanes Middle (stage 2)</td>
<td>Environmental</td>
<td>$61,000,000</td>
</tr>
<tr>
<td>Camino del Norte to Duenda Road</td>
<td>Nov-02</td>
<td></td>
</tr>
<tr>
<td>20 I-15 Managed Lanes Middle (stage 3)</td>
<td>Environmental</td>
<td>$86,000,000</td>
</tr>
<tr>
<td>Duenda Road to Lake Hodges</td>
<td>Nov-02</td>
<td></td>
</tr>
</tbody>
</table>

*TransNet funded projects in **bold.**
*Underlined items changed from last report.*
## Highway Projects

<table>
<thead>
<tr>
<th>Route - Description Limits</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Phase</td>
<td>Cost Estimate</td>
</tr>
<tr>
<td></td>
<td>Completion</td>
<td>$60,000,000</td>
</tr>
<tr>
<td>I-15 Managed Lanes Middle (stage 5) Highland Valley Road to Centre City Pkwy</td>
<td>Environmental</td>
<td>Nov-02</td>
</tr>
<tr>
<td>I-15 Managed Lanes North Segment Centre City Pkwy to SR-78</td>
<td>Environmental</td>
<td>Nov-02</td>
</tr>
<tr>
<td>SR-52 4-Lane Freeway SR-125 to Cuyamaca St</td>
<td>Design &amp; Right of Way</td>
<td>Jun-04</td>
</tr>
<tr>
<td>SR-52 4-Lane Freeway Cuyamaca St to SR-67</td>
<td>Design &amp; Right of Way</td>
<td>Apr-07</td>
</tr>
<tr>
<td>SR-54 and SR-125 HOV Lanes I-805 to SR-94</td>
<td>Environmental</td>
<td>Oct-03</td>
</tr>
<tr>
<td>SR-56 4-Lane Freeway Black Mtn Rd to Camino Ruiz</td>
<td>Construction</td>
<td>Nov-02</td>
</tr>
<tr>
<td>SR-76 4-Lane Conventional Freeway Melrose Dr to Mission Rd (S13)</td>
<td>Environmental</td>
<td>Jun-05</td>
</tr>
<tr>
<td>SR-76 Intersection Improvements Olive Hill Road</td>
<td>Environmental</td>
<td>Jun-03</td>
</tr>
<tr>
<td>Environmental Restoration SR-76 Corridor</td>
<td>Environmental</td>
<td>Sep-03</td>
</tr>
<tr>
<td>SR-78 Widening (Eastbound) El Camino Real to College Blvd</td>
<td>Environmental</td>
<td>Oct-03</td>
</tr>
<tr>
<td>SR-94/ SR-125 Interim Connector West to North</td>
<td>Complete</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>SR-94/ SR-125 Connectors West to North and South to East SR-125 Frwy Widening</td>
<td>Environmental</td>
<td>Apr-06</td>
</tr>
<tr>
<td>SR-125 6-Lane Freeway Grossmont College Dr to Navajo Rd</td>
<td>Construction</td>
<td>Jul-03</td>
</tr>
<tr>
<td>SR-125 6-Lane Freeway SR-94 to Troy Street</td>
<td>Construction</td>
<td>Jan-03</td>
</tr>
<tr>
<td>SR-125 6-Lane Freeway Troy Street to Jamacha Rd</td>
<td>Construction</td>
<td>Sep-03</td>
</tr>
<tr>
<td>SR-125/ SR-54 6-Lane Freeway San Miguel Rd to Briarwood Rd and Elkelton Blvd (Gap &amp; Connector)</td>
<td>Design-Build</td>
<td>Dec-04</td>
</tr>
</tbody>
</table>

*TransNet funded projects in **bold.**  Underlined items changed from last report.*

October 2002
# Highway Projects

<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Limits</th>
<th>Current Phase</th>
<th>Total Project</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Phase</td>
<td>Cost Estimate</td>
<td>Programmed</td>
</tr>
<tr>
<td>SR-125 4-Lane Toll Highway</td>
<td>SR-905 to San Miguel Rd</td>
<td>Design-Build</td>
<td>$400,000,000</td>
<td>$400,000,000</td>
</tr>
<tr>
<td>SR-905 4-Lane Freeway</td>
<td>I-805 to U.S./Mexico Border</td>
<td>Environmental</td>
<td>$261,200,000</td>
<td>$205,000,000</td>
</tr>
<tr>
<td>SR-905 Construct Interchange</td>
<td>Siempre Viva Rd</td>
<td>Construction</td>
<td>$31,100,000</td>
<td>$31,100,000</td>
</tr>
<tr>
<td>Totals</td>
<td></td>
<td></td>
<td>$4,405,744,000</td>
<td>$2,236,413,000</td>
</tr>
</tbody>
</table>

TransNet funded projects in **bold.**

Underlined items changed from last report.

October 2002
## Transit and Bikeway Projects

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Description / Limits</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Phase</td>
<td>Completion</td>
</tr>
<tr>
<td>50</td>
<td>San Ysidro Station</td>
<td>Construction</td>
<td>Dec-03</td>
</tr>
<tr>
<td></td>
<td>Station Modifications</td>
<td></td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>East Village Stations</td>
<td>Construction</td>
<td>Jun-03</td>
</tr>
<tr>
<td></td>
<td>Station Modifications</td>
<td></td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>Mission Valley East LRT</td>
<td>Construction</td>
<td>Dec-04</td>
</tr>
<tr>
<td></td>
<td>I-15 to Baltimore Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>Mid-Coast Balboa LRT</td>
<td>Design</td>
<td>not available</td>
</tr>
<tr>
<td></td>
<td>Old Town to Balboa Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>54</td>
<td>Nobel Drive Station</td>
<td>Design</td>
<td>Dec-02</td>
</tr>
<tr>
<td></td>
<td>New Coaster Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>55</td>
<td>Sorrento Valley Station</td>
<td>Construction</td>
<td>Dec-02</td>
</tr>
<tr>
<td></td>
<td>Parking Lot Expansion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>56</td>
<td>I-15 Bus Rapid Transit Centers</td>
<td>Environmental</td>
<td>Dec-02</td>
</tr>
<tr>
<td></td>
<td>Sabre Springs, Rancho Bernardo Del Lago</td>
<td></td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>Encinitas Coaster Station</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parking Lot Expansion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>Oceanside Station</td>
<td>Environmental</td>
<td>Jun-03</td>
</tr>
<tr>
<td></td>
<td>Parking Structure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>59</td>
<td>Oceanside - Escondido LRT</td>
<td>Design</td>
<td>Mar-03</td>
</tr>
<tr>
<td></td>
<td>Coast Hwy to Valley Pkwy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>Coastal Rail</td>
<td>Environmental</td>
<td>Feb-03</td>
</tr>
<tr>
<td></td>
<td>Double Track Corridor Level EIR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>Oceanside-Escondido Bikeway</td>
<td>Design</td>
<td>Mar-03</td>
</tr>
<tr>
<td>62</td>
<td>North Coastal Bikeway</td>
<td>Design</td>
<td>Mar-03</td>
</tr>
<tr>
<td>63</td>
<td>San Diego Bayshore Bikeway</td>
<td>Construction</td>
<td>Mar-03</td>
</tr>
<tr>
<td>64</td>
<td>Escondido-San Diego Bikeway</td>
<td>Design</td>
<td>Dec-02</td>
</tr>
<tr>
<td></td>
<td>Mission Valley Segment</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Totals</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost Estimate</td>
<td>Programmed</td>
<td></td>
</tr>
<tr>
<td>$1,068,962,600</td>
<td>$807,937,600</td>
<td></td>
</tr>
</tbody>
</table>

*Underlined items changed from last report.*

*TransNet funded projects in bold.*

*October 2002*
## Arterial and Freeway Interchange Projects

<table>
<thead>
<tr>
<th>Location - Description</th>
<th>Sponsoring Agency</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Phase</td>
<td>Completion</td>
</tr>
<tr>
<td>70 Extend South Melrose Drive</td>
<td>City of Carlsbad</td>
<td>Design &amp;</td>
<td>Jun-03</td>
</tr>
<tr>
<td>71 Widen Rancho Santa Fe Rd</td>
<td>City of Carlsbad</td>
<td>Construction</td>
<td>Sep-04</td>
</tr>
<tr>
<td>72 Olympic Parkway/ I-805</td>
<td>City of Chula Vista</td>
<td>Environmental</td>
<td>Nov-02</td>
</tr>
<tr>
<td>73 Widen Palomar Street</td>
<td>City of Chula Vista</td>
<td>Design &amp;</td>
<td>Nov-02</td>
</tr>
<tr>
<td>74 Palomar Street/ I-805</td>
<td>City of Chula Vista</td>
<td>Environmental</td>
<td>Dec-02</td>
</tr>
<tr>
<td>75 Coronado Tunnel</td>
<td>City of Coronado</td>
<td>Environmental</td>
<td>Jun-04</td>
</tr>
<tr>
<td>76 Widen Jamacha Blvd</td>
<td>City of El Cajon</td>
<td>Environmental</td>
<td>Dec-02</td>
</tr>
<tr>
<td>77 Manchester Ave/ I-5</td>
<td>City of Encinitas</td>
<td>Environmental</td>
<td>May-05</td>
</tr>
<tr>
<td>78 Widen Bear/ East Valley Pkwy</td>
<td>City of Escondido</td>
<td>Environmental</td>
<td>Jun-03</td>
</tr>
<tr>
<td>79 Nordahl Road/ SR-78</td>
<td>City of Escondido</td>
<td>Environmental</td>
<td>Aug-03</td>
</tr>
<tr>
<td>80 Widen Plaza Blvd</td>
<td>City of National City</td>
<td>Environmental</td>
<td>Nov-03</td>
</tr>
<tr>
<td>81 Extend Rancho Del Oro Drive</td>
<td>City of Oceanside</td>
<td>Construction</td>
<td>Dec-03</td>
</tr>
<tr>
<td>82 Rancho Del Oro Dr/ SR-78</td>
<td>City of Oceanside</td>
<td>Environmental</td>
<td>Dec-02</td>
</tr>
<tr>
<td>83 Widen Espola Road</td>
<td>City of Poway</td>
<td>Environmental</td>
<td>Oct-03</td>
</tr>
<tr>
<td>84 Extend Carroll Canyon Rd</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>Feb-04</td>
</tr>
<tr>
<td>85 Friars Rd/ SR-163 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>Jul-04</td>
</tr>
<tr>
<td>86 Genesee Ave/ I-5 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>Jun-04</td>
</tr>
<tr>
<td>87 Clairemont Mesa Blvd/SR-163</td>
<td>City of San Diego</td>
<td>Design &amp;</td>
<td>Apr-04</td>
</tr>
<tr>
<td>88 Genesee Ave</td>
<td>City of San Diego</td>
<td>Design &amp;</td>
<td>Dec-02</td>
</tr>
<tr>
<td>89 El Camino Real</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>Apr-04</td>
</tr>
</tbody>
</table>

TransNet funded projects in **bold**.
Underlined items changed from last report.

October 2002
## Arterial and Freeway Interchange Projects

<table>
<thead>
<tr>
<th>Location - Description</th>
<th>Sponsoring Agency</th>
<th>Current Phase</th>
<th>Total Project</th>
<th>Cost Estimate</th>
<th>Programmed</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>90 Las Posas Rd/ SR-78 Interchange</td>
<td>City of San Marcos</td>
<td>Environmental</td>
<td>Dec-02</td>
<td>$20,200,000</td>
<td>$22,000,000</td>
<td>2004</td>
</tr>
<tr>
<td>91 Rancho Santa Fe Rd</td>
<td>City of San Marcos</td>
<td>Construction</td>
<td>Dec-03</td>
<td>$13,000,000</td>
<td>$13,000,000</td>
<td>2003</td>
</tr>
<tr>
<td>92 Widen Mission Gorge Rd</td>
<td>City of Santee</td>
<td>Construction</td>
<td>Nov-02</td>
<td>not available</td>
<td>not available</td>
<td>2002</td>
</tr>
<tr>
<td>93 Lomas Santa Fe Dr/ I-5 Interchange</td>
<td>City of Solana Beach</td>
<td>Environmental</td>
<td>May-03</td>
<td>$20,600,000</td>
<td>$15,000,000</td>
<td>2005</td>
</tr>
<tr>
<td>94 Widen West Vista Way</td>
<td>City of Vista</td>
<td>Environmental</td>
<td>Nov-03</td>
<td>$7,700,000</td>
<td>$1,100,000</td>
<td>2006</td>
</tr>
<tr>
<td>95 South Santa Fe Ave</td>
<td>County of San Diego</td>
<td>Environmental</td>
<td>May-03</td>
<td>$34,900,000</td>
<td>$34,900,000</td>
<td>2006</td>
</tr>
<tr>
<td>96 Bradley Ave/ SR-67 Interchange</td>
<td>County of San Diego</td>
<td>Environmental</td>
<td>Nov-04</td>
<td>$8,300,000</td>
<td>$1,700,000</td>
<td>2009</td>
</tr>
<tr>
<td>97 Los Coches/ I-8 Interchange</td>
<td>County of San Diego</td>
<td>Design</td>
<td>Aug-03</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>2005</td>
</tr>
</tbody>
</table>

