BOARD OF DIRECTORS
AGENDA

Friday, July 25, 2003
9:00 a.m.
SANDAG
401 B Street, 7th Floor
Downtown San Diego

AGENDA HIGHLIGHTS

• REGIONAL ENERGY STRATEGY
• REGIONAL COMPREHENSIVE PLAN: ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY
• RIDESHARE WEEK 2003

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The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. 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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<td>MINUTES OF THE JUNE 27, 2003 BOARD MEETING</td>
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**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.

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<td>DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES</td>
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<td>A.</td>
<td>EXECUTIVE COMMITTEE MEETING (July 11, 2003)</td>
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| B.   | TRANSPORTATION COMMITTEE MEETING  
(The next regular meeting is scheduled for August 1, 2003) |
| C.   | REGIONAL PLANNING COMMITTEE MEETING (July 11, 2003) |
| D.   | BORDERS COMMITTEE MEETING (July 18, 2003)  
(This report will be faxed to all Board members by Tuesday, July 22, 2003. A summary of the June 20 I-15 Interregional Partnership Policy Committee meeting is provided for information purposes.) |
| 4.   | LOCAL TECHNICAL ASSISTANCE (LTA) PROJECTS REQUIRING MORE THAN $1,000 OR THREE DAYS STAFF TIME (Karen Lamphere) | INFORMATION |

Local Technical Assistance (LTA) policy guidelines require that projects involving more than three days staff time be reported to the Board of Directors. The project covered in this month’s report is the development of information for use by the City of San Diego for transportation modeling studies.

| 5.   | PROGRESS REPORT ON TRANSPORTATION PROJECTS (Jose Nuncio) | INFORMATION |

Work will begin shortly on the environmental analysis for the San Ysidro Port of Entry expansion project as well as the I-5 realignment near Virginia Avenue. The design of the Nobel Drive Coaster station is nearly complete. The widening of Palomar Street in Chula Vista is on schedule. Information on these and the other major highway, transit, arterial, street, traffic management, and transportation demand management projects in the Regional Transportation Improvement Program are provided in the report.
+6. ADOPTION OF FINAL BYLAWS (Julie Wiley)  
APPROVE

In January 2003, the Board adopted Interim Bylaws with the intent that the Bylaws be revised as needed after the Board operated for a sufficient period of time following enactment of SB 1703. Changes requested by Board members during the past six months were incorporated into the proposed version of the Bylaws mailed to Board members on July 2, 2003. Action on this item would adopt the attached version of the Bylaws, which incorporates the changes shown in the version mailed to the Board.

+7. REQUEST THAT BOARD TAKE A POSITION ON SB 440 (BURTON) (Julie Wiley)  
OPPOSE

On July 2, 2003, California Senator Burton introduced (via amendment to a bill formerly covering a different PERS matter) SB 440. The language in SB 440 is intended to make the provisions of SB 402 (Burton) (Chapter 906, Statutes of 2000) constitutional. In April of this year, the California Supreme Court ruled that SB 402 is unconstitutional because it restricts local government’s ability to control who it hires, fires, and how much it pays its employees. In an effort to address the Supreme Court’s concerns, the author is proposing this bill as clean-up bill that would allow governing board to unanimously reject the arbitration panel’s decision. This bill has the potential of significantly increasing local governments’ costs of providing public safety services.

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 completing a “Request to Speak” form and giving it to 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. RECOGNITION OF BOB PARROTT

Bob Parrott, who recently retired from SANDAG, is being recognized for his 25 years of dedicated service as a member of the staff, and his leadership roles as the Deputy Executive Director, Acting Executive Director, and Director of Research.

+10. APPOINTMENT OF POLICY ADVISORY COMMITTEE CHAIRS AND VICE CHAIRS  
APPOINT

The Bylaws provide that the Chair annually appoints the Chairs and Vice Chairs of the Transportation, Regional Planning, and Borders Policy Advisory Committees. The Chair has decided to reappoint the current Chairs and Vice Chairs of these committees. Membership lists for these three committees are attached.
11. **APPOINTMENTS TO THE JOINT COMMITTEE ON REGIONAL TRANSIT (JCRT)**

The JCRT was originally organized by the Metropolitan Transit Development Board (MTDB) and North San Diego County Transit Development Board (NCTD). In 2001, SANDAG was added as an advisory member. As a result of the ongoing consolidation efforts under SB 1703, the boards for both MTDB and NCTD agreed that SANDAG should be given equal status on the JCRT with three voting members. In accordance with the Bylaws, the Chair will propose three regular and one alternate member for the Board’s consideration.

+ 12. **REPORT ON NATIONAL ASSOCIATION OF REGIONAL COUNCILS (NARC) ANNUAL CONFERENCE**

The Chair, Vice Chair and two other Board members attended the NARC Policy Conference in Pittsburgh, Pennsylvania from June 20-24, 2003. A report on the conference highlights is provided.

**REPORTS**

13. **POTENTIAL SHORT-TERM LOAN OF TransNet FUNDS TO KEEP CRITICAL TRANSPORTATION PROJECTS ON SCHEDULE PENDING A STATE BUDGET**

(Deputy Mayor Joe Kellejian, Chair, Transportation Committee Chair; Gary Gallegos, SANDAG Staff)

As a result of the state budget crisis, Caltrans has notified contractors on numerous projects under construction around the region that the state will not be able to keep making payments for the ongoing work after July 20, 2003. A special meeting of the Transportation Committee is being called for July 21, 2003 to discuss this issue and the potential for loaning TransNet funds to make these payments until the state budget is adopted. Any loan of funds would be based upon an agreement ensuring repayment, including any interest costs incurred. The results of the special meeting of the Transportation Committee on Monday, July 21, 2003 will be reported and the Board will be asked to concur in action taken at that meeting.

+ 14. **REGIONAL COMPREHENSIVE PLAN: ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY**

(Maggie Houlihan, Regional Planning Committee; Rebecca Davis, SANDAG Staff)

Environmental justice (EJ) and social equity (SE) refer to examining plans, policies, and actions to ensure that they neither disproportionately impact nor benefit any one community, and ensuring that all communities are involved in the planning process. The Regional Comprehensive Plan will include an EJ and SE strategy that spans a number of topic areas. The Board should discuss potential EJ and SE policies and actions that should be included in the RCP. Representatives from community-based organizations have been invited to speak about the importance of these issues in their communities.
15. REGIONAL ENERGY ISSUES (Nan Valerio)

A. NATIONAL ENERGY PLANNING EFFORTS

John Kelly with the Gas Technology Institute (GTI) will highlight several of the regional energy planning efforts around the country. GTI is a non-profit research, development, and training organization that works for the U.S. Department of Energy as well as numerous state energy commissions on sustainable energy issues.

+ B. REGIONAL ENERGY STRATEGY

The Board will consider comments on the Regional Energy Strategy, presented at the May 23, 2003 meeting, and vote to approve the Strategy.

+C. IMPLEMENTATION OF THE REGIONAL ENERGY STRATEGY

The Board will receive the recommendations of the Regional Energy Policy Advisory Council (REPAC) on designation of an organization to implement the Regional Energy Strategy.

+ 16. RIDESHARE WEEK 2003 – PROCLAMATION (Resolution 2004-03) (Ray Traynor)

During the week of October 6-10, 2003, SANDAG will sponsor Rideshare Week 2003. The purpose of Rideshare Week 2003 is to create public awareness of alternatives to solo commuting and to reduce peak period congestion. SANDAG administers the Regional Transportation Demand Management (TDM) program known as RideLink that provides cost-effective services to promote alternatives to solo commuting. The Board is requested to approve the attached proclamation in support of Rideshare Week 2003 and to encourage member agencies to approve similar proclamations.

17. CLOSED SESSION:

Conference with Real Property Negotiator Pursuant to Government Code Section 54956.8
Property: 401 B Street, San Diego, CA 92101
SANDAG Negotiators: Julie Wiley, Gary Gallegos, Eric Pahlke, Tom Larwin, Ron Goldman
Negotiating Parties: SANDAG, California Teachers Retirement System
Under Negotiation: Price and terms of office space lease

Settlement Negotiations Concerning Pending Litigation Pursuant to Government Code Section 54956.9(b)(1)
Plaintiff: Save Our Forests and Ranchlands
Facts and Circumstances: Pending litigation against SANDAG under CEQA concerning adequacy of EIR for 2030 RTP

Reconvene into open session for report of closed session results.
18. ADJOURNMENT

GARY L. GALLEGOS
Executive Director

Note: The planned topic for the Friday, August 8, 2003 Policy Development Board meeting is “Integrated Regional Infrastructure Strategy of the Regional Comprehensive Plan: Update, and Key Policy Considerations”

+ next to an agenda item indicates an attachment.
Minutes of the Board of Directors Meeting
June 27, 2003

Chairman Morrison called the meeting of the SANDAG Board of Directors to order at 9:15 a.m. Attendance was as follows:

Voting Members
City of Carlsbad ................................................................. Ramona Finnila, Mayor Pro Tem
City of Chula Vista ............................................................. Patty Davis, Councilmember
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 ................................................................ Absent
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, Deputy Mayor
City of Vista ................................................................. Morris Vance, Mayor
County of San Diego ...................................................... Greg Cox, Supervisor

Advisory Liaison Members
County of Imperial ........................................................... Hon. Victor Carrillo, Supervisor
Department of Transportation ........................................ Gene Pound, District 11, Deputy Director
U.S. Department of Defense ............................................. CAPT. Russ Thackston, CEC, USN
Mexico ................................................................................. Hon. Rodulfo Figueroa Aramoni, Cónsul General
San Diego Unified Port District ........................................ Hon. Jess Van Deventer, Commissioner
San Diego County Water Authority .................................. Hon. Bud Lewis, Director
Metropolitan Transit Development Board ...................... Hon. Jerry Rindone, Vice Chair
North San Diego County Transit Development Board .... Hon. Judy Ritter, Chair
Chair Morrison indicated that in order to avoid confusion with the voting button on the keypads, the button that Board members need to push to Request to Speak on an item has been changed. The new button is the 0/10 (zero-slant-ten) key located at the bottom center of the keypad, labeled “SPEAK.”

