BOARD OF DIRECTORS
AGENDA

Friday, May 23, 2003
9:00 a.m.
SANDAG
401 B Street, 7th Floor
Downtown San Diego

AGENDA HIGHLIGHTS

• TransNet ORDINANCE REVISION
• ENERGY PLANS
• IMPERIAL COUNTY PLANNING ISSUES
• FY 2004 FINAL PROGRAM BUDGET

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Welcome to SANDAG. Members of the public may speak to the Board on any item at the time the Board is considering the item. Speaker’s Slips are located in the rear of the room. Once completed, the slip should be presented to the Clerk of the Board seated at the front table. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Members of the public also are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications. All 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.

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ITEM #: RECOMMENDATION

+ 1. MINUTES OF THE APRIL 25, 2003 BOARD MEETING  APPROVE

2. ADDITIONS AND DELETIONS

CONSENT ITEMS (3 through 7)
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. SUMMARY OF SOUTH COUNTY BUS TOUR ON MAY 9, 2003  INFORMATION

4. DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES  APPROVE

   + A. EXECUTIVE COMMITTEE MEETING (May 9, 2003)
   + B. TRANSPORTATION COMMITTEE MEETING (May 16, 2003) (This report will be faxed to all Board members by Tuesday, May 20, 2003)
   + C. REGIONAL PLANNING COMMITTEE MEETING (May 2, 2003)
   + D. BORDERS COMMITTEE MEETING (May 16, 2003) (This report will be faxed to all Board members by Tuesday, May 20, 2003)

+ 5. 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 five-year Regional Transportation Improvement Program (RTIP). The TransNet one-half percent local sales tax and other local, state, and federal sources fund these projects.

+ 6. QUARTERLY INVESTMENT REPORT – PERIOD ENDED MARCH 31, 2003  INFORMATION
   (Marlene Kelleheher)

State law requires that the Board be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of March 31, 2003, including funds of the San Diego County Regional Transportation Commission and SourcePoint.
+ 7. COMPREHENSIVE ANNUAL FINANCIAL REPORT AND SINGLE AUDIT REPORTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2002 (Leslie Campbell)

In accordance with the requirements of SANDAG’s Interim Bylaws, these reports, including the independent auditors’ financial and compliance opinions, have been filed with the Clerk of each Member Agency. In the auditors’ opinion, these financial statements present fairly, in all material respects, the financial position of SANDAG in conformity with generally accepted accounting principles and that SANDAG is in compliance with the provisions of laws, regulations, contracts and grants reported herein.

PUBLIC COMMENTS/COMMUNICATIONS

8. 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. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes.

CHAIR’S REPORT

+ 9. ROUND 2 OF REGIONAL COMPREHENSIVE PLAN (RCP) WORKSHOPS – FOCUS ON URBAN FORM SCENARIOS (Lori Holt Pfeiler, Chair, Regional Planning Committee; Carolina Gregor, SANDAG Staff)

The Regional Planning Committee has accepted a draft regional vision and core values as part of the Regional Comprehensive Plan. The RCP will need to translate that vision and core values into a preferred regional urban form. The second round of RCP workshops, which will be held in July, will focus on urban form. Board members and other local elected officials are encouraged to attend the workshops.

10. PRESENTATION OF IMPERIAL COUNTY PLANNING ISSUES (Victor Carrillo, Supervisor, Imperial County)

Supervisor Carrillo will provide an overview of the key issues that Imperial County faces, outlining the uniqueness of the region, as well as the similarities shared with San Diego County.

11. APPOINTMENT OF NOMINATING COMMITTEE FOR BOARD OFFICERS

Per the Interim Bylaws, the Chair will appoint a five-person nominating committee for Board offices, made up of a Board Member from each of the four subregions and a Board Member from either the City of San Diego or the County of San Diego. The nominating committee will submit its list of nominees in writing for mailing to the Board Members as part of the June Board meeting. Additional nominations for any office may be made by Board Members at the June meeting.
REPORTS

+12. INTRODUCTION OF ORDINANCE CO-03-2 AMENDING ORDINANCE CO-87-1 (SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM ORDINANCE AND EXPENDITURE PLAN) REVISING THE EXPENDITURE OF TRANSIT FUNDS TO PROVIDE ADDITIONAL FLEXIBILITY FOR TRANSIT OPERATING PURPOSES (Joe Kellejian, Chair, Transportation Committee; Craig Scott, SANDAG Staff)

At the request of the San Diego Metropolitan Transit Development Board (MTDB), the Transportation Committee is recommending a change to the TransNet Ordinance to increase the maximum share of annual TransNet transit funds that can be used for operating purposes from 20 percent to 40 percent. The requested change is intended to help address MTDB’s projected multi-year operating budget problems and would provide increased future flexibility for NCTD as well. All changes to the TransNet Ordinance require two readings. The adoption of the Ordinance would be scheduled for the June Board meeting.

+13. ENERGY PLANS

A. SAN DIEGO GAS & ELECTRIC (SDG&E) ELECTRIC RESOURCE PLAN (Robert J. Resley, Vice President, Resource Planning, SDG&E)

San Diego Gas & Electric will present information on its long-term Electric Resource Plan, which it developed for the California Public Utilities Commission.

B. DRAFT REGIONAL ENERGY STRATEGY: ENERGY 2030 – STRATEGY AND ACTIONS (John Moot, Chair of REPAC; Irene Stillings, SDREO Executive Director; Nan Valerio, SANDAG Staff)

The San Diego Regional Energy Office will present the Draft 2030 Regional Energy Strategy. The Board is asked to accept the strategy for distribution and comment.

+14. FY 2004 FINAL PROGRAM BUDGET (Resolution 2003-38) (Ron Morrison, Chair; Leslie Campbell, SANDAG Staff)

In accordance with the requirements of the SANDAG Interim Bylaws, a final budget must be adopted by June 1 each year. The Executive Committee has reviewed the FY 2004 Final Program Budget and recommends adoption. This final budget includes the budget of the San Diego County Regional Transportation Commission and also includes the first phase, planning and programming, of the consolidated agencies per SB 1703.

+15. ANNUAL UPDATE ON THE ACTIVITIES OF THE CRIMINAL JUSTICE RESEARCH INFORMATION
DIVISION AND CLEARINGHOUSE (Cynthia Burke)

This report provides an update on the recent activities and accomplishments of the Criminal Justice Research Division. Since 1977, the Division has served as the Regional Clearinghouse for criminal justice information and also has served as a valuable local resource in analyzing crime trends and conducting independent and objective assessments of programs.

Note: The Policy Board Meeting scheduled for June 13, 2003 will focus on Fiscal Reform issues.

ADJOURNMENT

GARY L. GALLEGOS
Executive Director

+next to an agenda item indicates an attachment.
MINUTES OF THE BOARD OF DIRECTORS MEETING
April 25, 2003

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

Voting Members
City of Carlsbad .................................................................Ramona Finnila, Councilmember
City of Chula Vista ...............................................................Steve Padilla, Mayor
City of Coronado .............................................................Phil Monroe, Mayor Pro Tem
City of Del Mar ...............................................................Crystal Crawford, Councilmember
City of El Cajon ...............................................................Mark Lewis, Mayor
City of Encinitas ...............................................................Christy Guerin, Councilmember
City of Escondido ............................................................Lori Holt 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, Councilmember
City of Poway .................................................................Mickey Cafagna, Mayor
City of San Diego A ..........................................................Dick Murphy, Mayor
City of San Diego B ..........................................................Jim Madaffer, Councilmember
City of San Marcos ..........................................................Corky Smith, Mayor
City of Santee .................................................................Hal Ryan, Vice Mayor
City of Solana Beach .......................................................Joe Kellejian, Councilmember
City of Vista .................................................................Morris Vance, Mayor
County of San Diego ......................................................Ron Roberts, Supervisor

Advisory Liaison Members
County of Imperial Hon. Victor Carrillo, Supervisor
Department of Transportation Gene Pound, Deputy Director
U.S. Department of Defense CDR Roger Natsuhara, San Diego Operations Officer, Naval Facilities Engineering Command, Southwest Division
Mexico Absent
San Diego Unified Port District Absent
San Diego County Water Authority Hon. Bud Lewis, Director
Metropolitan Transit Development Board Hon. Leon Williams, Chair
North San Diego County Transit Development Board Hon. Judy Ritter, Chair
Chairman Morrison commented that the voting mechanism has been modified and it should work quicker today. He explained a new feature on the voting mechanism. If you’d like to speak just press the number “1” and your request will automatically be added to the list. However, Ex Officio members will still need to raise their hand if they want to speak on an item.

Mayor Murphy (San Diego) suggested that the speaker button be a button not used for purposes of voting.

Chairman Morrison introduced two new people to the Board: CDR Roger Natsuhara, and Deborah Gunn, the new Clerk of the Board.

1. MINUTES OF THE MARCH 28, 2003, BOARD MEETING (APPROVE)

   Action: Poway – Imperial Beach. A motion and second was made to approve the minutes of the March 28, 2003, Board of Directors meeting. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Absent – 1 (San Diego - B). Abstain – 0.

2. ADDITIONS AND DELETIONS

   None.

CONSENT ITEMS (3 through 6)

3. DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

   A. EXECUTIVE COMMITTEE MEETING (April 11, 2003)
   B. TRANSPORTATION COMMITTEE MEETING (April 18, 2003)
   C. REGIONAL PLANNING COMMITTEE MEETING (April 4, 2003)
   D. BORDERS COMMITTEE MEETING (April 18, 2003)

4. SOCIAL SERVICE AGENCY GRANT APPLICATIONS FOR VEHICLES TO TRANSPORT ELDERLY AND PERSONS WITH DISABILITIES (APPROVE)

5. REPORT ON THE CALCOG ANNUAL CONFERENCE (INFORMATION)


   Action: El Cajon -- Carlsbad. A motion and second was made to approve Consent Items 3 through 6. Yes – 19. No – 0. Absent – 1 (San Diego – B). Abstain – 0

7. PUBLIC COMMENTS/COMMUNICATIONS

Jim Bell, a San Diego resident, commented that he would be providing the Board members with a copy of his latest book, “A Long Range Plan Creating a Sustainable Economy in the Future in the San Diego-Tijuana Region.” He said that the book tells how to gracefully transform our present
economy to a unique economy, and one that is strong, vibrant, and completely life supportive and sustaining.

Dian Kiser, representing BREATH, the California Smoke Free Bars, Workplaces, and Communities Program, indicated that this is a statewide project of the American Lung Association. San Diego County, and area cities have placed higher than any county in California regarding smoke-free workplaces. She said that we are celebrating eight years of smoke-free workplaces in California and five years of smoke-free bars. She presented two awards: (1) the Platinum Lung award is given for 95-100 percent compliance in this community, and (2) the Golden Lung award is given for 85-94 percent compliance. She congratulated the following jurisdictions on their awards:

The City of Carlsbad (Golden)  The City of National City (Platinum)
The City of Coronado (Platinum)  The City of Oceanside (Golden)
The City of Del Mar (Platinum)  The City of Poway (Platinum)
The City of El Cajon (Golden)  The City of San Diego (Golden)
The City of Encinitas (Golden)  The City of San Marcos (Platinum)
The City of Escondido (Golden)  The City of Santee (Platinum)
The City of Imperial Beach (Golden)  The City of Solana Beach (Platinum)
The City of La Mesa (Golden)  The City of Vista (Golden)
The City of Lemon Grove (Platinum)  The County of San Diego (Golden)

On behalf of Oceanside Mayor Terry Johnson, Councilmember Feller (Oceanside) commended Carlsbad’s Mayor Bud Lewis and the two city staffs for getting together on the opening of College Boulevard in the summer of 2004. He added that he looks forward to driving on this road when it is opened.

Chairman Morrison indicated that this was a point of heated discussion by this Board some months ago, and SANDAG conflict resolution procedure assisted in resolving this regional issue.

CHAIR’S REPORT

8. AWARD OF APPRECIATION TO COLLEEN O’HARRA

Chairman Morrison presented an award of appreciation to Colleen O’Hara for her relentless and effective leadership to preserve the region’s precious open spaces. He noted that as Chair of SANDAG’s Multiple Habitat Conservation Program (MHCP) Advisory Committee, Ms. O’Hara has set in motion a way to preserve more than 20,000 acres of undeveloped land in North County.

Colleen O’Hara, Chair of SANDAG’s MHCP Advisory Committee, indicated that it was a pleasure for her to work on the Habitat Conservation Plan and noted that she enjoyed the work, all of the people she met, and the associations she made.

REPORTS

9. LEGISLATIVE UPDATE: AB 361 (KEHOE) – SAN DIEGO CONSOLIDATED TRANSPORTATION AGENCY (OPPOSE UNLESS AMENDED)

Vice Chair Cafagna reported that amendments to this bill were drafted so that the SANDAG Board could support it. He did not recommend support of the bill without the
amendments. He noted that the Executive Committee strongly opposed this bill unless amended primarily because it believed it is too much too soon and doesn’t allow for the implementation of SB 1703. He made the motion to approve the recommended action – oppose, unless amended.

Councilmember Guerin (Encinitas) seconded the motion.

Staff indicated that the proposed amendments have been transmitted to Assemblymember Kehoe’s office; however, a response from the Assemblymember relative to the suggestions has not been received. The proposed amendments are consistent with SANDAG’s policies.

Vice Chair Cafagna pointed out that the bill requires LAO reports to be paid for by the consolidated agency. He wanted to ensure that the cost of additional reports, if required, would be paid by the state.

Mayor Padilla (Chula Vista) stated for the SANDAG Board to have any influence we must work with the bill’s author. He suggested the Board take a “no position pending amendments” or not state a position until amendments are made.

Chairman Morrison commented that since the SANDAG Board only meets once a month, perhaps the Board should give flexibility to the Executive Committee to oppose the bill if there is no movement to amend it.

Mayor Madrid (La Mesa) stated that the bill could be detrimental to the entire region and the Board has the responsibility to protect local government.

Councilmember Guerin (Encinitas) mentioned that this matter was discussed at length at the Executive Committee meeting and the proposed language is a result of that discussion. She noted that Assemblymember Kehoe has not taken into account the extra effort resulting from consolidation. She strongly supported the recommended action.

Councilmember Kellejian (Solana Beach) supported the suggestion made to neither support nor oppose the bill without amendments.

Staff indicated that this bill will move into the appropriations committee and there is no funding for the costs of the bill. Therefore, there will be some issues with the bill in appropriations and it could be a difficult bill in terms of funding for the author.

Mayor Padilla (Chula Vista) commented that Assemblymember Kehoe is well situated in the Legislature to move legislation. The Board should try to encourage her to agree to its amendments. He added that he does not support an oppose position.

Vice Chair Cafagna expressed his frustration in two areas: the additional work associated with consolidation, and the fact that what he is hearing from Assemblymember Kehoe does not match the language included in this bill. He then amended his motion to take a “no position,” refer this issue back to the Executive Committee, and continue to work with the author of this bill to come up with amendments that would be satisfactory to the Board.

Mayor Pro Tem Finnila (Carlsbad) seconded the amended motion.
Councilmember Kellejian (Solana Beach) suggested the Board take a “no position” or “no position unless amended” stance.

Councilmember Crawford (Del Mar) stated that the Executive Committee minutes indicated various support groups for this bill. She suggested that staff contact those groups regarding the Board’s concerns so that they understand the timing of the other issues. She requested clarification on the timing.

Vice Chair Cafagna responded that there is a difference of opinion about what SB 1703 requires. It requires the Board to submit a report to the Governor and the State Legislature by December 31, 2005, regarding progress in carrying out SB 1703. Additionally, SB 1703 requires a Legislative Analyst Office (LAO) report with a cost of up to $150,000 to be paid by the new regional agency by December 31, 2004. In Assemblymember Kehoe’s opinion, that is just an initial (progress) report and others may be required. It is unclear how many progress reports will be required. The Executive Committee felt that December 31, 2004, is too soon to report on what SB 1703 requires, and was opposed to numerous progress reports and their corresponding costs.

Mayor Holt Pfeiler (Escondido) stated that the Board’s efforts should be focused on completing the Regional Comprehensive Plan (RCP) and reauthorizing TransNet.

Councilmember Feller (Oceanside) strongly supported an “oppose unless amended” position.

Councilmember McCoy (Imperial Beach) expressed concern about the utility and nonexistent funding of the progress reports.

Vice Chair Cafagna clarified the motion to take no position today, and to refer this matter to the Executive Committee to support or oppose the bill.

Mayor Sessom (Lemon Grove) suggested that another motion be offered to have a dialogue with Assemblymember Kehoe. She was not sure whether the Executive Committee has received clear direction from the Board.

Vice Mayor Ryan (Santee) indicated that the Board should allow the Assemblymember flexibility to make this a win/win situation.

Mayor Madrid (La Mesa) stated that the Board has to take a strong position and protect its constituents on land use issues. He suggested that Board members review the makeup of the groups who crafted this bill.