**Totals**

<table>
<thead>
<tr>
<th>Cost Estimate</th>
<th>Programmed</th>
</tr>
</thead>
<tbody>
<tr>
<td>$663,690,000</td>
<td>$260,005,000</td>
</tr>
</tbody>
</table>

*TransNet funded projects in **bold.**

*Underlined items changed from last report.*

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

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

CCTV: Closed Circuit Television Camera
Underlined items changed from last report.
October 2002
## Transportation Demand and Incident Management

### October 2002 Progress Report

<table>
<thead>
<tr>
<th>DEMAND MANAGEMENT</th>
<th>This Month</th>
<th>Last Month</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Reduced Travel</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Person Trips Reduced</td>
<td>92,560</td>
<td>98,808</td>
<td>284,226</td>
<td>251,514</td>
</tr>
<tr>
<td>Vehicle Miles Traveled (VMT) Reduced</td>
<td>4,324,180</td>
<td>4,690,980</td>
<td>13,428,322</td>
<td>10,932,582</td>
</tr>
<tr>
<td><strong>Reduced Emissions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pounds of Smog-forming Pollution Reduced</td>
<td>12,011</td>
<td>13,029</td>
<td>37,299</td>
<td>30,368</td>
</tr>
<tr>
<td><strong>Reduced Fuel Consumption</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gallons of Fuel</td>
<td>235,714</td>
<td>255,709</td>
<td>731,988</td>
<td>595,943</td>
</tr>
<tr>
<td><strong>Reduced Costs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduced Auto Fees</td>
<td>$2,110,199</td>
<td>$2,289,199</td>
<td>$6,553,020</td>
<td>$5,335,101</td>
</tr>
<tr>
<td><strong>Program Activity</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Vanpools</td>
<td>225</td>
<td>215</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vanpool Passengers</td>
<td>2,127</td>
<td>2,019</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Companies in RideLink Subsidy Program</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Locker Members</td>
<td>480</td>
<td>470</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guaranteed Ride Home Participants</td>
<td>2,892</td>
<td>2,846</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Phone Calls Received</td>
<td>1,362</td>
<td>1,283</td>
<td>3,452</td>
<td>6,331</td>
</tr>
<tr>
<td>Carpool Matchlists Distributed</td>
<td>1,041</td>
<td>1,127</td>
<td>2,742</td>
<td>5,291</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>INCIDENT MANAGEMENT</th>
<th>This Month</th>
<th>Last Month</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Freeway Service Patrol</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Assists</td>
<td>4,920</td>
<td>5,109</td>
<td>15,027</td>
<td>13,344</td>
</tr>
<tr>
<td><strong>Freeway Changeable Message Signs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Incident Broadcasts</td>
<td>39</td>
<td>31</td>
<td>118</td>
<td>71</td>
</tr>
<tr>
<td>Broadcast Duration (total minutes)</td>
<td>7,712</td>
<td>972</td>
<td>20,263</td>
<td>8,049</td>
</tr>
<tr>
<td><strong>Freeway Incident Advisories</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sig Alerts</td>
<td>20</td>
<td>37</td>
<td>92</td>
<td>105</td>
</tr>
<tr>
<td>Sig Alert Duration (total minutes)</td>
<td>454</td>
<td>365</td>
<td>6,259</td>
<td>12,037</td>
</tr>
</tbody>
</table>
FREEWAY SERVICE PATROL ASSISTS
(Data for September 2002)

October 2002
DRAFT AIR QUALITY EMISSIONS ANALYSIS FOR THE 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) - AMENDMENT NO. 2

Introduction

SANDAG, as the Metropolitan Planning Organization (MPO) for the San Diego region, is responsible for the adoption of a biennial Regional Transportation Improvement Program (RTIP). The 2002 RTIP must conform to the State Implementation Plan (SIP) for air quality. Conformity to the SIP means that transportation activities in the 2002 RTIP will not create new air quality violations, worsen existing conditions, or delay the attainment of the national ambient air quality standards. The SANDAG Board adopted the 2002 RTIP including the emissions analysis at its meeting on June 28, 2002, and the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) approved the 2002 RTIP on October 4, 2002. The Board approved Amendment No. 1 to the 2002 RTIP at the September meeting covering amendments required to implement fund transfers to expedite project delivery and several other minor amendments.

The addition of capacity increasing projects to the approved 2002 RTIP requires a new regional emissions analysis. SANDAG has received a request from the City of San Diego to add two such projects. SANDAG has updated the regional emissions analysis and the draft report is ready for distribution and public review. The final report, incorporating any public comments received, will be presented to the Board at its November 22, 2002 meeting.

Discussion

The 2002 RTIP is a five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. Federal metropolitan planning and air quality regulations prescribe the process for determining air quality conformity. These regulations require that the RTIP: (1) provide for the timely implementation of transportation control measures (TCMs); (2) include a quantitative emissions analysis of projects programmed in the RTIP, including all regionally-significant projects; and (3) be within the region’s emissions budgets (targets) included in the approved SIP.

The 2002 RTIP programs substantial funds for the implementation of the four TCMs (identified as “T-tactics”) adopted in the Regional Air Quality Strategy (RAQS)/ SIP for air quality improvement. The four TCMs/T-tactics are ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs. The TCMs/T-tactic projects programmed for implementation total approximately $1.82 billion, or about 41 percent of the total funds programmed in the 2002 RTIP. The addition of the two capacity

Recommendation

It is my recommendation that the Board of Directors accept the Draft Air Quality Emissions Analysis for the 2002 RTIP, Amendment No. 2 for distribution and public comment. The additional projects will become part of the RTIP as shown in Table 1 (attached).
increasing projects does not impact the timely implementation of TCMs.

A quantitative air quality emissions analysis was conducted for the years 2010, 2020, and 2023 revenue-constrained transportation scenarios. This analysis included the two new projects by the City of San Diego. The results of this analysis are included in the attached draft report being distributed for public comment. This draft report is scheduled to be reviewed by the San Diego Region Conformity Working Group (CWG) at its meeting on October 23, 2002. The CWG is a federally-required, interagency consultation group made up of various transportation and air quality agencies including the San Diego Air Pollution Control District, Caltrans, California Air Resources Board, the U.S. Department of Transportation, and the U.S. Environment Protection agency.

Based on the analysis, the 2002 RTIP, Amendment No. 2 meets the conditions for determining conformity with the applicable SIP for air quality.

GARY L. GALLEGOS  
Executive Director

Attachments (2)

Key Staff Contacts: Elisa Arias, (619) 595-5336 ear@sandag.org/  
Sookyung Kim, (619) 595-5350 ski@sandag.org

Funds are budgeted in Work Elements #4.03/3.11
DRAFT
AIR QUALITY EMISSIONS ANALYSIS
FOR THE 2002
REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM,
AMENDMENT NO. 2

October 25, 2002
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. The Association 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.

CHAIR: Hon. Ron Morrison  
VICE CHAIR: Hon. Mickey Cafagna  
EXECUTIVE DIRECTOR: Gary L. Gallegos

---

CITY OF CARLSBAD  
Hon. Ramona Finnila, Councilmember  
(A) Hon. Bud Lewis, Mayor  
(A) Hon. Matt Hall, Councilmember

CITY OF CHULA VISTA  
Hon. Shirley Horton, Mayor  
(A) Hon. Patty Davis, Councilmember  
(A) Hon. Mary Salas, Councilmember

CITY OF CORONADO  
Hon. Chuck Marks, Mayor Pro Tem  
(A) Hon. Thomas Smike, Mayor  
(A) Hon. Phil Monroe, Councilmember

CITY OF DEL MAR  
Hon. Richard Earnest, Councilmember  
(A) Hon. Crystal Crawford, Councilmember  
(A) Hon. Mark Whitehead, Mayor

CITY OF EL CAJON  
Hon. Richard Ramos, Councilmember  
(A) Hon. Mark Lewis, Mayor

CITY OF ENCINITAS  
Hon. Dennis Holz, Councilmember  
(A) Hon. Maggie Houlihan, Councilmember

CITY OF ESCONDIDO  
Hon. Lon Preier, Mayor  
(A) Hon. June Rady, Mayor Pro Tem

CITY OF IMPERIAL BEACH  
Hon. Diane Rose, Mayor  
(A) Hon. Mayda Winter, Mayor Pro Tem  
(A) Hon. Patricia McCoy, Councilmember

CITY OF LA MESA  
Hon. Art Madrid, Mayor  
(A) Hon. Barry Jantz, Councilmember  
(A) Hon. Rick Knepper, Councilmember

CITY OF LEMON GROVE  
Hon. Mary Sessom, Mayor  
(A) Hon. Jill Greer, Councilmember

CITY OF NATIONAL CITY  
Hon. Ron Morrison, Councilmember  
(A) Hon. George H. Waters, Mayor

CITY OF OCEANSIDE  
Hon. Betty Harding, Councilmember  
(A) Hon. Esther Sanchez, Councilmember  
(A) Hon. Jack Feller, Deputy Mayor

CITY OF POWAY  
Hon. Mickey Cafagna, Mayor  
(A) Hon. Don Higginson, Councilmember  
(A) Hon. Robert Emery, Deputy Mayor

CITY OF SAN DIEGO  
Hon. Dick Murphy, Mayor  
(A) Hon. Jim Madaffer, Councilmember

CITY OF SAN MARCOS  
Hon. Hal Martin, Councilmember  
(A) Hon. Pia Harris-Ebert, Vice Mayor

CITY OF Santee  
Hon. Hal Ryan, Councilmember  
(A) Hon. Jack Dale, Vice Mayor  
(A) Hon. Randy Voepel, Mayor  
(A) Hon. Jim Bell, Councilmember

CITY OF SOLANA BEACH  
Hon Joe Kellejian, Councilmember  
(A) Hon. Marcia Smerican, Mayor  
(A) Hon. Doug Sheres, Deputy Mayor

CITY OF VISTA  
Hon. Judy Ritter, Mayor Pro Tem  
(A) Hon. Steve Gronke, Councilmember

COUNTY OF SAN DIEGO  
Hon. Ron Roberts, Supervisor  
(A) Hon. Bill Horn, Supervisor

CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION  
(Advisory Member)  
Jeff Morales, Director  
(A) Pedro Orso-Delgado, District 11 Director

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
(Advisory Member)  
Leon Williams, Chairman  
(A) Hon. Jerry Rindone, Vice Chairman

NORTH SAN DIEGO COUNTY TRANSIT DEVELOPMENT BOARD  
(Advisory Member)  
Hon. Julianne Nygaard, Chair  
(A) Hon. Christy Guerin, Board Member

U.S. DEPARTMENT OF DEFENSE  
(Liaison Member)  
CAPT Christopher Schanze, USN, CEC  
Commander, Southwest Division  
Naval Facilities Engineering Command  
(A) CAPT Ken Butryn, USN, CEC

SAN DIEGO UNIFIED PORT DISTRICT  
(Advisory Member)  
Jess Van Deventer, Commissioner  
(A) Patricia McQuater, Commissioner

SAN DIEGO COUNTY WATER AUTHORITY  
(Advisory Member)  
Hon. Bud Lewis, Director

BAJA CALIFORNIA/MEXICO  
(Advisory Member)  
Hon. Rodulfo Figueroa Aramoni  
Consul General of Mexico

Revised October 2, 2002
**ABSTRACT**

<table>
<thead>
<tr>
<th>TITLE:</th>
<th>Preliminary Draft Air Quality Emissions Analysis for the 2002 Regional Transportation Improvement Program, Amendment No. 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTHOR:</td>
<td>San Diego Association of Governments</td>
</tr>
<tr>
<td>DATE:</td>
<td>October 2002</td>
</tr>
<tr>
<td>SOURCE OF COPIES:</td>
<td>San Diego Association of Governments 401 B Street, Suite 800 San Diego, CA 92101 (619) 595-5300</td>
</tr>
<tr>
<td>NUMBER OF PAGES:</td>
<td>23</td>
</tr>
<tr>
<td>ABSTRACT:</td>
<td>The 2002 Regional Transportation Improvement Program (RTIP) is a five-year program of major highway, transit, local street and road, and non-motorized projects in the San Diego region from FY 2003 to FY 2007. The U.S. Department of Transportation approved the Final 2002 RTIP on October 4, 2002. With the addition of two capacity increasing projects, this document represents the draft emissions analysis for the 2002 RTIP, including Amendment No. 2.</td>
</tr>
</tbody>
</table>
# TABLE OF CONTENTS

## Chapter 1 - EXECUTIVE SUMMARY

- Overview .......................................................................................................................... 3
- Consistency with the 2020 RTP ...................................................................................... 3
- Air Quality Conformity Determination ........................................................................... 3
- Financial Capacity Analysis .......................................................................................... 4
- Public Participation ......................................................................................................... 4

## Chapter 2 - AIR QUALITY CONFORMITY ANALYSIS

- Development of Transportation Control Measures ...................................................... 9
- Air Quality Conformity Requirements ........................................................................... 10
- Expeditious Implementation of TCMs .......................................................................... 11
- Quantitative Emissions Analysis .................................................................................... 11
- Emissions Budget Analysis ........................................................................................... 12
- Exempt Projects ............................................................................................................. 14
- Conclusion ....................................................................................................................... 14

## Appendix A - Projects Exempt From Air Quality Conformity Determination

## Appendix B - Glossary of Terms and Acronyms
# LIST OF TABLES

## Chapter 1 – EXECUTIVE SUMMARY

<table>
<thead>
<tr>
<th>Table</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-1</td>
<td>2002 RTIP Transportation Control Measure Projects</td>
<td>5</td>
</tr>
<tr>
<td>1-2</td>
<td>2002 RTIP Amendment No. 2</td>
<td>6</td>
</tr>
</tbody>
</table>

## Chapter 2 – AIR QUALITY CONFORMITY ANALYSIS

<table>
<thead>
<tr>
<th>Table</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-1</td>
<td>2002 RTIP Amendment No. 2 Air Quality Conformity Analysis</td>
<td>12</td>
</tr>
<tr>
<td>2-2</td>
<td>2002 RTIP Amendment No. 2 Conformity Worksheets</td>
<td>13</td>
</tr>
<tr>
<td>2-3</td>
<td>2002 RTIP Amendment No. 2 Control Factor Adjustments Worksheet</td>
<td>14</td>
</tr>
</tbody>
</table>
Chapter 1
EXECUTIVE SUMMARY
Chapter 1
EXECUTIVE SUMMARY

OVERVIEW

The 2002 Regional Transportation Improvement Program (RTIP), including Amendment No. 2, is a 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. The RTIP, which includes air quality emissions analysis for all regionally significant projects, requires the approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The RTIP is a prioritized program designed to implement the region’s overall strategy for providing 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 adopted long-range transportation plan for the San Diego region. The 2030 RTP is currently being developed.

