EXECUTIVE COMMITTEE
AGENDA

Friday, April 11, 2003
9:00 a.m.
SANDAG
401 B Street, 8th Floor
Conference Room A
San Diego, CA  92101

AGENDA HIGHLIGHTS

• LEGISLATIVE UPDATE
• CONSOLIDATION OF ARJIS
• FY 2004 OVERALL WORK PROGRAM

PLEASE TURN OFF
CELL PHONES DURING THE MEETING

MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region's quality of life.
Welcome to SANDAG. The regularly scheduled meeting of the San Diego Association of Governments Executive Committee has been called by its Chair for Friday, April 11, 2003, starting at 9 a.m. in the SANDAG offices, 401 B Street, Suite 800, Conference Room A, San Diego. The Executive Committee may take action on any item appearing on the agenda.

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EXECUTIVE COMMITTEE AGENDA
Friday, April 11, 2003

ITEM # RECOMMENDATION

PUBLIC COMMUNICATIONS/COMMENTS

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

REPORTS

2. LEGISLATIVE UPDATE:

   + A. AB 361 (KEHOE): REGIONAL COMPREHENSIVE PLAN (Lori Holt Pfeiler, Chair, Regional Planning Committee; Mickey Cafagna, Vice Chairman, Executive Committee)  SUPPORT IF AMENDED

A report on the April 4 meeting with the Assembly Member and the first hearing on the bill (April 7) will be given. At the April 4 meeting of the Ad Hoc Working Group on AB 361, the Working Group directed staff to provide a letter of support if amended for the Assembly Transportation Committee hearing on Monday, April 7 (attached).

   + B. SALES TAX AND RELATED TRANSPORTATION LEGISLATION (Joe Kellejian, Chair, Transportation Committee)  PENDING

Chairman Kellejian, Transportation Committee, will update the Executive Committee on self-help county lobbying efforts and other statewide efforts to lower the voter threshold.

   C. SB 491 AND SB 492 (DUCHENY): HOUSING ELEMENTS (Lori Holt Pfeiler, Chair, Regional Planning Committee)  INFORMATION

Chair Holt Pfeiler, Regional Planning Committee, will update the Executive Committee on the status of SB 491 and SB 492.

   + D. AB 1221 (CAMPBELL AND STEINBERG): THE CALIFORNIA BALANCED COMMUNITY ACT OF 2003 (Marney Cox)  COMMENT/MONITOR

AB 1221 is a state legislative proposal to change the fiscal relationship between local and state government. SANDAG also has created a fiscal reform proposal. The purpose of this report is to summarize the legislative changes called for in AB 1221 and compare it to the SANDAG proposal. Staff’s recommendation is to provide comments to the Assembly members, monitor changes made to the bill, and return to the Executive Committee, if needed, as the bill progresses through the legislature.
+ 3. STATUS REPORT: CONSOLIDATION OF THE AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM (ARJIS) INTO SANDAG (Mayor Art Madrid, Chair, ARJIS; Pam Scanlon, Executive Director, ARJIS)

In January, the Executive Committee discussed the proposed consolidation of ARJIS into SANDAG. The ARJIS Board of Directors and Management Committee recently discussed the attached information developed by ARJIS and SANDAG staff: (1) a proposed timeline for consolidation; (2) a proposal for a Public Safety Policy Advisory Committee similar to the Executive, Transportation, Regional Planning, and Borders Committees; and (3) a proposal for how ARJIS would be integrated into SANDAG’s new organizational structure. The schedule calls for the development of a transition plan to address issues related to the consolidation and the proposed date of July 1, 2003 for consolidation.

+ 4. REVIEW FY 2004 OVERALL WORK PROGRAM COMMENTS (Leslie Campbell) APPROVE

The FY 2004 Draft Overall Work Program (OWP) was distributed for review and comments to SANDAG’s federal and state funding agencies and to the Member Agencies at the beginning of March. Comments were due March 28, 2003. Staff will be meeting with the federal and state agency representatives on April 8. All comments received and staff’s written response to each comment and proposed changes to the OWP will be provided at the Executive Committee meeting. The final OWP is scheduled for Board approval on April 25, 2003.

+ 5. REVIEW OF DRAFT BOARD AGENDA FOR APRIL 25, 2003 APPROVE

GARY L. GALLEGOS
Executive Director

+ next to an agenda item indicates an attachment
Agenda Item #2-A may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
LEGISLATIVE UPDATE:

B. SALES TAX AND RELATED TRANSPORTATION LEGISLATION

Introduction

Councilmember Joe Kellejian, Chair, Transportation Committee, and Mayor Holt Pfeiler attended the self-help counties coalition meeting and lobby day in Sacramento this week. They will report on the outcome of their meetings with various members of the San Diego legislative delegation, and on what they have learned about opportunities to change the voter threshold for transportation sales tax measures.

The staff report contains information on bills and other issues currently before the legislature, and the attachments contain information on other transportation financing matters including gas tax indexing (Attachment 1) and a petition to the legislature from the Silicon Valley Manufacturer’s Group on reducing the threshold (Attachment 2). This group also has talked about a formal initiative drive.

The Board’s Highest Priority item in the approved 2003 Legislative Program is to:

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

Discussion

Current Legislation

ACA 7 (Dutra): Changes the voter threshold for transportation sales tax measures to 55%.