Councilmember Madaffer (San Diego – B) commented that Assemblymember Kehoe is influential in Sacramento on behalf of San Diego. In Sacramento there is either oppose, support, support with amendments, oppose with amendments, or no position. These positions mean different things to different people. In Sacramento it is about marketing your bill. The Board’s position on this bill is extremely important. The League of California Cities does not support this bill. He was troubled that Assemblymember Kehoe’s office did not have a representative at today’s meeting and added that he doesn’t understand the timing of this bill, especially when there is a fiscal crisis in the state. He noted that he would support an “oppose unless amended” position.
Vice Chair Cafagna clarified that the original motion was to approve the recommendation of the Executive Committee, which was to take an “oppose unless amended” position. The amended motion would refer the matter back to the Executive Committee for approval or opposition unless amended, and would authorize the Executive Committee to make the decision based upon further discussion with Assemblymember Kehoe and her staff. If there is not sufficient progress on the amendments, then the Board would authorize the Executive Committee to move it forward with an “oppose unless amended” position.

Mayor Madrid (La Mesa) made a substitute motion to adopt the recommended action from the Executive Committee to oppose AB 361 unless amended, as outlined in the staff report.

Mayor Pro Tem Finnila (Carlsbad) seconded the motion.

*Action:* La Mesa - Carlsbad. A motion and second was made to approve the Executive Committee’s recommended action to oppose AB 361 unless amended as outlined in the staff report. Yes – 14 (weighted vote, 74%). No – 5 (weighted vote, 26%), Chula Vista, County of San Diego, Lemon Grove, Poway, Santee. Abstain – 0 (0%). Absent – 0.

10. PROGRESS REPORT ON THE REGIONAL COMPREHENSIVE PLAN (RCP) AND REVISED REGIONAL VISION AND CORE VALUES (INFORMATION)

Mayor Lori Holt Pfeiler, Chair of SANDAG’s Regional Planning Committee, reported on several accomplishments related to the Regional Comprehensive Plan (RCP). She noted that the Board recently approved the Regional Transportation Plan (RTP) that rewards smart growth, and the Multiple Habitat Conservation Plan that protects key preserve areas in North County. These policy documents provide the foundation for two key elements of the RCP, the Transportation Chapter and the Healthy Ecosystems Chapter. Mayor Holt Pfeiler also reported that the first round of RCP workshops throughout the region has been completed. Resident concerns were the environment; securing enough water to support the region’s needs; recognition of the housing crisis; understanding that the San Diego region is part of an international region; desiring a variety of land uses in close proximity; recognizing that the region’s urban form affects the quality of its transportation systems; valuing energy efficiency and sustainability; and thinking ahead and being proactive. This input was incorporated into a revised regional vision and core values. She indicated that the most recent edition of Continuum, the RCP newsletter, provides a summary of the workshop results.

Mayor Holt Pfeiler indicated that last December, the Regional Planning Committee formed a Stakeholders Working Group to more formally involve interested organizations and groups into the planning process. The Stakeholders Working Group provides input to the Regional Planning Committee, and the Committee forwards recommendations to the SANDAG Board for formal action. She noted that Councilmember Patty Davis (Chula Vista) is Chair of the Stakeholders Working Group and Carol Bonomo of California State University, San Marcos (CSUSM), serves as the Vice Chair.

Councilmember Patty Davis, Chair of the Stakeholders Working Group, reported that the Regional Planning Committee appointed 25 people from throughout the region to the Stakeholders Working Group, and about half are new to SANDAG efforts. At past meetings, stakeholders have discussed the draft vision, core values, urban form, and transportation. They value the natural environment, energy self-sufficiency, the better
linking of land use and transportation; are concerned about public health and environmental justice; see a need for greater balance of the distribution of housing and jobs within our region; and believe in livable neighborhoods and reducing urban sprawl.

Carol Bonomo, Vice Chair of the Stakeholders Working Group, stated that the stakeholders bring many perspectives to the table. Due to the tight deadlines associated with preparation of the RCP, the stakeholders are forming mini-groups to explore some of the issues in greater depth. She thanked SANDAG for the opportunity to participate in this effort.

Mayor Holt Pfeiler stated that one of the comments heard consistently from the workshops was that the vision did not sufficiently reflect the uniqueness of our region. The new proposed vision focuses on preserving and enhancing our unique demographic, topographic, and geographic features, while emphasizing sustainability and quality of life. The proposed core values are more descriptive now and a few have been added as a result of the working groups and the public input, including citizen participation, water availability, schools as community assets, and fiscal responsibility.

Mayor Pro Tem Finnila (Carlsbad) asked if the Regional Planning Committee has thought ahead about how to monitor the connectivity of the core values, not just monitoring performance measures for each individual chapter. Mayor Holt Pfeiler agreed that that needs to be done, and will be discussed by the Regional Planning Committee at a future meeting.

Mayor Lewis (El Cajon) asked how the concept of social equity in various areas of the region would be handled, especially as related to housing prices. Staff responded that it is looking at data throughout the region, and that those issues will be addressed in the housing, urban form, and environmental justice/social equity chapters of the RCP.

Mayor Madrid (La Mesa) questioned how the core values would be attained, especially as related to water supply. Mayor Holt Pfeiler replied that the actions to ensure that we achieve policies and objectives related to the core values would be covered in each chapter.

Mayor Pro Tem Monroe (Coronado) indicated that Mayor Holt Pfeiler made a presentation on the RCP to the Coronado Rotary Club and did a wonderful job. He added that it is time for others to ask her and other elected officials involved in preparing the RCP to make similar presentations to other organizations.

Councilmember Madaffer (San Diego - B) suggested that Mayor Holt Pfeiler's presentation be put on video and shown on the television stations of the City and County of San Diego. He also suggested that there be web links available as another resource for the public to obtain this information.

Councilmember Kellejian (Solana Beach) stated that this is the only attempt at developing an RCP in the state. He commended Mayor Holt Pfeiler and SANDAG staff for a great job.

Councilmember Crawford, Chair of SANDAG’s Borders Committee, encouraged all of the Board members, alternates, and city staff to attend some of the RCP meetings and workshops. From the Borders Committee perspective, the Committee is trying to envision its relationships with the surrounding counties and the Republic of Mexico. It is a big challenge to set out specific objectives and the performance measures for those objectives.
11. PROGRESS REPORT ON TRANSPORTATION PROJECTS (INFORMATION)

Staff provided a status report of transportation progress around the region including recently completed projects (State Route [SR] 125 corridor and Black Mountain Road to Camino del Sur); those under construction (the middle portion of SR 56, Interstate 5/Interstate 805, San Ysidro Intermodal Transportation Center, Mission Valley East [MVE] Light Rail Transit Extension, the Sprinter); recent environmental clearances received (I-15 Managed Lanes, Oceanside Transit Center parking structure, I-5/Del Mar Heights Road to Via de la Valle); regional arterial system projects (Rancho Santa Fe Road widening, I-805/Olympic Parkway Interchange, Genesee Avenue widening, Jamacha Road widening); and the Transportation Demand Management vanpool program. It was noted that there has been a 57 percent increase in the vanpool program from October 2001 to March 2003.

Staff announced that there would be a ribbon cutting ceremony on May 3, 2003, 11:00 a.m., to celebrate the opening of the TransNet-funded SR 125 projects.

Mayor Pro Tem Finnila (Carlsbad) added that there is a ceremony for the opening of Cannon Road next Wednesday, April 30, 2003, at 4:00 p.m. This is an east-west connector between I-5 and El Camino Real.

12. FY 2004 OVERALL WORK PROGRAM (OWP) (APPROVE)

Vice Chair Cafagna stated that in February 2003 the Board authorized distribution of the FY 2004 Overall Work Program (OWP). Comments were received and responses are attached to the staff report. The Intermodal Planning Group (IPG) met with staff earlier this month to review the OWP and felt that staff had addressed its comments. Other comments were received from the County of San Diego and the City of Imperial Beach. The County encouraged the Board to obtain funding for the liaison with the Tribal Governments and for the rural transportation needs assessment, and to coordinate these events with them. The comments from Imperial Beach related to future TransNet funding and the number of projects for the South Bay, especially the Interstate 905 (I-905) project. The OWP contains the projects being consolidated from the North County Transit District (NCTD) and the Metropolitan Transit Development Board (MTDB) as part of the initial transition of planning and programming responsibilities.

Public Comment

Dick Cook, former Vista Councilmember, commented about the financial problems the Sprinter project brings to taxpayers and the safety challenges this project presents to the residents of North County. He asked the Board to undertake a cost-effectiveness and safety review of the Sprinter project.

Oliver Costich, a San Marcos resident, distributed a paper of ridership-related issues for the Oceanside – Escondido Commuter Rail Line. His conclusion is that there appear to be sufficient ridership issues to warrant a reevaluation of this project.

S. Locke Bogart, a San Marcos resident, provided comments related to various issues and the cost estimate growth of the Sprinter. He also mentioned information comparing bus rapid transit (BRT) to the Sprinter. He recommended that the Board revisit the light rail choice in light of the BRT information to save taxpayers money during this time of federal and state budget deficits.
Mike Preston, San Marcos Councilmember, stated that the Sprinter would not have any material benefit to North County. He asked the Board to accelerate a BRT study of the Oceanside - Escondido LRT project. He said that TransNet funds are being used for the Sprinter project that could be used to ease traffic congestion.

Cortland Courmers was unable to attend this meeting but submitted a position of opposition to the Sprinter project.

Chairman Morrison clarified that the issue on the agenda is approval of the OWP. Under SB 1703, the project being discussed will remain the responsibility of NCTD and will not be transferred to SANDAG.

Mayor Lewis (El Cajon) expressed caution related to costs for the Sprinter project connecting with CSUSM because the cost of the Mission Valley East LRT Extension has significantly increased as a result of the connection with San Diego State University.

Councilmember Guerin (Encinitas) asked about the “before and after” study contained in the OWP for the Sprinter since the ridership prediction information is years old. Staff replied that the Federal Transit Administration (FTA) requires this information.

Councilmember Kellejian (Solana Beach) stated that SANDAG and NCTD staffs have worked with CSUSM and the projected numbers for ridership have increased over time. NCTD hired an independent consultant to review the ridership figures and those figures were confirmed.

Supervisor Roberts (County of San Diego) said that the San Diego Trolley contributes to better air quality. The Air Pollution Control District (APCD) is also taking steps to produce hydrogen-fueled cars in the near future. The MVE project will serve the public for years to come. Areas with higher densities such as Mission Valley are better served by the trolley rather than BRT.

Vice Chair Cafagna made the motion to approve the recommended action.

Councilmember Madaffer (San Diego – B) seconded the motion.

**Action:** Poway -- San Diego – B. A motion and second was made to approve the Executive Committee’s recommendation to approve the FY 2004 OWP (as outlined by the summary objectives for each work element shown in Attachment 1 of the staff report) to serve as the basis for carrying forward the regional planning program for FY 2004; to assist the Board and the Executive Committee in developing the FY 2004 Final Program Budget; and for submission to the IPG Region IX to serve as the basis for funding applications to carry forward the regional work program for FY 2004. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Absent – San Diego - A (0%). Abstain – 0.

13. **NEARSHORE HABITAT INVENTORY (INFORMATION)**

Staff reported that a Web site is under development that will display information on marine habitats in the San Diego region’s nearshore environment. This program will provide a comprehensive inventory of nearshore marine habitats, a user-friendly database, will be a regional planning tool, and will assist with impact analyses for large-scale actions. The program participants include SANDAG, the California State Coastal...
Conservancy, the California Department of Fish and Game, the California Coastal Commission, the US Army Corps of Engineers, the US Fish and Wildlife Service, and the National Marine Fisheries Service. Phase I of the program work scope includes the regional Geographic Information System (GIS) database and program development, and Phase II would provide supplemental mapping and inventory. Actions to be completed are finalization of mapping functions, incorporating recently collected data, and launching the Web site to be hosted by SANDAG. This project will result in more informed decisions for future beach sand replenishment projects, better monitoring of regional impacts to marine resources, a central clearinghouse for data, and public access to the data.

Councilmember Tierney (Coronado) asked if water temperatures would be included in this project. Staff replied that water temperatures will not be included in this project, but we have other monitoring efforts that provide that information albeit only twice a year.

Councilmember Tierney suggested that staff work with the Health Department on public access for information on sewage outflow areas.

ADDITIONAL COMMENTS

Chairman Morrison announced that the next Policy Development meeting on Friday, May 9, 2003, would be in the form of a bus tour of the South Bay. Board members need to be at SANDAG by 10:00 a.m. that morning. The tour will continue until 2:30 p.m. and lunch will be provided.

Mayor Madrid (La Mesa) asked if the tour was open to the public. Chairman Morrison indicated that the tour is open to the public and is posted as a public meeting. However, there will only be one bus available, so attendance would be on a first-come, first-serve basis.

Chairman Morrison also mentioned a workshop on the funding sources for regional development next Tuesday, April 29, 2003, at 9:00 a.m., at the Martin Luther King, Jr. Center in National City.

ADJOURNMENT - 12:16 p.m.

GARY L. GALLEGOS
Secretary
SUMMARY OF SOUTH COUNTY BUS TOUR ON MAY 9, 2003

A tour of South County was held in lieu of the SANDAG Policy Development Board. The tour began at 10:30 a.m. Attendance was as follows:

**SANDAG Board Voting Members**
- City of Carlsbad .............................................................. Ramona Finnila, Mayor Pro Tem
- City of Chula Vista ............................................................. Absent
- City of Coronado ................................................................. Phil Monroe, Mayor Pro Tem
- City of Del Mar ................................................................. Absent
- City of El Cajon ................................................................. Absent
- City of Encinitas .............................................................. Christy Guerin, Councilmember
- City of Escondido .............................................................. Lori Holt Pfeiler, Mayor
- City of Imperial Beach ..................................................... Patricia McCoy, Councilmember
- City of La Mesa ............................................................... Absent
- City of Lemon Grove ........................................................ Absent
- City of National City ....................................................... Ron Morrison, Councilmember
- City of Oceanside ............................................................. Jack Feller, Deputy Mayor
- City of Poway ................................................................. Mickey Cafagna, Mayor
- City of San Diego ............................................................ Absent
- City of San Marcos .......................................................... Absent
- City of Santee ................................................................. Absent
- City of Solana Beach ....................................................... Absent
- City of Vista ................................................................. Judy Ritter, Councilmember
- County of San Diego ........................................................ Absent

**Advisory Members**
- California Department of Transportation: Allan Kossup
- Metropolitan Transit Development Board: Toni Bates, Jennifer Williamson
- North San Diego County Transit Development Board: Hon. Judy Ritter, Chair, Karen King, Executive Director
- U.S. Department of Defense: Drew Aitken
- San Diego Unified Port District: Absent
- San Diego County Water Authority: Absent
- Mexico: Absent

**Others**
- Dan Coffey, Public Member
- Clive Richards, Public Member
BUS TOUR OF SOUTH BAY

SANDAG Board members toured Coronado, Imperial Beach, Chula Vista, and National City, as well as the Otay Mesa industrial area and the California Highway Patrol (CHP) inspection facility at the border crossing in Otay Mesa. Members were updated on development and redevelopment in these areas, transportation projects, and future development and redevelopment plans. In addition, Caltrans updated members on highway planning and development.

HIGHLIGHTS OF THE TOUR

Coronado

Mayor Pro Tem Phil Monroe updated members on traffic improvements put in place since the removal of the San Diego-Coronado Bridge Toll last summer, plans to slow traffic in neighborhoods, and efforts to work with the Department of Defense to improve traffic flow to Naval Air Station (NAS) North Island. Among the projects highlighted were a new skate park, the effort to maintain a village atmosphere in commercial areas, expansion of the Hotel Del Coronado, the Bayshore Bikeway, National Wildlife Refuge, and TEA enhancement improvements along the Silver Strand.

Imperial Beach

Councilmember Patricia McCoy discussed revitalization efforts in Imperial Beach and highlighted mixed-use development on Palm Avenue and Seacoast Drive. She described the efforts of City officials to limit development on the coast to maintain ocean views and access to the beach for the public. Then the tour stopped at the Tijuana Estuary, one of the last functioning wetlands in Southern California. Beach sand replenishment also was discussed.

State Route 905

Allan Kossup from Caltrans, District 11, updated Board members on the status of State Route (SR) 905 that will connect Interstate 805 (I-805) to the Otay Mesa Port of Entry at the U.S.-Mexico border. The bus also toured the area where the future SR 125 toll road and SR 11 will connect with SR 905.

Otay Mesa Industrial Area

Alejandra Mier Y Teran, Executive Director of the Otay Mesa Chamber of Commerce; Shane Harmon, Board member of the Otay Mesa Chamber of Commerce; and Doug Perkins, Executive Director of the South Bay Economic Development Corporation led the tour in the Otay Mesa area.
Among the programs highlighted were the economic development underway in the area, the importance of a third border crossing on east Otay Mesa, the benefits of Brown Field as a cargo airport, the potential for a parking and customs facility in Otay Mesa that would connect with Tijuana International Airport, and the maquiladora industry in the border region.

Board members were given a tour of the CHP truck inspection facility at the Otay Mesa port of entry.

Chula Vista

City Manager Dave Rowlands and Otay Ranch project manager Rick Rosseler led a tour of smart-growth communities in Otay Ranch, east of I-805 in Chula Vista. Among the highlights described were mixed-use development, pedestrian design, transit rights-of-way reservations, affordable housing, Heritage Park, and new school construction. The tour also passed the SR 125 toll road right-of-way.

Tour participants visited the Olympic Training Center—one of only three in the United States.

National City

City Councilman and SANDAG Chair Ron Morrison led the tour of National City. Among the projects featured were the National City Adult Education Center that is adjacent to the 24th Street Trolley station, plans for the National City Education Village, activities at the National City Marine Terminal, and redevelopment plans for the City's bayfront.