1. MINUTES OF THE MAY 23, 2003, BOARD MEETING (APPROVE)

Vice Mayor Hal Ryan (Santee) moved approval of the May 23, 2003, Board meeting minutes, and Deputy Mayor Joe Kellejian (Solana Beach) seconded the motion.

Action: Santee - Solana Beach. A motion and second was made to approve the minutes of the May 23, 2003, Board of Directors meeting. Yes – 16 (weighted vote, 96%). No – 0 (weighted vote, 0%). Abstain – 2 (Carlsbad, Lemon Grove). Absent – La Mesa.

1. ADDITIONS AND DELETIONS

None.

CONSENT ITEMS (3 Through 12)

3. SUMMARY OF JUNE 13, 2003, POLICY DEVELOPMENT BOARD MEETING (APPROVE)

4. DISCUSSIONS AND ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)
   A. EXECUTIVE COMMITTEE MEETING (June 13, 2003)
   B. TRANSPORTATION COMMITTEE MEETING (June 20, 2003)
   C. REGIONAL PLANNING COMMITTEE MEETING (June 6, 2003)
   D. BORDERS COMMITTEE MEETING (June 20, 2003) (The Borders Committee did not meet on June 20, 2003. A summary of the June 20, 2003, I-15 Interregional Partnership Policy Committee meeting will be provided for information purposes in the July Board agenda.)

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

6. PROGRESS REPORT ON TRANSPORTATION PROJECTS (INFORMATION)

7. TRANSIT SERVICE PLANNING POLICY FOR THE CONSOLIDATED AGENCY (APPROVE)

8. FY 2004 TRANSPORTATION DEVELOPMENT ACT (TDA) ALLOCATIONS (Resolutions 2003-43 through 2003-47) (APPROVE)

9. SUBSEQUENT TRANSITION PLAN FOR CONSOLIDATION (SB 1703) (APPROVE)
10. FY 2004 WEIGHTED VOTING FORMULA (INFORMATION)

11. NEW AND UPDATED GENERAL BOARD POLICIES OF THE CONSOLIDATED AGENCY (APPROVE)

12. AMENDMENT TO THE SOURCEPOINT BYLAWS (APPROVE)

Vice Chair Mickey Cafagna (Poway) moved approval of the Consent Items. Councilmember Patricia McCoy (Imperial Beach) seconded the motion.

**Action:** Poway – Imperial Beach. A motion and second was made to approve Consent Items 3 through 12. Yes – 18. No – 0. Abstain - 0. Absent - 0.

13. PUBLIC COMMENTS/COMMUNICATIONS

Carl Olson, a member of the Automobile Club of Southern California, stated his hope for the Automobile Club to take an active role in promoting the interests of motorists. He expressed concern about a number of Auto Club management positions that he found to be alarming. He asked SANDAG to contact the Auto Club and ask it to work cooperatively on efforts to improve the condition for the motoring public.

Chuck Lungerhausen, a member of the public, commented that SANDAG should go directly to the taxpayers for additional money for public transportation.

Councilmember Jack Feller (Oceanside) thanked everyone who has a policeman in their city who contributed to their need in Oceanside last week. He noted that it was a tremendous outpouring that made him proud to be a citizen of Oceanside and the whole county. He also stated that the California Transportation Foundation awarded SANDAG a “Tranny” Excellence in Transportation award for the Pier View Way Pedestrian Underpass Project in the City of Oceanside. On behalf of the Mayor of Oceanside, Councilmember Feller presented the award to Chair Morrison. Councilmember Feller noted that the Bikeway Underpass has been a great addition to Oceanside’s downtown area. He thanked SANDAG for its contribution to this project.

Deputy Mayor Kellejian (Solana Beach) first wished a happy birthday to Executive Assistant Doree Henry. Then he introduced to the Board Lilit Matevosyan and Tariel Bisharyan, who are Armenian students in a summer study program sponsored by Junior Achievement. Junior Achievement teaches free market and economics. These two students are here to meet with public officials and visit businesses.

Chair Morrison indicated that agenda item No. 17 - **Public Hearing:** 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 (Second Reading) (Adopt 2/3 Vote) - would be taken out of order and discussed at this time.
17. **PUBLIC HEARING:** 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 (SECOND READING) (ADOPT 2/3 VOTE)

Councilmember Jim Madaffer (San Diego – B) moved approval of this item.

Deputy Mayor Kellejian (Solana Beach), Chair of SANDAG’s Transportation Committee, reported that this item requires a two-thirds vote of the entire Board, not just those present at today’s meeting. The intent of the ordinance amendment is to provide operators with funding flexibility.

**Public Comment**

Clive Richard, a member of the public, expressed support for the construction of transportation projects, but he was also concerned that modifying the TransNet ordinance was a temporary solution to the ongoing budget problem. He thought that some of the voters may think that these sales tax funds might not have been spent as wisely as they could have been. He said it was his understanding that very little of the original TransNet Ordinance was to be used for operations.

MTDB Vice Chair Rindone stated that authorization for the half-cent sales tax did not envision the number of miles that light rail and bus services have achieved to date. Not only was the purpose of the measure to build and expand the system, but it included a realization that the system must be effectively operated. This is a key component that has led to this action. We cannot rely on one-time, nonrecurring funds for operating purposes. This action will provide flexibility for the leadership to make the operations more efficient. He encouraged the Board’s support of this action.

Chair Morrison asked for clarification that the maker of the motion waived the reading of the ordinance. Councilmember Madaffer agreed with that waiver. Councilmember Patricia McCoy (Imperial Beach) seconded the motion.

**Action:** San Diego–B - Imperial Beach. A motion and second was made to adopt 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 required to support express bus services in the I-15 corridor from 80 percent to 60 percent. Yes – 17 (weighted vote, 96%). No – 1 (San Marcos) (weighted vote, 2%). Abstain – 0 (0%). Absent – 1 (La Mesa) (weighted vote, 2%).
CHAIR’S REPORT


Escondido Mayor Lori Holt Pfeiler, who chaired the SANDAG Nominating Committee, nominated National City Councilman Ron Morrison as Chair and Poway Mayor Mickey Cafagna as Vice Chair of the SANDAG Board of Directors for Fiscal Year 2004. Councilmember Madaffer seconded the motion.

Chair Morrison called for nominations from the floor; none were received, and the nominations were closed.

Chair Morrison stated that the last year has been extremely hectic and will be more so this next year. He is pleased about SANDAG’s accomplishments. He recognized those Board members who held leadership posts – Solana Beach Deputy Mayor Joe Kellejian as Transportation Committee Chair, Del Mar Councilmember Crystal Crawford as Borders Committee Chair, Escondido Mayor Lori Holt Pfeiler as Regional Planning Committee Chair, Chula Vista Councilmember Patty Davis as Chair of the Stakeholders’ Committee and Poway Mayor Mickey Cafagna as SANDAG Vice Chair. Chair Morrison expressed his appreciation to all of the Board members and staff for their efforts to get the work done.

Del Mar Councilmember Crystal Crawford expressed appreciation to those Board members who attended meetings from afar, such as Imperial County Supervisor Victor Carrillo and his alternate, El Centro Councilmember Larry Grogan, as well as Thomas Buckley from Riverside County for the Borders Committee, and the Consul General of Mexico.

Councilmember Guerin (Encinitas) pointed out the historical perspective of the Chair and the Vice Chair of the new regional agency.

**Action:** Escondido - Imperial Beach. A motion and second was made to elect Ron Morrison (National City) as Chair and Mickey Cafagna (Poway) as Vice Chair for FY 2004. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent - 1 (La Mesa).

15. **LEGISLATIVE UPDATE: AB 361 (KEHOE) - REGIONAL COMPREHENSIVE PLAN (PENDING)**

Vice Chair Cafagna thanked Debra Greenfield, Gary Gallegos, and Ron Morrison for their diligent work with Assemblymember Christine Kehoe and thanked the Assemblymember for her willingness to work cooperatively with the Board on amendments to this bill. He mentioned that he spoke with the Assemblymember last night and she verbally agreed to the proposed amendments. He requested that the Board support these amendments and moved approval of this item.

Vice Chair Cafagna reminded the Board that it had previously voted to oppose this bill unless amended. However, he mentioned to Assemblymember Kehoe that these amendments would be acceptable to the SANDAG Board. This matter would be considered at the California League of Cities’ meeting today and they will be asked to delay action until the bill is amended.
Councilmember Madaff er seconded the motion. Councilmember Crawford inquired about an amendment related to land use. Staff replied that there was a prohibition on the consolidation agency to have land use authority. However the new regional agency does need land use authority to construct transit projects. The Assemblymember agreed with that, allowing that land use authority for constructing projects was contained in SB 1703.

Mayor Pro Tem Ramona Finnila (Carlsbad) cautioned the Board that there still may be interference on what it is trying to do as the new regional agency.

Councilmember Guerin asked for an explanation of the public vote provision. Staff explained that if there is a bill enacted to change the governance structure and responsibilities of this agency, in order for it to become effective, it must be approved by the voters.

Councilmember Madaffer added his thanks to Assemblymember Kehoe for working with the Board on this bill, and to Mayor Mickey Cafagna and SANDAG Counsel for brokering the deal.