ACA 9 (Levine): Flip flop. 2/3 vote for general taxes, majority vote for special taxes.

ACA 11 (Levine): Majority vote for local government GO bonds for general types of infrastructure including transportation.

ACA 14 (Steinberg): Majority vote for special tax to fund quality of life projects including transportation.

SCA 2 (Torlakson): Changes the voter threshold for transportation/smart growth sales tax measures to majority vote.

SCA 11 (Alarcon): Majority vote for local government GO bonds for some infrastructure including transportation.

GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Debra A. Greenfield, (619) 595-5366, dgr@sandag.org
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
LEGISLATIVE UPDATE:

D. AB 1221 (CAMPBELL AND STEINBERG): THE CALIFORNIA BALANCED COMMUNITY ACT

AB 1221 is the latest in a growing number of proposals to reform the current state-local government fiscal relationship. During 1999, SANDAG staff prepared a proposal for state-local fiscal reform that was provided to our legislative delegation.

Under AB 1221, each city and each county would swap, dollar for dollar, a portion of their sales tax revenue for an equal dollar amount of property tax revenue. The situs-allocated sales and use tax rate would be reduced from 1% to 0.5% and this revenue would be directed to the Educational Revenue and Augmentation Fund (ERAF) in each county. An equal amount of property tax revenue would be shifted from each county ERAF fund to each city and each county.

As the Bill’s title indicates, its primary purpose is to improve the balance of service cost and revenues related to land use. AB 1221 would increase municipal revenues from residential, office and industrial land uses. At the same time, AB 1221 reduces (but would not eliminate) the surplus municipal revenue that taxable sales generating land uses contribute in excess of municipal service costs.

The fiscal impacts of AB 1221 on each city and each county depend entirely on how the city or county property tax base and sales tax base will grow in the future. In part, the future growth of these revenue sources depends on the unique character and direction of the local economy.

Historical patterns and economic trends suggest that California local governments on the whole would be better off with more property tax and less sales tax. Since 1980, the average annual “real” growth in assessed valuation of taxable property (5.5%) in the state has increase more than twice as fast as taxable sales (2.0%). Although, this trend may not have been the same for each city or county, and past aggregate trends are not necessarily good indicators of future trends for individual cities or counties.

With one very important exception, the current version of AB 1221 is in line with the principles for state-local fiscal reform that provide the framework for SANDAG’s proposal.

Therefore, it is my

RECOMMENDATION

that the Executive Committee approve the following comments for transmittal to the authors of AB 1221 and the San Diego legislative delegation, and that the Committee direct staff to monitor the bill and come back to the Executive Committee as needed.
Summary of comments on AB 1221

1. **Constitutional Protection and Fiscal Stability** — AB 1221 is focused on improving the economic balance and stability of local jurisdictions, but does not address the more important political stability factor affecting municipal finances. The political stability of municipal finance requires constitutional protection (and possibly “unfunded mandate” reform). The most significant factor in the political instability of municipal finance in California may be the lack of local control over revenue allocation and rates. The fiscal restructuring called for in AB 1221 would not protect local government revenue from being taken by the state during stressful economic and fiscal circumstances, nor would local government be protected from unfunded mandates or revenue earmarking. The authors of AB 1221 should consider constitutionally protecting local government revenue providing long-over due political stability.

2. **Fiscalization of Land Use** — AB 1221 would reduce the financial distortions at the root of the “fiscalization of land use” problem. However, while AB 1221 is a step in the right direction, the basic fiscalization of land use problem will remain: 1) residential and mixed use development still won’t pay its way in most areas, and 2) sales tax generating land uses will still provide more revenue than costs to cities and counties. The authors should examine additional ways to fully offset the fiscalization of land use.

How AB 1221 Would Work

1. The 1% property tax is currently levied countywide and allocated to agencies within the county by statute. Under this proposal the county and each city would be allocated the amount of the property tax it received in the prior year, augmented with the amount of the sales tax that it lost. This action would have the effect of increasing each city and county’s share of the property tax and reducing the ERAF share.

2. Each year thereafter, the city and the county would receive the amount they received in the prior year plus a share of the property tax that is attributable to the growth in assessed value within their jurisdiction. In other words, the swapped amount would grow with the growth in property tax collections, and the city and county share of property tax revenue would be increased relative to that of the other taxing agencies in their jurisdiction receiving property tax revenue.

3. The property tax would be shifted from each county ERAF. ERAF funds would henceforth receive 0.5% per taxable sales dollar collected in each county.

Cities with substantial redevelopment programs are less likely to benefit from the revenue swap while the redevelopment project areas are in place. Redevelopment initially dampens city property tax revenue growth. However, once a project area closes, the city would garner more property tax share under AB 1221 than without it.
SANDAG Approach to Fiscal Reform

Revenue Protection — SANDAG’s approach would provide constitutional protection of local government revenues from the state legislature taking them to meet their fiscal obligations or balance their own budget.

Revenue Realignment & Creation of Countywide Tax Base — Existing state subventions to local agencies (vehicle license fees, gas taxes, and others) would be traded to the state for a larger share of constitutionally protected property taxes and sales taxes (extra ½-cent of the state’s existing 5-cent tax rate). This even exchange of revenues would be transacted county-by-county, creating a new countywide tax base in each county.