The Final 2002 RTIP, including the air quality emissions analysis, was approved by FHWA and FTA on October 4, 2002. Amendment No. 2 to the 2002 RTIP adds two capacity increasing projects. The 2002 RTIP document, published in July 2002, fully documents the RTIP development process, project listings, financial capacity analysis, and the air quality conformity analysis. This report focuses on the new regional air quality emissions analysis for conformity purposes. The Final 2002 RTIP document also is available on the SANDAG Web site.

Consistency with the 2020 RTP

On April 13, 2000, FHWA and FTA issued a finding that the SANDAG 2020 RTP was in conformance with federal air quality and planning regulations. The 2020 RTP includes both a revenue-constrained plan for federal purposes and a needs-based (preferred) plan for regional planning purposes.

The 2002 RTIP, including Amendment No. 2, is consistent with the 2020 RTP. As a financially-constrained document, the 2002 RTIP contains only those major transportation projects listed in the revenue-constrained plan of the 2020 RTP.

Air Quality Conformity Determination

Federal metropolitan planning and air quality regulations prescribe the process for determining air quality conformity. These regulations require that the proposed RTIP: (1) provide for the timely
implementation of transportation control measures (TCMs), (2) include a quantitative emissions analysis of projects programmed in the RTIP, including all regionally-significant projects, and (3) be within the region’s emissions budgets (targets) included in the approved State Implementation Plan (SIP).

The 2002 RTIP programs substantial funds for the implementation of the four TCMs (identified as “T-tactics”) adopted in the 1982 Regional Air Quality Strategy (RAQS)/1982 State Implementation Plan (SIP) for air quality improvement. As shown in Table 1-1, the TCMs/T-tactic projects programmed for implementation total approximately $1.82 billion, or about 41 percent of the total funds programmed in the 2002 RTIP. This total includes $16.6 million for Ridesharing, $1.69 billion for Transit Improvements, $24.6 million for Bicycle Facilities and Programs, and $92.5 million for Traffic Flow Improvements. The addition of the two capacity increasing projects does not impact the timely implementation of TCMs nor affect any of the TCM projects listed (Table 1-2).

A quantitative air quality emissions analysis was conducted for the years 2010, 2020, and 2023 revenue-constrained transportation scenarios. The results of this analysis are being distributed for public comment and is scheduled to be reviewed by the San Diego Region Conformity Working Group (CWG) at its meeting on October 23, 2002. The 2002 RTIP Amendment No. 2 meets the conditions for determining conformity with the applicable SIP for air quality. A detailed description of the regional emissions analysis and modeling procedures is included in Appendix C of the Final 2002 Regional Transportation Improvement Program. Chapter 2 of this report summarizes the air quality conformity analysis for Amendment No. 2.

Financial Capacity Analysis

The 2002 RTIP is required by federal regulations to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the TransNet program; and (4) the planning and programming documents of the local transportation providers.

The Final 2002 RTIP further describes the financial capacity analysis of major program areas. Based upon this analysis, the projects contained within the 2002 RTIP, including the two projects in Amendment No. 2, are reasonable when considering available funding sources.

Public Participation

It is the policy of SANDAG to encourage public participation in the development of agency planning and programming activities. Public involvement consists of participation on various SANDAG technical and advisory committees, opportunities to comment at SANDAG Board and committee meetings, public notices of document availability and public hearings, and through the SANDAG public communications program. See Appendix A of the Final 2002 RTIP which describes the SANDAG public participation process.
### Table 1-1

**TRANSPORTATION CONTROL MEASURE PROJECTS**

**2002 RTIP - San Diego Region** (in $000s of Future Dollars)

<table>
<thead>
<tr>
<th>Category</th>
<th>Project Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RIDE SHARING</strong></td>
<td>SANDAG Regional TDM Program -</td>
<td>$16,561</td>
</tr>
<tr>
<td></td>
<td>RideLink and Regional Vanpool Program</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td>$16,561</td>
</tr>
<tr>
<td><strong>TRANSIT IMPROVEMENTS</strong></td>
<td>Mission Valley East Light Rail Project</td>
<td>$452,000</td>
</tr>
<tr>
<td></td>
<td>Oceanside-Escondido Rail Extension</td>
<td>$351,520</td>
</tr>
<tr>
<td></td>
<td>I-15 Bus Rapid Transit (Rolling Stock/Stations)</td>
<td>$50,800</td>
</tr>
<tr>
<td></td>
<td>Mid-Coast Corridor Project</td>
<td>$100,090</td>
</tr>
<tr>
<td></td>
<td>Sorrento to Miramar Double Track/Realign</td>
<td>$31,716</td>
</tr>
<tr>
<td></td>
<td>Regional Fare Technology</td>
<td>$35,402</td>
</tr>
<tr>
<td></td>
<td>Oceanside Double Track Project</td>
<td>$6,000</td>
</tr>
<tr>
<td></td>
<td>East Village Intermodal Transit Station*</td>
<td>$24,641</td>
</tr>
<tr>
<td></td>
<td>San Ysidro Intermodal Transportation Center*</td>
<td>$16,408</td>
</tr>
<tr>
<td></td>
<td>Oceanside Transit Center Parking</td>
<td>$9,132</td>
</tr>
<tr>
<td></td>
<td>Bus/Rail Vehicles Purchase</td>
<td>$130,674</td>
</tr>
<tr>
<td></td>
<td>Bus/Rail Infrastructure</td>
<td>$324,009</td>
</tr>
<tr>
<td></td>
<td>Intercity Rail Projects</td>
<td>$34,540</td>
</tr>
<tr>
<td></td>
<td>Other Transit Projects (Operations/Planning)</td>
<td>$119,140</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal</strong></td>
<td>$1,686,072</td>
</tr>
<tr>
<td></td>
<td>*Additional funds are included under the regional TEA program</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BICYCLE FACILITIES PROJECTS</strong></td>
<td>$24,607</td>
</tr>
<tr>
<td>Bicycle Facilities</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$24,607</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TRAFFIC FLOW IMPROVEMENTS</strong></td>
<td></td>
</tr>
<tr>
<td>Caltrans/SANDAG Traffic Management System Projects</td>
<td>$56,671</td>
</tr>
<tr>
<td>CMAQ/Local Agency Traffic Signal Improvement Projects</td>
<td>$35,796</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$92,467</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Transportation Control Measure Projects</td>
<td>$1,819,707</td>
</tr>
<tr>
<td>Total All Transportation Projects in 2002 RTIP</td>
<td>$4,445,221</td>
</tr>
<tr>
<td>Share of Transportation Control Measure Projects</td>
<td>40.9%</td>
</tr>
</tbody>
</table>
Table 1-2
2002 Regional Transportation Improvement Program
Amendment No. 2
San Diego Region (in $000s)

City of San Diego

<table>
<thead>
<tr>
<th>MPO ID:</th>
<th>SD89</th>
<th>CAPACITY STATUS:</th>
<th>CI</th>
</tr>
</thead>
<tbody>
<tr>
<td>TITLE:</td>
<td>Genesee Avenue</td>
<td>DESCRIPTION:</td>
<td>From I-5 to Campus Point Drive - Widen from 4 to 6 lanes with Class II bicycle lanes</td>
</tr>
<tr>
<td>Change Reason:</td>
<td>New Project</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FUND TYPE</th>
<th>TOTAL</th>
<th>PRIOR</th>
<th>02/03</th>
<th>03/04</th>
<th>04/05</th>
<th>05/06</th>
<th>06/07</th>
<th>PE</th>
<th>RW</th>
</tr>
</thead>
<tbody>
<tr>
<td>RSTP*</td>
<td>$2,733</td>
<td>$0</td>
<td>$0</td>
<td>$2,733</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$645</td>
<td>$500</td>
</tr>
<tr>
<td>City Funds</td>
<td>$1,770</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>$2,733</td>
<td>$0</td>
<td>$0</td>
<td>$2,733</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$645</td>
<td>$500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MPO ID:</th>
<th>SD90</th>
<th>CAPACITY STATUS:</th>
<th>CI</th>
</tr>
</thead>
<tbody>
<tr>
<td>TITLE:</td>
<td>SR 163/Clairemont Mesa Boulevard Interchange</td>
<td>DESCRIPTION:</td>
<td>From Kearny Mesa Road to Kearny Villa Road - Widen from 4 to 6 lane prime arterial</td>
</tr>
<tr>
<td>Change Reason:</td>
<td>New Project</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FUND TYPE</th>
<th>TOTAL</th>
<th>PRIOR</th>
<th>02/03</th>
<th>03/04</th>
<th>04/05</th>
<th>05/06</th>
<th>06/07</th>
<th>PE</th>
<th>RW</th>
</tr>
</thead>
<tbody>
<tr>
<td>RSTP*</td>
<td>$4,400</td>
<td>$0</td>
<td>$0</td>
<td>$4,400</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,147</td>
<td>$1,656</td>
</tr>
<tr>
<td>City Funds</td>
<td>$6,350</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>$10,750</td>
<td>$0</td>
<td>$0</td>
<td>$10,750</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$2,803</td>
<td></td>
</tr>
</tbody>
</table>

*RSTP = Regional Surface Transportation Program

Note: CI = Capacity Increasing
      NCI = Non-capacity Increasing
<table>
<thead>
<tr>
<th></th>
<th>NCI</th>
<th>CI</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$1,028</td>
<td>$560</td>
</tr>
<tr>
<td>2</td>
<td>$1,588</td>
<td>$3,253</td>
</tr>
<tr>
<td>3</td>
<td>$4,694</td>
<td>$7,947</td>
</tr>
</tbody>
</table>

Note: CI = Capacity Increasing  
NCI = Non-capacity Increasing
Chapter 2

AIR QUALITY CONFORMITY ANALYSIS
Chapter 2
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 has developed 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 (ARB) 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, including Amendment No. 2 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, including Amendment No. 2, 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 consulted with the San Diego Region CWG in the preparation of the air quality analysis of the 2002 RTIP Amendment No. 2. The preliminary schedule for the development of the 2002 RTIP Amendment No. 2 was established at the CWG meeting in August 2002. SANDAG also follows the interagency consultation procedures for exempt projects.

SANDAG is distributing this draft conformity finding to the APCD, Caltrans, CARB, FHWA, FTA, EPA, and the general public for comments. An interagency consultation meeting is scheduled for October 23, 2002.

The Draft 2002 RTIP and its conformity finding were released on May 24, 2002. The Final 2002 RTIP was adopted by the SANDAG Board on June 28, 2002, and approved by FHWA/FTA on October 4, 2002.

The following sections provide a summary of SANDAG’s analysis of the 2002 RTIP Amendment No. 2 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, including Amendment No. 2 makes substantial progress in programming funds for implementation of the four adopted TCMs for the San Diego region contained within the 1982 SIP.