Deputy Mayor Kellejian also expressed his appreciation to the Executive Director for the countless hours he has spent on this issue. He added that if this bill is approved, there are still matters that need to be corrected.

Vice Chair Cafagna clarified that the SANDAG Board is still on record to oppose this bill if it is not amended.

**Action:** Poway - San Diego - B. A motion and second was made to support AB 361 (Kehoe) if amended. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – 1 (La Mesa).

16. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)/SANDAG JOINT MEETING (INFORMATION)

Staff reported that several Board members and staff attended the SCAG/SANDAG joint meeting on May 3, 2003. Topics of discussion included strategic regional plans, interregional transportation work, regional governance, borders, air transportation, and water availability. Officials believe this type of informational exchange was beneficial and decided to hold a joint meeting every six months.

Del Mar Councilmember Crawford stated that this meeting was very beneficial. She noted that Hemet Councilmember Robin Lowe volunteered to assist SANDAG with Assembly Bill 361 (Kehoe).

Escondido Mayor Holt Pfeiler stated that both associations of governments recognized the importance of working cooperatively on transportation issues.

Deputy Mayor Kellejian (Solana Beach) stated that the spirit of cooperation and support on funding will be of great benefit.
REPORTS

18. ANNUAL UPDATE ON THE ACTIVITIES OF THE CRIMINAL JUSTICE RESEARCH DIVISION AND CLEARINGHOUSE (INFORMATION)

Dr. Cindy Burke, Director of the Criminal Justice Research Division, provided an update on the activities and accomplishments of SANDAG’s Criminal Justice Research Division. The report included information on analysis of crime and arrest trends in the San Diego region, and an update on local, state, and federal grant projects such as the Arrestee Drug Abuse Monitoring program funded with a National Institute for Justice grant, evaluation of the effectiveness of an adult literacy program coordinated through the District Attorney’s Office, and a prisoner re-entry program.

19. ANNUAL REPORT ON SECOND ROUND OF WORKSHOPS ON THE REGIONAL COMPREHENSIVE PLAN (RCP) (INFORMATION)

Mayor Holt Pfeiler reported that SANDAG is holding its second set of workshops on the Regional Comprehensive Plan (RCP) from September 4-18, 2003. She noted that the planning directors and stakeholders have been involved in developing the content and format of the workshops, and have reached consensus that the workshops focus on the key planning policies to be included in the RCP. The workshops will generally consist of four main activities: a general overview, a planning framework discussion, “station-based” discussions, and a wrap-up session. Mayor Holt Pfeiler noted that the City of Oceanside brought the most people to the first set of workshops.

Deputy Mayor Joe Kellejian stated that it is important for area councilpersons to attend the workshops, and he asked SANDAG staff to assist with encouraging that attendance. He also suggested that planning staffs from the various cities should attend these workshops.

Mayor Pro Tem Finnila asked if people at the second set of workshops will be provided with the context of what happened at the first set of workshops. Mayor Holt Pfeiler responded that as part of the introductory overview, participants will be provided with the background information.

21. FY 2004 FINAL PROGRAM BUDGET (APPROVE)

Chair Morrison reported that SANDAG has received the January 2003 certified population numbers from the State Department of Finance. This enables the calculation of the TransNet distribution to local agencies. Other budget adjustments have occurred as a result of consolidation. Due to the lack of funding, some projects coming to SANDAG from MTDB have been reduced. In addition, one more staff transfer has been added to the budget. Another important element of the budget is the benefits package for the consolidated agency. Further, the budget includes the Article 4.5 Transportation Development Act (TDA) funds for Consolidated Transportation Service Agency (CTSA), which was previously operated by the Red Cross. He noted that the Ad Hoc Working Group on Transition and the Executive Committee recommended approval of these amendments, which will reduce the total budget by just under $200,000.
Councilmember Madaffer moved approval of the recommended action and Councilmember Crawford seconded the motion.

**Action:** San Diego–B - Del Mar. A motion and second was made to approve the FY 2004 Final Program Budget Amendment. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0. Absent – 1 (La Mesa).

20. **QUANTIFICATION SETTLEMENT AGREEMENT (QSA – WATER TRANSFER) (INFORMATION)**

Hon. Bud Lewis, Director of the San Diego County Water Authority, suggested that the Board members keep themselves up-to-date on the water transfer issues. He introduced Bob Campbell, Executive Assistant to the General Manager of the San Diego County Water Authority.

Mr. Campbell stated that the challenge we face is a reduction in Southern California’s water supply. He noted that it is not a crisis today because of the recent storms in April and May, but that it could be a crisis in future years, especially dry years. He showed the dry-year supplies of water, and pointed out that we have become more reliant on the state water project system. This is a problem because it represents increasing pressure on Northern and Central California water supplies and programs used to replace lost Colorado River water surpluses. A variety of necessary actions are being discussed, and one solution to this problem is the Quantification Settlement Agreement (QSA).

The QSA involves the Metropolitan Water District of Southern California, the San Diego County Water Authority, the Imperial Irrigation District, and the Coachella Valley Water District. It includes eight core, long-term water supply programs, gives California 14 years to implement transfers and other programs to reduce the state’s draw on the Colorado River, resolves long-standing conflicts between the water agencies, quantifies and limits agricultural agencies’ Colorado River water use, water conserved by agricultural agencies moves to urban agencies, and it encompasses dozens of legal documents and agreements among the water agencies. This revised document sets forth the agreement reached between the state and the four agencies involved on March 12, 2003.

Mr. Campbell reviewed the benefits that the QSA would provide to urban Southern California: restoring long-term reliability to Colorado River Aqueduct supplies, opening the door to future transfers and conservation programs, and responsibly addressing environmental concerns. He continued by mentioning that we still need: additional state and other funding commitments for environmental programs, relief from the Fully Protected Species Act, and to address issues/concerns associated with the Salton Sea.

Mayor Corky Smith (San Marcos) asked if it would help if all of the cities and/or SANDAG supported the bills. Mr. Campbell replied that both would be of great help.

Mayor Smith asked if Mr. Campbell would consider presenting this information to individual city councils. Mr. Campbell replied affirmatively.
Mayor Smith inquired about the proposed new pipeline to San Diego County. Mr. Campbell responded that they are trying to avoid the $4 million - $5 million capital investment of that new pipeline by implementing conservation measures. Supervisor Carrillo (Imperial County) indicated that all the parties have to come to agreement. The people of Imperial County are supportive of the water transfer to San Diego County. However, with any transfer of water, mitigation measures need to be addressed. Positive efforts are being made to resolve the outstanding issues.

Councilmember Guerin asked about water conservation measures in San Diego County. Mr. Campbell stated that conservation programs are extremely important in Southern California and CWA, through its conservation programs, has become a leader in California. In addition, there has been an extensive school education program about water conservation.

Councilmember Madaffer expressed his concern about the continuing “war of words” between the water agencies. He questioned the percentage of representation that the region has on the Metropolitan Water District and suggested that the SANDAG Board look into examining the equity of this representation.

Chair Morrison thanked Mr. Campbell for his informative presentation.

ADJOURNMENT - 11:13 a.m.

GARY L. GALLEGOS
Secretary
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS  
Meeting of July 11, 2003

Chairman Ron Morrison (National City) called the Executive Committee meeting to order at 11:07 a.m. Committee members in attendance were Vice Chairman Mickey Cafagna (North County Inland), Ramona Finnila (North County Coastal), Hal Ryan (East County), and Greg Cox (County of San Diego), and alternates Lori Holt Pfeiler (North County Coastal), and Art Madrid (East County).

1.  PUBLIC COMMUNICATIONS/COMMENTS

There were no public comments.

REPORTS

2.  LEGISLATIVE UPDATE (INFORMATION)

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

Vice Chair Cafagna (Poway) indicated that the changes to SB 361 requested by the Board have been made. The amendments that we requested have been incorporated. He stated that our relationship with Assemblymember Kehoe is good at this point. She agreed not to draft further consolidation legislation for two years.

Mayor Art Madrid (La Mesa) congratulated the Vice Chair and staff for all of their efforts on this bill. He asked that staff continue to monitor this bill until it is signed by the Governor. Staff indicated that we would receive an automatic update any time there is a change.

B.  SB 491 (DUCHENY): HOUSING ELEMENT EXTENSION

Staff stated that SANDAG has worked with Senator Denise Ducheny to get a one-year extension of the housing element due date to integrate this component with the Regional Comprehensive Plan (RCP). The submittal was originally due in July 1 of this year. This bill is awaiting the Governor’s signature. Staff added that the bill was amended to include the entire state.
C. SB 795 (KARNETTE): MOTORIST AID PROGRAM

Staff reported that SB 795, as originally drafted, would have allowed a county to establish a service authority for freeway emergencies. SANDAG obtained an amendment to SB 795 to ensure that if a service authority decides to operate a freeway service patrol in the county or region as permitted by the bill, it will first have to obtain permission from any other agency currently operating a freeway service patrol program in that region. The amendment would also eliminate the reference to the Freeway Service Patrol (FSP) as a pilot program and allow the use of funds for additional motorist programs. This bill is on its way to the Senate Appropriations Committee.

Mayor Art Madrid (La Mesa) suggested that the effectiveness of the SAFE program be evaluated in light of the increasing use of cell phones. Staff agreed to report back on this matter.

Leon Williams (Chairman, MTDB) indicated that one of the important features of the roadside phones is that the California Highway Patrol (CHP) was able to locate the traveler. The CHP cannot determine location with a cell phone call.