For each county, the local dollars acquired through the revenue exchange would be deposited in a “Local Revenue Fund” and distributed among cities and the county government in accord with proposed constitutional rules. These rules include a “hold harmless” provision for a base amount of annual revenue and a population-based rule for distributing the growth in the countywide tax base among cities.

Using the State Sales Tax to Attach More Revenue to Housing — The annual growth in the new countywide tax base would be distributed among cities based on total population, not taxable sales, thus attaching more revenues to existing and new housing development. With time, the annual revenue growth from the countywide tax base would increase relative to the size of the base amount of revenues needed to satisfy the hold harmless rule for local agencies in each county.

Regional Cooperation — Revenue sharing from a countywide tax base would promote regional cooperation in growth management and economic development. Cities, as well as the county government, would receive a financial return based on the performance of the regional economy. All jurisdictions would benefit to the extent the regional tax base increased as the result of growth in the assessed value of property and taxable sales.

Financial Relief — SANDAG’s proposal calls for a full return of the ERAF property taxes to local governments, including a constitutional safeguard for these dollars.

One advantage of an ERAF reversal is that cities and counties would receive a larger share of existing property taxes produced by existing and new housing development, providing more revenues to pay for infrastructure investment in residential neighborhoods.

Many local governments surely need and would welcome financial relief of virtually any kind. But without constitutional revenue protection, local agencies run the risk of having any relief measures repealed the next time the state encounters budget problems or new budget priorities.

Comparing AB 1221 to the SANDAG Proposal

The SANDAG state-local fiscal reform proposal does not affect the current allocation (in-situs) or the current sales and use tax rate (1%).

3
The SANDAG proposal exchanges three state subvention revenues (vehicle license fees, gas taxes, and home owner’s exemptions) for more property and sales tax revenues. The trade is dollar for dollar, with no fiscal winners or losers in the exchange year.

Following the exchange, the SANDAG proposal recommends constitutional protection for all local government revenues.

Each year following the exchange year, according to the SANDAG proposal, each city and the county would receive the amount they received in the prior year from the swap plus a share of a new countywide tax base that is attributable to the growth in taxable sales and the assessed value of property countywide. Each year the county would receive a straight proportion, based on the county’s proportion of the exchanged revenues in the base year; the remaining funds would be distributed to cities on a per capita basis.

In addition to state-local fiscal reform, the current SANDAG proposal also calls for fiscal relief in the form of a complete rollback of ERAF; returning all funds to cities and the county that were taken as part of the ERAF legislation.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Marney Cox (619) 595-5335; mco@sandag.org
DRAFT
ARJIS/SANDAG CONSOLIDATION TIMELINE

MARCH 28TH, 2003 - ARJIS BOARD OF DIRECTORS: (1) present initial draft timeline, Policy Advisory Committee and working group descriptions, and organization chart, to ARJIS Board of Directors for initial consideration prior to ARJIS Chiefs Management Meeting – April 2nd, (2) work with SANDAG to make modifications if requested, (3) request participation on a joint working committee with ARJIS Management to assist with plan details.

APRIL 2ND, 2003 - ARJIS MANAGEMENT COMMITTEE: (1) present initial draft timeline, Policy Advisory Committee and working group descriptions, and organization chart to management committee for consideration, (2) work with SANDAG to make modifications if requested, (3) request participation on joint working committee with ARJIS Board of directors to assist with plan details.


APRIL 25TH, 2003 - ARJIS BOARD OF DIRECTORS: (1) provide modified plan (timeline, transition plan details, and other considerations) to ARJIS Board of Directors for consideration before May 7th ARJIS Management Meeting.

MAY 7TH, 2003 - ARJIS MANAGEMENT COMMITTEE: (1) provide modified plan (timeline, transition plan details, and other considerations) to ARJIS Management Committee for final consideration before approval by the SANDAG and ARJIS Executive Committees.

MAY 11TH, 2003 - ARJIS AND SANDAG EXECUTIVE COMMITTEES: (1) provide final recommendations on consolidation plan from ARJIS Management to both SANDAG and ARJIS Executive Committees to recommend final approval by ARJIS and SANDAG Board of Directors.

MAY 23RD, 2003 - ARJIS AND SANDAG BOARD OF DIRECTORS: (1) obtain final approval from both ARJIS and SANDAG Board of Directors - proceed with transition plan.

JULY 1, 2003 – PROPOSED DATE FOR CONSOLIDATION
DRAFT

Proposed Board and Policy Advisory Committee Organization with ARJIS Consolidation

SANDAG
Board of Directors
Makes regional public policy

Executive Committee
Sets agenda; oversight for budget and work program; reviews grant applications; makes recommendations on legislative proposals & agency policies

Transportation Committee
Policy recommendations on planning and programming; strong focus & commitment to meet public transit needs

Public Safety Committee
Policy recommendations on public safety & Homeland Security related to ARJIS & Criminal Justice Research activities

Borders Committee
Policy recommendations on interregional programs & projects

Regional Planning Committee
Policy recommendations on Regional Comprehensive Plan development & implementation

Chiefs Working Group

3/20/03
PUBLIC SAFETY POLICY ADVISORY COMMITTEE

The Public Safety Advisory Committee makes policy recommendations on public safety and Homeland Security related to ARJIS and Criminal Justice Research activities. Six voting members are proposed with representatives from the City of San Diego, County of San Diego, each of the four subregions (East County, South County, North County Coastal, and North County Inland). Representatives from the Chiefs and Sheriff’s Management Working Group would sit as advisory members. Other advisory members could be added as needed by the Committee.