CONCLUSION

Similar tours are being planned for East County and North County subregions.

ADDITIONAL COMMENTS

There were no additional comments.

ADJOURNMENT – 2:30 p.m.

GARY L. GALLEGOS
Secretary
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
Meeting of May 9, 2003

Chairman Ron Morrison (National City) called to order the Executive Committee meeting. Committee members in attendance were Vice Chairman Mickey Cafagna (North County Inland), Ramona Finnila (North County Coastal), Hal Ryan (East County), Greg Cox (County of San Diego), and alternates Lori Holt Pfeiler (North County Coastal), Jim Madaffer (City of San Diego), and Art Madrid (East County).

1. PUBLIC COMMUNICATIONS/COMMENTS

Chairman Morrison introduced Deborah Gunn, who is the new Clerk of the Board.

Staff noted that several members of the County Board of Supervisors had questions on Agenda item No. 6 and suggested that the item be pulled until they can meet with County of San Diego representatives during the next 30-60 days. The Executive Committee agreed.

CONSENT (Items 1 and 2)

1. AUTHORIZING THE EXECUTIVE DIRECTOR TO ACCEPT $130,000 FROM THE CALIFORNIA DEPARTMENT OF FISH AND GAME TO ENHANCE THE HABITAT TRACKING AND REPORTING SYSTEM (HABITRAK), AMEND THE FY 2003 OVERALL WORK PROGRAM AND BUDGET, AND RETAIN CONSULTANT ASSISTANCE (APPROVE)

2. MEMORANDUM OF UNDERSTANDING (MOU) FOR COORDINATED LOBBYING PROGRAM (APPROVE)

Executive Committee members expressed concern related to jurisdictions having opposing views on legislative issues. Staff responded that the MOU recognizes the potential for conflict. If the City of San Diego differs on a particular issue, it would obtain its own legislative representation assistance for that issue. SANDAG will administer this lobbying program.

Action: The Executive Committee voted to approve the consent agenda.
3. PUBLIC COMMUNICATIONS/COMMENTS

Mayor Pro Tem Monroe (Coronado) commented that ARJIS recently received a grant from the National Science Foundation.

Councilmember Madaffer (City of San Diego) announced that the City of San Diego has launched a Web site, e-watch.sandiego.gov, which reinterprets existing ARJIS information to monitor crime for specific addresses within the City of San Diego. The public can check on crime every night and receive an automatic email with a pinpoint of criminal activity within a one-mile radius of an address.

REPORTS

4. LEGISLATIVE UPDATE:

A. AB 361 (KEHOE): SAN DIEGO CONSOLIDATED TRANSPORTATION AGENCY (INFORMATION)

Staff reported that a letter was transmitted to Assemblymember Steinberg, Chair of the Appropriations Committee, highlighting the unfunded mandated costs of AB 361 and asking that SANDAG’s position, which is “oppose unless amended,” be recognized. The City of Poway developed an analysis of its costs resulting from AB 361. This information has been submitted to the Appropriations Committee staff. Staff stated that the Assembly analysis is incomplete, inaccurate, and fails to recognize some of the serious cost implications of the bill. A meeting with the Appropriations Committee staff has been requested. The amendments proposed by the Board have been provided to Assemblymember Kehoe and her staff. Staff has not received substantive feedback from that office.

At a SANDAG/SCAG (Southern California Association of Governments) meeting on inter-regional issues, Vice Chair Cafagna learned that Robin Lowe (Hemet) wants to bring the bill to the League of California Cities Board for an oppose position.

B. AB 1279 (HORTON) (SPONSOR)

Staff reported that this bill would assist SANDAG with obtaining state authority to implement the high-occupancy toll (HOT) lane projects included in the recently approved Regional Transportation Plan (RTP), Mobility 2030. While SANDAG has both the federal and state authority to operate the FasTrak™ program on the Interstate 15 (I-15) Express Lanes and extend that program to the future Managed Lanes, SANDAG would need state authority to expand the HOT lane concept to I-5, I-805, and a portion of State Route (SR) 52 as proposed in the RTP.

Executive Committee members asked if there was a possibility for co-authorship on this bill. Staff responded that after the groundwork with Caltrans is laid, co-authorship should be easily found.
Action: The Executive Committee voted to sponsor AB 1279 (Horton), a two-year bill that would allow the implementation of Managed/High Occupancy Vehicle lane (HOV) projects that would allow single occupant vehicles to pay to use HOV lanes on the state highway system (similar to the current I-15 FasTrak program).

5. NEW AND UPDATED GENERAL POLICIES OF THE CONSOLIDATED AGENCY (REVIEW/DISCUSSION)

Staff indicated that there are 12 policies for review. Some of the policies have existed before and need technical changes, some existed but not in Board format, some are documenting current practices, and others are new policies. Staff highlighted the key points in a few of the policies.

Policy No. 4, Rules of Procedure, provides standards for conduct that SANDAG did not previously have in policy form. The Fair Political Practices Commission (FPPC) and the Federal Transit Administration (FTA) mandate these standards. Other provisions in this policy provide more flexibility with regard to public comment as requested by the Chair of the Transportation Committee.

Policy No. 5, Sponsorship of Events, is not new, but has been put into Board policy format. The Executive Committee asked about a dollar amount related to Sponsorship. Staff replied that the Board must approve anything with a cost of $5,000 and over. Most requests are for sponsorship in name only.

Policy No. 6, Proclamations, is a new policy and staff was previously directed by the Board to develop this policy using similar criteria to those in the Sponsorship policy.

Policy No. 7, Equal Employment Opportunity (EEO), is not a new policy.

Policy No. 8, Legal Matters, is mostly existing policy approved by the Board last year; however, there is a new claim form to assist the public with providing the correct information. The form will also be available on our Web site.

Policy No. 10, Taking Positions on Ballot Measures, already existed. Since the Board now has the ability to put its own advisory measures on the ballot, a section has been added to allow taking a position on advisory measures. Executive Committee members thought this policy should include a provision that states our ability to create ballot measures. The Executive Committee asked about the situation when one jurisdiction makes a decision that may negatively affect another jurisdiction. Staff replied that the SANDAG Board under the conflict resolution procedure would discuss conflicts between jurisdictions.

Policy No. 11, Travel Expenses, embodies current policies and practices. SANDAG did not previously have a written policy. Staff indicated that the remainder of policies are existing ones that have been put into format and numbered for easier reference.

Executive Committee members expressed concern about a specific time period related to the length of time when no Board member shall engage in private employment wherein they...
would attempt to influence SANDAG. Staff replied that 12 months is the usual standard of time. The Executive Committee suggested that the following be added to the Policy, “after a member is off the board for 12 months.” Staff agreed that there should be a reasonable time period to prevent the appearance of impropriety. Following further discussion staff was directed to develop options regarding a time period and report back to the Executive Committee.

The Executive Committee directed staff to develop a matrix on board member travel to conferences to ensure that all jurisdictions have the same opportunity. Staff stated that travel expense is controlled through the budget process, and that the matrix would be prepared.

The Executive Committee asked if the dollar amount contained in Policy No. 12, Local Technical Assistance (LTA), should be adjusted. Staff answered that two-thirds of the LTA projects are under the $1,000 limit, therefore the limit should remain as is. The Executive Committee asked for a tracking of this program so that during the next budget cycle, adjustments may be made if necessary.

Executive Committee members suggested that policies be reviewed every three to five years to ensure they are kept current, and also suggested that the last review date be added at the end of each policy.

6. NORTH COUNTY MITIGATION BANK (SUPPORT)

This item was pulled from the agenda.

7. FY 2004 FINAL PROGRAM BUDGET (APPROVE)

Staff reported that the Final Program Budget is based upon estimates of the available resources and revenues. These estimates include the first phase of consolidation per SB 1703. There will be subsequent transitions from the transit agencies. Later this year when the state Department of Finance population estimates are available, the TransNet distribution and member assessments and the criminal justice clearinghouse assessments will be amended. Of the $265 million about 92 percent are funds to be passed through to other government agencies or are contracted out for such projects as transportation demand management, intelligent transportation systems projects, the I-15 value pricing and managed lane extension study projects, and the Freeway Service Patrol.

The FY 2004 Overall Work Program includes the first phase of consolidation. SB 1703 guarantees that consolidated employees not experience any loss in salary or benefits. A team consisting of MTDB, NCTD, and SANDAG representatives has been working to meld a benefit package that gives overall equity while paying attention to costs. Outside counsel has been retained to work on a couple of California Public Employment Retirement (PERS) issues.

The Executive Committee asked for an historical trend comparing expense ratios to total revenues as far as operational and overall expenses relate to the program budget. Staff agreed to provide this information as a baseline.
Action: The Executive Committee voted to recommend that the Board of Directors of the San Diego Association of Governments adopt this FY 2004 Final Program Budget, including the budget for the San Diego County Regional Transportation Commission, as the expenditure plan to carry forward the regional program for FY 2004.

8. REVIEW OF DRAFT BOARD AGENDA FOR MAY 23, 2003 (APPROVE)

Action: The Executive Committee voted unanimously to approve the draft Board agenda for May 23, 2003.

Staff noted that Report No. 14 is the first reading of an ordinance to change the 80/20 percent split of TransNet transit funds to a 62/38 percent split. Chairman Morrison noted that this matter will come before the Transportation Committee with a recommendation to the Board.

Gary L. Gallegos
Secretary
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
Meeting of May 16, 2003

The regularly scheduled meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal). Other voting Committee members in attendance were Vice Chair Dick Murphy (City of San Diego), Mickey Cafagna (North County Inland), Art Madrid (East County), Jerry Rindone (South Bay), Ron Roberts (County of San Diego), Bob Emery (MTDB), Judy Ritter (NCTD), and Terry Johnson (San Diego County Regional Airport Authority). Also in attendance were alternates Corky Smith (North County Inland), Jack Dale (East County), Phil Monroe (South Bay), and Mary Sessom (San Diego County Regional Airport Authority) as well as ex-officio member Pedro Orso-Delgado (Caltrans) and SANDAG Chair Ron Morrison.

CONSENT ITEMS (1-2)

1. 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) ADMINISTRATIVE AMENDMENT NO. 10 – STATE ROUTE 905 (APPROVE)

Due to the current suspension on Traffic Congestion Relief Program (TCRP) allocations, there is a $3 million shortfall for the SR 905 project, which is in immediate need of funding to purchase a parcel for mitigation purposes. This administrative RTIP amendment would temporarily move $3 million of Regional Surface Transportation Program (RSTP) funds from SANDAG’s RSTP Reserve to cover the shortfall in TCRP funding. The RSTP funding is expected to be programmed back to the RSTP Reserve in January 2004, when federal Corridor and Borders Program funds can replace the RSTP funds.

Action: The Transportation Committee approved Administrative Amendment No. 10 to the 2002 RTIP.

2. CONGESTION MANAGEMENT PROGRAM (CMP) QUARTERLY REPORT (INFORMATION)

This report summarizes the activities to date since the adoption of the 2002 CMP update by the SANDAG Board of Directors in January 2003. Four CMP workshops with local agencies have been held, and work on the first round of Deficiency Plans is scheduled to begin in early FY 2004. The Transportation Committee received this item as information.
3. PUBLIC COMMENTS/COMMUNICATIONS

Eric Pahlke, SANDAG, reported that the Governor’s proposed May Revised Budget maintains TCRP funding for projects already allocated (“voted”) by the California Transportation Commission (CTC). In addition, the Governor is proposing that all funds transferred from the TCRP to the General Fund be repaid by FY 2009.

Pedro Orso-Delgado, Caltrans, stated that if the State Legislature concurs with the Governor’s budget proposal, there would be sufficient funding to complete many of the region’s TCRP-funded projects, such as the I-5/I-805 merge, I-15 Managed Lanes, SR 56, and SR 905.

The Transportation Committee requested periodic updates on the status of the TCRP and progress of the region’s TCRP-funded projects.

REPORTS

4. LOSSAN RAIL CORRIDOR SCREENING RECOMMENDATIONS (SUPPORT)

Staff summarized the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, which currently serves Amtrak intercity passenger rail, Coaster and Metrolink commuter rail, and Burlington Northern Santa Fe freight service. Since 2001, the California High-Speed Rail Authority (CHSRA) and Caltrans have been working on technical studies for the coastal rail corridor between Los Angeles and San Diego. These studies will lead to a program-level environmental impact report/environmental impact statement (PEIR/EIS) for each agency.

Steve Schibuola of the IBI Group, consultant to CHSRA and Caltrans, summarized the alternative alignments evaluated in the Encinitas and Del Mar areas. The screening criteria used for the evaluation considered constructability, train performance, community, and environmental issues. CHSRA and Caltrans staffs are recommending retaining three of the four alternatives in the Encinitas area, and three of the five alternatives in the Del Mar area for further analysis. Chair Kellejian stated that at its May 9, 2003 meeting, the San Diego Regional High-Speed Rail Task Force recommended that the Transportation Committee support the proposed screening recommendations.

Mr. Schibuola stated that CHSRA has assumed only non-electric steel-wheel-on-rail train technology for the coastal rail corridor between Irvine and San Diego. In other statewide corridors, including San Diego’s Inland Corridor, an electrified, fully grade-separated high speed passenger rail system is being studied. CHSRA and Caltrans are scheduled to release the technical studies in Summer 2003. CHSRA expects to release the draft PEIR/EIS for the statewide high-speed rail system in August 2003, and Caltrans expects to release the PEIR/EIS for the LOSSAN corridor in late 2003/early 2004.

A Transportation Committee member asked whether the Coastal Corridor and the Inland Corridor were still being considered as alternative alignments in the San Diego region. Mr. Schibuola replied that both corridors show strong ridership forecasts; therefore, both may be retained and would likely be phased into the statewide system over time.
The Committee discussed other potential uses for the corridor if the rail line were removed from the Del Mar bluffs. It was suggested that the property could be used for continuing the Coastal Rail Trail. A Committee member also asked whether grade separations were being considered in the downtown San Diego area. Mr. Schibuola replied that a short trench between Sassafras Street and the Santa Fe Depot, which would separate the rail line from vehicular traffic, was included in the “high build” alternative.

The Committee discussed the feasibility of the proposed tunnels and trenches. A Committee member asked whether seismic impacts were being evaluated. Mr. Schibuola responded that at the program-level, CHSRA has made sure that no tunnel or trench crosses an existing fault line to minimize the potential for earthquake impacts. Subsequent project-specific environmental documents and detailed design work would be required.

**Action:** The Transportation Committee supported the LOSSAN rail corridor screening recommendations in the Encinitas and Del Mar areas and authorized staff to transmit this position to Caltrans and to the CHSRA Board of Directors at their May 27, 2003 meeting.

5. SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB) OPERATING BUDGET UPDATE (INFORMATION)

Staff summarized MTDB’s projected operating budget issues for Fiscal Years 2004 through 2008. Since 1993, MTDB has been dealing with an operating “structural deficit,” in which recurring revenues have not been sufficient to cover recurring expenses. This structural deficit has been bridged each year by implementing operating efficiencies and cost control measures as well as by using non-recurring resources.

Staff noted that operating costs are rising faster than recurring revenues. Staff summarized increases in diesel, compressed natural gas (CNG), and electricity costs over time. Other volatile budget components include rising costs for risk management, workers compensation, and benefits, and declining sales-tax based revenues available for operations, including Transportation Development Act (TDA) and TransNet funding.

Staff highlighted the actions taken by the MTD Board of Directors to balance the FY 2004 budget. These include using budget reserves, deferring certain capital projects, eliminating less productive services, implementing fare increases, seeking new sources of revenue, and requesting a change in the TransNet transit capital/operations formula (the subject of Transportation Committee Agenda Item No. 6). The MTD Board will be continuing its budget process at its May 22 meeting, will hold a public hearing on the budget and proposed service changes on June 12, and is scheduled to adopt the agency’s FY 2004 budget on June 26, 2003.

A Transportation Committee member suggested that MTDB pursue recovering higher energy charges resulting from the energy industry’s collusion. Staff responded that this may be possible as part of the statewide effort to recover excessive energy charges.

The Committee discussed the existing process for evaluating and eliminating less productive services. MTDB has an existing service evaluation policy (Policy No. 43), and the North San Diego County Transit Development Board (NCTD) also has similar service evaluation criteria...
in its Short-Range Transit Plan (SRTP) and adopted fiscal policies dealing with transit service levels. A Committee member asked for the history of MTD Board votes on service changes over the past three years.

The Committee also discussed the need to maintain lifeline services for transit dependents. It was noted that as part of the consolidation under SB 1703, SANDAG’s Transportation Committee would be reviewing all future service evaluations after July 1, 2003.

Public Comment

Robert Hoffman stated his opinion that public transit is not a marketable transportation service.

Lynne Baker, Endangered Habitats League, voiced her support for improving public transit services as an alternative to freeway travel. She supports improving the frequency of transit to encourage more ridership.

A Committee member noted that the San Diego region is ranked among the lowest in local taxes supporting public transit operations. The Committee discussed the need to consider this issue as part of the future extension of the TransNet program.