Councilmember Hal Ryan (Santee) indicated that he is Vice Chair of the SAFE Board. He agreed that an evaluation is timely because of the decrease in the number of these calls. He noted that service has been increased in some of the more remote freeway areas that were not previously covered. He stated that the success rate of these phones has been tremendous. The SAFE Board would be happy to provide whatever information is requested.

Chair Morrison commented that it makes sense to have the SAFE phones available in areas where cell phones do not work.

D. AB 117 (KEHOE): MTDB CONSOLIDATION

Jack Limber (MTDB General Counsel) provided background information on the formation of MTDB and its two subsidiary corporations, San Diego Transit Corporation (SDTC) and San Diego Trolley, Inc. (SDTI). For a variety of labor reasons it was felt that the subsidiary corporations should be separate entities. This also allowed MTDB to be able to contract out bus routes to various operators. Over time, the labor organizations became concerned with this and, as a result, Assemblymember Christine Kehoe carried this bill that would make MTDB a joint employer with SDTC and SDTI. This means that MTDB will be at the collective bargaining table. This bill would have been significantly opposed by the MTD Board because it would limit the ability to contract out services, which is a cost-savings measure. However, because SB 1703 significantly changes MTDB as an organization, the MTD Board took no position on this bill. AB 117 has passed and has gone to the Governor for signature. On July 10, 2003, the MTD Board took action to abolish the corporate boards as independent boards and to have the MTD Board sit as the corporate boards. The effective date of this change is targeted as October 2003.

Mr. Limber stated that another part of this bill relates to allowing SDTC employees into the Public Employees Retirement System (PERS). SDTC currently has a private pension plan that
is significantly underfunded. Transferring SDTC employees to PERS will be an expensive transition and will have to be implemented over time.

Vice Chair Cafagna asked about the costs to convert SDTC employees to the PERS retirement system. Mr. Limber replied that it is unlikely for PERS to assume back pension obligations, therefore, we would have to keep the pension for those persons who have retired under it. Staff is conducting an actuarial analysis to determine the exact costs to transfer SDTC employees to PERS. He added that over time the SDTC pension liability would be transferred to SANDAG through MTDB.

Mr. Limber stated that MTDB’s name would be changed to the MTS (Metropolitan Transit System).

Mr. Limber stated that part of SB 1703 is to evaluate the efficiencies and effectiveness of consolidation. With the action to abolish the subsidiary corporation boards, the number of board members will decrease from 30 to 15. MTDB will also be reorganizing its staffing. These efficiencies should be included in the report to the Legislature related to consolidation.

Councilmember Ramona Finnila (Carlsbad) asked if any secondary approval is needed to abolish the corporate boards. Mr. Limber responded negatively since the MTD Board is the sole member of the nonprofit corporations. The chairs of the subsidiary corporations will continue for a period of time as ex officio members to MTDB for continuity purposes. A series of workshops for the MTD Board will be held to inform it about the operations of the subsidiary corporations.

Councilmember Finnila asked if the ex officio members would receive an attendance fee. Mr. Limber replied that they would for a period of time, anticipated to be one year.

Councilmember Hal Ryan (Santee) expressed his support for the subsidiary corporations becoming public entities. He asked about negotiating with the labor unions. Mr. Limber stated that the primary concern of the labor unions is SDTC’s unfunded pension plan.

Councilmember Ryan asked if any thought had been given to asking the state for a one-time funding request to cover the pension shortfall. Mr. Limber said that idea had not been raised. Due to the current state budget crisis, the timing of that suggestion would be important. MTDB would join with organized labor in such a funding request to the state.

E. SB 315 (COMMITTEE ON TRANSPORTATION): OMNIBUS LEGISLATION

Mr. Limber reported that in advance of consolidation under SB 1703, the County of San Diego decided to divest itself of the County Transit System (CTS) and transferred it to MTDB. One of the conditions of that transfer was the addition of a second representative from the County Board to the MTD Board in the event the MTDB Chair was chosen from among its members. MTDB’s legislation would need to be amended to allow for this second County representative on the MTD Board. MTDB now has 14 members and can choose its chair from the membership or from the public at large. It currently has a Chair who was chosen from the public at large.
Mr. Limber said that another portion of this bill deals with MTDB’s area of jurisdiction. Since MTDB has taken over CTS, its legislation should be amended to annex the CTS service area. The Transportation Development Act (TDA) monies would then flow directly to MTDB. This is a noncontroversial measure and has been agreed to by MTDB, the County, and NCTD. It will be placed on the Legislature’s consent agenda.

3. SAFETEA: THE ADMINISTRATION’S PROPOSAL FOR TEA-21 REAUTHORIZATION (INFORMATION)

Staff reported that the Transportation Efficiency Act for the 21st Century (TEA-21) expires on September 30, 2003. Another program is needed so federal funding keeps flowing. This program establishes funding ceilings for various programs and establishes eligibility criteria and guidelines. In 2002, SANDAG participated in the development of a set of principles for the reauthorization of TEA-21. The reauthorization principles were grouped into the following four categories: funding, program structure, equity, and expediting product delivery. The goal is to get the congressional delegation to work as a team to support these principles. The Administration has released its proposal for a multi-year bill, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA). This bill would provide a total of $247 billion over a six-year period. Staff summarized the major provisions of this bill including funding levels, program structure, and planning and other provisions. Staff also reviewed the status of the reauthorization process.

Supervisor Cox (County of San Diego) indicated that the funding for border issues was helpful in constructing State Route (SR) 905; however, there were some loopholes in the program that allowed states not having borders with other countries to use some of this funding. Staff indicated that there is a proposal to change the border program to close that gap.

Staff stated that SANDAG pushed the concept of changing the timeline for the RTP process from every three years to a five-year cycle to align this timing with federal quality conformity timelines, which are being recommended for a five-year cycle.

Staff indicated that there may be an extension of the existing TEA-21 rather than a multi-year reauthorization bill.

4. REVIEW OF DRAFT BOARD AGENDA FOR JULY 25, 2003 (APPROVE)

Mayor Madrid (La Mesa) suggested that an item be added to future agendas to provide a forum for Committee member discussion.

Mayor Madrid said that a bill has been introduced that would direct public agencies throughout the state to be under binding arbitration. He suggested that this item be brought before the SANDAG Board for discussion.

Mayor Madrid moved to add an agenda item to the Executive Committee agenda related to AB 440 for discussion purposes. Ms. Finnila seconded the motion.
**Action:** The Executive Committee unanimously approved the addition of this item for discussion purposes.

Mayor Madrid moved to add to an item to the SANDAG Board agenda related to SB 440 to consider taking an oppose position. Supervisor Cox seconded the motion.

**Action:** The Executive Committee unanimously approved the addition of an item related to SB 440 to the Board’s agenda for July 25, 2003.

Councilwoman Finnila (Carlsbad) asked that in the final bylaws, the term “subregion” also be defined. Staff agreed to add this clarification.

Councilmember Finnila moved to approve the Board agenda for July 25, 2003. Vice Chair Cafagna seconded the motion.

Staff indicated that there would be two closed session items on the Board agenda: one related to the office lease and another one related to a settlement agreement on a potential lawsuit.

**Action:** The Executive Committee unanimously voted to approve the draft Board agenda for July 25, 2003.

Chair Morrison adjourned the meeting at 12:07 p.m.

GARY L. GALLEGOS
Secretary
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
SPECIAL MEETING
Meeting of July 21, 2003

The special 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), Corky Smith (North County Inland), Art Madrid (East County), Jerry Rindone (South Bay), Leon Williams (San Diego Metropolitan Transit Development Board), Judy Ritter (North San Diego County Transit Development Board) and Terry Johnson (San Diego County Regional Airport Authority). Also in attendance were alternate Christy Guerin (North County Coastal) and ex-officio member Pedro Orso-Delgado (Caltrans).

Chair Kellejian explained the reason for having to call this special meeting. He announced that the County of San Diego has submitted a letter requesting that this meeting be postponed. He noted that he attempted to contact Supervisor Roberts and that the SANDAG Chair contacted Supervisor Cox to point out the importance of this meeting. Chair Kellejian read the County’s letter, dated July 18, 2003, to the Transportation Committee.

1. PUBLIC COMMENTS/COMMUNICATIONS

There were no public speakers.

2. POTENTIAL SHORT-TERM LOAN OF TransNet FUNDS TO KEEP CRITICAL TRANSPORTATION PROJECTS ON SCHEDULE PENDING A STATE BUDGET (APPROVE)

Staff made a PowerPoint presentation which summarized the impact of the state budget crisis on transportation projects in the region and outlined the staff’s recommended solution to loan TransNet funds on a short-term basis to keep ongoing construction contracts moving.

Public Comment

Clive Richard, a San Diego resident, was glad to hear that this proposed loan would be bound by a legally binding contract. He noted that there are projects in the region that have to be completed and supports this proposal if the state will agree to repay the monies.
The Transportation Committee members discussed this issue and expressed concern about whether the state would repay the funds; would the funds be repaid with interest; how much money would SANDAG be willing to loan the state; what would be the loss to SANDAG if the state is unable to pay back the monies; and would SANDAG be liable if there were an accident on any of the projects during the time that SANDAG is funding the projects.

Staff indicated that SANDAG would enter into a cooperative agreement with the state to repay the monies. This cooperative agreement should include an indemnification clause that would protect SANDAG from any additional liability. Staff added that the amount that SANDAG would loan the state would be up to $10 million per month to cover the estimated monthly costs of ongoing projects in the San Diego region. The estimated interest cost to SANDAG would be approximately 1% per annum. However, the state has indicated that it is constitutionally prohibited from paying interest, so including interest payment in the cooperative agreement will be challenging.