CHIEFS AND SHERIFF MANAGEMENT WORKING GROUP

The Chiefs and Sheriff’s Management Working Group: (1) reviews, evaluates, and provides preliminary approval of the ARJIS annual work plan and budget for final approval by the Board of Directors; (2) provides oversight for the implementation of the approved ARJIS work plan and budget; (3) advises the Public Safety Policy Advisory Committee on major policy-level matters pertaining to justice and public safety; (4) recommends public safety related policies and procedures to the Public Safety Policy Advisory Committee; (5) approves and oversees the implementation of the recommendations from the Technical and Business Working Groups; (5) gives staff policy direction in preparing items for Public Safety Policy Advisory Committee consideration and (6) performs other functions delegated by the Public Safety Policy Advisory Committee.

The Group consists of 10 voting members, with members the Chief of Police or Sheriff of the 10 participating member agencies, and advisory members appointed by the Public Safety Policy Advisory Committee.

ARJIS BUSINESS WORKING GROUP

The ARJIS Business Working Group advises the ARJIS Management Working Group on public safety and justice related issues pertaining to the business and operation of ARJIS, and other regional justice information systems and initiatives. The Group makes policy recommendations to the Management Working Group on issues related to justice information gathering, sharing, analyzing, reporting, and dissemination. The Group provides input and recommends priorities for the ARJIS annual work plan and budget. The Group establishes criteria for evaluating new business proposals and recommendations.

The Group consists of 10 voting members, with members of the 10 participating member agencies, along with advisory members appointed by the ARJIS Management Working Group.
**ARJIS TECHNICAL WORKING GROUP**


The Group consists of 10 voting members, with members of the 10 participating member agencies, along with advisory members appointed by the ARJIS Management Working Group.

**ARJIS CRIME ANALYSIS WORKING GROUP**

The ARJIS Crime Analysis Working Group advises the ARJIS Business and Technical Working Groups on crime analysis related issues pertaining to criminal justice and public safety. The group makes requests for program enhancements, reports, and standards updates. The working group validates statistical reports that are disseminated to the Bureau of Crime Statistics (BCS), and Uniform Crime Reporting (UCR), and advises the Technical and Business Working Groups on changes to reporting requirements. The Group provides input to crime analysis system and application requirements, assists with system design, implementation, and testing.

The Group consists of 10 voting members, with members of the 10 participating member agencies, along with advisory members appointed by the ARJIS Management Working Group.

**ARJIS USER WORKING GROUP**

The ARJIS User Working Group advises the ARJIS Business and Technical Working Groups on the use of the ARJIS system as it relates to the day-to-day operation of member justice agencies. The User Group provides input to operational system and application requirements, assists with system design, implementation, and testing. The group provides feedback on the effectiveness of the ARJIS systems and makes recommendations for enhancements and modifications. Members of the group are selected based upon the applications being evaluated.
Proposed Management Organization with ARJIS

- SANDAG Board of Directors
  - Executive Director
    - Liaison with Caltrans, MTDB, & NCTD
    - MTDB & NCTD Boards
      - Staff
        - Liaison with Departments

- Departments
  - Finance
  - Administration
  - Technical Services
    - Land Use & Transportation Planning
  - Mobility Management & Project Implementation

- ARJIS
  - Information Systems
  - Criminal Justice Research
  - Economic Services & SourcePoint

3/21/03
Attachment 3
EXECUTIVE COMMITTEE

April 11, 2003

AGENDA ITEM NO.: 4

Action Requested: APPROVE

REVIEW FY 2004 OVERALL WORK PROGRAM COMMENTS

Introduction

In February, the Board authorized distribution of the draft FY 2004 Overall Work Program (OWP) to SANDAG’s member agencies and to the federal and state funding agencies for review and comment. The OWP was distributed the first of March with deadlines for comments by March 28, 2003.

As of Committee agenda mail out time, we received the comments included in Attachment 1 from the County of San Diego, the City of Imperial Beach, Caltrans District 11, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). SANDAG staff’s responses to these comments are contained in Attachment 2. A meeting with SANDAG staff and representatives from our federal and state funding agencies to review their comments on the OWP is scheduled for Tuesday, April 8.

Attachment 3 contains objective paragraphs for four new Criminal Justice Research work elements being added to the final OWP. Grant applications have been submitted for these projects. Funding is pending approval by the funding agencies. It is my

RECOMMENDATION

that the Executive Committee recommend approval of the FY 2004 Overall Work Program to the Board of Directors with the new Criminal Justice Research work elements and the changes outlined in staff’s responses to the comments.

Discussion

Based on the schedule established by the Intermodal Planning Group, Region 9, staff will meet with representatives of the FTA, FHWA, and Caltrans on April 8, 2003 to discuss their comments and review the draft FY 2004 OWP.

Staff has prepared responses to the comments received to date (Attachment 2). Responses to any additional comments received prior to the Executive Committee meeting will be prepared for distribution/discussion at the meeting.