6. REQUESTED CHANGE TO TransNet ORDINANCE FOR TRANSIT OPERATING SUPPORT (RECOMMEND)

Staff stated that one of the strategies adopted by MTDB to address its multi-year operating budget issues is a request to change the level of operating support from the TransNet program. The current TransNet Ordinance allows up to 20 percent of the TransNet funds available each year for transit purposes to be used for operations. The Ordinance dedicates the remaining 80 percent toward the rail transit capital projects specified in the TransNet Expenditure Plan and bus capital projects to support express bus services in the I-15 corridor.

The TransNet Ordinance anticipated the need to make changes over the 20-year life of the program and included the ability to amend most provisions of the Ordinance with a two-thirds vote of the SANDAG Board of Directors.

MTDB has requested changing the existing 80/20 transit capital/operations formula to a 62/38 distribution. The 62 percent for transit capital purposes would cover MTDB’s current commitments, including completing the Mission Valley East light rail transit (LRT) extension and other previously approved capital projects, debt service costs, and project development work on the Mid-Coast extension to University Towne Centre. The remaining 38 percent would be available for transit operating support and for project development work on MTDB’s Transit First Showcase and Early Action bus rapid transit (BRT) projects.

NCTD supports the requested change to the TransNet transit formula, because it would provide future flexibility in funding. Staff stated that a letter was provided to the Committee from City of San Marcos Councilmember Lee Thibadeau opposing the requested Ordinance change.
To make it easier for the public to understand, a Committee member recommended a 60/40 transit capital/operations formula in lieu of the original 62/38 formula request. Staff noted that a 60/40 distribution would provide sufficient funding to complete MTDB’s current capital commitments. A Committee member asked whether increasing the percentage available for transit operations from 38 percent to 40 percent would allow MTDB to reconsider its proposed fare increase. Tom Larwin, MTDB, replied that the MTD Board already approved the fare increase, which goes into effect July 1, 2003.

The Committee recognized that as the San Diego region’s public transit system matures, less capital funding may be needed for system expansion, while more funding may be needed to support transit operations. Committee members noted that the requested TransNet formula change received unanimous support of both the MTD and NCTD Boards of Directors.

A Committee member asked what other changes could be made by a two-thirds vote of the SANDAG Board. Staff replied that the TransNet Ordinance requires a vote of the people to change the amount of the tax (½%), the duration of the tax (20 years), the overall allocation of the revenue (one-third each to highways, transit, and local streets and roads), and the prohibition of the use of TransNet funds for the portion of SR 56 in the City of San Diego’s Future Urbanizing Area. The Ordinance specifically allows the amendment of any other provision of the Ordinance by a two-thirds vote of the SANDAG Board acting as the San Diego County Regional Transportation Commission.

**Action:** The Transportation Committee recommended to the SANDAG Board of Directors that the TransNet Ordinance be amended to provide up to 40 percent of the annual revenues from FY 2004 through FY 2008 for transit operating purposes and other transit service improvements, such as the development of Transit First Showcase/Early Action BRT projects.

7. TRANSIT POLICIES BEING CONSIDERED FOR THE CONSOLIDATED AGENCY (RECOMMEND)

Staff stated that as part of the consolidation process under SB 1703, SANDAG and transit agency staffs have been reviewing board policies in effect at SANDAG, MTDB, and NCTD to determine whether new or updated policies should be adopted in preparation for SANDAG’s new transit-related responsibilities.

As a result of this review, staff has prepared a SANDAG Board of Directors policy on Transit Service Planning, which was previously approved by the Board in February 2003 as part of the initial transition plan for transit planning and programming activities. Staff highlighted the different responsibilities of SANDAG and the transit operators under the proposed policy. Staff summarized other key policies that are being evaluated and which may be brought to future Transportation Committee meetings.

Staff reported that the Executive Committee also is considering 12 new or updated administrative and procedural Board policies. These policies would be brought to the SANDAG Board in June 2003 along with the proposed Transit Service Planning policy.
Action: The Transportation Committee recommended that the SANDAG Board of Directors approve the Transit Service Planning Policy at its June 27, 2003 meeting.

GARY L. GALLEGOS
Executive Director
REGIONAL PLANNING COMMITTEE DISCUSSION AND ACTIONS
Meeting of May 2, 2003

The Regional Planning Committee meeting was held at the Scripps Institution of Oceanography (SIO) in conjunction with the Regional Workbench Consortium (RWBC). The meeting was called to order by Committee Chair Lori Holt Pfeiler (North County Inland). Committee members and alternates in attendance were Patty Davis (South County), Jack Feller (North County Coastal), Jim Madaffer (City of San Diego), Ron Roberts (County of San Diego), Judy Ritter (North County Inland – alternate), Patricia McCoy (South County), Maggie Houlihan (North County Coastal – alternate), and Jerry Jones (East County – alternate). Ex-Officio members in attendance were Gene Pound (Caltrans), Leon Williams (Metropolitan Transit Development Board), David Druker (North County Transit District), Bill Chopyk (San Diego Unified Port District), Gail Goldberg (Regional Planning Technical Working Group), and Carol Bonomo (Regional Planning Stakeholders Working Group). Steve Erie, Director of the Urban Studies and Planning Program at UCSD, and Keith Pezzoli, leader of the RWBC, Urban Studies Professor at UCSD, and member of SANDAG’s Stakeholders Working Group, also were in attendance. (Dr. Pezzoli was the person that invited the Regional Planning Committee to the SIO on behalf of the Regional Workbench Consortium and coordinated the details to make the meeting happen.)

CONSENT ITEMS

1. ACTIONS FROM APRIL 4, 2003 REGIONAL PLANNING MEETING (INFORMATION)

2. REPORT ON REGIONAL COMPREHENSIVE PLAN (RCP) FROM APRIL 25, 2003 BOARD MEETING (INFORMATION)

3. WATER QUALITY COMPONENT OF RCP (INFORMATION)

   Action: The consent agenda was approved.

4. PUBLIC COMMENTS AND COMMUNICATIONS

   Residents from Oceanside spoke about sidewalk and school children safety in Oceanside and Carlsbad, pointing out that blockades and gates in both Carlsbad and Oceanside are blocking school children's access to local schools, causing the children to either have to climb over the blockades or fences to walk to school, walk along streets such as College Boulevard that have traffic loads of over 30,000 vehicles per day, or have their parents drive them longer distances to get there. The speakers also indicated that due to budget constraints, bus services in those same areas will not be provided next year.
5. VISION AND URBAN FORM ITEMS

a. “100 Year Sustainable Vision for the San Diego-Tijuana Region” Prepared by Gas Technology Institute, the San Diego Regional Energy Office (REO), and PDC Planning (INFORMATION/DISCUSSION)

Before this item started, the Regional Planning Committee viewed a Solid Terrain Model of the greater Southern California/Northern Baja California region. The solid terrain model is a combination of flat maps, satellite and aerial imagery, and 3-D physical terrain models that provides a bird's eye view of the whole area.

John Ruggieri of Project Design Consultants (PDC) then provided an overview of the "100 Year Sustainable Vision for the San Diego-Tijuana Region," a proposal developed by the Gas Technology Institute, PDC Planning, and the REO that has been selected to represent the United States at the International Competition on Sustainable Urban Systems Design, taking place in Japan this summer.

The proposal creates a binational vision of our border region in the next 100 years. It proposes innovative solutions to address global warming, integrating land use, energy, water, and transportation into a systems perspective. Global warming is a serious problem – greenhouse gas emissions have increased by 33% since the industrial revolution, causing temperature increases and rising tides. The goals of the competition are to explore integrated approaches to reduce dependence on fossil fuels and increase sustainability.

The proposal puts forth a vision for the region in 100 years in a way that conserves our resources and integrates our borders. The proposal estimates that the San Diego region will have between 4.5 and 6.5 million people by 2103, and that the Tijuana/Tecate region will have 11-12 million people within that time period, for a total of 15-18 million people on both sides of the border in 100 years. The proposal examines where growth should occur, and how that growth is served, especially with regard to increasing energy needs. Four major growth zones are proposed: Escondido, Sorrento Mesa/UTC, Downtown San Diego, and an International Border Zone. Each zone would integrate land use and transportation. Zones would be connected by a 4-tiered premiere mobility system, consisting of an interregional rapid transit system extending beyond Ensenada; a regional rapid transit system linking the four zones; a local express system akin to an automated guided tram system; and a local transit system from neighborhoods to village centers. The proposal assumes that the energy of the next century will be renewable and that technological advancements in water and energy will result in significant reductions in per capita energy and water consumption.

Mr. Ruggieri suggested that the proposal is significant in that it points out the need to look at planning from a longer-term perspective, allowing us to achieve better integration of our systems, with greater binational dialogue, and it highlights the need to develop regional sustainability criteria and embed them into long-term policies.

Comments by Committee members included:

- This is a thought-provoking discussion. The State Air Resources Board is pursuing hydrogen-based technology for buses and cars. In 100 years, we could be further along than the proposal suggests.
b. Urban Form Options for the RCP (RECOMMENDATION)

At its last meeting, the Regional Planning Committee accepted a revised version of the regional vision and core values. The RCP will need to translate that vision and core values into a preferred regional urban form. The Urban Form chapter of the RCP will focus on how the region uses its land, from both a spatial and an urban design aspect. The Urban Form chapter will identify where future housing and employment growth should and should not be focused in the region from a sustainability perspective, in the context of habitat preserves, transportation networks, and other infrastructure systems. This will assist with the process of determining and allocating the region's housing needs. The chapter also will serve as the basis for prioritizing infrastructure investments that will be included in the Integrated Regional Infrastructure Strategy (IRIS).

The second round of RCP Workshops will focus on urban form. The Regional Planning Committee was requested to discuss the proposed guiding principles for urban form and potential alternative urban form scenarios, and make a recommendation on the second round of RCP workshops to the SANDAG Board of Directors.

Comments included:

- The level of information provided at the workshops has to be adequate in order to result in a productive discussion.
- People are afraid of density. We need to provide images of livable, pleasant places, examples of dense projects that work well. Staff responded that a visual preference survey could be presented at the workshops in conjunction with the urban form discussion.
- Individual jurisdictions need to be informed of the workshops and of their purpose.
- With regard to the proposed urban form guiding principles, the positive aspects of what a city "is" are missing. The principles need to include a broader perspective (education, culture, recreation, economy), and they need to be reworded to be more positive.
- We need to provide incentives, versus restrictions, for housing. Some of the principles are contradictory - for example, reducing land use consumption and increasing housing supply.
- The public's general consensus is that density has negative connotations. People know why they dislike densities in their own communities. The urban form exercise might result in people allocating densities to other areas. The concern is that then we are stuck with that.
- How do we keep employers here? The principles need to reflect jobs and the economy.
- We need to provide more jobs where we have a lot of housing.
- We need to provide more housing where we have a lot of jobs. For example, at the Grantville Trolley Station in San Diego, we need more housing. We have a large concentration of jobs there.
- We have to ask people what density means to them, and where they would put it in their own communities.

Action: The Committee directed staff to proceed with a second round of RCP Workshops focused on urban form and to re-evaluate the guiding principles outlined in the report.
6. LINKING PLANNING AND POLICY-MAKING TO SCIENCE AND TECHNOLOGY
(INFORMATION/DISCUSSION)

This portion of the meeting was held at the SIO Visualization Center, which enables the display and integration of data sets for interdisciplinary research across many fields. The purpose of this portion of the meeting was to introduce innovative, cutting edge information and visualization technologies currently being developed by the Regional Workbench Consortium, and to explore how they might be applied to the preparation of the RCP.

As an introductory activity, the Regional Planning Committee was presented with a "fly through" of the Lake Tahoe Basin, showing multiple topographic layers of the Basin and surrounding areas from a 3-D perspective. Next, the Committee was presented with the 3-D Regional Canvass for the San Diego/Tijuana region, showing the watersheds, fault lines, mountaintops, dams, estuaries, reservoirs, deserts, coastlines, canyons, bluffs, and other physical features of the binational region.

The next activity was a demonstration of online interactive mapping capabilities currently being developed related to a variety of quality of life indicators and cross-border demographic and health information. For example, demographic data such as affordable housing can be queried and displayed upon other demographic variables, such as income, farmworkers, disabled, seniors, etc. Data layers can be interchanged, and integrated as necessary. These tools can assist in analysis, especially as related to environmental justice and social equity.

The final activity consisted of demonstrating the Accessible Visualization Project. This exercise provided a bird's eye view of the Tijuana River Watershed, with "quick time" panoramas of certain features, such as snapshots of the border fence along the U.S./Mexico border. Committee members also were shown an infrared image land use history of our border region, showing vegetation levels and extent of development through infrared images in 1976, 1989, and 1999.

Keith Pezzoli concluded by re-emphasizing that this region has an unparalleled talent in terms of technology and visualization, and that we can bundle these tools to help us solve land use and environmental issues, and to involve students in the learning process. He recognized the Center for U.S. Mexican Studies for their involvement, and thanked the Regional Planning Committee for coming to the SIO to hear about these innovative efforts to link planning and policy-making to science and technology.

7. ADJOURNMENT AND UPCOMING MEETING (INFORMATION)

The next Regional Planning Committee meeting will be held on Friday, June 6, 2003 from 12 noon to 2 p.m. at SANDAG.
The regularly scheduled meeting of the San Diego Association of Governments Borders Committee was called to order by Chair Crystal Crawford (North County Coastal). Other members in attendance were Patricia McCoy (South County), Ed Gallo (North County Inland), and Victor Carrillo (Imperial County); and alternates David Powell (North County Coastal), Phil Monroe (South County), and Judy Ritter (North County Inland). Ex-Officio members in attendance were Thomas Buckley (Riverside County), Javier Diaz (Mexico), Gene Pound (Caltrans), and Angelika Villagrana representing the COBRO.

1. WELCOME AND INTRODUCTIONS

The Chair welcomed the Committee members and guests to the meeting and asked for self introductions from those who do not regularly attend the Borders meetings.

2. MEETING SUMMARY OF APRIL 18, 2003

Action: The Borders Committee approved the April 18, 2003 Borders Committee summary.

3. PUBLIC COMMENTS AND COMMUNICATIONS

No public comments were made.

CONSENT ITEM (4)

4. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (INFORMATION)

The Committee accepted the COBRO meeting summary of May 6, 2003.

REPORTS

5. CHAIR AND MEMBERS REPORTS (INFORMATION)

Chair Crystal Crawford asked the members to report on any recent meetings or other information of interest to the committee. Members reported the following:

- Councilmember Monroe reported that the Transportation Committee is developing transit policies for the consolidated agency. One of the potential policies being discussed
would encourage interregional cooperation and coordination regarding the use of
transit facilities in the region. This relates directly to discussions by the Borders
Committee as part of the I-15 Interregional Partnership (IRP) work and should be
followed up at the next IRP meeting in Escondido next month.

- Vice Chair McCoy reported that a new flood warning system for the Tijuana River Valley
was unveiled and a CD Rom, with a presentation of the program, was provided to
SANDAG. Staff will review the presentation and assess whether the Committee should
see it as well.

- Mr. Diaz reported that on April 23, 2003, the Secretary of Homeland Security, Tom
Ridge, met in San Diego with the Secretary of Governance of Mexico, Santiago Creel.
The two released a “Joint Statement on Progress Achieved” and pledged to work
together to develop strategies for improving efficiency at the border.

- Mr. Diaz also reported that two new pieces of legislation regarding the use of consular
identification cards have been introduced in the state legislature: AB 25 and AB 522.
These bills are supported by the Office of the Consulate General of Mexico in San Diego.
The Borders Committee members were interested in following progress on these bills
and continuing to foster dialogue regarding the pros and cons of such legislation.

- Chair Crawford reported that she attended a joint SCAG/SANDAG meeting on May 8,
2003 in Temecula where interregional issues and projects (including the Borders
Committee and the I-15 IRP project) were discussed. The representatives from the two
agencies agreed to calendar two joint meetings per year (each April and October) to
continue the dialogue.

- Vice-Chair McCoy also reported that SANDAG Board members participated in a South
County/border tour on May 9, 2003. It was the first of the sub-regional tours planned
for the Board. Part of the tour highlighted ports of entry infrastructure and the Tijuana
River estuary. Committee members reminded staff of their interest in completing a
Borders Committee tour on the south side of the border.

- Chair Crawford invited the Committee members to attend a binational energy meeting
to be held Monday, May 19, 2003 at 4:00 p.m. at the University of California, San Diego
with Dr. Armando Jimenez San Vicente, Director General for Energy Policy Formation,
Secretariat of Energy of Mexico.

6. COBRO RECOMMENDATIONS (APPROVE)

Angelika Villagrana presented two recommendations for the Borders Committee’s approval.
The first item was regarding the Secure and Fast Entry at the Border Act of 2003 (SAFE
Border Act of 2003) and the second item was regarding the objectives of the San Diego
Alliance for Border Efficiency (ABE).

The SAFE Border Act is an update to similar legislation introduced last year which was
supported by the SANDAG Board. The SAFE Border Act of 2003 seeks to implement the Port
Passenger Accelerated Service System (PortPASS) as a permanent pre-inspection technology
program for land border inspection facilities which will speed the passage of low-risk
travelers into the U.S. This program would:
• Utilize interoperable technology;
• Have dedicated staff with appropriate training and instruction, and greater resources to facilitate and expedite the processing of applications for the Secure Electronic Network for Travelers’ Rapid Inspection (SETRI) program;
• Create a pre-inspection low-risk traveler dedicated commuter lane for pedestrian land border crossers; and
• Approve a minimum two-year validity for the SEIR Program for non-commercial vehicles.