The Transportation Committee members supported the $10 million per month funding level for up to three months. Additionally, Transportation Committee members requested that staff research SANDAG’s liability should the state file for bankruptcy. Committee members also expressed interest in discussing the issue of changing the provisions for passing the state budget from a two-thirds vote to a majority vote at a future Transportation Committee meeting.

Chair Kellejian noted that the following letters were received and distributed to each member: (1) a letter dated July 10, 2003, from Jeff Morales, Director of the California Department of Transportation, to the Chief Executive Officer of the Associated General Contractors indicating that due to the lack of a state budget, Caltrans may have to curtail construction and maintenance work statewide after July 20, 2003; (2) a letter dated July 18, 2003, from Jeff Morales to the Chair of the California Transportation Commission summarizing actions taken to temporarily avert the suspension of ongoing construction projects statewide; (3) a letter dated July 18, 2003, from Tony Harris, Chief Deputy Director of the California Department of Transportation, to the Regional Transportation Planning Agencies, Metropolitan Planning Organizations, and the Public Works Departments of Cities and Counties, summarizing actions taken by the state that would limit any new obligations for regional and local projects; and (4) a letter of support dated July 21, 2003, for the staff recommendations from Pardee Homes.

**Action:** The Transportation Committee voted, subject to the concurrence of the SANDAG Board of Directors, to enter into negotiations with Caltrans regarding a loan agreement allowing TransNet funds to be used to continue payments to contractors on ongoing highway, transit, and other related contracts until a state budget is adopted. The loan agreement would be for up to three months, with any extensions beyond three months being subject to the review and approval by the Transportation Committee. The agreement also would include necessary repayment provisions, including recovery of interest costs if commercial paper proceeds are used, or recovery of lost interest earnings if current cash on hand is used. The Executive Director also should be authorized to use TransNet commercial paper proceeds, if necessary, for this purpose with any funds borrowed to be paid off as soon as the reimbursement from the state is received.
The motion was adopted with seven affirmative votes; the North County Inland member abstained.

3. ADJOURNMENT AND UPCOMING MEETINGS (INFORMATION)

The SANDAG Board of Directors will meet on Friday, July 25, 2003, to discuss this issue. The next meeting of the Transportation Committee will be held on August 1, 2003.

GARY L. GALLEGOS
Executive Director
The Regional Planning Committee meeting was called to order by Committee Chair Lori Holt Pfeiler (North County Inland). Committee members in attendance were Vice Chair Patty Davis (South County), Jack Feller (North County Coastal), Jill Greer (East County), Ron Roberts (County of San Diego), and Alternate members Judy Ritter (North County Inland), Patricia McCoy (South County), Maggie Houlihan (North County Coastal), and Jerry Jones (East County). Ex officio members in attendance were: James Bond (San Diego County Water Authority), Gene Pound (Caltrans), Susannah Aguilera (Department of Defense), Leon Williams (MTDB), Dave Druker (NCTD), Bob Leiter (Regional Planning Technical Working Group), and Mike Stepner (Regional Planning Stakeholders Working Group). Also in attendance were SANDAG Chair Ron Morrison (National City) and Mayor Pro Tem Ramona Finnila (Carlsbad).

CONSENT (Item 1)

1. ACTIONS FROM JUNE 6, 2003, REGIONAL PLANNING COMMITTEE MEETING (INFORMATION)

Deputy Mayor Maggie Houlihan (Encinitas) asked that the minutes reflect the concern that as we add housing in an attempt to implement smart growth, we need to balance the removal of obstacles such as regulations and fees to expedite the housing process with the need to provide services. There was no opposition to this change in the minutes.

2. PUBLIC COMMUNICATIONS/COMMENTS

There was no public comment.

REPORTS

3. UPDATE ON THE INTEGRATED REGIONAL INFRASTRUCTURE STRATEGY (IRIS) OF THE RCP (DISCUSSION/COMMENT)

The IRIS proposes a two-step approach to achieve the urban form and design called for in the RCP: (1) creating a planning, financial management, and public policy framework to strengthen the relationship between local and regional plans and policies to better link land use and infrastructure, and (2) using an incentive and competitive-based process to prioritize and synchronize capital improvement programs and strategies. Additionally,
currently, much of the decision-making process that leads to the provision of infrastructure is independent and fragmented. The IRIS proposes to establish a more integrated and formalized working relationship between general purpose governments and infrastructure providers. The Regional Planning Committee was asked what they liked about the IRIS approach and how it could be improved.

Comments included:

- This is the most important and most fragile area of the RCP. The key issue is how local communities can help to implement the regional plan even though their neighborhoods may oppose certain projects.

- The idea is to develop a regional approach for each of the eight infrastructure areas and then provide funding. Areas that are more consistent with the regional priorities receive priority funding.

- The primary focus will be on transportation facilities and planning, and prioritizing funding allocations in relation to where smart growth is occurring. The allocation of funding for other types of facilities should then be synchronized with the regional strategy and expenditures. Transportation investments serve as a key driver for the smart growth implementation.

- There should be regional policies that direct the purchase of properties that are most at risk for urban encroachment.

- How can we encourage individual jurisdictions and infrastructure providers to be involved in this regional process? Setting criteria and principles is an effective way of allocating resources.

- Increasing population pressures on our natural resources could diminish our quality of life. The pressures in our rural areas are significant. The RCP and IRIS could help direct the growth.

- Funding sources should be presented as part of the next report.

- SANDAG’s legal team was asked to review the regional concept and the nexus between a fee charged and the service provided.

- Elected officials need to sell the idea that longer-term planning is important and needs to be supported. That is the charge of this group.

**Action:** The Committee expressed support for the IRIS process.

4. DRAFT TRANSPORTATION CHAPTER (ACCEPT)

Staff reported that the language for the draft transportation chapter for the RCP has been based on the 2030 Regional Transportation Plan (RTP), MOBILITY 2030, adopted by the SANDAG Board of Directors in March 2003. The SANDAG Board approved the 2030 RTP
with the understanding that it would be the transportation component of this first RCP. In turn, the RCP will set the policy framework and help prioritize transportation investment decisions for the next RTP update in 2006.

The integration of land use and transportation was reflected in several elements of the 2030 RTP, including the emphasis on the Regional Transit Vision, the Congestion Management Program, and using transportation funding as an incentive for smarter land uses. Staff described the $25 million smart growth incentive program included in the 2030 RTP and stated that transportation evaluation criteria were currently under review to determine how they could be modified to be consistent with the RCP. Staff stated that the Regional Planning Committee is asked to accept the draft transportation chapter for inclusion in the draft RCP. Staff noted that the chapter is likely to be changed over time, in order to integrate the transportation-specific goals and policy objectives with the overall goals and policy objectives for the RCP and other individual chapters.

Comments included:

- Support was expressed for the integrated approach of funding for both short- and long-term projects, particularly carpool lanes, movable lanes, and other near-term efforts.

- Support was also expressed for the draft chapter’s emphasis on reducing sprawl.

- SANDAG should conduct an analysis of how implementing the RCP and the RTP results in different outcomes. MOBILITY 2030 includes an effort to conduct performance measures, and will track the changes that will take place over time.

- Transit should be as quick or quicker than the automobile to provide a choice. The Plan should challenge the imagination of our public.

- In order to achieve quicker transit trips, the RCP needs to relate housing densities to transit investments.

- The benefits of transit, such as not having to find a parking space, should be emphasized.

**Action:** The Committee unanimously accepted the draft transportation chapter for inclusion in the draft RCP, with the understanding that the chapter will continue to change, while the concepts stay intact.

6. APPROACH TO HEALTHY ECOSYSTEMS CHAPTER (DISCUSSION)

The healthy ecosystems chapter will include four components: air quality, natural habitat conservation, shoreline preservation, and water quality. Staff will start by reviewing existing work done in these areas and consolidating those components. Under air quality, SANDAG is responsible for developing and adopting the RTP and the Regional Transportation Improvement program (RTIP) to ensure that transportation policies and projects conform to federal and state air quality policies. SANDAG is a co-lead with the Air
Pollution Control District (APCD) for air quality planning related to on-road motor vehicles. The habitat conservation component will build upon existing habitat plans, and will address two major issues: funding and near-shore habitat. SANDAG has a shoreline preservation strategy that was adopted in 1993, which will be integrated into this chapter. SANDAG has no direct responsibility for water quality; however, it will be reviewing the whole watershed question and pollutant reduction. Draft goals and policy objectives will be completed next week and presented to the Working Groups for their review. The concepts will then be presented to the Regional Planning Committee for review at the August meeting.

Comments included:

- Green infrastructure concepts should be incorporated into the Healthy Ecosystems Chapter and the IRIS.
- Disincentives should be put in place to discourage increasing vehicle miles traveled (VMT), and therefore help improve air quality.

7. SECOND ROUND OF RCP WORKSHOPS (DISCUSSION)

Five RCP workshops have been scheduled in September to obtain input on key regional planning concepts in the RCP. Elected official participation was excellent in the first round of RCP workshop, and SANDAG is encouraging high participation rates again. Staff encouraged Committee members to attend the workshops and to invite other elected officials and constituents from their jurisdictions.

The Executive Director asked the representatives of the two working groups if they were in agreement with the content and the direction of the workshops. Both Mr. Leiter and Mr. Stepner indicated their Working Groups’ support.

Mr. Pound reminded staff to ensure that the workshops are accessible to the disabled.

8. ADJOURNMENT AND UPCOMING MEETINGS

The Committee agreed that the next Regional Planning Committee meeting will take place on August 1, 2003, as scheduled.

Chair Pfeiler adjourned the meeting at 2:03 p.m.