Table 1-1 (page 5) shows that TCMs programmed for implementation total approximately $1.82 billion, or 41 percent of the total funds programmed. Included are $16.6 million for Ridesharing, $1.69 billion for Transit Improvements, $24.6 million for Bicycle Facilities and Programs, and $94.5 million for Traffic Flow Improvements. The addition of two capacity increasing projects does not impede the timely implementation of TCMs. Based upon this analysis, the 2002 RTIP, Amendment No. 2 continues to provide 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 amendment. 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.
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 Amendment No. 2 (Table 1-2 on page 6) 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 2-1 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>
<thead>
<tr>
<th>Scenario</th>
<th>Average Weekday Vehicle Starts (1,000s)</th>
<th>Average Weekday Vehicle Miles (1,000s)</th>
<th>Average Highway Speed (mph)</th>
<th>CO Tons/Day</th>
<th>NOx Tons/Day</th>
<th>ROG Tons/Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIP Emissions Budget</td>
<td></td>
<td></td>
<td></td>
<td>1,194.87</td>
<td>114.25</td>
<td>89.60</td>
</tr>
<tr>
<td>2010 Revenue-Constrained</td>
<td>13,814</td>
<td>87,567</td>
<td>32.4</td>
<td>439.46</td>
<td>57.04</td>
<td>38.72</td>
</tr>
<tr>
<td>2020 Revenue-Constrained</td>
<td>15,398</td>
<td>99,598</td>
<td>32.3</td>
<td>423.91</td>
<td>61.17</td>
<td>30.25</td>
</tr>
<tr>
<td>2023 Revenue-Constrained</td>
<td>15,763</td>
<td>101,910</td>
<td>32.4</td>
<td>421.25</td>
<td>61.88</td>
<td>28.63</td>
</tr>
</tbody>
</table>

Details of the analysis shown in Table 2-1 are outlined below in Tables 2-2 and 2-3.
The calculation of emission reductions for SIP measures not accounted for in EMFAC7F1.1 are shown in Table 2-3. The control factor adjustments used in the calculations were provided by CARB for use in conformity determinations on April 3, 2002. The adjustments include heavy duty diesel adjustments the enhanced inspection and maintenance program, and other state and federal measures.

SANDAG consulted with the San Diego Region Conformity Working Group (CWG) to determine the correct use of the budget according to the conformity rule requirements. The 2002 RTIP emissions were forecast as TOG and converted to ROG for the budget comparison.
### Table 2-3
CONTROL FACTOR ADJUSTMENTS WORKSHEET*

<table>
<thead>
<tr>
<th></th>
<th>Light &amp; Medium-Duty Fleet</th>
<th>Heavy-Duty Gas</th>
<th>Heavy-Duty Diesel</th>
<th>Reduction Applied to SANDAG Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>20101</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOG from DTIM 23</td>
<td>40.45</td>
<td>1.65</td>
<td>6.61</td>
<td></td>
</tr>
<tr>
<td>ROG 4</td>
<td>37.40</td>
<td>1.46</td>
<td>6.32</td>
<td></td>
</tr>
<tr>
<td>Control Factor 5</td>
<td>0.249</td>
<td>0.172</td>
<td>0.759</td>
<td></td>
</tr>
<tr>
<td>ROG Reduction</td>
<td>9.31</td>
<td>0.25</td>
<td>4.80</td>
<td>14.37</td>
</tr>
<tr>
<td>NOx from DTIM 23</td>
<td>51.48</td>
<td>10.14</td>
<td>42.91</td>
<td></td>
</tr>
<tr>
<td>Control Factor 5</td>
<td>0.494</td>
<td>0.312</td>
<td>0.531</td>
<td></td>
</tr>
<tr>
<td>NOx Reduction</td>
<td>25.43</td>
<td>3.16</td>
<td>22.78</td>
<td>51.38</td>
</tr>
</tbody>
</table>

* Emissions in tons per day
1. 2020 and 2023 control factors assumed same as 2010.
2. Includes light-duty automobiles, light-duty trucks, and medium-duty trucks.
3. Urban bus and Mexican fleet emissions not adjusted.
4. ROG calculated from TOG using the following factors: 0.9240 for non-catalyst exhaust, 0.8515 for catalyst exhaust, and 0.9573 for diesel exhaust.
5. These factors were provided by the CARB in April 2002 for use in conformity assessments.

Additional procedures including detailed discussions on growth forecasts, transportation modeling, T-tactics, and emissions modeling are included in Appendix C of the Final 2002 RTIP.

### EXEMPT PROJECTS

Section 93.126 of the Transportation Conformity Rule exempts certain highway and transit projects from the requirement to determine conformity. The categories of exempt projects include safety, mass transit, air quality (ridesharing and bicycle and pedestrian facilities), and other (such as planning studies).

The 2002 RTIP programs funding for several of these exempt projects that, according to the conformity rule, may be implemented even in the absence of a conforming transportation plan and transportation improvement program. SANDAG followed interagency consultation procedures to determine exempt projects.

### CONCLUSION

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2002 RTIP, Amendment No. 2 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.
Appendix A

PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY DETERMINATION
## APPENDIX A

### PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY DETERMINATION*

<table>
<thead>
<tr>
<th>SAFETY</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Railroad/highway crossing</td>
<td>Hazard elimination program</td>
</tr>
<tr>
<td>Safer non-federal-aid system roads</td>
<td>Shoulder improvements</td>
</tr>
<tr>
<td>Traffic control devices and operating assistance other than signalization projects</td>
<td>Widening narrow pavements or reconstructing bridges (no additional travel lanes)</td>
</tr>
<tr>
<td>Pavement resurfacing and/or rehabilitation</td>
<td>Truck climbing lanes outside the urbanized area</td>
</tr>
<tr>
<td>Emergency relief (23 U.S.C. 125)</td>
<td>Guardrails, median barriers, crash cushions</td>
</tr>
<tr>
<td>Skid treatments</td>
<td>Pavement marking demonstrations</td>
</tr>
<tr>
<td>Adding medians</td>
<td>Fencing</td>
</tr>
<tr>
<td>Lighting improvements</td>
<td>Safety roadside rest areas</td>
</tr>
<tr>
<td>Emergency truck pullovers</td>
<td>Railroad/highway crossing warning devices</td>
</tr>
<tr>
<td>Increasing site distance</td>
<td>Safety improvement program</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MASS TRANSIT</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating assistance to transit agencies</td>
<td>Purchase of support vehicles</td>
</tr>
<tr>
<td>Purchase of operating equipment of vehicles (e.g., radios, fareboxes, lifts, etc.)</td>
<td>Construction or renovation of power, signal and communications systems</td>
</tr>
<tr>
<td>Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way</td>
<td>Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)</td>
</tr>
<tr>
<td>Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet</td>
<td>Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.</td>
</tr>
<tr>
<td>Construction of small passenger shelters and information kiosks</td>
<td>Purchase of office, shop and operating equipment for existing facilities</td>
</tr>
<tr>
<td>Rehabilitation of transit vehicles</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AIR QUALITY</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Continuation of ridesharing and vanpooling promotion activities at current levels</td>
<td>Bicycle and pedestrian facilities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OTHER</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Specific activities which do no involved or directly lead to construction, such as:</td>
<td>Engineering to assess social, economic, and environmental efforts of the proposed action or alternatives to that action</td>
</tr>
<tr>
<td>Sign removal</td>
<td>Noise attenuation</td>
</tr>
<tr>
<td>Transportation enhancement activities except rehabilitation and operation of historic transportation buildings, structures, or facilities</td>
<td>Repair or damage caused by natural disasters, civil unrest, or terrorists acts, except projects involving substantial functional locational or capacity changes</td>
</tr>
<tr>
<td>Planting, landscaping, etc.</td>
<td>Acquisition of scenic easements</td>
</tr>
<tr>
<td>Directional and informational signs</td>
<td>Emergency or hardship advance land acquisitions (23 CFT 712.204(d))</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALL PROJECTS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection channelization projects</td>
<td>Intersection signalization projects at individual intersections</td>
</tr>
<tr>
<td>Interchange reconfiguration projects</td>
<td>Changes in vertical and horizontal alignments</td>
</tr>
<tr>
<td>Truck size and weight inspection stations</td>
<td>Bus terminal and transfer points</td>
</tr>
</tbody>
</table>

*Source: Federal Register, August 15, 1997, Part II Environmental Protection Agency 40 CFR Parts 51 & 93
Transportation Conformity Rule Amendments: Flexibility and Streamlining: Final Rule
Appendix B

GLOSSARY OF TERMS AND ACRONYMS
Appendix B
GLOSSARY OF TERMS AND ACRONYMS

A
ADA Americans with Disabilities Act
APCB/APCD (San Diego) Air Pollution Control Board (District)

B

C
Con Construction Phase
CAA 1990 Clean Air Act, as amended
Caltrans California Department of Transportation
CARB California Air Resources Board
CBI Corridors and Borders Infrastructure
CDBG Community Development Block Grant (Federal)
CI Capacity Increasing
CMAQ Congestion Mitigation and Air Quality Program
CMP Congestion Management Program
CO Carbon Monoxide
CTC California Transportation Commission

D
DEMO ISTEA Special Projects/TEA-21 High-Priority Demonstration
DOT U.S. Department of Transportation

E
E Engineering/planning phase
EPA U.S. Environmental Protection Agency

F
FHWA Federal Highway Administration
FSP Freeway Service Patrol (and FSP Act)
FTA Federal Transit Administration

H
HES/SR2S Hazard Elimination Safety/Safe Routes to School program
HOV High Occupancy Vehicle
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Full Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMF</td>
<td>Interstate Maintenance</td>
</tr>
<tr>
<td>IRR</td>
<td>Indian Reservation Road</td>
</tr>
<tr>
<td>ISTEA</td>
<td>Intermodal Surface Transportation Efficiency Act of 1991</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation Systems</td>
</tr>
<tr>
<td>LRT</td>
<td>Light Rail Transit</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>MTDB</td>
<td>San Diego Metropolitan Transit Development Board</td>
</tr>
<tr>
<td>NAAQS</td>
<td>National Ambient Air Quality Standards</td>
</tr>
<tr>
<td>NCI</td>
<td>Non Capacity Increasing</td>
</tr>
<tr>
<td>NCTD/NSDCTDB</td>
<td>North County Transit District/ North San Diego County Transit Development Board</td>
</tr>
<tr>
<td>NHS</td>
<td>National Highway System</td>
</tr>
<tr>
<td>P/PE</td>
<td>Preliminary Engineering Phase</td>
</tr>
<tr>
<td>PPNO</td>
<td>Project Number (Caltrans)</td>
</tr>
<tr>
<td>RAQS</td>
<td>Regional Air Quality Strategy</td>
</tr>
<tr>
<td>ROG</td>
<td>Reactive Organic Gas</td>
</tr>
<tr>
<td>RW/ROW</td>
<td>Right-of-Way phase</td>
</tr>
<tr>
<td>RTIP</td>
<td>Regional Transportation Improvement Program (SANDAG)</td>
</tr>
<tr>
<td>RTP</td>
<td>Regional Transportation Plan (SANDAG)</td>
</tr>
<tr>
<td>RSTP</td>
<td>Regional Surface Transportation Program</td>
</tr>
<tr>
<td>SANDAG</td>
<td>San Diego Association of Governments</td>
</tr>
<tr>
<td>SBTA</td>
<td>State Bicycle Transportation Account</td>
</tr>
<tr>
<td>SDTC</td>
<td>San Diego Transit Corporation (San Diego Transit)</td>
</tr>
<tr>
<td>SDTI</td>
<td>San Diego Trolley, Incorporated (San Diego Trolley)</td>
</tr>
<tr>
<td>SHOPP</td>
<td>State Highway Operation and Protection Program</td>
</tr>
<tr>
<td>SIP</td>
<td>State Implementation Plan (for air quality)</td>
</tr>
<tr>
<td>SLTPP</td>
<td>State-Local Transportation Partnership Program/SB300</td>
</tr>
<tr>
<td>SR</td>
<td>State Route (as in SR 52 - State Route 52)</td>
</tr>
<tr>
<td>STA</td>
<td>State Transit Assistance (act)</td>
</tr>
<tr>
<td>STIP</td>
<td>State Transportation Improvement Program (CTC)</td>
</tr>
<tr>
<td>STIP-IIP</td>
<td>State Transportation Improvement Program - Interregional Program (CTC)</td>
</tr>
<tr>
<td>STIP-RIP</td>
<td>State Transportation Improvement Program - Regional Improvement Program (SANDAG)</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>TEA</td>
<td>Transportation Enhancement Activities</td>
</tr>
<tr>
<td>TEA-21</td>
<td>Transportation Equity Act for the 21st Century</td>
</tr>
<tr>
<td>TCI</td>
<td>Transit Capital Improvement (State)</td>
</tr>
<tr>
<td>TCM</td>
<td>Transportation Control Measure</td>
</tr>
<tr>
<td>TCRP</td>
<td>Traffic Congestion Relief Program (Governor’s initiative)</td>
</tr>
<tr>
<td>TDA</td>
<td>Transportation Development Act</td>
</tr>
<tr>
<td>TDM</td>
<td>Transportation Demand Management</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>TMA</td>
<td>Transportation Management Agency</td>
</tr>
<tr>
<td>TOG</td>
<td>Total Organic Gas</td>
</tr>
<tr>
<td>TP&amp;D</td>
<td>Transportation Planning and Development</td>
</tr>
<tr>
<td>TransNet</td>
<td>San Diego Region 1/2% Local Transportation Sales Tax Program</td>
</tr>
<tr>
<td>TSM</td>
<td>Traffic Systems Management</td>
</tr>
<tr>
<td>T-1</td>
<td>Transportation T-tactic: Ridesharing</td>
</tr>
<tr>
<td>T-2</td>
<td>Transportation T-tactic: Transit</td>
</tr>
<tr>
<td>T-3</td>
<td>Transportation T-tactic: Bicycle</td>
</tr>
<tr>
<td>T-5</td>
<td>Transportation T-tactic: Traffic Improvement</td>
</tr>
<tr>
<td>VOC</td>
<td>Volatile Organic Compounds</td>
</tr>
</tbody>
</table>
LEGISLATIVE WRAP UP

Introduction

SANDAG’s success on its highest priority legislative items for 2002 is described in this report. Given the very positive outcome of the Board’s efforts on regional governance and consolidation, we believe it was a banner year.