The Committee discussed the need for increased use of technology at the border and made note that different types of technology are used at the southern and northern borders of the U.S. Supervisor Victor Carrillo suggested seeking support for this legislation from agencies and elected officials in Imperial County as well as from individual jurisdictions and agencies throughout San Diego.

**Action:** The Borders Committee took action to support the Secure and Fast Entry at the Border Act of 2003 (SAFE Border Act of 2003) and to recommend that the SANDAG Board of Directors send a letter of support for this legislation.

In regards to the ABE, Ms. Villagrana provided the Committee with an overview of its formation, members and mission, and requested that the Committee support the objectives developed by the ABE for improving efficiency at our ports of entry.

The Committee suggested that in regards to “mitigating impacts of implementation of Entry-Exit controls,” the wording of the first objective be revised to reflect the goal more accurately. The suggested wording is “Developing the infrastructure necessary to avoid increased border congestion due to the implementation of related programs.”

**Action:** The Borders Committee took action to support the objectives (as revised) developed by the San Diego Alliance for Border Efficiency and to request that a presentation be made to the SANDAG Board of Directors.

7. **BORDERS CHAPTER OF THE REGIONAL COMPREHENSIVE PLAN (REVIEW/COMMENT)**

Hector Vanegas, SANDAG staff, presented the “Actions and Implementation” component of the chapter outline for review and comment. The Committee made suggestions regarding the wording of a number of actions and requested that, in general, the items reflect a more action oriented perspective. It was determined that the actions presented would more appropriately be labeled as “strategies” for which more detailed actions or tasks still need to be identified.

The Committee agreed that the I-15 IRP Meeting in June will provide more details that can be used for further developing the Jobs/Housing Balance component as well as the Transportation component. The Committee also noted that the COBRO Summer Conference will likely be a source of more specific recommendations relating to the National Security component. Because the Committee will not be reviewing the Borders Chapter again until July, members agreed to provide further suggestions directly to staff for inclusion.
Committee also discussed forming a small sub-group to work with staff on further developing specific action items for each component as well as the potential for calling a special meeting if needed, to meet the timelines for completion of the Borders Chapter. Committee members McCoy, Monroe, Ritter and Buckley volunteered to work on the sub-group and to meet immediately after the next Interregional Partnership (IRP) meeting on June 13, 2003 in Escondido to discuss this further.

Staff will prepare a draft of the Borders Chapter for Committee review in July.

8. NEXT MEETING TOPICS, DATE, AND LOCATION (INFORMATION/APPROVE)

Action: The Borders Committee approved the next meeting date of Friday, June 13, 2003. This will be a joint IRP meeting and will be held in Escondido. Representatives from the Riverside County Transportation Commission (RCTC) will be joining the next I-15 IRP meeting. The agenda will include a brief orientation session for the new RCTC members prior to the start of the regular meeting. All Committee members are welcome to attend.

GARY L. GALLEGOS
Executive Director
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 five-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 2030 Regional Transportation Plan (RTP).

Attachment 1 – “TransNet Program” – indicates sales tax revenue available for allocation was $12.4 million in April 2003, bringing the fiscal year total to $162.8 million. Revenue for the fiscal year is 4.6% higher than it was last fiscal year at this time. Revenue is also 1% higher than the FY 2002-03 TransNet Program budget to date. A decrease in the construction cost index further enhances this revenue increase. The California Highway Construction Price Index is currently 9% lower than last year at this time. Revenue available for allocation since the inception of the TransNet Program totals $2.137 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.

The SR 125/SR 94 Interchange and SR 125 Sweetwater Six-lane Freeway (projects #37 and 38, respectively) in Spring Valley were opened to traffic at the beginning of May. The completion of this TransNet-funded critical project will allow travelers to drive continuously on a freeway from Spring Valley near SR 54 to SR 52 in Santee. This will eliminate regional traffic from local arterial streets and improve circulation. A short segment on SR 125, between Grossmont College Drive and Navajo Drive, remains to be finished. In the meantime, all traffic is allowed to travel on the northbound lanes. All lanes will be built and open to traffic on this segment by July 2003.

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.

MTDB opened bids for the 12th and Market Trolley Station and the 12th Avenue Improvements project component of the East Village Station Modifications (project #51). This follows completion of construction work at the Gaslamp Quarter Station. The overall East Village Station project is scheduled for completion by 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 Federal Highway Administration approved the environmental document for the I-805/Olympic Parkway Interchange (project #72) on May 9, 2003. Design has been completed and a STIP allocation for construction will be requested from the California Transportation Commission at its June meeting. Completion of this project is scheduled for 2005.

Traffic and Demand Management


Transportation Demand Management (TDM) programs reduced an estimated 15,700 pounds of smog forming pollution last month, bringing the fiscal year total to 136,000 pounds reduced, an increase of 29% over last year at this time. Since July 1, 2002, the Freeway Service Patrol has assisted over 45,700 motorists, an increase of 14% over last year at this time.

SANDAG’s Vanpool Program participation rate continues to increase, growing 33% percent in the last year, from 203 vanpools to 269 vanpools. Vanpools from outside San Diego County represent 47% of all vanpools, and have nearly doubled over the past year from 69 to 127 vanpools. Each vanpool eliminates an estimated 18 automobile homework trips.

Employer Programs: During the past month, SANDAG contacted 135 employers. Of those, 125 were contacted as follow up to the mailing for the “Spring into Action” seminar. Seven companies began internally marketing or promoting commuter services to their employees. Two employer surveys were conducted; twelve employers have indicated interest in having surveys done in the future.

Work continued on planning and executing Transportation Fairs at Scripps’ eight largest sites. Three of the fairs were held in April and an additional five are planned for May. SANDAG continues to support the fairs at Scripps’ ten clinic locations as well.

During the past month SANDAG participated in the Sixth Annual Rancho Bernardo Industrial Park Environmental Fair hosted by five major employers in the area: BAE SYSTEMS, Hewlett-Packard, Phogenix Imaging, Sony, and UNISYS.


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 - April 2003 Progress Report

#### TransNet Allocations Fund Disbursements

<table>
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<th>Program &amp; Recipient</th>
<th>TransNet Allocations</th>
<th>Fund Disbursements</th>
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<td>This Month</td>
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<td><strong>HIGHWAY ELEMENT</strong></td>
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<td><strong>LOCAL STREET &amp; ROAD ELEMENT</strong></td>
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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.
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<th>Route - Description</th>
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<td>Limits</td>
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<td>Cost Estimate</td>
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<td>Virginia Ave POE Relocation in San Ysidro</td>
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<td>Genesee Ave to Del Mar Heights Rd</td>
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<td>3 I-5 Widening (Northbound)</td>
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<tr>
<td>17 I-15/ SR-56 Interchange Modifications</td>
<td>Construction</td>
<td>Oct-04</td>
</tr>
<tr>
<td>and I-15 Widening</td>
<td></td>
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<tr>
<td>18 I-15 Managed Lanes Middle (stage 1)</td>
<td>Construction</td>
<td>Dec-07</td>
</tr>
<tr>
<td>15/56 to Camino del Norte</td>
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<tr>
<td>19 I-15 Managed Lanes Middle (stage 2)</td>
<td>Design</td>
<td>Jul-03</td>
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<tr>
<td>Camino del Norte to Duenda Road</td>
<td></td>
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<tr>
<td>20 I-15 Managed Lanes Middle (stage 3)</td>
<td>Design</td>
<td>Dec-03</td>
</tr>
<tr>
<td>Duenda Road to Lake Hodges</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*TransNet funded projects in **bold**.*

*Underlined items changed from last report.*

May 2003
<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Limits Phase</td>
<td>Completion</td>
</tr>
<tr>
<td>21</td>
<td>I-15 Managed Lanes Middle (stage 5) Highland Valley Road to Centre City Pkwy</td>
<td>Design</td>
</tr>
<tr>
<td>22</td>
<td>I-15 Managed Lanes North Segment Centre City Pkwy to SR-78</td>
<td>Design</td>
</tr>
<tr>
<td>23</td>
<td>SR-52 4-Lane Freeway SR-125 to Cuyamaca St</td>
<td>Design &amp; Right of Way</td>
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<tr>
<td>24</td>
<td>SR-52 4-Lane Freeway Cuyamaca St to SR-67</td>
<td>Design &amp; Right of Way</td>
</tr>
<tr>
<td>25</td>
<td>SR-54 and SR-125 HOV Lanes I-805 to SR-94</td>
<td>Environmental</td>
</tr>
<tr>
<td>26</td>
<td>SR-56 4-Lane Freeway Black Mtn Rd to Camino del Sur</td>
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<tr>
<td>27</td>
<td>SR-56 4-Lane Freeway Camino del Sur to Carmel Country Rd</td>
<td>Construction</td>
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<tr>
<td>28</td>
<td>SR-76 4-Lane Conventional Highway Melrose Dr to Mission Rd (S13)</td>
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<td>29</td>
<td>SR-76 Intersection Improvements Olive Hill Road</td>
<td>Environmental</td>
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<tr>
<td>30</td>
<td>Environmental Restoration SR-76 Corridor</td>
<td>Environmental</td>
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<tr>
<td>31</td>
<td>SR-78 Widening (Eastbound) El Camino Real to College Blvd</td>
<td>Environmental</td>
</tr>
<tr>
<td>32</td>
<td>SR-94 Capacity Enhancement I-5 to SR-125</td>
<td>Environmental</td>
</tr>
<tr>
<td>33</td>
<td>SR-94 Noise Barriers City of La Mesa</td>
<td>Environmental</td>
</tr>
<tr>
<td>34</td>
<td>SR-94/ SR-125 Interim Connector West to North</td>
<td>Complete</td>
</tr>
<tr>
<td>35</td>
<td>SR-94/ SR-125 Connectors West to North and South to East SR-125 Frwy Widening</td>
<td>Environmental</td>
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<tr>
<td>36</td>
<td>SR-125 6-Lane Freeway Grossmont College Dr to Navajo Rd</td>
<td>Construction</td>
</tr>
<tr>
<td>37</td>
<td>SR-125 6-Lane Freeway SR-94 to Troy Street</td>
<td>Complete</td>
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<tr>
<td>38</td>
<td>SR-125 6-Lane Freeway Troy Street to Jamacha Rd</td>
<td>Complete</td>
</tr>
<tr>
<td>39</td>
<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>
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## Highway Projects

<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Limits</th>
<th>Current Phase</th>
<th>Total Project</th>
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<tbody>
<tr>
<td><strong>40</strong> SR-125 4-Lane Toll Highway</td>
<td>SR-905 to San Miguel Rd</td>
<td>Design-Build, Dec-05</td>
<td><strong>Cost Estimate</strong></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>$400,000,000</td>
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<tr>
<td><strong>41</strong> SR-905 4-Lane Freeway</td>
<td>I-805 to U.S./Mexico Border</td>
<td>Environmental, Jan-04</td>
<td>$261,200,000</td>
</tr>
<tr>
<td><strong>42</strong> SR-905 Construct Interchange</td>
<td>Siempre Viva Rd</td>
<td>Construction, Dec-04</td>
<td>$31,100,000</td>
</tr>
</tbody>
</table>

|                                      |                                | **Totals**               |
|                                      |                                | **Cost Estimate** | **Programmed** |               |
|                                      |                                | $4,404,844,000 | $2,222,216,000 |               |
MAJOR HIGHWAY PROJECTS
May 2003

Project Under Development
Project Under Construction

SANDAG
## Transit and Bikeway Projects

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Current Phase</th>
<th>Total Project</th>
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<tr>
<td><strong>Project</strong></td>
<td><strong>Phase</strong></td>
<td><strong>Completion</strong></td>
</tr>
<tr>
<td>50 San Ysidro Station Construction Dec-03</td>
<td>$19,500,000</td>
<td>$19,500,000</td>
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<tr>
<td>51 East Village Stations Construction Apr-04</td>
<td>$29,200,000</td>
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<tr>
<td>52 Mission Valley East LRT Construction May-05</td>
<td>$496,000,000</td>
<td>$444,000,000</td>
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<tr>
<td>53 Mid-Coast Balboa LRT Design</td>
<td>not available</td>
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<tr>
<td>54 Nobel Drive Station Design Jun-03</td>
<td>$9,000,000</td>
<td>$9,000,000</td>
</tr>
<tr>
<td>55 Sorrento Valley Station Complete</td>
<td>$4,600,000</td>
<td>$4,600,000</td>
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<tr>
<td>56 I-15 Bus Rapid Transit Centers Environmental Sep-03</td>
<td>$51,000,000</td>
<td>$51,000,000</td>
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<tr>
<td>57 Encinitas Coaster Station Complete</td>
<td>$800,000</td>
<td>$800,000</td>
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<tr>
<td>58 Oceanside Station Environmental Jun-03</td>
<td>$9,100,000</td>
<td>$9,100,000</td>
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<tr>
<td>59 Sprinter LRT Construction Dec-05</td>
<td>$351,500,000</td>
<td>$351,500,000</td>
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<tr>
<td>60 Coastal Rail Environmental Oct-03</td>
<td>not available</td>
<td>$2,498,000</td>
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<tr>
<td>61 Oceanside-San Diego Bikeway Construction Mar-05</td>
<td>$10,208,600</td>
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<tr>
<td>62 Coastal Rail Trail Design Jun-03</td>
<td>$25,456,000</td>
<td>$12,833,000</td>
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<tr>
<td>63 San Diego Bayshore Bikeway Construction Nov-03</td>
<td>$7,398,000</td>
<td>$6,698,000</td>
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<tr>
<td>64 Escondido-San Diego Bikeway Design Feb-04</td>
<td>$3,500,000</td>
<td>$2,500,000</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Totals</th>
<th>Cost Estimate</th>
<th>Programmed</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,151,462,600</td>
<td>$1,063,527,600</td>
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## 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; Construction</td>
<td>Jun-03</td>
</tr>
<tr>
<td>71 Widen Rancho Santa Fe Rd</td>
<td>City of Carlsbad</td>
<td>Construction</td>
<td>Jan-05</td>
</tr>
<tr>
<td>72 Olympic Parkway/ I-805 Interchange</td>
<td>City of Chula Vista</td>
<td>Design &amp; Construction</td>
<td>Jun-03</td>
</tr>
<tr>
<td>73 Widen Palomar Street</td>
<td>City of Chula Vista</td>
<td>Construction</td>
<td>Mar-04</td>
</tr>
<tr>
<td>74 Palomar Street/ I-805 Interchange</td>
<td>City of Chula Vista</td>
<td>Environmental</td>
<td>TBD</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 Road</td>
<td>City of El Cajon</td>
<td>Environmental</td>
<td>Jun-03</td>
</tr>
<tr>
<td>77 Manchester Ave/ I-5 Interchange</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>Sep-03</td>
</tr>
<tr>
<td>79 Nordahl Road/ SR-78 Interchange</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>Apr-04</td>
</tr>
<tr>
<td>82 Rancho Del Oro Dr/ SR-78 Interchange</td>
<td>City of Oceanside</td>
<td>Environmental</td>
<td>Jun-05</td>
</tr>
<tr>
<td>83 Widen Espola Road</td>
<td>City of Poway</td>
<td>Environmental</td>
<td>Apr-05</td>
</tr>
<tr>
<td>84 Extend Carroll Canyon Rd</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>Aug-03</td>
</tr>
<tr>
<td>85 Friars Rd/ SR-163 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>May-05</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 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>Jun-03</td>
</tr>
<tr>
<td>88 Genesee Ave Widening</td>
<td>City of San Diego</td>
<td>Design &amp; Construction</td>
<td>Jun-03</td>
</tr>
<tr>
<td>89 El Camino Real</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>Jul-04</td>
</tr>
</tbody>
</table>

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

May 2003
# 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>Las Posas Rd/ SR-78 Interchange</td>
<td>City of San Marcos</td>
<td>Environmental</td>
<td>Jul-03</td>
<td>$20,200,000</td>
<td>$22,000,000</td>
<td>2005</td>
</tr>
<tr>
<td>Rancho Santa Fe Rd</td>
<td>City of San Marcos</td>
<td>Construction</td>
<td>Sep-04</td>
<td>$13,000,000</td>
<td>$13,000,000</td>
<td>2004</td>
</tr>
<tr>
<td>Widen Mission Gorge Rd</td>
<td>City of Santee</td>
<td>Complete</td>
<td>not available</td>
<td>not available</td>
<td>2002</td>
<td></td>
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<tr>
<td>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>Widen West Vista Way</td>
<td>City of Vista</td>
<td>Environmental</td>
<td>Aug-04</td>
<td>$7,700,000</td>
<td>$1,100,000</td>
<td>2007</td>
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<tr>
<td>South Santa Fe Ave</td>
<td>County of San Diego</td>
<td>Environmental</td>
<td>Jun-04</td>
<td>$35,100,000</td>
<td>$34,900,000</td>
<td>2007</td>
</tr>
<tr>
<td>Bradley Ave/ SR-67 Interchange</td>
<td>County of San Diego</td>
<td>Environmental</td>
<td>Aug-05</td>
<td>$14,600,000</td>
<td>$4,200,000</td>
<td>2009</td>
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<tr>
<td>Los Coches/ I-8 Interchange</td>
<td>County of San Diego</td>
<td>Design</td>
<td>Aug-03</td>
<td>$6,729,000</td>
<td>$6,729,000</td>
<td>2005</td>
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</table>