GARY L. GALLEGOS
Secretary
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), Jill Greer (East County), Ralph Inzunza (City of San Diego), Dianne Jacob (County of San Diego) and Victor Carrillo (Imperial County); and alternates Judy Ritter (North County Inland) and Pam Slater (County of San Diego). Ex-Officio members in attendance were Thomas Buckley (Riverside County), James Bond (San Diego County Water Authority), Pedro Orso-Delgado (Caltrans), and Elsa Saxod representing the COBRO.

1. WELCOME AND INTRODUCTIONS

The Chair welcomed the Committee members and introduced Doree Henry as the official Clerk of the Board. Gary Gallegos was also introduced and welcomed. Everyone introduced themselves.

2. MEETING SUMMARY OF MAY 16, 2003

Chair Crawford noted that the meeting summary of May 16, 2003 has already been approved by the SANDAG Board of Directors; therefore, the Borders Committee did not need to take action.

3. PUBLIC COMMENTS AND COMMUNICATIONS

No public comments were made.

CONSENT ITEMS (4 and 5)

4. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES MEETING SUMMARY OF JUNE 3, 2003 (INFORMATION)

5. I-15 INTERREGIONAL PARTNERSHIP MEETING SUMMARY OF JUNE 20, 2003 (INFORMATION)

Action: The Borders Committee approved Consent Items 4 and 5.
REPORTS

6. CHAIR AND MEMBERS REPORTS (INFORMATION)

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

Chair Crawford reported that approximately 180 people attended the Committee on Bi-National Regional Opportunities (COBRO) Summer Conference, which was held on July 11, 2003 at the San Ysidro Middle School. At the next COBRO meeting, the committee members will discuss the results of the conference and bring those results back to the Borders Committee for review. Chair Crawford added that the last I-15 IRP meeting was held in June in Escondido and will be held again in the same city in September. She pointed out that the Borders Committee will be reviewing the full text of the Borders Chapter of the RCP which will be available for review by the Committee in August.

Vice Chair McCoy reported that the Mayor of Imperial Beach has been appointed to the President’s Good Neighbor Environmental Board which has information on the Border and held its last meeting in El Paso. She asked if materials could be made available to the Borders Committee. Elsa Saxod noted that she has a copy of the report and will make it available to the Committee. She mentioned that the Good Neighbor Board will meet in San Diego in November and the meeting is open to the public.

Vice-Chair McCoy also reported that the Tijuana National Estuary Research Reserve Border Coordinator is hosting a meeting where planners on both sides of the border can meet to discuss issues of mutual concern. She will keep the Committee updated on this issue.

Chair Crawford invited Elsa Saxod to comment on the COBRO Summer Conference. Elsa Saxod, Chair of the COBRO, thanked Chair Crawford for being the moderator at the Conference. Ms. Saxod stated that there were interesting activities scheduled throughout the day. The speakers included: (1) Adele Fasano, Interim District Director of US Customs and Border Protection, who spoke to the issue of the new arrangement at the Border; (2) David Shirk, the USD Transborder Institute Director; (3) Commissioner Ernesto Ruffo, Mexico’s Commissioner of the Northern Border Affairs; and (4) Peter Verga, Principal Deputy Assistant Secretary of Defense for Homeland Defense for the United States. Ms. Saxod mentioned that before the conference, participants from Mexico and SDSU developed a survey regarding Homeland Security and presented the results at the conference. She suggested that this report be brought before the Borders Committee in the future.

Chair Crawford added that Representative Susan Davis and Senator Denise Moreno Ducheny also attended the Conference.

Pedro Orso-Delgado commented that he attended a Joint Working Committee meeting in Mexico City, which consisted of all of the state Department of Transportation representatives along both sides of the border, as well as federal agencies. At that meeting, Mr. Orso-Delgado reported on some of the new provisions under SAFE-TEA, the Federal Highway Administration’s version of TEA-21.
Chair Crawford announced that the Otay Mesa Port of Entry will open 24 hours per day. Mr. Orso-Delgado replied that the 24-hour traffic is for vehicular traffic only and will start on July 27, 2003. He noted that the US Bureau of Border and Customs Protection is implementing the FAST program which is the SENTRI program for trucks. Caltrans will be working to help the traffic flow in that area. He then announced that Gene Pound, Caltrans Deputy Director of Planning, retired yesterday and introduced Bill Figge, Mr. Pound’s replacement.

7. **DRAFT GOALS, OBJECTIVES, AND POLICIES OF THE BORDERS CHAPTER OF THE REGIONAL COMPREHENSIVE PLAN (RCP) (DISCUSS)**

Chair Crawford noted that the draft Borders Chapter of the Regional Comprehensive Plan (RCP) is not ready for the Borders Committee to review. A final draft version will be forwarded to the Committee within the next ten days and will be discussed at the August 15th meeting of the Borders Committee.

Joanna Salazar, SANDAG’s consultant working on the Borders Chapter of the RCP, noted that the chapter is coming together. The information in this chapter is informative and not duplicative of what is in the other chapters of the RCP. The subcommittee for this project has provided its comments. Areas of concern were jobs/housing balance; transportation; energy and water; environment; economic development; and homeland security. Ms. Salazar reviewed the Draft Goals and Policy Objectives of the Borders Chapter of the RCP with the Committee.

Staff noted that priority areas have been identified in the RCP that needed focus and Borders is one of those areas. This is a dynamic process and all responses and input are encouraged. Workshops on this issue will be held throughout the region in September and public input will also be received.

Committee members reviewed and discussed all of the Goals and Policy Objectives for the six subdivisions and provided direction to staff to make corrections. Those corrections will be incorporated into the draft Borders Chapter which will be distributed to the members the week of July 28, 2003.

Upon conclusion of the discussion, Thomas Buckley requested that all members of the Committee review a document that he distributed entitled, “Equitable Development,” and provide him with comments.

8. **NEXT MEETING DATE AND LOCATION (INFORMATION)**

**Action:** The Borders Committee approved the next meeting date of Friday, August 15, 2003.

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**GARY L. GALLEGOS**  
Executive Director
The joint meeting between the Borders and the Interstate 15 (I-15) Interregional Partnership Policy Committees was called to order by Borders Committee Chair Crystal Crawford (North County Coastal) and I-15 Interregional Partnership Policy Committee Jeff Comerchero (Mayor Pro Tem, Temecula).

Borders Committee members and alternates in attendance were Crystal Crawford (North County Coastal), Ed Gallo (North County Inland), Judy Ritter (North County Inland - Alternate), Patricia McCoy (South County), and Phil Monroe (South County - Alternate). Ex-Officio members in attendance were Thomas Buckley (Riverside County) and James Bond (Water Authority).

Western Riverside Regional members in attendance were Jeff Comerchero, (Temecula), Ron Roberts (Temecula), and Jack Van Haaster (Murrieta).

CONSENT ITEMS

1. WELCOME AND INTRODUCTIONS

Co-Chair Crystal Crawford asked members to introduce themselves. She also noted that Eric Haley, representing the Riverside County Transportation Commission (RCTC), was also in attendance.

2. INTERSTATE 15 (I-15) IRP PROJECT REVIEW AND WORK PROGRAM UPDATE (INFORMATION)

Staff provided background information on this item. The main issue is that more and more people are living in Riverside County and commuting to San Diego. SANDAG received a three-year grant of $500,000 to evaluate existing conditions and to develop strategies to address the jobs and housing imbalance. The impacts of this imbalance are longer commutes, increased congestion and air pollution, and less time at home. Accomplishments of the study to date include: development of an existing conditions report and implementation of short-range strategies including the coordination of vanpool/carpool services, interregional transit service coordination, and joint marketing. The report showed that southwest Riverside County is exporting workers primarily because the San Diego region is not meeting the demand for affordable housing. The I-15 interregional commute destinations were reviewed and it was pointed out that there has been a 400 percent increase in commuters since 1990. There are potential differences in planned improvements to I-15, and funding priorities and timing are key issues. Staff reviewed the next steps in the process which cumulates in approval of the final report in June 2004.

Co-Chair Crawford mentioned that a schedule for meetings of the Technical Working Group would be distributed and invited Policy Committee to attend those meetings.
Phil Monroe commented that some elected officials in San Diego County will question why we should be improving the commute for people who live in San Diego to work in Temecula.

3. BORDERS COMMITTEE/I-15 IRP POLICY COMMITTEE DISCUSSION AND ACTIONS - FEBRUARY 12, 2003

There was no discussion of this item.

4. PUBLIC COMMENTS AND COMMUNICATIONS

Maurice Eaton with Caltrans indicated that one short-term strategy is to improve park-and-ride lots in the I-15 corridor. Caltrans will be expanding the park-and-ride lot at State Route (SR) 76 and I-15 from 70 to 110 spaces. The bid opening for this project will occur on June 24, 2003. A contract is expected in August with work to be completed in September. He noted that this is a joint partnership project.

Co-Chair Crawford encouraged Caltrans to distribute a public relations piece about this project.

CHAIR’S REPORT (ITEMS 5-6)

5. REPORT FROM JOINT SANDAG/SCAG MEETING, MAY 8, 2003 (INFORMATION)

Co-Chair Crawford stated that there was a commitment to have meetings between SANDAG and the Southern California Association of Governments (SCAG) twice a year, in April and October. A regular meeting schedule was agreed upon at that meeting. The next meeting was set for Thursday, October 9, 2003, in Temecula.

6. REPORT FROM STATE IRP MEETING, MAY 6, 2003 (INFORMATION)

Staff provided a report on this meeting. The thrust of this meeting was to provide information about various state housing and economic development programs. One main concern was continued funding for implementation actions of the interregional partnerships that have been established. The primary benefits of this meeting were the improved communication between agencies, the ability to elevate issues that were simmering, and discussion on how to strengthen economic development strategies. There was also an overview of the jobs and housing balance problem throughout the state.