The final OWP is scheduled for Board review/approval on April 25, 2003. Next month, the Executive Committee will review the proposed FY 2004 Final Program Budget that will be based on the final OWP. The Board will consider the final budget at its May meeting.

GARY L. GALLEGOS
Executive Director

Attachments (3)

Key Staff Contact: Leslie Campbell (619) 595-5340, lca@sandag.org
Comments on the FY 2004 Overall Work Program

- County of San Diego
- City of Imperial Beach
- Caltrans District 11
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)

Numbers on each letter / comments used for reference to response in Attachment 2.
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
Responses to Comments on the FY 2004 Overall Work Program

- County of San Diego
- City of Imperial Beach
- Caltrans District 11
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
Responses to Comments from the County of San Diego on the FY 2004 OWP

Paragraphs in the original document from the County have been numbered and these responses correspond to those numbers.

1) SANDAG has, and will continue to, work closely with the County staff on tribal governments’ issues and coordination of efforts. County staff is encouraged to participate in the Tribal Government Working Group.

2) Work element 2.1.03 (Travel Demand Modeling and Applications) focuses on improving, maintaining, and applying transportation models for use in the San Diego region. A significant part of this work is to ensure that model procedures and inputs accurately represent travel patterns and behavior throughout the region by recognizing the differences and uniqueness between urban, suburban, and rural areas, including trip generation, tribal gaming projects, and land use plans in unincorporated communities.

3) The North County Parkway Plan remains a work in progress. The cost estimates are being updated for projects in the Parkway Plan and a subregional transportation model is being developed for analysis purposes. As suggested, staff will use the North County Parkway Plan and the subregional transportation model being developed for analysis purposes of arterials in this area. Also as suggested, staff will use the North County Parkway Plan (and other past project prioritization efforts) as a model for prioritizing projects included in the Regionally Significant Transportation Network. Staff also is working to consolidate evaluation criteria to the greatest extent possible for consistency purposes. Future subregional project prioritization efforts, similar to the North County Parkway Plan, will be conducted as funding and resources permit.

4) The Rural Needs Assessment Study would provide valuable information for the next update of the Regional Transportation Plan.

5) We agree that SR 11 and additional border crossing (such as Jacumba/Jacume’) are important components of the plans and programs on both the U.S. and Mexican sides of the border. Those are identified at the next level of planning and programming: the RTP, the RCP, and our legislative priorities.

6) The process to prepare Deficiency Plans assumes the participation of Caltrans and local jurisdictions, including the County of San Diego. SANDAG will be conducting a Workshop on April 24, 2003 to initiate the process to prepare Deficiency Plans. The workshop will address, among other topics, the priority for Plan preparation given limited regional and local resources. SR 67 and SR 94 are included in the corridors that will be prioritized. Local agency transportation and land use planning staff will be invited to the workshop.

7) Three work elements: 3.4.02 (I-15 Interregional Partnership), 3.4.03 (Economy and Security at the International Border), and 3.4.04 (Borders Interregional Partnership – pending Caltrans grant approval) are directly focused on providing new information and improved

21
modeling and analysis tools that account for the counties and the Mexican border area that surround the region. These jobs will enable us to better understand and address interregional and binational issues that impact the San Diego region.

SANDAG is one of six Regional Census Data Centers in California set up to increase the availability and use of census information in the San Diego Region. New releases of information from the Census are expected within the next six months, including the Public Use Microdata Sample (PUMS) and Census Transportation Planning Package (CTTP). Under work element 2.1.04 (Census), we will continue to develop new products and innovative approaches for disseminating this information and using it throughout our Overall Work Program.

Work element 2.2.03 (Coordinating Land Use and the Regional Transportation Program - pending Caltrans grant approval) will develop a Web- and parcel-based inventory of residential lands to compliment the existing inventory of employment lands. These inventories will facilitate the analysis and impacts of the spatial location of jobs and housing and assist in the planning of “smart growth” areas. In addition, this work will investigate the nexus between short-term development trends and the Regional Transportation Improvement Program as a way to direct investments in transportation infrastructure to where they are most needed.

8) SANDAG is committed to improving transportation services for all sectors of the public including seniors and persons with disabilities.

9) We agree. The RCP and its housing component will include strategies that recognize land use and transportation connections and jobs/housing compatibility. These strategies also are being actively considered as part of the regional share allocation process.

10) SANDAG remains committed to reporting and evaluation of the criminal justice system. SANDAG will continue to coordinate its criminal justice research efforts with the County of San Diego.

11) (a) SANDAG is committed to minimizing the number of committees without adversely impacting our outreach and public involvement goals. As the Policy Advisory Committees get established, SANDAG has, and will continue to, look for opportunities to consolidate and combine committees. (b) Mobility 2030, the recently approved 2030 Regional Transportation Plan (RTP) identifies SANDAG’s commitment to the $25 million, five-year Smart Growth Pilot Program. The opportunity to identify specific funding for the pilot program is not expected until 2004 (e.g. reauthorization of TEA-21, extension of TransNet, future STIP cycles). The sequence of tasks is intended to accelerate the development of the pilot program and have a framework in place to take advantage of future funding when it becomes available.
Responses to Comments from the
City of Imperial Beach on the FY 2004 OWP

The paragraphs in the original document from the City of Imperial Beach have been numbered and these responses correspond to those numbers.