**Totals**

<table>
<thead>
<tr>
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<th>Programmed</th>
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<td>$770,169,000</td>
<td>$272,264,000</td>
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<tr>
<td>Description</td>
<td>Current Phase</td>
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<tr>
<td>-------------------------------------------------</td>
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</tr>
<tr>
<td>110 CCTV Incident Identification System</td>
<td>Complete</td>
</tr>
<tr>
<td>I-5: I-15 to I-8</td>
<td></td>
</tr>
<tr>
<td>I-8: I-5 to SR-163</td>
<td></td>
</tr>
<tr>
<td>SR-75: I-5 to Orange Ave</td>
<td></td>
</tr>
<tr>
<td>SR-94: I-5 to I-805</td>
<td></td>
</tr>
<tr>
<td>111 CCTV Incident Identification System</td>
<td>Construction</td>
</tr>
<tr>
<td>I-8: SR-163 to Mission Gorge Rd</td>
<td>Jul-04</td>
</tr>
<tr>
<td>I-15: I-8 to SR-163</td>
<td></td>
</tr>
<tr>
<td>I-805: I-8 to SR-163</td>
<td></td>
</tr>
<tr>
<td>112 CCTV Incident Identification System</td>
<td>Construction</td>
</tr>
<tr>
<td>I-15: SR-163 to SR-56</td>
<td>Jan-04</td>
</tr>
<tr>
<td>SR-163: I-805 to I-15</td>
<td></td>
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<tr>
<td>I-805: SR-163 to Balboa Ave</td>
<td></td>
</tr>
<tr>
<td>113 CCTV Incident Identification System</td>
<td>Design</td>
</tr>
<tr>
<td>I-15: SR-94 to I-8</td>
<td>Oct-04</td>
</tr>
<tr>
<td>I-805: SR-94 to I-8</td>
<td></td>
</tr>
<tr>
<td>114 Changeable Message Signs</td>
<td>Design</td>
</tr>
<tr>
<td>I-5: 3 Locations</td>
<td>Mar-04</td>
</tr>
<tr>
<td>115 Changeable Message Signs</td>
<td>Construction</td>
</tr>
<tr>
<td>I-8: 3 Locations</td>
<td>Jan-04</td>
</tr>
<tr>
<td>SR-94: 1 Location</td>
<td></td>
</tr>
<tr>
<td>116 Ramp Meters (Northbound)</td>
<td>Environmental</td>
</tr>
<tr>
<td>I-5: Coronado Ave to E Street</td>
<td>Apr-04</td>
</tr>
<tr>
<td>117 Ramp Meters (Northbound)</td>
<td>Environmental</td>
</tr>
<tr>
<td>I-805: Otay Valley Rd to E Street</td>
<td>Jun-03</td>
</tr>
<tr>
<td>118 Traffic Monitoring Systems</td>
<td>Design</td>
</tr>
<tr>
<td>I-5, SR-52, SR-94 and I-805</td>
<td>May-04</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td></td>
</tr>
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</table>

CCTV: Closed Circuit Television Camera

*Underlined items changed from last report.*

May 2003
Transportation Demand and Incident Management  
May 2003 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>
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</thead>
<tbody>
<tr>
<td>Reduced Travel</td>
<td></td>
<td></td>
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<tr>
<td>Person Trips Reduced</td>
<td>113,732</td>
<td>105,982</td>
<td>1,019,960</td>
<td>835,128</td>
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<tr>
<td>Vehicle Miles Traveled (VMT) Reduced</td>
<td>5,544,851</td>
<td>5,179,828</td>
<td>48,989,906</td>
<td>37,901,222</td>
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<tr>
<td>Reduced Emissions</td>
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<tr>
<td>Pounds of Smog-forming Pollution Reduced</td>
<td>15,671</td>
<td>14,389</td>
<td>136,081</td>
<td>105,277</td>
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<td>Reduced Fuel Consumption</td>
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<td>2,670,478</td>
<td>2,066,024</td>
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<td>Gallons of Fuel</td>
<td>302,254</td>
<td>282,356</td>
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<td>Reduced Costs</td>
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<td>23,907,073</td>
<td>18,495,798</td>
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<tr>
<td>Reduced Auto Fees</td>
<td>$2,705,887</td>
<td>$2,527,755</td>
<td>$23,907,073</td>
<td>$18,495,798</td>
</tr>
</tbody>
</table>

| Program Activity    |            |            |                     |                          |
| Number of Vanpools  | 269        | 264        |                     |                          |
| Vanpool Passengers  | 2,507      | 2,458      |                     |                          |
| Companies in RideLink Subsidy Program |         |            | 8,721               | 13,937                   |
| Bike Locker Members | 453        | 454        |                     |                          |
| Guaranteed Ride Home Participants | 2,885     | 2,797      |                     |                          |
| Total Phone Calls Received | 1,158    | 788        |                      | 13,937                   |
| Carpool Matchlists Distributed | 299       | 541        | 5,915               | 8,007                    |

| INCIDENT MANAGEMENT |            |            |                     |                          |
| Freeway Service Patrol |            |            |                     |                          |
| Total Assists        | 4,765      | 4,117      | 45,771              | 40,076                   |

| Freeway Changeable Message Signs |            |            |                     |                          |
| Incident Broadcasts | 39         | 44         | 440                 | 295                      |
| Broadcast Duration (total minutes) | 3,567      | 5,352      | 56,869              | 45,013                   |

| Freeway Incident Advisories |            |            |                     |                          |
| Sig Alerts                | 33         | 22         | 279                 | 326                      |
| Sig Alert Duration (total minutes) | 637       | 1,588      | 31,674              | 35,495                   |
Board of Directors
May 23, 2003

Quarterly Investment Report—
Period Ended March 31, 2003

Background

The California Government Code requires that the Board be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of March 31, 2003, including funds of the San Diego County Regional Transportation Commission and SourcePoint.

Discussion

SANDAG’s Investment Policy and California Government Code Section 53646 (b) outlines the requirements for the treasurer or chief financial officer of a local agency in reporting to the legislative body of the local agency. The attached report prepared by the Financial Services Manager shows summary (Attachment 1) as well as detailed information (Attachment 2) regarding SANDAG’s investment portfolio at the end of the last fiscal quarter.

As of March 31, 2003, a total of $253.5 million was held by SANDAG in a number of investment accounts in comparison to $225.5 million held in the previous quarter. The $28.0 million increase during the quarter is primarily due to the timing of the receipt of sales tax revenues and the payment of TransNet debt service payments.

Approximately $433,000 was held in five Bank of America money market checking accounts at the end of the quarter. Funds in these money market checking accounts are transferred to other accounts discussed below, or to local agencies as part of their TransNet payments on an ongoing basis. The majority of the money managed by SANDAG, including funds of the San Diego County Regional Transportation Commission, is currently invested in seven major funds or accounts. They are:

1. State of California Local Agency Investment Fund (LAIF) – State law allows local agencies to invest up to $40 million in LAIF. SANDAG currently has approximately $39.2 million invested in LAIF. This fund is highly liquid and funds may be accessed easily for immediate needs;

2. California Asset Management Program (CAMP) – Cash Reserve Portfolio – This is a fund administered by SANDAG’s financial advisor, Public Financial Management, Inc. (PFM), for the specific purpose of managing the investment of bond funds that are subject to arbitrage investment restrictions. SANDAG uses this program for debt service related to its various sales tax revenue bond issues. All bond debt service funds in CAMP are actually under the control of our bond trustee, US Bank (formerly First Trust California). Only the trustee may deposit or withdraw bond debt service money. Approximately $50.8 million are currently on deposit with CAMP;

3. Fidelity Funds – These are a series of high quality money market instruments, including AAA rated US treasury funds, managed by Fidelity Investments Public Sector Services Company. These also are highly liquid and are used for immediate cash needs. Approximately $6.4 million are invested in these mutual funds;

4. Nations Funds – These are a series of government treasury obligation mutual funds managed by Bank of America. These also are highly liquid and are used
for immediate cash needs. Approximately $51.7 million are invested in these mutual funds;

5. US Bank – SANDAG entered into a forward delivery agreement with Wachovia Bank for investment of its bond principal and interest funds. These funds also are under the control of US Bank, SANDAG’s bond trustee. This money, totaling approximately $73.1 million, is held by the trustee for bond debt service payments and payment of interest on the short-term commercial paper program;

6. US Trust – US Trust was hired to manage the bond fund proceeds within the guidelines of SANDAG’s Investment Policy. These funds are under the control of our bond trustee, US Bank. Only the trustee may deposit or withdraw bond proceeds money. US Trust also invests a portion of SANDAG’s sales tax proceeds. Approximately $23.9 million of sales tax proceeds are invested by US Trust; and

7. Duetsche Asset Management Funds – These are a series of high quality money market instruments, including AAA rated US treasury funds, managed by Scudder Kemper Institutional Services Company. These also are highly liquid and are used for immediate cash needs. Approximately $8.1 million are invested in these mutual funds.

As of March 31, 2003, the yield to maturity of the portfolio was 2.16% with a weighted average maturity of 63 days in comparison to 2.22% and 68 days in the prior quarter.

In accordance with SANDAG’s Investment Policy, Attachment 3 provides a report of non-money market investments. Management has continued to implement the Board’s strategy to diversify SANDAG’s investment portfolio. This will continue to be an important investment objective for the future.

Certifications

As required by state law, the Director of Finance and Administration reports that this portfolio, together with the authorized short-term commercial paper program, will provide the necessary liquidity to meet the expenditure requirements of SANDAG and the TransNet program for the next six months. This portfolio is in compliance with the updated SANDAG Investment Policy and with state law.

GARY L. GALLEGOS
Executive Director

Attachments (3)

Key Staff Contact: Marlene Kelleher, (619) 595-5389; mke@sandag.org
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
Agenda Item #7 may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
ROUND 2 OF REGIONAL COMPREHENSIVE PLAN WORKSHOPS – FOCUS ON URBAN FORM SCENARIOS

Earlier this year, SANDAG held its first round of public workshops on the Regional Comprehensive Plan (RCP). The workshops focused on obtaining public input on the regional vision and core values, and on actions that could be included in the various RCP chapters. The feedback received from the workshops has been incorporated into a revised regional vision and core values accepted by the Regional Planning Committee (Attachment 1), which now provide the overall direction for the RCP. The RCP will need to translate that vision and core values into a preferred regional urban form.

SANDAG will be hosting a second round of RCP Workshops this July, focusing on urban form. The objective of the workshops is to receive public input from throughout the region on how our region should use its land and what our communities could look like in the next 30 to 50 years, and beyond. These topics are critical in determining where we make major regional infrastructure investments. The possibility of partnering on the workshops will be considered.

It is anticipated that the workshops will consist of three main activities: a slideshow of various types of development that illustrate how the vision and core values can be achieved, a discussion of regional urban form patterns, and a mapping exercise. The collective input will then be used to develop alternative urban form scenarios. Those scenarios will be tested against the vision and core values to see how they perform in comparison to one another against performance measures derived from the regional vision and core values.

The Regional Planning Committee, its Technical and Stakeholders Working Groups, and the Board of Directors will then be presented with the alternative scenarios and asked to determine which one should be included in the RCP as the preferred urban form alternative. The preferred urban form scenario will assist with the process of determining and allocating the region's housing needs, and as the basis for prioritizing infrastructure investments included in the Integrated Regional Infrastructure Strategy (IRIS).

Workshop Dates

Workshops are being scheduled for mid-to late-July in the North County Coastal, North County Inland, Central, South Bay, and East County areas. Residents from unincorporated communities will be encouraged to attend the workshop location nearest to their community.

Workshop flyers and invitations will be mailed once all workshop dates are confirmed. Board members are encouraged to attend, and to invite members of their communities and interested parties. The workshops will be designed to be interactive to obtain maximum public input.

Vision, Core Values, and Urban Form

The regional vision and core values build upon smart growth and sustainability, striving to reach a balance between economic prosperity, environmental quality, and social equity. The vision and core values will serve as the basis for formulating and evaluating alternative urban form scenarios.
Based upon public input, the revised regional vision has been reworded as follows:

"Preserve and enhance the San Diego region's unique features - its vibrant and culturally-diverse communities, its beaches, deserts, mountains, lagoons, bluffs, and canyons, and its international setting - and promote sustainability, economic prosperity, and an outstanding quality of life for everyone."

The Urban Form chapter will be a central component of the RCP. It will focus on how the region uses its land, from both a spatial aspect (where our existing and future major residential areas, employment centers, habitat preserves, educational facilities, etc. are located, and at what intensities), as well as an urban design aspect (how development projects are designed - friendly toward pedestrians and bikes, supportive of public transit opportunities, preventing crime, etc.).

Based upon the results of the urban form alternatives exercise and analysis initiated at the second round of RCP workshops, the Urban Form chapter will identify where future housing and employment growth should and should not be focused in the region from a sustainability perspective, in the context of habitat preserves, transportation networks, and other infrastructure systems. This will assist with the process of determining and allocating the region's housing needs. The chapter also will serve as the basis for prioritizing infrastructure investments that will be included in the IRIS, and could include the criteria to allocate transportation incentive funding to jurisdictions that implement smart growth.

Background

Last year, the SANDAG Board accepted a preliminary 2030 Cities/County Forecast for planning purposes, and specifically for the preparation of MOBILITY 2030, the current Regional Transportation Plan.

The Regional Comprehensive Plan will use the Final 2030 Cities/County Forecast for purposes of comparative analysis to a visionary based forecast.

SANDAG’s analyses have consistently shown that smart growth policies benefit the region — they help provide the homes that we need, conserve open space, allow for a greater return on the region's investments in public transit and highways, and provide for greater mobility.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Carolina Gregor, (619) 595-5399; cgr@sandag.org

Funds are budgeted in Work Element #5.02
REVISED REGIONAL VISION AND CORE VALUES

At its April 4, 2003 meeting, the Regional Planning Committee accepted the following revised regional vision and core values for incorporation into the draft RCP. The vision and core values set the context for our region's livability and quality of life through sustainability -- a balance between economic prosperity, the preservation of environmental quality, and improved social equity.

### PROPOSED REVISED VISION

"Preserve and enhance the San Diego region's unique features – its vibrant and culturally-diverse communities, its beaches, deserts, mountains, lagoons, bluffs, and canyons, and its international setting – and promote sustainability, economic prosperity, and an outstanding quality of life for everyone."

### PROPOSED REVISED CORE VALUES

(Not in Priority Order)

- **Livable Neighborhoods**: Create livable, walkable, safe, and healthy neighborhoods that include a mix of housing, parks, schools, jobs, health care facilities, and shopping opportunities, emphasizing redevelopment and infill in urban areas along transit corridors. Provide a variety of housing and transportation choices at various price ranges. Preserve and maintain our open spaces and agricultural areas.

- **More Housing Choices**: Provide more opportunities for apartments, condominiums, and single-family homes in all price ranges and closer to jobs and transit.

- **Jobs and Educated Work Force**: Attract and retain a variety of jobs with competitive wages that contribute to a robust economy with secure, balanced jobs, and educate the local workforce to meet the demand for these jobs. Locate new jobs in housing-rich areas and locate new housing in job-rich areas to secure a better balance between jobs, housing, and our transportation systems.

- **Healthy Environment**: Strive for a sustainable region. Promote healthy ecosystems and a healthy built environment. Ensure clean water, air, soils, water bodies, and coastlines. Protect our open space and habitat conservation systems, and preserve our natural topography.

- **More Transportation Choices**: Provide a transportation system that better links our jobs, homes, and other major activity centers; ensures more transit, walking, and biking opportunities; efficiently transports people and goods; and provides effective transportation options for people of all ages and abilities.

- **Cultural Diversity and Resources**: Maintain the uniqueness of the region as an international border community, embracing ethnic and cultural diversity and promoting a wide variety of cultural resources.

- **Citizen Participation in the Planning Process**: Promote broader participation in the planning process and the allocation of resources.

- **Infrastructure Systems that Work**: Provide infrastructure systems in both existing and new communities that work for all residents in the region. Strive for energy self-sufficiency.

- **Schools as Community Assets**: Provide good, safe schools for our children that provide a quality education and can serve as focal points for our neighborhoods.

- **Water Availability**: Ensure a diverse water supply that meets the region's present and future water needs, respects the environment, and emphasizes water conservation and re-use.

- **Fiscal Responsibility**: Institute a fiscal structure that provides an equitable distribution of burdens and benefits, promotes efficiency of resource use, and provides clear incentives for achieving plan goals.

- **Intergovernmental Coordination**: Enhance planning and coordination among local jurisdictions within the region, and with our local school districts, our Native American Tribal governments, our neighboring counties, Mexico, and our military communities.
INTRODUCTION OF ORDINANCE CO-03-2 AMENDING ORDINANCE CO-87-1 (SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM ORDINANCE AND EXPENDITURE PLAN) REVISITING THE EXPENDITURE OF TRANSIT FUNDS TO PROVIDE ADDITIONAL FLEXIBILITY FOR TRANSIT OPERATING PURPOSES

Recommendation

It is the Transportation Committee’s recommendation that the Board of Directors approve the introduction of Ordinance CO-03-2 amending Section 4B(2)(a) of the San Diego Transportation Improvement Program Ordinance and Expenditure Plan to reduce the share of the funds made available each year to the North San Diego County Transit Development Board (NCTD) and the San Diego Metropolitan Transit Development Board (MTDB) that must be expended on the rail capital facilities and the bus capital facilities required to support express bus services in the I-15 corridor, as identified in the Expenditure Plan, from 80 percent to 60 percent. It is further recommended that the Ordinance be scheduled for adoption at the June 2003 meeting.