Discussion

In December 2001, the Board set the items listed below as the highest priority legislative items for this year. The items and outcomes are as follows:

1. Sponsor legislation to strengthen regional governance consistent with Board policy.

   **Outcome:** Passage of SB 1703 (Peace), the San Diego Regional Transportation Consolidation Act.

2. Participate in the development of a unified statewide position on TEA-21 reauthorization and focus on obtaining discretionary funding from TEA-21.

   **Outcome:** Establishment of a statewide unified position on reauthorization and a federal MPO position through AMPO consistent with Board policy. Both include specific recommendations made by SANDAG. The region obtained $8.5M from FY 2002 Federal appropriations, and $8M from the state interregional program for SR 905.

3. Support legislation that would authorize local sales taxes or other new revenue sources for transportation projects and purposes to be approved by a majority vote.

   **Outcome:** SCA 5 and similar legislation proposing this change was unsuccessful in obtaining passage in the Assembly and did not have the full support of the Governor. This should continue to be a high, if not the highest, priority for state legislation next session.

4. Oppose revisions to state transportation programming and funding reform legislation not consistent with Board policy and SB 45.

   **Outcome:** Executive Committee recommends Board oppose Prop. 51 (Item #4A). Although considered, no other legislation was passed to alter this program.

5. Support legislation that is consistent with SANDAG’s proposal for State - Local Fiscal Reform.

   **Outcome:** Little progress has been made in this area for a number of years. However, Senator Burton will be establishing a state commission to investigate constitutional reform to deal with this subject during the next session.

6. Support and encourage federal and state legislative initiatives providing funding sources to preserve beaches and other shoreline environmental resources.

   **Outcome:** SANDAG worked with other coastal areas in the state and CalCoast to support funding for beach replenishment in the state budget. Over $6M was included in this year’s budget, including $4.2 million in matching money for construction of a major federal beach replenishment project in Imperial Beach, and matching funds for studies that could lead to federal beach projects in Encinitas/ Solana Beach ($400,000). At the federal level, SANDAG participated in the American Coastal Coalition’s successful
efforts to pass legislation (H.R. 3842 – The National Beach Recreation Act) to require the Corps of Engineers to recognize the recreational value of beaches in making decisions about carrying out beach replenishment projects. This is a major change that can result in many new opportunities for federal support of beach projects for the San Diego region and the rest of the West Coast.

7. Sponsor or actively support state legislation regarding construction defect litigation.

Outcome: Ad hoc group of housing professionals developed legislative strategies that were shared with the legislators. Ultimately, the principles in part were embodied in SB 800 (Burton) which passed. The bill specifies the rights and requirements of a homeowner to bring an action for construction defects including applicable standards for home construction, the statute of limitations, the burden of proof, the damages recoverable, a detailed prelitigation procedure, and obligations of the homeowner.

Other significant legislation or administrative action this past year related to the Board’s position or responsibilities is as follows:

A. SB 1432 (Alpert) – Housing Elements: Self-Certification. This bill was sponsored by SANDAG. It provides that any city or county that self-certified its housing element is fully eligible to participate in state bond act funding in the same manner as jurisdictions with an HCD approved element. The signing message for this legislation is attached (Attachment 1). This legislation helps to eliminate the problems of HCD refusing to recognize self-certified elements as the functional equivalent to HCD approved elements. Note: SB 1432 originally called for a permissive study by SANDAG of value pricing on the Coronado Bridge. This language was eliminated and replaced with the bill above.

B. SB 1731 (Polanco) – California/Mexico Economic Infrastructure Financing Authority. This bill would have established the Authority as a nonprofit public benefit corporation to issue revenue bonds for the construction and improvement of economic infrastructure along the border. SANDAG opposed the bill which failed. However, it should be noted that some concessions were made in its final version that were requested by SANDAG.

C. AB 680 (Steinberg) – Sales and Use Tax Allocations – Would have required the Board of Equalization to distribute sales and use tax revenue, derived from the application of a 1% tax rate in the greater Sacramento region, to taxing counties and cities in that region on a certain basis. SANDAG requested that if the bill passed, its applicability not apply to other regions without their consent. The bill failed passage.

D. Proposition 42 – Dedicating the sales tax on gasoline to transportation. This proposition, approved by the voters in March, was supported by the Board and will generate about $120 million per year for the San Diego region for transportation purposes.

E. FTA formula funds relief – Obtained administrative ruling modifying Federal Statute (49 U.S.C. chapter 53). This ruling changed the interpretation of the term “fixed guideway which saved the region from losing $500,000 annually based on current service and over $1 million per year starting in 2010 in FTA formula funds. This ruling set national precedent. (Attachment 2 - Letter).

GARY L. GALLEGOS
Executive Director

Attachments (2)

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

No Budget Impact
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
PROGRESS REPORT ON IMPLEMENTATION OF SB 1703

A. SCOPE OF WORK
B. APPOINTMENTS TO THE AD HOC WORKING GROUP

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 was presented to the Executive Committee and their comments have been incorporated in the revised version for your review (Attachment 1).

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 Executive Committee recommended that the Chair appoint three SANDAG Board members to work with MTDB and NCTD Board members to provide oversight and direction to the staff transition team.

The Chair will announce his appointments at the October 25th Board meeting. The first meeting of the Working Group would take place immediately after the Board meeting.

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. Inventory staff and non-staff resources such as consultant services, computer systems, office equipment, etc., of each agency and identify staff, including support staff, and non-staff resources associated with the specific programs, projects, and functions identified in Task 7. 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.

Attached is a timeline for the scope of work.

10/11/2002
## Consolidated Agency Transition Scope of Work/ Schedule

<table>
<thead>
<tr>
<th>Oct-02</th>
<th>Nov-02</th>
<th>Dec-02</th>
<th>Jan-03</th>
<th>Feb-03</th>
<th>Mar-03</th>
<th>Apr-03</th>
<th>May-03</th>
<th>Jun-03</th>
<th>Jul-03</th>
<th>Aug-03</th>
<th>Sep-03</th>
<th>Oct 2003 - Jan 2004</th>
</tr>
</thead>
</table>

### Initial Transfer (Planning and Programming)

- **Establish Policy Working Group**
- **Clarify new agency's roles & responsibilities**
- **Partnering session/commitment**
- **Roles of Board/Committees**

### Subsequent Transfer (Project Development & Construction)

- **Identify functions and programs**
- **Inventory staff/resources**
- **Identify funding**
- **New agency organizational struct.**
- **Peer review**
- **Admin rules/procedures/class specs**

<table>
<thead>
<tr>
<th>Plan Due</th>
<th>Draft</th>
<th>Final</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1/17</td>
<td>02/28</td>
</tr>
</tbody>
</table>

- **Implement Transfer** Implement By 7/1

<table>
<thead>
<tr>
<th>Plan Due</th>
<th>Draft</th>
<th>Final</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8/30</td>
<td>9/30</td>
</tr>
</tbody>
</table>

- **Implement Transfer** Implement by 1/30
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
MOBILITY 2030: DRAFT TRANSPORTATION PLAN FOR THE SAN DIEGO REGION

Recommendation

The SANDAG Board is asked to: (1) accept the Draft 2030 Regional Transportation Plan (RTP), entitled MOBILITY 2030, for distribution; (2) accept the Preliminary 2030 Cities/County Forecast for distribution, review, and use in planning studies and other purposes; (3) authorize the Transportation Committee to accept for distribution the Draft Environmental Impact Report (EIR) prepared for MOBILITY 2030 at its November 14, 2002 meeting; and (4) schedule a public hearing on the Draft 2030 RTP and Draft EIR for the December 6, 2002 Policy Development Board meeting and set December 30, 2002 as the closing date for public comments.

Introduction

The Regional Transportation Plan (RTP) is a public policy blueprint for how people and goods will move around the San Diego region over the next three decades. Required by state and federal regulations, the RTP contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the surface transportation system and better coordinate land use and transportation in the San Diego region through the year 2030. Entitled MOBILITY 2030, the Draft 2030 RTP is based on the Reasonably Expected Revenue scenario, which includes $42 billion of projected revenues to fund the recommended improvements and services.

MOBILITY 2030 is the product of collaboration between SANDAG and its transportation partners: all 18 Cities and the County, the San Diego Metropolitan Transit Development Board (MTDB), the North San Diego County Transit District (NCTD), and the California Department of Transportation (Caltrans). A 2030 RTP Working Group assisted in the Plan’s development, providing input to SANDAG’s Transportation Committee. The 2030 RTP Working Group consists of diverse representatives from community, environmental, economic development, and building interest groups as well as staff from local agencies.

Discussion

A Plan for Better Mobility

MOBILITY 2030 was developed around four main components: Land Use, Systems Development, Systems Management, and Demand Management. Each component has a unique, yet interdependent, role in improving mobility and travel in the San Diego region through 2030. Highlights from the Plan include:

- **Land Use-Transportation Connection: We Must Grow Smarter** -- MOBILITY 2030 is founded on a land use strategy that reflects the commitments from the 18 Cities and County to smart growth. It recognizes that growth and change will continue in the region over the next 30 years and beyond, and all local jurisdictions can make positive contributions toward preparing for that change. Transportation infrastructure and services must be coordinated with land use planning if we are to avoid increased traffic congestion, reduced mobility, and
a deteriorating quality of life. The Plan recognizes that we cannot fix our persistent transportation problems by focusing solely on transportation. For the first time, MOBILITY 2030 includes a five-year, $25 million incentive pilot program to foster the integration of smart growth land uses and transportation facilities in our communities.

- **Systems Development: More Travel Choices** – New and better connections are planned to more efficiently move people and goods in the region. When implemented, the improvements in MOBILITY 2030 will substantially complete the region’s highway and roadway networks, support 18 new or improved high-quality regional transit services, and facilitate goods movement.

The Plan includes a flexible Managed/HOV lane network that accommodates transit as well as carpools, vanpools, and fee-paying patrons (similar to I-15 FasTrak™ where fees fund transit services in the I-15 corridor). These facilities, which will be managed to free-flow, also could be used in the off-peak to move goods through the region. On arterials, MOBILITY 2030 includes funding for transit priority treatments as well as regional funding to help complete regionally significant arterials. Major transit capital projects, such as transitways, double tracking, and direct access ramps to the Managed/HOV lane network, also are included.

MOBILITY 2030 improves travel times for transit and high occupancy vehicles (HOVs) to major job centers (e.g., Sorrento Valley/Sorrento Mesa/University Towne Centre, downtown San Diego, Kearny Mesa, Palomar Airport Road, and Otay Mesa) to make these modes competitive. While the Plan recognizes that we cannot build our way out of congestion, it significantly reduces roadway congestion.

- **Systems Management: Making Better Use of What We Have** – Billions of dollars have already been invested in roads and transit in the San Diego region. We need to maximize the return on this significant investment through better management and more efficient operation of the existing networks. A wide range of strategies totaling more than a half-billion dollars is included in the Plan. These include more Freeway Service Patrol, a regional intermodal network interconnecting local transportation management centers and modes, and real-time traveler information to help commuters make informed decisions about how and when they travel.

- **Demand Management: Taking Pressure Off the System** – Steps to reduce peak period travel or change when and how people travel will become increasingly important in the future. Demand Management focuses on encouraging alternatives to driving alone and minimizing demand on the transportation system during peak periods. Since 1995, SANDAG has operated a regional transportation demand management program called RideLink. Programs offered through RideLink include a regional vanpool program, a regional bike locker program, and a regional subsidy program to provide start-up funds to employers to provide their employees with financial incentives to try new ways to commute. New emphasis is on encouraging teleworking and flexible work hours to help manage peak demand.

Financial Scenarios

Critical to the implementation of MOBILITY 2030 is providing sufficient financial resources to fund the Plan’s proposed improvements. MOBILITY 2030 is based upon a Reasonably Expected Revenue scenario totaling more than $42 billion for the development,
operation, and maintenance of the transportation facilities and services in the Plan. This assumes both current sources of transportation revenue as well as future revenue sources – such as an extension of the local TransNet transportation sales tax measure set to expire in 2008, attracting additional federal funds for major capital projects, and increases in state and federal gas taxes or other revenue sources based on historical trends.

MOBILITY 2030 also includes the Revenue Constrained plan, required by federal law, that totals $30 billion. An Unconstrained Revenue scenario, which will identify the funding needed to fully implement all of the programs, projects, and services envisioned for 2030 and beyond, is currently under development. A listing of potential projects for the Unconstrained Revenue scenario is included in Appendix A of the Plan, and additional information will be provided as an addendum to the Draft 2030 RTP.

Preliminary 2030 Cities/County Forecast

MOBILITY 2030 is based on the Preliminary 2030 Cities/County Forecast. Since 1972, SANDAG has produced long-range forecasts of population, housing, and employment that are used as a basic resource by elected officials, planners, academics, and the general public. The forecasts are updated every three to five years, usually based on the availability of new information.

The forecasts are produced through a collaborative effort. A technical advisory committee composed of planners, demographers, economists, statisticians, and others oversees the inputs to the regional forecasting models and analyzes the results. The local planning directors and their staffs also play an important role in the forecast process. They provide and corroborate the existing and planned land use data and policies for their jurisdictions. They also identify where potential smart growth focus areas make sense within their boundaries.