Phil Monroe asked if the definition of housing included low and moderate income housing. Staff responded that housing remains to be defined. This project provides an opportunity to focus on moderate housing as the gap between home pricing narrows.

Co-Chair Crawford asked if there would be any value to having a joint meeting with Orange County. Following discussion, it was felt that the technical committees and working groups should advise this Committee if a joint meeting with Orange County appears to be warranted.
7. STRATEGY DISCUSSION (SANDAG STAFF AND WRCOG STAFF) (APPROVE FOR FURTHER EVALUATION)

Co-Chair Crawford indicated that these draft strategies are presented for input and approval for future consideration.

A. LONG RANGE TRANSPORTATION STRATEGIES

Staff reviewed each of the five strategies: T1 - Support High Speed Rail Transit Service in the I-15 Corridor, T2 - Implement Transit Shuttle Services to Interregional Transit, T3 - Preserve Transportation Rights-of-Way and Implement Priority Measures through the Development Process, T4 - Reduce Parking Requirements in Transit Nodes and Mixed-Use Centers, and T5 - Implement the I-15 High Occupancy Vehicle (HOV) System.

Following discussion, staff was directed to include private shuttles operations in the T2 strategy. Comments related to T3 included ways to provide information on all projects in the corridor, and inclusion of Caltrans as a participating agency. Comments on T4 were that the only way to encourage people to use public transit is to make it a more attractive choice than using the automobile.

B. ECONOMIC DEVELOPMENT STRATEGIES

Kevin Viera, Program Manager of the Western Riverside Council of Governments (WRCOG) provided a presentation explaining the following economic development strategies: ED1 – Facilitate Greater Collaboration between Regional Economic Development Entities, ED2 – Create Web Site to Link I-15 Commuters with Local Jobs and Promote Businesses in Housing-Rich Areas, and ED3 – Map the Broadband Service Coverage Area in Southwest Riverside County.

Following discussion of ED1, staff was directed to organize and facilitate a meeting between development entities. Comments related to ED2 were that commuters should be encouraged to use the web site, and the web site should include a list of search engines. Staff was directed to review the potential cost and return on investment for this project. Comments related to ED3 related to determining the usefulness of the existing services.

Phil Monroe explained a theory he had about encouraging carpooling by timing freeway ramp meters in favor of multiple-occupant vehicles.

C. JOBS/HOUSING BALANCE STRATEGIES

Kevin Viera reviewed the three job housing strategies: JH1 - Support/Sponsor Legislation that Provides Incentives for Jobs/Housing Balance Programs, JH2 - Actively Engage in Community Outreach, and JH3 - Establish a “Coordinated Funding Group” to Support the Strategy Implementation Efforts of the Interregional Partnership (IRP).
Kevin Viera reported on two bills, Assembly Bill (AB) 437 and Senate Bill (SB) 863, which are both designated to the ABAG IRP. There is an opportunity to expand these measures to include the rest of the IRPs in the state. The biggest benefit of these measures is an incentive to local jurisdictions that are participating in IRPs to get an extra point when applying for funding. However, expansion of these measures will need the support of local jurisdictions.

On JH1, staff was directed to identify and analyze the two bills for more information about how they might affect an IRP, develop a plan for support for such legislation and looking at funding programs. Concern was expressed that funding for these legislative programs would not come at the expense of transportation or development monies that now come to local jurisdictions.

Co-Chair Crawford stated that staff would be refining the strategies with the input received at this meeting and then presented them to the boards of the participating agencies.

8. SAN DIEGO REGIONAL COMPREHENSIVE PLAN UPDATE/BORDERS CHAPTER (INFORMATION/DISCUSSION)

Staff presented an update of the Regional Comprehensive Plan, which is intended to be a blueprint for smart growth decisions as we plan for our future quality of life and further growth.

Eric Haley suggested that the RCP be approved prior to the reauthorization of the TransNet measure in November 2004. Staff agreed that a key goal is to complete the RCP work in June 2004.

Staff provided an outline of the Borders Chapter of the RCP, including an issue statement; policies, principles, and goals; a description of interrelated issues; actions and implementation responsibilities; performance measures; infrastructure needs; and environmental justice and social equity.

9. NEXT MEETING DATE AND LOCATION (INFORMATION)

The meeting was adjourned at 3:39 p.m. The next meeting of the I-15 IRP Policy Committee will be held on Friday, September 19, 2003, at 12:30 p.m. in Temecula.

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

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

City of San Diego — Transportation Model Database

The City of San Diego has requested a current (2003) transportation modeling database to assist in transportation planning efforts throughout the City. The database, which includes demographic, economic, and land use information, will allow City staff to calibrate its transportation models to reflect current conditions. The total estimated cost of this project is $2,100. With the LTA deduction of $1,000, the cost to the City of San Diego will be $1,100.

Project Manager: Ed Schafer, (619) 595-5348; e-mail: esc@sandag.org

GARY L. GALLEGOS
Executive Director

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

Funds are Budgeted in Work Element #7000200 and Reimbursement by the Requesting Agency
PROGRESS REPORT ON TRANSPORTATION PROJECTS

Introduction

This report summarizes the current status of major highway, transit, arterial, traffic management and transportation demand management (TDM) projects in SANDAG’s 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 $19.2 million in June 2003, bringing the fiscal year total to $198.6 million. Revenue for the fiscal year is 4% higher than it was last fiscal year at this time. Revenue received to date equals the amount in the FY 2002-03 TransNet Program budget. A decrease in the construction cost index enhances the revenue stream. 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 $2.173 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 U.S. General Services Administration (GSA) has announced its Notice of Intent for the Environmental Impact Report of the San Ysidro Port of Entry Expansion and I-5 Realignment near Virginia Avenue (project #1). The environmental document is scheduled for completion by August 2004. Opening of the expanded border station is scheduled for 2007.

Transit and Bikeway Projects

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

The design of the Nobel Drive Coaster Station (project #44) is nearly complete. This TransNet-funded project is scheduled to be open to Coaster travelers by late 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.

Construction on the City of Chula Vista’s Palomar Street Widening between Industrial Blvd. and Interstate 5 (Project #63) is proceeding on schedule. This project, which widens Palomar Street from four lanes...
to six lanes and adds sidewalks, raised medians and storm drains, is scheduled to be completed by March 2004.

Traffic and Demand Management


Transportation Demand Management (TDM) programs reduced an estimated 15,100 pounds of smog forming pollution last month, bringing the fiscal year total to 168,300 pounds reduced, an increase of 31% over last year at this time. The Freeway Service Patrol assisted nearly 55,000 motorists during Fiscal Year 2002-03, an increase of 14% over the previous fiscal year.

SANDAG’s Vanpool Program participation rate continues to increase, growing 29% percent in the last year, from 206 vanpools to 289 vanpools. Vanpools from outside San Diego County represent 47% of all vanpools, and have increased 69% in the past year from 80 to 135 vanpools. Average ridership per vanpool was approximately 9.4 passengers, with 2,705 passengers participating in the program.

Employer Programs: During the past month, SANDAG contacted 189 employers. Of those, 150 were contacted as follow up to the Keep San Diego Moving seminar mailing. Another 35 were present during a presentation given to the Poway Business Park Association on June 18. Three companies began offering a transportation benefit to their employees, and two companies began internally marketing or promoting commuter services to their employees. One employer survey was conducted; three employers have indicated interest in having surveys done in the future.

Marketing/Outreach: On June 27 SANDAG, in partnership with the North County Economic Development Council, and Cal State San Marcos, sponsored an employer event. Forty four employer representatives attended and learned about commuter benefits programs. Planning continued for the Rideshare Week kick-off event, which is scheduled for August 29 at UCSD. Planning and sponsorship development for Rideshare Week 2003 and the Employer Diamond Awards continued. The Fall promotional campaign for the SchoolPool program was finalized.

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 - June 2003 Progress Report

#### TransNet Allocations Fund Disbursements

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<th>Program To Date</th>
<th>This Month</th>
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**TRANSNET PROGRAM**

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<th>This Month</th>
<th>FY To Date</th>
<th>Program To Date</th>
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<td>$19,241,239</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.
## Highway Projects

<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Current Phase</th>
<th>Total Project</th>
<th>TransNet funded projects in <strong>bold</strong>.</th>
<th>Underlined items changed from last report.</th>
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<tbody>
<tr>
<td><strong>Route - Description</strong></td>
<td><strong>Current Phase</strong></td>
<td><strong>Total Project</strong></td>
<td><strong>TransNet funded projects in bold.</strong></td>
<td><strong>Underlined items changed from last report.</strong></td>
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<td>Limits</td>
<td>Phase Completion</td>
<td>Cost Estimate</td>
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<td>Completion</td>
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<td>Virginia Ave POE Relocation in San Ysidro</td>
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<td>2 I-5 Widening</td>
<td>Design Oct-04</td>
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<td>24th Street to Harbor Drive</td>
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*July 2003*
## Highway Projects