1) Under the provisions of SB 1703, the Transportation Committee consists of nine voting members: the City of San Diego, County of San Diego, North County Coastal, North County Inland, East County, South Bay, MTDB, NCTD, and the San Diego County Regional Airport Authority. The City of Imperial Beach is included in South Bay. This Committee reviews all transportation matters and makes funding recommendations to the SANDAG Board of Directors. The new voting configuration at the Board includes both a weighted vote, which protects the interest of the larger jurisdictions, and an agency vote, which protects the interests of the smaller cities more than the previous voting arrangement.

2) The funding for affordable housing is one of the major issues facing the San Diego region. The ongoing efforts on the preparation of the Regional Comprehensive Plan (RCP) as well as the efforts to implement the recently adopted Regional Transportation Plan are focused on the linkage of land use with transportation and the jobs/housing balance. Housing is a specific issue in the development of the RCP scheduled for a draft report by December 2003 and a final report in June 2004.

3) The first phase of the State Route 905 project will go to construction in the next few weeks with completion slated for December 2004. All phases of the project, from I-805 to Otay Mesa are currently scheduled for completion by 2007.

4) The first phase of the agency consolidation, scheduled for July 2003 under the auspices of SB 1703, involves consolidating the planning and programming efforts of the three agencies. The subsequent phase involves the project development and construction activities of the agencies and is scheduled for January 2004.
Responses to Comments from Caltrans District 11 on FY 2004 OWP

Paragraphs in the original document from Caltrans have been numbered and these responses correspond to those numbers.

Aviation Planning:

1) Amendments identifying aviation planning tasks and airport land use and activities will be added under the RTP (3.2.01) and the Intermodal Transportation (3.2.19) elements. SANDAG has, and will continue to, work closely with the San Diego County Regional Airport Authority (SDCRAA) relative to airport planning responsibilities. Staff has found your handbook very useful and will continue to refer to it as we provide liaison to the SDCRAA. SANDAG will continue to provide ALUC support to the new authority during FY 2004 under our Regional Intergovernmental Review work element (1.0.03). SANDAG will work with the SDCRAA to prepare the matrix that you suggested, and will coordinate ground transportation in the Regional Transportation Plan (RTP) with any access evaluation of a proposed airport site for the region. Air cargo and aviation are key components of the recently adopted RTP, Mobility 2030.

General Comment:

2) Our Public Involvement Program was last formally adopted by the SANDAG Board of Directors as a separate and distinct program in 1995. However, each year, the program is “fine-tuned” by the SANDAG Board of Directors as part of the public review and approval process for the Overall Work Program. The focus for the coming year is detailed in the Public Involvement work element (1.0.04).

3) This work element was completed in FY 2003 and adopted as part of the Regional Transportation Plan (RTP) on March 28, 2003.

4) Page 109. The work of the 2030 RTP Working Group was just completed with the adoption of the 2030 RTP by the SANDAG Board of Directors at its March 28, 2003 meeting. This group will be eliminated from the list of Working Groups beginning on page 19 of the OWP.

Page 21. There is only one working group assisting with the I-5/I-805 Transportation Study. The reference to more than one group will be removed from the final OWP.

Page 23. The reference to “local transportation agencies” was meant to include Caltrans as well as the Metropolitan Transit Development Board and the North San Diego County Transit District. The final OWP will list the specific agencies.

Page 28. The intent is that the Tribal Governments Working Group will be established whether Work Element 1.0.06 is funded or not, and the final OWP will reflect this. SANDAG held a summit with the 17 tribal governments a few months ago to initialize the government-to-government dialogue, the tribal governments were specifically invited to participate in the 2030 RTP Working Group, and the tribal governments are represented on
the Stakeholders Working Group for the Regional Comprehensive Plan. The point needs to be made that SANDAG is consulting with Native Americans as part of its ongoing planning activities, but has plans to significantly expand this outreach effort.

5) Work element 1.0.06 is designed to identify the enhancements to our work related to tribal governments through the preceding work element (1.0.05). The existing tasks in 1.0.05, as described, would include Environmental Justice (EJ) work and coordination with the tribal governments. Tribal governments will continue to be involved appropriately in the development of transportation plans and programs with or without the grant funding. Of course, it is our hope that Caltrans and SANDAG will be able to secure the funding and take a more robust, more proactive, and richer approach to tribal government issues.

6) The final OWP will include a mention of the Stakeholders Working Group.

7) As explained in the more detailed description for Work Element 3.2.01 (pages 193-194), the emphasis in FY 2004 on the RTP will be to use it to develop the Transportation component of the Regional Comprehensive Plan (Work Element 3.1.02) as well as the expenditure plan for the potential effort to extend the existing \( \frac{1}{8} \% \) transportation sales tax program (Work Element 5.2.01). A statement summarizing these two efforts will be added to Section C.2 of the final OWP.

8) The first sentence under Section D.3 will be revised in the final OWP as suggested.