Three forecast alternatives were produced based on different configurations of planned land use:

1. Existing policies in all jurisdictions (“Current Plans”);
2. Existing policies in the cities, target populations set by the County Board of Supervisors in the unincorporated area (“Current Plans with County Targets”), and;
3. Existing policies, targets, with smart growth focus areas (“Smart Growth”).

An evaluation of the three scenarios revealed that the Smart Growth alternative generally performed the best in terms of transportation, housing, and land use measures. At the November 2001 and the June 2002 Policy Development Meetings the Board provided direction to staff to use the Smart Growth alternative as the basis of the 2030 Cities/County Forecast and the 2030 RTP. The Preliminary 2030 Cities/County Forecast is an up-to-date look at the future that incorporates significant new information and changes in the region and its communities that have occurred since the 2020 Cities/County Forecast was prepared in early 1999. A description of the process used for the Preliminary 2030 Cities/County Forecast and forecasted population, housing, and employment data by jurisdiction is provided in Attachment 1.

Next Steps

Upon Board action, the Draft 2030 RTP will be circulated to local jurisdictions, MTDB, NCTD, Caltrans, the 2030 RTP Working Group, and other interested parties, and will be available on the SANDAG Web site. The Draft EIR will be available at the November 14, 2002 Transportation Committee meeting, and the Committee could release it for public review and comment at that time, pending Board authorization. Major milestones are summarized below:
- **October 25, 2002**: Release of Draft RTP
- **November 14, 2002**: Release of Draft EIR
- **December 6, 2002**: Public hearing on Draft 2030 RTP/EIR
- **December 30, 2002**: Close of public comment period for Draft 2030 RTP/EIR
- **January 2003**: Transportation Committee reviews RTP/EIR comments
- **January/February 2003**: SANDAG Board reviews changes to RTP/EIR
- **February/March 2003**: SANDAG Board certifies Final EIR, approves air quality conformity finding, and adopts Final 2030 RTP

Keep San Diego Moving Campaign

Public outreach is a vital component of MOBILITY 2030. In June 2002, an aggressive campaign under the overall theme – Keep San Diego Moving – was launched to raise awareness and solicit feedback on MOBILITY 2030. (See Appendix B of the draft Plan.) The outreach effort will continue through the end of 2002 to invite public comments and participation in completing the final Plan.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Kim Kawada
(619) 595-5394; kka@sandag.org

Funds are budgeted in Work Element #3.01

NOTE: Hard copies of MOBILITY 2030 have been mailed to Board Members and Alternates, City Managers, and key staff. A copy of MOBILITY 2030 may be obtained from the SANDAG Web site at www.sandag.org, or by contacting the SANDAG Public Information Office at (619) 595-5347. Technical appendices for MOBILITY 2030 will be available on the SANDAG Web site following the October 25 Board meeting.
Preliminary 2030 Cities/County Forecast

Background

These forecasts represent the best assessment of the changes we can anticipate for the region and its communities based on the most current available information and well-proven and verified computer models. They are meant to help policy and decision-makers prepare for the future and are not an expression for or against growth. The forecasts are influenced by policy decisions, and are updated as necessary. SANDAG’s forecasts are developed through a collaborative effort with experts in demography, housing, the economy and other disciplines, and the close cooperation of the local planning directors and their staffs.

The forecast process includes two iterative phases. First, a forecast for the entire region is produced, based largely on economic trends and the associated demographic characteristics. As discussed below, the regional forecast also is affected by the amount of interregional commuting that occurs. The second phase allocates the regional forecast to jurisdictions and smaller geographic areas based on the region’s general and community plans, and the amount and location of identified smart growth focus areas.

The Preliminary 2030 Cities/County Forecast differs from the 2020 forecast produced in 1999 and from all previous forecasts. First, the 2000 Census revealed the region’s population to be about 100,000 persons lower than the California Department of Finance had estimated. Second, new data indicate that Hispanic fertility rates dropped dramatically during the 1990s. These facts resulted in a regional population forecast for 2030 of about the same magnitude that was previously predicted for 2020: about 3.9 million people.

Another important issue incorporated into the 2030 Forecast is the inclusion of assumptions regarding the increasing amounts of interregional commuting. To account for and estimate the future levels of this type of commuting, SANDAG utilizes a model to work in conjunction with the allocation phase of the forecast process. To support our anticipated job growth, our analysis shows that by 2030 an additional 47,300 housing units are needed for workers living outside the San Diego region.

Finally, the 2030 Cities/County Forecast differs from previous forecasts in how it deals with smart growth. The 2020 Forecast, used for the 2020 RTP, added mixed uses and higher densities around some 150 transit focus areas (TFAs) that were originally identified in the 1996 edition of the 2020 RTP. The 2030 Forecast replaces the TFAs with smart growth focus areas that were identified as part of the consultations with the jurisdictions.

As part of our normal forecasting process and in conjunction with the development of the Regional Comprehensive Plan, we will prepare a Final 2030 Cities/County Forecast scheduled for release in the Fall of 2003. This revision will incorporate comments we receive about the forecast as well as any new or updated information that becomes available.

Summary

The lower than expected population figures from the 2000 Census, combined with sharply lowered fertility rates, and the reality of increasing interregional commuting mean that the region will grow at a slower pace than the previous forecast had predicted. However, the one million more people are still coming, and the region still needs to plan accordingly.

The region’s rate of growth has slowed considerably compared to that of the late 1980s, but since the end of the recession we have been growing about twice as fast as the nation. The gap will gradually narrow until sometime in the 2020s, when our growth rate is expected to fall below the national figure.
The following tables present base year and forecasted population, housing, and employment data for the 19 local jurisdictions.

### TABLE 1.—TOTAL POPULATION

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2030</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>78,247</td>
<td>124,922</td>
<td>46,675</td>
<td>60%</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>173,556</td>
<td>282,664</td>
<td>109,108</td>
<td>63%</td>
</tr>
<tr>
<td>Coronado</td>
<td>24,100</td>
<td>25,536</td>
<td>1,436</td>
<td>6%</td>
</tr>
<tr>
<td>Del Mar</td>
<td>4,389</td>
<td>5,103</td>
<td>714</td>
<td>16%</td>
</tr>
<tr>
<td>El Cajon</td>
<td>94,869</td>
<td>109,044</td>
<td>14,175</td>
<td>15%</td>
</tr>
<tr>
<td>Encinitas</td>
<td>58,014</td>
<td>78,762</td>
<td>20,748</td>
<td>36%</td>
</tr>
<tr>
<td>Escondido</td>
<td>133,559</td>
<td>166,119</td>
<td>32,560</td>
<td>24%</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>26,992</td>
<td>31,866</td>
<td>4,874</td>
<td>18%</td>
</tr>
<tr>
<td>La Mesa</td>
<td>54,749</td>
<td>60,932</td>
<td>6,183</td>
<td>11%</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>24,918</td>
<td>30,008</td>
<td>5,090</td>
<td>20%</td>
</tr>
<tr>
<td>National City</td>
<td>54,260</td>
<td>67,430</td>
<td>13,170</td>
<td>24%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>161,029</td>
<td>214,696</td>
<td>53,667</td>
<td>33%</td>
</tr>
<tr>
<td>Poway</td>
<td>48,044</td>
<td>55,932</td>
<td>7,888</td>
<td>16%</td>
</tr>
<tr>
<td>San Diego</td>
<td>1,223,400</td>
<td>1,613,355</td>
<td>389,955</td>
<td>32%</td>
</tr>
<tr>
<td>San Marcos</td>
<td>54,977</td>
<td>106,772</td>
<td>51,795</td>
<td>94%</td>
</tr>
<tr>
<td>Santee</td>
<td>52,975</td>
<td>69,221</td>
<td>16,246</td>
<td>31%</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>12,979</td>
<td>14,411</td>
<td>1,432</td>
<td>11%</td>
</tr>
<tr>
<td>Vista</td>
<td>89,857</td>
<td>113,969</td>
<td>24,112</td>
<td>27%</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>442,919</td>
<td>718,862</td>
<td>275,943</td>
<td>62%</td>
</tr>
<tr>
<td><strong>REGION</strong></td>
<td><strong>2,813,833</strong></td>
<td><strong>3,889,604</strong></td>
<td><strong>1,075,771</strong></td>
<td><strong>38%</strong></td>
</tr>
</tbody>
</table>

Source: SANDAG, Preliminary Cities/County Forecast, October 2002
### TABLE 2.—TOTAL HOUSING UNITS

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2030</th>
<th>NUMBER</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>33,798</td>
<td>50,990</td>
<td>17,192</td>
<td>51%</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>59,495</td>
<td>90,666</td>
<td>31,171</td>
<td>52%</td>
</tr>
<tr>
<td>Coronado</td>
<td>9,494</td>
<td>9,819</td>
<td>325</td>
<td>3%</td>
</tr>
<tr>
<td>Del Mar</td>
<td>2,557</td>
<td>2,615</td>
<td>58</td>
<td>2%</td>
</tr>
<tr>
<td>El Cajon</td>
<td>35,190</td>
<td>38,188</td>
<td>2,998</td>
<td>9%</td>
</tr>
<tr>
<td>Encinitas</td>
<td>23,843</td>
<td>30,786</td>
<td>6,943</td>
<td>29%</td>
</tr>
<tr>
<td>Escondido</td>
<td>45,050</td>
<td>53,282</td>
<td>8,232</td>
<td>18%</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>9,739</td>
<td>10,832</td>
<td>1,093</td>
<td>11%</td>
</tr>
<tr>
<td>La Mesa</td>
<td>24,943</td>
<td>25,988</td>
<td>1,045</td>
<td>4%</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>8,722</td>
<td>10,025</td>
<td>1,303</td>
<td>15%</td>
</tr>
<tr>
<td>National City</td>
<td>15,422</td>
<td>18,569</td>
<td>3,147</td>
<td>20%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>59,581</td>
<td>74,867</td>
<td>15,286</td>
<td>26%</td>
</tr>
<tr>
<td>Poway</td>
<td>15,714</td>
<td>17,425</td>
<td>1,711</td>
<td>11%</td>
</tr>
<tr>
<td>San Diego</td>
<td>469,689</td>
<td>602,529</td>
<td>132,840</td>
<td>28%</td>
</tr>
<tr>
<td>San Marcos</td>
<td>18,862</td>
<td>36,237</td>
<td>17,375</td>
<td>92%</td>
</tr>
<tr>
<td>Santee</td>
<td>18,833</td>
<td>23,272</td>
<td>4,439</td>
<td>24%</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>6,456</td>
<td>6,634</td>
<td>178</td>
<td>3%</td>
</tr>
<tr>
<td>Vista</td>
<td>29,814</td>
<td>35,903</td>
<td>6,089</td>
<td>20%</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>152,947</td>
<td>241,017</td>
<td>88,070</td>
<td>58%</td>
</tr>
<tr>
<td>REGION</td>
<td>1,040,149</td>
<td>1,379,644</td>
<td>339,495</td>
<td>33%</td>
</tr>
</tbody>
</table>

Source: SANDAG, Preliminary Cities/County Forecast, October 2002

### TABLE 3.—TOTAL EMPLOYMENT

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2030</th>
<th>NUMBER</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>50,780</td>
<td>81,126</td>
<td>30,346</td>
<td>60%</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>53,750</td>
<td>98,989</td>
<td>45,239</td>
<td>84%</td>
</tr>
<tr>
<td>Coronado</td>
<td>29,913</td>
<td>30,349</td>
<td>436</td>
<td>1%</td>
</tr>
<tr>
<td>Del Mar</td>
<td>3,830</td>
<td>4,215</td>
<td>385</td>
<td>10%</td>
</tr>
<tr>
<td>El Cajon</td>
<td>41,333</td>
<td>48,224</td>
<td>6,891</td>
<td>17%</td>
</tr>
<tr>
<td>Encinitas</td>
<td>24,240</td>
<td>28,220</td>
<td>3,980</td>
<td>16%</td>
</tr>
<tr>
<td>Escondido</td>
<td>49,678</td>
<td>64,974</td>
<td>15,296</td>
<td>31%</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>3,886</td>
<td>4,560</td>
<td>674</td>
<td>17%</td>
</tr>
<tr>
<td>La Mesa</td>
<td>25,385</td>
<td>27,936</td>
<td>2,551</td>
<td>10%</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>8,575</td>
<td>9,793</td>
<td>1,218</td>
<td>14%</td>
</tr>
<tr>
<td>National City</td>
<td>24,763</td>
<td>29,404</td>
<td>4,641</td>
<td>19%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>39,610</td>
<td>74,817</td>
<td>35,207</td>
<td>89%</td>
</tr>
<tr>
<td>Poway</td>
<td>21,776</td>
<td>34,605</td>
<td>12,829</td>
<td>59%</td>
</tr>
<tr>
<td>San Diego</td>
<td>777,679</td>
<td>984,872</td>
<td>207,193</td>
<td>27%</td>
</tr>
<tr>
<td>San Marcos</td>
<td>30,453</td>
<td>53,278</td>
<td>22,825</td>
<td>75%</td>
</tr>
<tr>
<td>Santee</td>
<td>16,088</td>
<td>27,924</td>
<td>11,836</td>
<td>74%</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>8,870</td>
<td>9,812</td>
<td>942</td>
<td>11%</td>
</tr>
<tr>
<td>Vista</td>
<td>33,820</td>
<td>51,462</td>
<td>17,642</td>
<td>52%</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>140,244</td>
<td>218,835</td>
<td>78,591</td>
<td>56%</td>
</tr>
<tr>
<td>REGION</td>
<td>1,384,673</td>
<td>1,883,395</td>
<td>498,722</td>
<td>36%</td>
</tr>
</tbody>
</table>
BORDERS RELATED ITEMS:

BORDERS COMMITTEE SIX-MONTH REVIEW

Introduction

The Borders Policy Committee is working to provide policy guidance to the SANDAG Board of Directors on issues of importance and relevance to cross-border planning with the surrounding counties and Republic of Mexico. In so doing, the Committee has reviewed many issue areas, sent recommendations to other SANDAG policy committees and the SANDAG Board of Directors, and taken action on relevant legislation. The Committee also has proposed specific issue areas for which it will focus its attention in the near future and beyond. Membership on the Borders Committee is attached.