Introduction

As discussed at the May 16, 2003 Transportation Committee meeting, MTDB has been working to develop a balanced budget plan for FY 2004 through FY 2008. Because of a projected shortfall in excess of $30 million per year into the foreseeable future, MTDB has been reviewing a number of alternative strategies to bring the budget into balance, including service cuts, fare increases, a shift of federal transit formula funds from capital to operations, and a change to the TransNet formula.

The TransNet Ordinance currently requires that not less than 80 percent of the revenues made available to MTDB and NCTD for transit purposes be used to implement the rail capital projects identified in the TransNet Expenditure Plan and bus capital facilities required for express bus services in the I-15 corridor. The remaining 20 percent can be expended for operating support, including reduced-price monthly passes for senior, disabled, and youth riders and other transit service improvements. The TransNet Ordinance anticipated the need to make changes over the 20-year life of the program and included the ability to amend most provisions of the Ordinance with a two-thirds vote of the SANDAG Board.

At a special Finance Workshop on May 3, 2003, the MTD Board of Directors decided to request that SANDAG amend the transit funding formula in the TransNet Ordinance. As explained in the May 7, 2003 letter from MTDB’s General Manager Tom Larwin (Attachment 1), MTDB is requesting a change from the existing 80/20 formula to a 62/38 distribution. Increasing the operating share to no more than 38 percent for the balance of the existing TransNet program (FY 2004 through FY 2008), combined with fare increases, service cuts and other actions, would provide the additional flexibility MTDB needs to balance its operating budget for the next several years.
Even with the proposed revision to the formula, funds would be available to move forward with project development work on MTDB’s Transit First Showcase and Early Action bus rapid transit (BRT) projects. The funds for these purposes would come out of funds currently earmarked for capital projects in the MTDB area, primarily the Mid-Coast light rail extension. Sufficient funds would remain on the capital side to cover existing commitments, including the recent cost increase for the Mission Valley East project, other previously approved projects, and debt service costs, as well as ongoing design work on the Mid-Coast light rail extension. There would be no immediate impact to the NCTD area, but NCTD would have the same flexibility to increase the share of its annual TransNet funding used for operating purposes should circumstances change in future years.

At its May 16, 2003 meeting, the Transportation Committee reviewed the report from MTDB and supported an additional measure of flexibility by recommending a 60 percent capital/40 percent operating split.

Discussion

TransNet Ordinance Background

The TransNet Ordinance, as approved by the voters in 1987, required a majority vote of the voters to change the amount of the tax (½%), the duration of the tax (20 years), the overall allocation of the revenue (one-third each to highways, transit, and local streets and roads), and the prohibition of the use of TransNet funds for the portion of SR 56 in the future urbanizing area of the City of San Diego. The Ordinance specifically allows the amendment of any other provision of the Ordinance by a two-thirds vote of the SANDAG Board acting as the San Diego County Regional Transportation Commission.

The original TransNet Ordinance required that at least 80 percent of the revenues made available to MTDB and NCTD for transit purposes be used to implement the rail capital projects identified in the TransNet Expenditure Plan. The Board approved an amendment to the Ordinance in February 2003 to include bus capital facilities required to support the express bus services in the I-15 corridor under the 80 percent capital share.

The MTDB Mid-Coast project (from Old Town north to North City West) and the NCTD Oceanside-Escondido “Sprinter” project are the two remaining major rail projects listed in the 1987 Expenditure Plan, which are not yet completed or under construction. NCTD has initiated early construction activities on the Sprinter and expects to complete the project under the current TransNet program. MTDB plans to continue design work on the Mid-Coast project under the current TransNet program, with construction funding coming from the future extension of the TransNet program and/or future federal or other funds.

MTDB Requested Ordinance Change

MTDB’s request to change the 80/20 transit funding formula to at least 62 percent for the identified capital projects and no more than 38 percent for transit operations and other transit service improvements is an effort to increase the flexibility in the use of TransNet transit funds over the remaining years of the program. The operators could still use 80 percent or more for capital purposes, if desired. Staff has worked in coordination with the transit operators on the impacts of the proposed change using SANDAG’s cash flow model for the TransNet program. Existing commitments can be covered, including the completion of the Mission Valley East light rail extension, other previously programmed projects, and the payment of debt service for bond funds used to complete previous projects.

The increased flexibility for operations will allow MTDB to develop a multi-year balanced budget. The additional flexibility also will allow for project development work on the
Transit First Showcase and Early Action projects, as well as continued design work on the Mid-Coast light rail extension. Because there are not sufficient funds remaining under the current TransNet program to complete the construction of the Mid-Coast extension, MTDB’s proposed strategy to use the remaining TransNet funds to continue project development work on the extension as well as the proposed BRT improvements makes sense in terms of getting these projects ready-to-go as soon as the construction funding is obtained from an extension of the TransNet program, future federal funds, or other sources.

NCTD Position

On May 15, 2003, the NCTD Board of Directors supported the proposed amendment.

GARY L. GALLEGOS
Executive Director

Attachment

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

No Budget Impact
ORDINANCE NO. CO-03-2

AN ORDINANCE OF THE SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION AMENDING ORDINANCE CO-87-1 REVISING THE EXPENDITURE OF TRANSIT FUNDS TO INCREASE FLEXIBILITY FOR TRANSIT OPERATING PURPOSES

The SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION ordains as follows:

Section 1. That Section 4B(2)(a) of Commission Ordinance 87-1 is hereby amended to read as follows:

“a. Not less than sixty percent shall be used to implement the rail capital facilities and the bus capital facilities required to support the express bus services in the I-15 corridor, as identified in the Expenditure Plan. However, in no case, shall the use of revenues under this section preclude the use of revenues necessary to implement Section 4B(2)(b).”

PASSED AND ADOPTED by the San Diego Regional Transportation Commission, State of California, on June 27, 2003 by the following vote:

AYES:

NOES:

ABSENT:

_____________________________________________________
Chairperson
San Diego County Regional Transportation Commission

Attest:

(Signature)
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
ENERGY PLANS

A. SAN DIEGO GAS & ELECTRIC (SDG&E) ELECTRIC RESOURCE PLAN

Introduction

San Diego Gas & Electric Company (SDG&E) has prepared a 20-year Electric Resource Plan and presented it to the Public Utilities Commission (PUC). The State PUC recently required all of the state’s regulated electric and natural gas utilities to submit such plans. Given very short notice, SDG&E was able to submit the Plan on time to the PUC in April.

The 20-Year Electric Resource Plan analyzed four portfolios for the delivery of electricity to SDG&E’s customers over the next 20 years, with an emphasis on programs to supply electricity in the first ten years. According to SDG&E, policy and implementation decisions must be made soon, for the electricity to be available in the next decade, while in the longer term there is greater variability in production, sources, and needs.

Discussion

The Electric Resource Plan has four components. These are as follows.

1. To reduce demand through cost-effective energy efficiency and demand response programs;
2. To add additional renewable resources (such as wind and solar) to increase the total energy supply;
3. To add an electric transmission interconnection in 2008 to improve reliability, allow additional imports and exports, and to provide cost savings; and
4. Add new generation to meet system reliability criteria.

The Plan details and implementation steps are summarized in the Attachment. The entire Plan, along with detailed analysis of the various options, is available on the company’s Web site at www.sdge.com.

Comparison with the Regional Energy Strategy

The Draft Regional Energy Strategy, Report #13-B of this Agenda, presents an Energy Vision for the region that discusses more efficient uses of energy by the residents of the region, expects the use of more energy-efficient technology, a greater use of renewable resources, clean distributed generation, a lower reliance on imported natural gas and electricity, and greater choices of energy supply to consumers. It also establishes goals and objectives to meet this Vision.

In contrast, the SDG&E 20-year Resource Plan proposes a method of supplying the electricity that the region needs. Although its scope is not as comprehensive, its vision not as long range, and its basic perspective not as broad based as the Draft Regional Energy Strategy (RES), SDG&E’s 20-year Resource Plan is a consistent and important part of implementing the Draft Regional Energy Strategy. The staff of SDG&E and the Regional Energy Office each consulted on the other’s Plan.

GARY L. GALLEGOS
Executive Director

Attachment

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

No Budget Impact
SAN DIEGO GAS & ELECTRIC
LONG TERM ELECTRIC RESOURCE PLAN

The Plan represents a key step in SDG&E’s January 1, 2003 return to responsibility for planning and procuring electricity supplies for our customers.

California’s deregulation experiment had limited SDG&E’s energy planning and supply role by ordering the following changes:

- Utilities were to divest fossil generation and become “pipes and wires” delivery providers.
- Electric supply was to be provided by a wholesale market, managed through newly-created organizations: the Independent System Operator (ISO) and the Power Exchange.

After three uneventful years where prices were stable and reasonable, supply shortages, weather, and flawed wholesale market design led to the market meltdown of 2000 – 2001.

- The State of California purchased substantial amounts of power for customers of all three utilities under long-term contracts in an effort to improve supply and stabilize prices.

In 2002, the Legislature and the California Public Utilities Commission (CPUC) ordered the State’s utilities to resume their former role and accountability for planning and procuring electric supplies for their customers effective January 1, 2003.

- SDG&E purchased the remaining electric supplies needed to “top off” supply for 2003, and will soon do so for 2004.
- Significant amounts of renewable power were purchased: enough to supply 7% of annual energy sales.
- SDG&E completed and filed a long-term Electric Resource Plan with the CPUC on April 15th.
- This Plan will be discussed, subjected to cross-examination, and approved by the CPUC later this year. It will guide future energy planning and procurement, and is expected to be revisited and updated regularly.
- SDG&E sought regional input as it developed this Plan, and will expand this outreach and consultation in future planning cycles; the Plan will be a truly regional product.

The Plan is a balanced and practical approach, consistent with State policy and regional input. In priority order, the Plan calls for meeting electric supply needs through:

1. Reducing demand through cost-effective energy efficiency and demand response programs.

- With the help of programs planned and operated by SDG&E, San Diegans have excelled in energy efficiency and conservation, already saving enough energy to defer a medium-sized power plant.
- The Plan calls for aggressive increases in these programs in future years to help defer the need for new generation, and a strong role for SDG&E in program design and administration.
• The Plan is designed to be able to take advantage of additional reductions if they develop, by avoiding over-commitment to new resources to maintain the needed flexibility.

2. Adding additional renewable resources to increase the total energy provided by renewables from 7% in 2004 to 20% by 2017. The Plan also leaves room to accept additional cost-effective renewables sooner if they develop. (Renewable resources include wind, solar, biomass, hydro, and geothermal.)

3. Adding a northern 500kV electric transmission interconnection in 2008 (earliest on-line date possible) to improve reliability, allow additional imports and exports, diversify the supply and fuel mix, and reduce the costs of reliability contracts with existing fossil plants.

4. Adding new generation in San Diego in 2005 - 2007 to meet system reliability criteria. These criteria ensure reliable supply under low-probability adverse conditions, such as the simultaneous outage of a major transmission line and the largest generating unit on the 1-in-10 year peak day.

Plan Details:

The Plan is the result of extensive analysis of costs, benefits, and risks of various options for meeting future supply. Key drivers of results, including electric demand, fuel costs, and performance of various generation technologies, were modeled probabilistically to provide an understanding of both expected outcomes and the range of possible outcomes that could occur.

Long term, the Plan relies on a balanced mix of demand and supply-side resources. Within the supply portfolio, it calls for a diversity of on-and-off system resources.

The Plan calls for roughly 70MW of new generation in San Diego to meet grid reliability criteria in 2005, with an additional 100MW/yr needed thereafter until additional transmission is on line; more generation may be added to reduce the cost of reliability contracts, depending on the results of a Request for Proposals that SDG&E will issue soon (see “Implementation,” below).

• The cost of reliability contracts from existing on-system units are expected to escalate significantly in coming years. For example, they could increase from approximately $83 million in 2003, to approximately $165 million in 2007.

The Plan recommends a planning reserve margin of roughly 15%. (A reserve margin is a form of insurance against supply shortfalls, and the exact level will be set by the CPUC in its decision on the Resource Plan).

• Meeting this reserve target will require acquisition of additional capacity beyond the grid reliability capacity described above.
• These resources can come from sources both inside and outside of the San Diego region.

The need for additional generating capacity (or energy efficiency and demand reduction) increases beyond 2008 as the contracts signed by the State of California during the energy crisis begin to expire.
Implementation Steps:

SDG&E will soon issue a Request for Proposals for the reliability-driven generation need identified in San Diego for 2005, 2006, and 2007’s. Some highlights of the request include:

- Seeking multi-year contracts.
- Open to all bidders / resource types, including renewables and demand response that meet reliability standards.
- Seeking bids for both purchase power and turnkey option for utility ownership.

SDG&E will evaluate the bids and ask for CPUC approval this summer.
ENERGY PLANS

B. DRAFT REGIONAL ENERGY STRATEGY: ENERGY 2030 – STRATEGY AND ACTIONS

Introduction

The San Diego Association of Governments (SANDAG) contracted with the San Diego Regional Energy Office (SDREO) to develop the Regional Energy Strategy (RES). This strategy is intended to become the Energy Element of the Regional Comprehensive Plan. The SDREO created the “Regional Energy Policy Advisory Council” (REPAC), which includes SANDAG representation, to assist in the Strategy’s development and secure the input of key interest groups. The membership of REPAC is listed in Attachment 1.

At its May 8, 2003 meeting, the REPAC approved a Draft Regional Energy Strategy and Actions, recommended that SANDAG distribute the Strategy and Actions for a 30-day public review period, and subsequently approve a Final Regional Energy Strategy. The SANDAG Board will be asked to take action on the RES in July.

The SDREO and REPAC also anticipate forwarding a proposal regarding how the Strategy and Actions should be implemented (e.g., which organizations carry out the actions) at SANDAG’s July meeting. These issues are being presented in two parts in order to develop an understanding and basic agreement on what should be done before deciding on who should do it. Action on how the Strategy and Actions should be implemented is scheduled for Board action in September.

Discussion

Energy 2030

The Draft Regional Energy Strategy sets out a vision of the way the region’s energy system should look in the year 2030, and provides a roadmap that shows how to get from here to there. The Draft RES contains goals, objectives, and guiding principles and a detailed set of actions for implementation. Implementation of the plan will make the region’s energy more affordable, more reliable, and cleaner. Successful implementation also will have a significant positive impact on the regional economy by substantially reducing the billions of dollars that flow from the San Diego region to outside energy suppliers.

For example, the Draft RES aims for an energy future in 2030 where 75% of the region’s peak electric demand is generated within the region, as compared with 58% today. While the overall strategy in the RES makes the best use of the energy industry’s expertise and assets, both inside and outside the region, it would result in less influence over our energy...
future by unpredictable market forces and by fluctuating state and federal regulatory practices.

The Draft RES goals include the following.

Public Policy:

**Goal 1.** Achieve and represent regional consensus on energy issues at the state and federal levels.

Electricity Supply and Infrastructure Capacity:

**Goal 2.** Maintain and improve our in-basin generation by achieving and maintaining capacity to generate 65% of summer peak demand with in-county generation by 2010 and 75% by 2020.

**Goal 3A.** Increase the total electricity supply from renewable resources to 15% by 2010, 25% by 2020, and 40% by 2030.

**Goal 3B.** Of these renewable resources, achieve 50% of total renewable resources from resources located within the county.

**Goal 4.** Increase the total contribution of clean distributed generation resources (non-renewable) to 12% by 2010, 18% by 2020, and 30% of peak demand by 2030.

**Goal 5.** Increase the transmission system capacity as necessary to maintain required reliability and to promote better access to renewable resources and competitively-priced supply.

Electricity Demand:

**Goal 6.** Reduce per capita electricity peak demand and per capita electricity consumption back to 1980 levels.

Natural Gas Supply, Infrastructure Capacity, and Costs:

**Goal 7.** Develop policies to insure an adequate, secure, and reasonably priced supply of natural gas to the region.

**Goal 8.** Reduce regional natural gas per capita consumption by 5% in 2010, 10% by 2020, and 15% by 2030.

Transportation Energy Supply and Demand:

**Goal 9.** Complete a transportation energy study by June 2004 to evaluate the potential savings through more efficient use of transportation technology and fuels.

The Executive Summary of the Draft RES is Attachment 2. The full Draft Document is on the SDREO Web site at www.sandiegoenergy.org. It also is available from the SANDAG Public Information Office. Comments on the Regional Energy Strategy are due to SANDAG by June 30, 2003.

Background Reports

The two main pieces of information that provide the basis of the Regional Energy Strategy are the Regional Energy Infrastructure Study (REIS) and a report on Energy Issues in the California-Baja California Binational Region. The REIS was prepared by a team led by SDREO (including the City of San Diego, the County of San Diego, the Port of San Diego, the County Water Authority, and UCAN) and its consultant, SAIC. The Binational Energy Report was prepared by the San Diego State University Foundation under contract to SANDAG, with input by SANDAG’s Borders Committee.