9) SANDAG is emphasizing “early and continuous public involvement in all of the planning decision-making” for the RCP. The agency has already completed the first of a series of public community forums (encompassing six interactive meetings throughout the region) to listen to and dialogue about the creation of such a plan. In addition, a parallel effort is now underway and solely focused on reaching out to traditionally underserved communities via a public communications technique labeled “peer facilitation.” The public involvement work seeks to garner feedback about this type of comprehensive planning effort from members of traditionally underserved communities. Also, SANDAG is using a mix of direct news media liaison, publicity, and advertising efforts to raise awareness of the RCP and encourage active participation in the planning and review processes.

10) We agree. SANDAG and especially the RCP have a very aggressive EJ and Social Equity (SE) approach. The reference to “tasks” on page 46 will be revised to better reflect our approach and commitment to EJ and SE.

11) The final OWP will add Caltrans to the list of agencies participating in the proposed Rural Transportation Needs Assessment Study.

12) Page 81. “STA” was used to remain consistent with language in past OWPs. It refers to funding from California Department of Transportation.

13) The suggested change will be made in the final OWP; it is consistent with our approach in the RCP.

14) The suggested change will be made in the final OWP; it is consistent with our approach in performance monitoring.
15) The intent is to complete at least all of the technical analyses for the SR 54 Corridor Study during FY 2003. The processing of the final study recommendations and the review of the draft and final reports may carry over into the first quarter of FY 2004. Given the limited effort required to conclude this study in the coming year, an additional task will be added to Work Element 3.2.02 rather than adding a new element.

16) The suggested change will be made in the final OWP; it is consistent with our approach in linking land use/smart growth, transportation, and urban design and form as it is being developed in the RCP and as described in the adopted RTP.

17) As stated in the objective of Work Element 3.2.05 on page 201, work under this element will be coordinated with efforts to develop design guidelines and operating and maintenance recommendations for nonmotorized facilities. The emphasis in FY 2004 will be on revising project funding criteria.

18) In the objective section there is a statement to “complete the development of an improvement plan for intermodal connectors...” This information can be found in the Intermodal Transportation Management System (ITMS). Also, ITMS will be looking at major warehouses in the future (next version), because of their impact on highways. So, SANDAG also may wish to include the major warehouse land use item when doing the Intermodal Freight Development Plan.

19) We will swap out the funds in Work Element 3.2.11 (I-5/ I-805 Transportation Study) from FHWA to TDA.
Responses to Comments from FHWA on the FY 2004 OWP

The paragraphs in the original document from FHWA have been numbered and these responses correspond to those numbers.

1) Thank you, these are both exciting and challenging times with the consolidation called for under SB 1703. As part of the implementation of the consolidation, SANDAG will be updating current Board policies, developing new policies as needed, and updating MPO agreements, as needed. The transit boards will be operators not planning/programming agencies.

2) Work Element 1.0.03 (Regional Intergovernmental Review) primarily includes reviewing environmental documents prepared for local development projects/programs for consistency with SANDAG’s adopted Regional Transportation Plan (RTP), Congestion Management Program (CMP), and other adopted regional plans. As part of this work element, SANDAG also will be considering the consistency of environmental documents with the Regional Comprehensive Plan (RCP), once it is adopted. Review of NEPA documents for Title 23 funded highway projects and other federally funded transportation projects is conducted under another Work Element 5.1.01 (Project Development & Oversight). For all federally funded transportation projects, SANDAG works closely with the project sponsors early in the project’s planning/environmental stages to ensure that the environmental documents are consistent with the planned improvements in the adopted RTP.

3) The analysis leading to the 2030 Regional Transportation Plan included calculations of various performance measures for low-income and minority communities. The work on the Regional Comprehensive Plan (RCP) also will include analysis related to these areas. The IPG meeting will include a discussion of these issues.

4) SANDAG has taken a number of proactive approaches regarding tribal governments and has a number of enhancements planned for next fiscal year. Work element 1.0.06 is designed to identify the enhancements to our work related to tribal governments. If that funding is not secured, SANDAG will address environmental justice (EJ) issues for tribal governments through the preceding work element (1.0.05). The existing tasks in 1.0.05, as described, would include EJ work and coordination with the tribal governments. Tribal governments will continue to be involved appropriately in the development of transportation plans and programs with or without the grant funding. Of course, it is our hope that Caltrans and SANDAG will be able to secure the funding and take a more robust, more proactive, and richer approach to tribal government issues.

5) It is our understanding that the corrective action regarding financial planning referred to in the FHWA comments is a statewide issue. Based on discussions at the California Federal Programming Group (CFPG), FHWA will be conducting a desk review of financial documents and provide guidelines or a recommendation of the level of detail required for the financial plan by the end of calendar year 2003. Should a MPO’s financial plan fall short of these guidelines, then the MPO would produce an updated financial plan by April 1, 2004. For MPO’s undergoing an update to the Regional Transportation Plan (RTP), FHWA would provide specific comments to the financial plan chapter rather than a desk review.
While we have not received comments on the Financial Chapter of the RTP to date, if there are specific concerns regarding SANDAG’s financial planning as reflected in the 2030 RTP, or the 2002 Regional Transportation Improvement Program (RTIP), we would appreciate hearing them so that we can improve the process for preparing the next RTIP in FY 2004. With the recent adoption of the 2030 RTP, we plan on relying on the financial work prepared for the RTP as the basis for the upcoming RTIP process in FY 2004. Any updates to this financial planning work that may be required will be made available for comment through the interagency consultation process and the public involvement process. To clarify this point, Task 01 and the related product will be reworded to add “consistent with the interagency consultation process and the public involvement process.”