Discussion

The Borders Committee first met on February 15, 2002 and since then has completed eight monthly meetings including two joint meetings with representatives from Riverside County under the auspices of the I-15 Interregional Partnership. The Borders Committee has successfully drawn a great deal of support and participation from representatives of our neighboring counties and the Republic of Mexico, and continues to make cross-jurisdictional outreach an integral part of its mission and work. Specific actions that have been taken include the following:

- Supported HR4837 (Davis) – Strengthening a Fast Entry at the Border (Safe Border) Act of 2002;
- Supported the Interregional Partnership recommendations and forwarded the recommendations to the SANDAG Transportation Committee for inclusion in the Regional Transportation Plan;
- Supported, and forwarded to the Board of Directors, the recommendations for member and Chair appointments for the COBRO Committee;
- Supported, and forwarded to the Board of Directors, the recommendations from the COBRO Annual Summer Conference (Agenda Item 14-B).

The Borders Committee also has had many noteworthy accomplishments in the short time since its inception. Such accomplishments include:

- Providing the first public forum regarding the potential Imperial water transfer where officials from both regions jointly discussed the project;
- Consistently bringing together representatives from adjoining regions to discuss cross-jurisdictional issues in a positive and productive manner;
- Educating SANDAG member agencies and the public regarding pertinent cross-jurisdictional issues;
- Identifying issues of significance for regional cooperation and developing a plan of action for addressing such issues in the future.
Areas where the Committee plans to focus its attention are as follows:

- Completion of a Borders Visioning process to define borders infrastructure priorities and potential financing strategies. This work will aide preparation of the Borders chapter in the Regional Comprehensive Plan, and will include joint meetings with the Regional Planning Committee;
- Development of the long-term strategies from the I-15 Inter-regional Partnership work with Riverside County;
- Identifying economic development opportunities with Imperial County;
- Facilitating the creation of the Binational Energy Forum and promoting collaborative binational energy planning;
- Continued collaboration as part of the Transportation Alliance to develop strategies to address Port of Entry issues.

CRYSTAL CRAWFORD
Chair, Borders Committee

Attachment

Key Staff Contact: Hector Vanegas, (619) 595-5372; hva@sandag.org

Funds are budgeted in Work Element #1.05
MEMBERS

The Borders Committee provides oversight for planning activities that impact the borders of the San Diego region (Orange, Riverside and Imperial counties and the Republic of Mexico). The preparation and implementation of the SANDAG Binational Planning and Interregional Planning Programs are included under its purview. It advises the SANDAG Board of Directors on major interregional planning policy-level matters. Recommendations of the Committee are forwarded to the Board of Directors for action.

The Borders Committee generally meets on the third Friday of the month.

Staff contact: Hector Vanegas
(619) 595-5372; hva@sandag.org

MEMBERS

Chair: Crystal Crawford
Councilmember, City of Del Mar
(representing North County Coastal)

Vice Chair: Patricia McCoy
Councilmember, City of Imperial Beach
(representing South County)

Hal Martin
Councilmember, City of San Marcos
(representing North County Inland)

Jill Greer
Councilmember, City of Lemon Grove
(representing East County)

Ralph Inzunza
Councilmember, City of San Diego

Greg Cox
Supervisor, County of San Diego

Alternates:

Carol McCauley
Councilmember, City of Oceanside
(representing North County Coastal)

Phil Monroe
Councilmember, City of Coronado
(representing South County)

Judy Ritter
Councilmember, City of Vista
(representing North County Inland)

Dick Ramos
Councilmember, City of El Cajon
(representing East County)

Jim Madaffer
Councilmember, City of San Diego

Dianne Jacob
Supervisor, County of San Diego

Advisory/Liaison:

Larry Grogan
Mayor, City of El Centro, County of Imperial

Thomas Buckley
Councilmember, City of Lake Elsinore,
County of Riverside

Rodulfo Figueroa
Consul General of Mexico, Republic of Mexico

Pedro Orso-Delgado
District 11 Director, California Department of Transportation
To be determined
San Diego County Water Authority
To be determined
County of Orange
BORDERS RELATED ITEMS:

COBRO ANNUAL REPORT AND CONFERENCE RECOMMENDATIONS

**Recommendation**

It is the Borders Committee’s recommendation that the Board of Directors: (1) accept the COBRO annual report, and (2) approve the conference recommendations from COBRO.

**Introduction**

Each year, the Committee on Binational Regional Opportunities (COBRO) reports on its activities and presents the recommendations developed at the annual conference to the SANDAG Board of Directors. In the past year, the Committee underwent an important transition, becoming the binational working group for the Borders Committee. COBRO’s annual report and recommendations are presented to the SANDAG Board of Directors as recommended by the Borders Policy Committee.

**Discussion**

**COBRO Annual Report**

1. **COBRO Transition**

   The Committee on Binational Regional Opportunities, as a workgroup of the Borders Committee, continues to serve as an important forum for discussion and information exchange regarding pertinent binational issues in the region. As part of COBRO’s transition, Committee membership was updated and expanded and a new Chair was identified. The new committee members and Chair were appointed by the SANDAG Board of Directors. A list of Committee membership is available on the SANDAG Web Site at www.sandag.org in the “About, Committees” section.

2. **Annual Conference**

   COBRO co-sponsored its sixth annual conference on issues of binational concern to the region. Participants, from both Southern California and Baja California attended the conference entitled, “Border Infrastructure Needs and Financing.” They discussed the importance of addressing the increasing infrastructure needs of the San Diego-Tijuana border region and how best to adequately fund infrastructure improvements in the future. The conference proceedings in English and Spanish will be available online by the end of the year at www.sandag.org, in the binational section.

3. **Regular Meetings**

   In addition to its annual conference, COBRO now meets monthly to deal with border-related issues of regional interest. The Committee receives regular reports on SANDAG’s studies and projects in binational planning, and committee members report on activities being conducted by other government agencies and organizations that promote binational understanding and coordination. Membership in COBRO consists of representatives of business, academia, non-profit organizations and government agencies.
4. **Binational Briefings**

Each year, SANDAG conducts binational briefing sessions with the staff of the local, state, and federal elected officials. These sessions are designed to provide specific information regarding SANDAG’s binational program to the elected official’s staff, and to educate SANDAG regarding any border-related legislative programs of the elected officials. The next briefing will take place after the new year.

5. **Binational Web Site Updated**

As part of the entire SANDAG Web site restructuring, the binational pages also have been updated with border data, photos, new graphics, and information. The Web site includes information on Borders Committee activities and the COBRO summer conference and can be accessed at www.sandag.org/binational. The binational segment of the SANDAG Web site will soon be available in Spanish.

**COBRO Conference Recommendations**

One of COBRO’s most noteworthy accomplishments each year is the completion of a successful annual conference which takes place each July. This year’s conference entitled “Border Infrastructure Needs and Financing,” was co-sponsored by SANDAG, the Consul General of Mexico, Rodulfo Figueroa Aramoni, and the Consul General of the U.S. in Tijuana, Richard Gonzalez.

Conference participants discussed several possible actions within the context of border infrastructure needs and financing. Some of the issues that were discussed include: air quality, airports, education, health, housing, mass transit, national security, railroad infrastructure, sea ports, solid and hazardous waste, street paving, telecommunications, and waste water. However, the topics identified as the most pertinent were transportation infrastructure, energy and water. Within this context, the following recommendations were supported by the COBRO and Borders Committee and are forwarded to the SANDAG Board. It is recommended that the SANDAG Board of Directors:

- **Recognize the importance of addressing border infrastructure needs and financing, and authorize the inclusion of these issues in the Regional Comprehensive Plan and the Regional Transportation Plan.**

COBRO sees the inclusion of a borders component as an imperative part of SANDAG’s Regional Comprehensive Plan, with a strategic borders element to develop a vision for the next 30 years. This plan should include an assessment of infrastructure needs and how to secure better financing mechanisms. It also should encourage the use of federal and state financing mechanisms, stakeholder participation, integration of cross border planning and coordination for the different levels of governments.

- **Authorize the Borders Committee to brief the region’s federal and state elected representatives and border agencies on local border infrastructure needs.**

COBRO and the Borders Committee recognize the importance of local leaders’ involvement in affecting change in our region. Local elected officials and the entities involved in local planning issues are in the best position to identify and communicate these needs to our state and federal representatives.

- **Authorize the Borders Committee to help expedite the formation of the Binational Energy Forum.**

A draft Binational Energy Strategy report has been developed for incorporation in SANDAG’s Regional Energy Strategy, and the Regional Comprehensive Plan. A
The major recommendation of the strategy is the creation of the Binational Energy Forum (BEF) to take advantage of mutually beneficial opportunities in the emerging binational energy market. The BEF is an important and timely proposal whose implementation should be pursued by the Borders Committee as an early action item within the Regional Energy Strategy.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Hector Vanegas,
(619) 595-5372; hva@sandag.org

Funds are budgeted in Work Element #1.05
RIDESHARE WEEK 2002 - SUMMARY RESULTS

Introduction

During the week of October 7 -11, 2002, SANDAG sponsored Rideshare Week 2002. The purpose of Rideshare Week 2002 was to create public awareness of alternatives to solo commuting and ways to reduce peak period congestion. SANDAG administers the Regional Transportation Demand Management (TDM) program known as RideLink that provides cost-effective services to promote alternatives to solo commuting.

Discussion

Media Outreach

The media outreach included a series of press releases for both the print and electronic news media, which resulted in two television news reports, along with two feature articles in the North County Times. One story highlighted teleworking and featured interviews with industry experts and a teleworker from Hewlett-Packard in Rancho Bernardo. A television interview on KFMB's morning program featured the Executive Director of SANDAG along with Dane Chapin, CEO of USAopoly, discussing the importance of employer programs as key to encouraging and supporting commuters who choose an alternative to the solo commute.

Advertising

The advertising campaign was comprehensive and included print, Internet, TV, and radio spots to increase awareness and call people to action. The SANDAG logo was featured throughout the campaign and was coupled with the ongoing ‘Keep San Diego Moving' theme and included the 1-800-COMMUTE number. SANDAG television ads, featuring the character ‘Bobby Rockford,’ were aired during the campaign to increase awareness of public transportation options. A public service announcement was developed by Cox Communications which was aired on several Cox cable stations during the campaign period. Ten second traffic tags were aired on several radio stations during the peak morning and evening commute periods. Corporate sponsorship from Cloud 9 Shuttle resulted in the donation of 60-second radio spots discussing Rideshare Week, all at no cost to SANDAG.

Special Events

Several outreach events were held during the week prior to and during Rideshare week. These outreach events served as a forum to promote participation and to attract media attention. One such event, sponsored by Kyocera, SAIC and Qualcomm, attracted nearly 400 employees and featured prize promotions, food, beverages, information about vanpools and carpools. Live radio remote interviews featured representatives from SAIC and Kyocera explaining their commuter benefit programs.

On Friday October 11, 2002, SANDAG held the first annual Diamond Awards luncheon. This special event was designed to recognize area employers and select individuals who have made outstanding contributions towards reducing home-work commute trips and have
done their part to help keep San Diego moving. San Diego Mayor, Dick Murphy served as the keynote speaker and also presented the Diamond Awards. Kimberly King of NBC 7/39 acted as the mistress of ceremonies (the list of Diamond Award winners is attached).

In addition, SANDAG along with Cox Communications sponsored the first Keep San Diego Moving, ‘Ridesharing Kid Style’ art contest for members of San Diego County Boys and Girls Clubs. Thirteen children, all winners in the contest were recognized by Mayor Murphy at the Diamond Awards luncheon and their award winning art, demonstrating alternative commuting, is featured in the 2003 ‘Ridesharing Kid Style’ calendar. ‘Ridesharing Kid Style’ calendars will be available at the October Board of Directors Meeting.

Performance Monitoring:

Preliminary findings indicate that RideLink processed approximately 800 ridematch applications during the two week Rideshare Week campaign period. This represents a 200% increase over the average number of ridematch applications processed during the same time period over the three previous months. When compared to last year’s RideShare Week results, we note more than a 270% increase in ridematch applications processed over the same time period. As additional data becomes available, e.g. changes in transit ridership from MTDB and NCTD, as well as an assessment of the PeMS database for travel on the freeways, staff will report the results in the monthly Progress Report on Transportation Projects.