The two reports are being coordinated so that they can be integrated in the Regional Energy Strategy, which is primarily a policy document. An important note is that the RES effort is focusing on non-transportation energy issues. Transportation energy issues are scheduled to be addressed in the next phase of SDREO’s energy planning work for SANDAG.

Over the past six months, the key facts and issues in the REIS and Binational Energy Report were reviewed by the Borders Committee, the Regional Planning Committee, and the SANDAG Board.
Energy Forum

As an early action item, the Borders Committee recommended, and the Board has authorized, the formation of a Binational Energy Forum, as proposed in the Binational Energy Report. The Forum has met three times and the participants are enthusiastic about its potential.

SDG&E Resource Plan

Another important information source for the Regional Energy Strategy is SDG&E’s 20-year Electric Resource Plan, Report #13-A on this Agenda.

SDREO and SDG&E worked cooperatively in preparing both the Regional Energy Strategy and the 20-year Electric Resource Plan. There are some differences in emphasis. The Regional Energy Strategy recommends that the region be more proactive in balancing its energy supply by instituting more energy conservation, renewable resources and in-region energy production than does the 20-year Electric Resource Plan.

GARY L. GALLEGOS
Executive Director

Attachments/Enclosure

Key Staff Contacts: Irene Stillings, SDREO, 858-244-1177, ist@sdenergy.org; Nan Valerio, SANDAG, 619-595-5365, nva@sandag.org

No Budget Impact

The full Draft Document is on the SDREO website at www.sandiegoenergy.org. A hard copy of the document can be obtained by calling SANDAG’s Public Information Office at (619) 595-5347.
The Regional Energy Strategy was prepared with the advice and assistance of the Regional Energy Policy Advisory Council (REPAC). The REPAC was appointed by SANDAG. The voting members and their regional designations are as follows.

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<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
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<tr>
<td>John Moot, Chair</td>
<td>San Diego Regional Energy Office</td>
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<td>Jim Callaghan, Vic Chair</td>
<td>Qualcomm, Large Business</td>
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<tr>
<td>Hon. Diane Jacob</td>
<td>Board of Supervisors, County of San Diego</td>
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<td>Hon. Michael Zucchet</td>
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<tr>
<td>Hon. Jerome Stocks</td>
<td>City of Encinitas, SANDAG North County Coastal</td>
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<tr>
<td>Hon. Lee Thibadeau</td>
<td>City of San Marcos, SANDAG North County Inland</td>
</tr>
<tr>
<td>Hon. Mary Salas</td>
<td>City of Chula Vista, SANDAG South County</td>
</tr>
<tr>
<td>Hon. Jerry Jones</td>
<td>City of Lemon Grove, SANDAG East County</td>
</tr>
<tr>
<td>Scott Willett</td>
<td>San Diego County Water Authority</td>
</tr>
<tr>
<td>Bill Hall</td>
<td>San Diego Port District</td>
</tr>
<tr>
<td>Michael Shames</td>
<td>Utility Consumer Action Network</td>
</tr>
<tr>
<td>Steve Zolezzi</td>
<td>Restaurant &amp; Beverage Association, Small Business</td>
</tr>
<tr>
<td>Dr. Alan Sweedler</td>
<td>San Diego State University, Academia</td>
</tr>
</tbody>
</table>
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
FY 2004 FINAL PROGRAM BUDGET

Recommendation

It is the Executive Committee's recommendation that the Board of Directors of the San Diego Association of Governments adopt this FY 2004 Final Program Budget, including the budget for the San Diego County Regional Transportation Commission, as the expenditure plan to carry forward the regional work program for FY 2004.

Introduction

This Draft Final Program Budget is based upon management's estimates of the resources necessary and revenues available to carry out the work described in the Final FY 2004 Overall Work Program (OWP) approved by the Board on April 25, 2003. Section 1, Article VI of SANDAG's Interim Bylaws requires that the Board of Directors approve a final program budget prior to June 1 each year.

Discussion

Budget Overview

This FY 2004 Final Program Budget projects available revenues, including reserves and TransNet program sales tax revenues, to be $264,619,918. This projected funding level, including transit planning and programming responsibilities being consolidated as part of SB 1703 (Peace), represents a one percent increase from the current actual FY 2003 SANDAG and TransNet Program Budgets. Later this year, it will be necessary to amend the FY 2004 Program Budget to reflect allocations of TransNet funds based on January 1, 2003 certified population estimates from the Department of Finance (DOF) as well as the subsequent transfer of transit project development and construction functions by the end of January 2004.

Of the $265 million, $243 million, or 92 percent, are funds that will be passed through to other governmental agencies, such as the TransNet sales tax funded program or funds contracted out for such projects as transportation demand management, intelligent transportation system projects, the I-15 value pricing and managed lane extension study, and the Freeway Service Patrol.

A summary of the projected funding, including carryover by major revenue source, is outlined in Table 1.

Member Agency Assessment and Criminal Justice Clearinghouse Funding

Letters have been sent to member agencies, informing them that there will be no change in the overall assessment rates.

Last year, the Board of Directors approved an increase to the Member Agency Assessment of $38,700 to cover the increase in meeting costs, with two Board meetings per month and the creation of two new Policy Advisory Committees. This year Board and Policy Advisory Committee costs have increased with the increase in the stipends, the increased number of voting members on the Policy Advisory Committees, and increased participation in the committee meetings. In
SANDAG Board of Directors   May 23, 2003 – Agenda Item # 14 (ADOPT)

accordance with federal and state grant restrictions, the costs of both the Board of Directors and the Policy Advisory Committees cannot be charged to any federal or state funds and must be covered by local funds. However, because of the severe budget constraints experienced by member agencies, SANDAG is balancing the budget without imposing an increase in FY 2004. This is being done for next year through the use of TransNet Administration funds and Member Agency Assessment funds.

Two years ago, based upon the Budget Committee recommendation, the Board agreed to phase in an increase over three years of the base funding necessary to carry out the functions of the Criminal Justice Clearinghouse to $200,000. In FY 2002, funding was increased $50,000, from $85,000 to $135,000, with the County of San Diego agreeing to fund this increase. For FY 2003, an additional increase of $35,000 shared by each of the cities was accepted. Again, because of the severe budget constraints by our member agencies, SANDAG will forego an increase in FY 2004, with the Criminal Justice Assessment remaining at $170,000.

Consolidation

The FY 2004 OWP includes the consolidated planning projects accompanied by the staff performing the work. The work elements and the budget include the planning and programming work of the transit agencies being transferred as part of the initial consolidation. In the Preliminary Program Budget, the tables for Program Revenues and Program Expenditures kept the funds separate. All projects and staff are now combined in the appropriate work elements in the FY 2004 Final Program Budget. Consolidation of staff has already begun in this fiscal year, with the MTDB Clerk of the Board beginning to take over some of the duties of SANDAG’s vacant Clerk of the Board position. Also, following the approval of the proposed management organization by the Board at its March 28, 2003 meeting, some appointments have been made at the directorate level while other positions are being advertised and recruited.

Staff Compensation:
Salaries & Wages and Benefits

SB 1703 guarantees that consolidated employees will not experience any loss in salary or benefits. However, benefits differ widely from agency to agency. To bring every benefit up to the highest denominator would mean significant increases in the overall package. The language in the bill says that the benefits must be substantially the same. Staff members from all three agencies have worked to price out benefits and meld a package that gives overall equity while paying attention to the bottom line. This package was discussed as an information item at the Executive Committee meeting.

Ongoing benefits show an estimated cost increase of two percent. This increase is a result of PERS and various insurance increases, especially worker’s compensation.

The final OWP was approved by this Board on April 25, 2003. With the Board’s approval of the Final FY 2004 Program Budget, the agency will proceed to carry out these commitments during the next fiscal year.

GARY L. GALLEGOS
Executive Director

Attachment/Enclosure

Key Staff Contact: Leslie Campbell, (619) 595-5340; lca@sandag.org
### Table 1
Summary of Projected Funding

<table>
<thead>
<tr>
<th>Revenue Summary</th>
<th>Amended</th>
<th>% of</th>
<th>Final</th>
<th>% of</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Grants</strong></td>
<td>$28,264,794</td>
<td>11%</td>
<td>$22,799,451</td>
<td>9%</td>
</tr>
<tr>
<td><strong>State Grants &amp; Subventions</strong></td>
<td>20,858,187</td>
<td>8%</td>
<td>11,415,387</td>
<td>4%</td>
</tr>
<tr>
<td><strong>TransNet Sales Tax</strong></td>
<td>200,590,000</td>
<td>77%</td>
<td>211,484,584</td>
<td>80%</td>
</tr>
<tr>
<td><strong>Member Agency Assessments</strong></td>
<td>547,425</td>
<td>&lt;1%</td>
<td>547,425</td>
<td>&lt;1%</td>
</tr>
<tr>
<td><strong>Other Local Funds</strong></td>
<td>5,001,939</td>
<td>2%</td>
<td>12,737,515</td>
<td>5%</td>
</tr>
<tr>
<td><strong>Services to Other Agencies</strong></td>
<td>915,206</td>
<td>&lt;1%</td>
<td>605,000</td>
<td>&lt;1%</td>
</tr>
<tr>
<td><strong>Interest &amp; Reserves</strong></td>
<td>5,211,800</td>
<td>2%</td>
<td>5,030,544</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Total Estimated Revenues</strong></td>
<td>$261,389,351</td>
<td>100%</td>
<td>$264,619,918</td>
<td>100%</td>
</tr>
</tbody>
</table>
WHEREAS, the SANDAG Interim Bylaws stipulates that the Board of Directors shall adopt a Final Budget no later than June 1st of each year; and

WHEREAS, Article 3, Section 132103 (a) of the enabling legislation (SB 361) creating the San Diego County Regional Transportation Commission (Commission) requires the adoption of an annual budget; and

WHEREAS, the Fiscal Year 2004 Final Overall Work Program was reviewed and approved by the Board as the basis, through this budget, for carrying forward the Overall Work Program for FY 2004; and

WHEREAS, the FY 2004 Final Program Budget anticipates reliance on federal, State of California and other funds which require certification of non-federal matching funds; and

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

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

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

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

a. The FY 2004 Final Program Budget, hereby incorporated by reference, is adopted in an amount estimated to be $264,619,918 and that the SANDAG Auditor/Comptroller be and is hereby authorized to finalize the FY 2004 appropriations based on actual grant agreements/funding contracts executed, transfer of funds from consolidated transit agencies, actual sales tax revenues, sales tax backed commercial paper proceeds, and interest earnings received pursuant to this budgetary authority, and the actual end-of-year carryover funds status as determined by the Auditor and Comptroller; and

b. Each member agency is hereby assessed its share of the amount shown on the enclosed member assessment schedule of the Budget which totals $547,425 for the base SANDAG membership and $170,000 for the Criminal Justice Clearinghouse assessment; and
c. The SANDAG Auditor and Comptroller is authorized to make such personnel changes, Position Classification and Salary Range Table adjustments, and other employee compensation package adjustments shown herein pending further amendments by the Board of Directors; and

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

e. The SANDAG Executive Director, or his/her designee is hereby authorized to submit grant applications or revenue claims in the amounts identified in this FY 2004 Final Program Budget subject to the final agreement of the funding agencies.

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

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

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

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

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way Appraisals</td>
<td>$500,000</td>
</tr>
<tr>
<td>Design Engineering Services</td>
<td>$300,000</td>
</tr>
<tr>
<td>Program/Contract Management Support</td>
<td>$75,000</td>
</tr>
</tbody>
</table>

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

PASSED AND ADOPTED this 23rd day of May, 2003
ANNUAL UPDATE ON THE ACTIVITIES OF THE CRIMINAL JUSTICE RESEARCH DIVISION AND CLEARINGHOUSE

This report describes the history and background of the Clearinghouse and the efforts of the Criminal Justice Division in the past year. Priorities and potential studies for the upcoming year also are noted.

History and Background

The Clearinghouse for Criminal Justice Research at SANDAG was initiated as a pilot program in 1977 with state funds. The purpose was to provide a regional picture of crime and the effectiveness of the justice system in reducing and preventing crime. The responsibility for preserving the peace and ensuring citizen safety lies primarily with local governments. Hence, significant expenditures are allocated toward crime control efforts.

After the pilot program, the County funded the Clearinghouse effort for several years. In the mid-1990s, the funding plan included all of the cities and the County. Over time, the primary functions of the Clearinghouse evolved into the following work elements:

- compilation and analysis of crime and arrest trends;
- resource and information about crime and justice for member agencies and provider agencies (justice and social services); and
- independent and objective assessments of specific programs geared to address crime and social issues.

Analysis of Crime Trends

The products of the analyses of crime trends include bi-annual crime reports about the state of crime for the entire region as well as individual jurisdictions. These reports also include information on victimization, arrests, cases filed with the prosecutor, and the budget for system components (police, prosecutor, courts, and corrections). Another product of the Clearinghouse is the ADAM Report (Arrestee Drug Abuse Monitoring). This program, funded by the National Institute of Justice (NIJ) since 1987, allows for interviews to be conducted with individuals just arrested and booked into jail. Arrestees answer questions about their drug use and provide a voluntary urine sample for testing. The NIJ funds support the interviewing staff, but no analysis. In 2002, funding for the juvenile component of this project was assumed locally by HIDTA (High Intensity Drug Trafficking Areas) and the name of this part of the project was changed to SAMY (Substance Abuse Monitoring for Youth). The Clearinghouse funding supports analysis of the ADAM and SAMY data so that timely information can be provided to local agencies about trends in drug use among offenders. The Clearinghouse funds also provide a means to add additional interview questions requested by local officials, such as questions about methamphetamine and gun violence. Local justice and health practitioners rely heavily on the ADAM and SAMY data for targeting their resources.

Resources and Information

The Clearinghouse maintains an extensive database on crime and research about crime prevention and control programs. Member agencies and justice entities use the data to generate funding support for new programs, to write legislation, to develop local ordinances, and to allocate resources. This component of the Clearinghouse allows the Division to distribute monthly “CJ Faxes” to
local practitioners which sum up recent information of interest in one-page faxes. In addition, staff manages a grant coalition group that meets monthly to share information about funding opportunities and discuss projects that require partnerships. Members represent health and human services, the public defender, probation, local law enforcement agencies, the courts, and others.

SANDAG Criminal Justice staff also provide consulting services to member and community agencies. Examples this past year include working with probation in identifying juvenile funding priorities, serving on the Community Reentry Center Project, participating in the District Attorney’s Gang Intervention/Prevention group, and representing SANDAG at UCSD’s Working Group on Bi-national Collaboration in Law Enforcement and Public Security.

Independent and Objective Assessment of Programs

Most new programs require an outside evaluator to determine if the program was implemented as intended and to assess program effectiveness. The information is important to agencies in making decisions about continued funding.

SANDAG evaluations of projects generally occur in two ways. First, SANDAG actively seeks state or federal funds to evaluate an issue of significant concern identified by local members and justice practitioners. Examples of grants recently submitted include a study on partner violence among the Asian American community and the effectiveness of polygraph techniques in managing sex offenders in the community. Secondly, local providers receive federal, state, or local funds to implement a program to reduce or prevent drug use or crime. The funding source requires an independent evaluator. Many of the programs funded in the past several years fall in this category, including Probation’s Literacy program that addresses reading problems among male offenders at local detention facilities and the Sheriff’s Connections Project for mentally ill offenders.

The Clearinghouse work element provides the infrastructure that allow staff to write grant proposals and explore funding opportunities as well as assist local agencies in writing the research elements of their grant proposals.

The draft FY 2004 Overall Work Plan includes 17 work elements within the criminal justice area (2.3 series). Four of these are pending funding approval. Not included are other potential projects that may come to the Board within the next several months. These include a federally-funded campaign aimed at reducing gun violence in our communities that is currently included in the Clearinghouse work element (requested by the San Diego U.S. Attorney’s Office); an evaluation of the effectiveness of an adult literacy program associated with the District Attorney’s Office; a study of the prevalence and incidence of domestic violence among Asian American communities (self-initiated); an evaluation of a drug treatment program for youth in the South Bay (requested by South Bay Community Services); and secondary analysis of ADAM data that involves comparing injection drug users to those who have not injected (self-initiated). In addition, Division staff also are coordinating with local law enforcement agencies in the development and administration of community surveys regarding residents’ opinions of police services.

Finally, other activities of the Clearinghouse include attendance at meetings of various task forces, councils, committees, and groups. Some of these are related directly to specific projects, while others are a result of the expertise and knowledge gained by staff members in the course of their work. Examples include the Methamphetamine Strike Force, the Child Well-Being Committee, the Girls’ Issues Group, Juvenile Justice Coordinating Council, Domestic Violence Council, Criminal Justice Council, Juvenile Interagency Group, Crime Analysts Group, and CLEARS (California Law Enforcement and Records Supervisors).

The overall mission of the Clearinghouse is to provide timely, accurate, and objective information about crime and the response to
crime so that policy makers can make informed decisions about resource allocation to prevent, reduce, and control crime. In the coming year, priorities for the Division include exploring partnerships related to strengthening border security, assisting in the finalization of the Regional Comprehensive Plan (RCP) by sharing our knowledge of crime prevention through environmental design, assisting with the ARJIS/SANDAG consolidation, and developing new ways to utilize technology to efficiently share information throughout the region.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Cynthia Burke, (619) 595-5361; cbu@sandag.org

No Budget Impact