6) These components are important infrastructure related elements that will significantly impact transportation systems and programs. Proactive planning in the context of transportation programs and the land use/transportation interrelationships for these four items are not only appropriate but insure such integrations and more effective transportation solutions/programs.

7) SANDAG plans to use the financial planning work reflected in the recently adopted 2030 Regional Transportation Plan as the basis for the financial analysis to be conducted for the 2004 Regional Transportation Improvement Program (RTIP) to be developed in FY 2004. The RTP financial planning work would be updated as needed over the next year to reflect any significant changes in local, state or federal funding availability such as the passage of a TEA-21 reauthorization bill. Because the financial planning work conducted for the 2004 RTIP would be included as part of the RTIP document itself, we have assumed that the financial planning work would be done under Task 06 related to the preparation of the 2004 Biennial RTIP update. To provide additional focus on comments made by FHWA, the wording for Task 06 will be expanded to add “including an updated Financial Plan component.”
Responses to Comments from FTA on the FY 2004 OWP

The paragraphs in the original document from FHWA have been numbered and these responses correspond to those numbers.

1) The Quarterly Progress Reports track the status of every work element in the OWP. Specific information for all work elements is provided under four sections: Progress This Period, Products Produced, Problems Encountered, and Scheduled Next Quarter. The Quarterly Progress Report for the end of each fiscal year also includes a section entitled Completion Report which gives the final status of the work elements and indicates whether efforts should continue into the following fiscal year.

The 2004 OWP includes a section entitled Previous and Ongoing Work for each work element. This section provides a brief history of the work element as well as a description of the work completed during previous fiscal years, including the information provided in the Completion Report section from the final Quarterly Progress Report for FY 2003.

2) The Program Revenues and Program Expenditures pages from the '03, '02, and '01 fiscal year will be made available for comparison at the IPG meeting.

3) We will review this project and switch funding to FHWA planning as appropriate.

4) The percentages associated with each of the five tasks under Work Element 5.1.02 reflect an assessment of the level of effort required, not necessarily the level of funding required for completing each work element. For example, even though Task 5 related to the Regional Vanpool Program is only shown as requiring 10% of the agency's efforts on TDM, the subsidies to the vanpools in the program (currently more than 250 across the region) represent a financial commitment of $1.1 million, or almost 40% of the total budget. The two other tasks requiring significant financial commitment are the wide range of services provided through the RideLink Program (Task 02) and the marketing efforts (Task 04). These two parts of the TDM program represent another 40% of the total budget. A more detailed categorization of the estimated costs for the five tasks listed in this work element can be provided. The percentage for each task will be changed in the final OWP to reflect the total costs to complete each of the tasks.
REVIEW OF DRAFT BOARD AGENDA FOR APRIL 25, 2003

ITEM 

#1. MINUTES OF THE MARCH 28, 2003 BOARD MEETING

# 2. ADDITIONS AND DELETIONS

CONSENT ITEMS (3 through ---)

The Board of Directors will take action 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. DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES

A. EXECUTIVE COMMITTEE MEETING (April 11, 2003)

B. TRANSPORTATION COMMITTEE MEETING (April 18, 2003) (This report will be faxed to all Board members by 4/22/03)

C. REGIONAL PLANNING COMMITTEE MEETING (April 4, 2003)

D. BORDERS COMMITTEE MEETING (April 18, 2003) (This report will be faxed to all Board members by 4/22/03)

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

#5. SOCIAL SERVICE AGENCY GRANT APPLICATIONS FOR VEHICLES TO TRANSPORT ELDERLY AND PERSONS WITH DISABILITIES (Nan Valerio)

#6. REPORT ON THE CALCOG ANNUAL CONFERENCE (Craig Scott)

7. U.S. DEPARTMENT OF DEFENSE PROJECTS AFFECTING THE SAN DIEGO REGION (CAPT Christopher Schanze, USN, CEC, Commander, Southwest Division, Naval Facilities Engineering Command)

8. 
PUBLIC COMMENTS/COMMUNICATIONS

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

CHAIR’S REPORT

10. AWARD OF APPRECIATION TO COLLEEN O’HARRA

11. REPORTS

#12. PROGRESS REPORT ON THE REGIONAL COMPREHENSIVE PLAN (RCP) AND REVISED REGIONAL VISION AND CORE VALUES (Lori Holt Pfeiler, Chair, Regional Planning Committee; Carolina Gregor, SANDAG Staff)

#13. PROGRESS REPORT ON TRANSPORTATION PROJECTS (Jose Nuncio)

#14. FY 2004 OVERALL WORK PROGRAM (Mickey Cafagna, Vice Chair; Leslie Campbell, SANDAG Staff)

15. NEARSHORE HABITAT INVENTORY – DATABASE DEVELOPMENT (Rob Rundle)

16. ADJOURNMENT

GARY L. GALLEGOS
Executive Director

NOTE: A Bus Tour of South County is being proposed in lieu of the Policy Development Board meeting on Friday, May 9, from 10:15 a.m. to 2:30 p.m. Tours of East and North County will be scheduled in the future.

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