Partnerships with local companies

This year’s Rideshare Week events, advertising and promotions relied heavily upon the generous support from local companies including Cloud 9 Shuttle, Cox Communications, Westfield Shoppingtowns, Cox Communication, Clear Channel Communication and Caltrans. All told, these companies contributed $62,000 in-kind services ranging from 60 second advertising spots donated by Cloud 9 Shuttle, to discounts on Internet advertising donated by SignOnSanDiego. These partnerships helped to leverage SANDAG’s sponsorship and furthered the reach of the advertising campaign.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Ray Traynor
(619) 595-5645; rtr@sandag.org

Funds are budgeted in Work Element #4.05
DIAMOND AWARD WINNERS

OUTSTANDING INDIVIDUALS:

Dane Chapin, USAOpoly
Outstanding individual promoting a unique transportation program for a small company. Dane has championed use of all alternate commuting forms in his corporate program including payment on hybrid vehicles.

Debra Gutzmer, SAIC
Outstanding individual promoting growth and enhancement of SAIC’s commuting program. Debra has taken SAIC’s program to the next level by encouraging all SAIC locations to add a transportation benefit for employees.

Amy White, American Assets Inc
Outstanding individual promoting alternative transportation options into the Torrey Hills and Carmel Valley areas. Amy has been a valuable community partner by actively promoting shuttle use to area employers.

Ens. James Clark, USN
Outstanding individual promoting an aggressive rideshare program to the crew of the USS NIMITZ. Ens. Clark was ultimately responsible for 50 sailors commuting on the Coaster, bus, trolley, and in vanpools.

EMPLOYERS:

APW Electronics
For promoting vanpool use through 100 percent subsidy

American Assets Inc.
For actively promoting alternative commuting and sponsoring the Carmel Valley shuttle demonstration. American Assets has been a community leader and outstanding property manager by promoting smarter transportation use.

Best Best & Krieger LLP
For fully subsidizing transit passes

Callaway Golf
For their creative vanpool program and actively promoting alternative commuting in the Carlsbad community. Callaway currently has three company-sponsored vanpools on the road.

Caltrans District 11
For providing employees with a broad range of commuting alternatives from subsidies to a Guaranteed Ride Home. Caltrans promotes transit, vanpooling, and alternative work weeks.

City of San Diego
For providing and promoting a comprehensive employee transportation program to the City’s employees. The City of San Diego is also developing a transportation demand management team and will be working with SANDAG to further promote ridesharing.
Computer Associates International Inc.
For recognizing a traffic problem and becoming part of the solution. Computer Associates fully subsidizes Coaster passes in one of the most congested area of San Diego, Sorrento Mesa.

Embassy Suites, San Diego Bay
For providing a valuable added benefit to their employees. Embassy Suites, San Diego Bay subsidizes over 80 bus passes per month to their employees through MTDB's Eco-Pass program

Greater San Diego Transportation Company
For encouraging alternate work hours and work weeks to their employees, providing bus passes and actively participating in Bike to Work Day events

Hotel del Coronado
For helping to relieve congestion during the peak tourist season by offering a shuttle from the border to the Hotel. The Hotel Del also provides a comprehensive transportation benefit program

Northwestern Mutual Financial Network
For fully subsidizing and supporting transit use

Pillsbury Winthrop LLP
For offering full subsidy to transit users to help mitigate congestion both in downtown San Diego and Carmel Valley

Science Applications International Corporation – SAIC
For being a community leader by offering a company sponsored shuttle, being a major sponsor for rideshare events, and promoting safe driving through National Drive Safely Week

SONY
For helping to relieve peak traffic demand on one of the region’s most busy highways, I-15. Sony promotes carpooling, vanpooling, biking, and walking

Zoological Society of San Diego
For fully subsidizing vanpools and being an active participant in Bike to Work Day

Universal Circulation Services
For providing employees with fully subsidized Coaster passes

University of California, San Diego – UCSD
For setting an example on how to provide area shuttles linked with transit, promoting ridesharing events, and offering UCSD-sponsored vanpools

USAOpoly
For offering a progressive employee benefit program including monthly payment toward hybrid vehicle

USS NIMITZ
For actively promoting vanpooling and alternative transportation use to the entire crew of the USS NIMITZ
KEEP SAN DIEGO MOVING ‘RIDESHARING KID STYLE’ CALENDAR CONTEST WINNERS

Erik Hubbard - cover art
Victoria O’Harra - January
Marissa Cooley - February
Brittani Lindman - March
Miriam Russel - April
Jonathan Sandoval - May
Miranda Corey - June
Denisha Guignard - July
Clauesha Brodway - August
Faith Heynacher - September
Krystal Ross - October
Molly Vonderwische - November
Alex Pinter - December
REPORT FROM THE SHORELINE PRESERVATION COMMITTEE:
REGIONAL BEACH SAND PROJECT - ONE YEAR AFTER

Introduction

The Regional Beach Sand Project was completed a little over a year ago — September 24, 2001. The Project placed 2.1 million cubic yards of clean, beach quality sand at 12 eroded beaches from Imperial Beach to Oceanside (see attached map). Over five miles of new beach was created using sand dredged from 6 offshore sites located about ½ to 1 mile off the coast. Construction of the project took 6 months.

The $17.5 million project was funded primarily by the federal and state governments (U.S. Navy and California Department of Boating and Waterways). Support for the project was provided by members of our state and federal legislative delegation. The region’s Coastal Cities provided funds for environmental monitoring and mitigation, as well as invaluable support and coordination in obtaining funding and in planning, designing, and constructing the project. The Shoreline Preservation Committee — a SANDAG Working Group — provided leadership and guidance throughout the process. The Committee membership is attached.

The project was the first of its kind on the west coast of the U.S. Its main objective was to get sand on the region’s eroding beaches to start the process of restoring this priceless centerpiece of our environment and economy. An equally important issue for the project was to prove that cost-effective beach restoration technology could be successfully implemented for a regional-scale project on the Pacific coast. Coastal engineering professionals who have reviewed the project have given a very positive review on this count.

One year ago the region had a successfully completed major environmental construction project and plenty of new sand on its beaches. The crucial questions then were: What will happen to the sand? How will it move and how long will it benefit the coastline? Will it negatively affect the environment of our nearshore reefs and kelpbeds, our coastal lagoons? SANDAG worked with state and federal regulatory agencies to design monitoring programs to answer these questions. The following discussion presents the results of the first year’s monitoring program.

Discussion

Monitoring Program

The project’s monitoring program includes the surveying of 60 beach profiles and 5 lagoon entrances twice per year to determine how the region’s sandy coastline is changing. The monitoring program also includes twice yearly diving surveys of 18 nearshore reef locations and of kelp forest habitat typically located further offshore. The monitoring program will continue for three more years, through June of 2005. Mitigation funds were set aside in the project budget to address any significant environmental problems that might be identified by the monitoring.
First Year’s Sand Monitoring

- 86% of the beach locations surveyed showed advances in width between spring 2001 (before the project was constructed) and spring 2002 (after last winter’s storms had affected the completed project). This is a substantial reversal of long-term erosional trends which typically result in more erosion than advance over a year’s period.

Visual observations show that the project continued to exert a very positive influence on the coast this past summer. The fall surveys will substantiate this conclusion.

- Sand from the project moved along the coast and provided benefits to many additional coastal areas not initially directly affected. Examples include Cardiff State Beach in Encinitas where sand moved south from the project beach, located about ½ mile to the north, and Ponto beach in Carlsbad, about ¼ mile to the south of the project beach in that area.

- The performance of the project beachfills varied considerably. The beachfills using larger quantities of coarser grained sand are staying in place. Examples are Oceanside and Mission Beach. Smaller beachfills using finer sand tended to lose sand from the original placement site very quickly. Examples are Fletcher Cove in Solana Beach and Torrey Pines State Beach in San Diego. It is expected that much of the sand from the smaller, finer grained beachfills has moved to other beaches and that this will be reflected in this fall’s monitoring surveys.

- The frequency of coastal lagoon closures in the first year of the project were equal to or less than typical, indicating that the project did not have a significant effect on the health of the lagoons overall. Analysis of the beachfill at Del Mar did indicate that it probably contributed sand that resulted in the closure of San Dieguito lagoon. SANDAG has, therefore, contributed funds to Del Mar’s recently completed lagoon opening project.

First Year’s Reef and Kelp Monitoring

- The first year’s monitoring has shown no significant adverse effects to nearshore reefs. While changes in sand cover on some of the reefs was observed, the largest changes were at control sites far away from the project beachfills. No significant adverse effects on habitat were associated with fluctuating sand levels.

- Kelp forests were not observed to be affected by sand from the project. In fact, kelp has increased since the project was completed, probably due to factors like water temperature and weather.

- Concerns about the project effects on lobster habitat were raised during the environmental review process. One area of special concern is surfgrass growing on nearshore reefs. No adverse affects were observed during the first year’s monitoring.

Conclusions and Next Steps

The Regional Beach Sand Project has demonstrated the feasibility of beach replenishment in the San Diego region. The first year’s monitoring has corroborated the experience and expectations of coastal science and engineering — that sand from the project would continue to benefit the region’s coastline and have little or no adverse environmental effects. On warm summer days, the new beaches were filled with visitors. Lifeguards reported heavy use of the new beach locations in both 2001 and 2002.

Given the positive results to date, the Shoreline Preservation Committee and the Coastal Cities are exploring potential funding sources that can provide $15 million to carry out a major beach restoration project every other year. It is expected that at least 10
more projects similar in scope to the Regional Beach Sand Project will be needed over the next 20 years.

Funding for additional beach restoration also is being evaluated as part of the infrastructure analysis for SANDAG’s Regional Comprehensive Plan. In addition, some of the region’s coastal cities are working with the U.S. Army Corps of Engineers to evaluate the potential for beach restoration and retention projects in their jurisdictions. The City of Imperial Beach is on a schedule to have the Corps construct a 1 million plus cubic yard project within the next year or two.

The SANDAG Board will be updated on project monitoring on a yearly basis, and on efforts to secure funds for additional beach restoration projects, as progress is made.

GARY L. GALLEGOS
Executive Director

Attachments (2)

Key Staff Contacts: Steve Sachs, (619) 595-5346; ssa@sandag.org; Rob Rundle, (619) 595-5649, rru@sandag.org

Funds are budgeted in Work Element #5.08
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
**SHORELINE PRESERVATION COMMITTEE**

**MEMBERSHIP**

This standing committee advises the Association on issues related to the adopted Shoreline Preservation Strategy and opportunities for beach replenishment. It has elected officials from the coastal cities and representatives from community groups, property owners, environmental groups, state and federal agencies, and Scripps Institution of Oceanography.

The Shoreline Preservation Committee generally meets at noon on the first Thursday of the month.

Staff contact: Steve Sachs  
(619) 595-5346; ssa@sandag.org

**MEMBERS**

Chair: Ann Kulchin  
Mayor Pro Tem, City of Carlsbad

Vice Chair: James Bond  
Deputy Mayor, City of Encinitas

Chuck Marks  
Councilmember, City of Coronado

Crystal Crawford  
Mayor, City of Del Mar

Patricia McCoy  
Councilmember, City of Imperial Beach

Carol McCauley  
Councilmember, City of Oceanside

Scott Peters  
Councilmember, City of San Diego

Pam Slater  
Supervisor, County of San Diego

Doug Sheres  
Councilmember, City of Solana Beach

Jess Van Deventer  
San Diego Unified Port District

Dan Muslin  
U.S. Navy

**Alternates:**

Philip Monroe  
Councilmember, City of Coronado

Richard Earnest  
Councilmember, City of Del Mar

Dennis Holz  
Mayor, City of Encinitas

Diane Rose  
Mayor, City of Imperial Beach

Ron Rogers  
Councilmember, City of Imperial Beach

Esther Sanchez  
Councilmember, City of Oceanside

Jack Feller  
Councilmember, City of Oceanside

Joe Kellejian  
Councilmember, City of Solana Beach

Patrick McCay  
U.S. Navy
Technical Advisors:

Marilyn Fluharty  
State Department of Fish & Game

Robert Hoffman  
National Marine Fisheries Service

Steven John  
U.S. Environmental Protection Agency

Ed Navarro  
State Department of Parks and Recreation

Sherilyn Sarb  
California Coastal Commission

Jane Smith  
State Lands Commission

Kim Sterrett  
State Dept. of Boating & Waterways

Russ Kaiser  
U.S. Army Corps of Engineers

Martin Kenney  
U.S. Department of Fish and Wildlife

Dat Quach  
San Diego Regional Water Quality Board

Community Advisors:

Steve Aceti  
California Coastal Coalition (CalCoast)

Eric Bruvold  
Economic Development Corporation

Marco Gonzales  
Surfrider Foundation

August Felando  
California Lobster and Trap Fishermen’s Association (CLTFA)

Matthew Kostrinsky  
Greater San Diego Chamber of Commerce

Phil Matticola  
San Diego Council of Divers, Inc.

Cami Mattson  
San Diego North Convention and Visitors Bureau

Dedi Ridenour  
Sierra Club