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<th>Route - Description</th>
<th>Current Phase</th>
<th>Total Project</th>
<th>Limits</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Phase Completion</td>
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<td>Programmed Completion</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>I-15 Managed Lanes Middle (stage 3) Duenda Road to Lake Hodges</td>
<td>Design Dec-03</td>
<td>$86,000,000</td>
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<tr>
<td>I-15 Managed Lanes Middle (stage 5) Highland Valley Road to Centre City Pkwy</td>
<td>Design Dec-04</td>
<td>$60,000,000</td>
<td>$60,000,000</td>
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<tr>
<td>I-15 Managed Lanes North Segment Centre City Pkwy to SR-78</td>
<td>Design Dec-07</td>
<td>$115,000,000</td>
<td>$2,000,000</td>
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<tr>
<td>SR-52 4-Lane Freeway SR-125 to Cuyamaca St</td>
<td>Design &amp; Right of Way May-04</td>
<td>$143,700,000</td>
<td>$143,700,000</td>
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<tr>
<td>SR-52 4-Lane Freeway Cuyamaca St to SR-67</td>
<td>Design &amp; Right of Way Jun-07</td>
<td>$146,300,000</td>
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<tr>
<td>SR-54 and SR-125 HOV Lanes I-805 to SR-94</td>
<td>Environmental Nov-04</td>
<td>$110,000,000</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>SR-56 4-Lane Freeway Camino del Sur to Carmel Country Rd</td>
<td>Construction Jul-04</td>
<td>$128,331,000</td>
<td>$128,331,000</td>
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<tr>
<td>SR-76 4-Lane Conventional Highway Melrose Dr to Mission Rd (S13)</td>
<td>Environmental Oct-06</td>
<td>$101,000,000</td>
<td>$17,500,000</td>
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<tr>
<td>SR-76 Intersection Improvements Olive Hill Road</td>
<td>Environmental Nov-03</td>
<td>$5,000,000</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Environmental Restoration SR-76 Corridor</td>
<td>Environmental Sep-03</td>
<td>not available</td>
<td>not available</td>
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<tr>
<td>SR-78 Widening (Eastbound) El Camino Real to College Blvd</td>
<td>Environmental Oct-03</td>
<td>$5,600,000</td>
<td>$4,800,000</td>
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<tr>
<td>SR-94 Capacity Enhancement I-5 to SR-125</td>
<td>Environmental Jun-07</td>
<td>$400,000,000</td>
<td>$20,000,000</td>
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<tr>
<td>SR-94 Noise Barriers City of La Mesa</td>
<td>Environmental Jul-04</td>
<td>$738,000</td>
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<tr>
<td>SR-94/ SR-125 Connectors West to North and South to East SR-125 Frwy Widening</td>
<td>Environmental Jan-07</td>
<td>$106,300,000</td>
<td>$60,000,000</td>
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<tr>
<td>SR-125 6-Lane Freeway Grossmont College Dr to Navajo Rd</td>
<td>Construction Aug-03</td>
<td>$36,500,000</td>
<td>$36,500,000</td>
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<td>SR-125/ SR-54 6-Lane Freeway San Miguel Rd to Briarwood Rd and Elkelton Blvd (Gap &amp; Connector)</td>
<td>Design-Build Jun-05</td>
<td>$138,500,000</td>
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<td>SR-125 4-Lane Toll Highway SR-905 to San Miguel Rd</td>
<td>Design-Build Sep-06</td>
<td>$400,000,000</td>
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<td>SR-905 4-Lane Freeway I-805 to U.S./Mexico Border</td>
<td>Environmental Feb-04</td>
<td>$261,200,000</td>
<td>$210,000,000</td>
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</table>

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

July 2003
## 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></td>
<td></td>
<td>Phase</td>
<td>Cost Estimate</td>
</tr>
<tr>
<td>38 SR-905 Construct Interchange</td>
<td>Siempre Viva Rd</td>
<td>Construction</td>
<td>Dec-04</td>
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### Totals

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tr>
<td>Cost Estimate</td>
<td>$4,299,844,000</td>
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<tr>
<td>Programmed</td>
<td>$1,981,916,000</td>
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*TransNet funded projects in **bold.***

*Underlined items changed from last report.*
<table>
<thead>
<tr>
<th>Project Title Description / Limits</th>
<th>Current Phase</th>
<th>Total Project</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Phase</td>
<td>Completion</td>
</tr>
<tr>
<td>40 San Ysidro Station Construction Dec-03</td>
<td>$22,100,000</td>
<td>2003</td>
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<tr>
<td>41 East Village Stations Construction Apr-04</td>
<td>$29,200,000</td>
<td>2004</td>
</tr>
<tr>
<td>42 Mission Valley East LRT Construction May-05</td>
<td>$496,000,000</td>
<td>2005</td>
</tr>
<tr>
<td>43 Mid-Coast Balboa LRT Design not available Old Town to Balboa Ave</td>
<td>$134,200,000</td>
<td>2006</td>
</tr>
<tr>
<td>44 Nobel Drive Station New Coaster Station Design Jun-03</td>
<td>$13,525,000</td>
<td>2005</td>
</tr>
<tr>
<td>45 I-15 Bus Rapid Transit Centers Environmental Sep-03</td>
<td>$51,000,000</td>
<td>2006</td>
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<tr>
<td>46 Oceanside Station Parking Structure Construction Dec-04</td>
<td>$9,100,000</td>
<td>2006</td>
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<tr>
<td>47 Sprinter LRT Construction Dec-05</td>
<td>$351,500,000</td>
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<tr>
<td>48 Coastal Rail Environmental Double Track Corridor Level EIR Oct-03</td>
<td>not available</td>
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</tr>
<tr>
<td>49 Oceanside-Escondido Bikeway Construction Mar-05</td>
<td>$14,970,000</td>
<td>2004</td>
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<tr>
<td>50 Coastal Rail Trail Design Aug-03</td>
<td>$25,456,000</td>
<td>2005</td>
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<tr>
<td>51 San Diego Bayshore Bikeway Construction Nov-03</td>
<td>$7,398,000</td>
<td>2003</td>
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<tr>
<td>52 Escondido-San Diego Bikeway Mission Valley Segment Design Feb-04</td>
<td>$3,500,000</td>
<td>2005</td>
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<td>Totals</td>
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<tr>
<td>$1,157,949,000</td>
<td>$983,624,000</td>
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</tbody>
</table>

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

July 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>Programmed Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Phase</td>
<td>Cost Estimate</td>
<td>Completion</td>
</tr>
<tr>
<td>60 Extend South Melrose Drive</td>
<td>City of Carlsbad</td>
<td>Design &amp; Right of Way Sep-03</td>
<td>$5,000,000</td>
<td>$5,000,000</td>
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<tr>
<td>61 Widen Rancho Santa Fe Rd</td>
<td>City of Carlsbad</td>
<td>Construction Jan-05</td>
<td>$39,000,000</td>
<td>$39,000,000</td>
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<tr>
<td>62 Olympic Parkway/ I-805 Interchange</td>
<td>City of Chula Vista</td>
<td>Construction Mar-05</td>
<td>$21,400,000</td>
<td>$21,400,000</td>
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<tr>
<td>63 Widen Palomar Street</td>
<td>City of Chula Vista</td>
<td>Construction Mar-04</td>
<td>$3,700,000</td>
<td>$3,700,000</td>
</tr>
<tr>
<td>64 Coronado Tunnel</td>
<td>City of Coronado</td>
<td>Environmental Jun-04</td>
<td>$360,000,000</td>
<td>$1,500,000</td>
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<tr>
<td>65 Widen Jamacha Road</td>
<td>City of El Cajon</td>
<td>Environmental Jul-03</td>
<td>$4,700,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>66 Manchester Ave/ I-5 Interchange</td>
<td>City of Encinitas</td>
<td>Environmental May-05</td>
<td>$49,700,000</td>
<td>$2,400,000</td>
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<tr>
<td>67 Widen Bear/ East Valley Pkwy</td>
<td>City of Escondido</td>
<td>Environmental Sep-03</td>
<td>$13,700,000</td>
<td>$9,000,000</td>
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<tr>
<td>68 Nordahl Road/ SR-78 Interchange</td>
<td>City of Escondido</td>
<td>Environmental Aug-03</td>
<td>$3,000,000</td>
<td>$889,000</td>
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<tr>
<td>69 Widen Plaza Blvd</td>
<td>City of National City</td>
<td>Environmental Nov-04</td>
<td>$9,100,000</td>
<td>$2,258,000</td>
</tr>
<tr>
<td>70 Extend Rancho Del Oro Drive</td>
<td>City of Oceanside</td>
<td>Construction Apr-04</td>
<td>$6,900,000</td>
<td>$6,900,000</td>
</tr>
<tr>
<td>71 Rancho Del Oro Dr/ SR-78 Interchange</td>
<td>City of Oceanside</td>
<td>Environmental Jun-05</td>
<td>$34,000,000</td>
<td>$10,900,000</td>
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<tr>
<td>72 Widen Espola Road</td>
<td>City of Poway</td>
<td>Environmental Apr-05</td>
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<td>$4,000,000</td>
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<tr>
<td>73 Extend Carroll Canyon Rd</td>
<td>City of San Diego</td>
<td>Environmental Aug-03</td>
<td>$11,600,000</td>
<td>$11,600,000</td>
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<tr>
<td>74 Genesee Ave/ I-5 Interchange</td>
<td>City of San Diego</td>
<td>Environmental Jun-04</td>
<td>$25,000,000</td>
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<tr>
<td>75 Genesee Ave Widening</td>
<td>City of San Diego</td>
<td>Design &amp; Right of Way Nov-03</td>
<td>$2,733,000</td>
<td>$2,733,000</td>
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<tr>
<td>76 Friars Rd/ SR-163 Interchange</td>
<td>City of San Diego</td>
<td>Environmental May-05</td>
<td>$15,300,000</td>
<td>$2,530,000</td>
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<tr>
<td>77 Clairemont Mesa Blvd/SR-163 Interchange</td>
<td>City of San Diego</td>
<td>Environmental Jul-03</td>
<td>$10,750,000</td>
<td>$8,800,000</td>
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<tr>
<td>78 El Camino Real</td>
<td>City of San Diego</td>
<td>Environmental Jul-04</td>
<td>$18,457,000</td>
<td>$18,457,000</td>
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<tr>
<td>79 Las Posas Rd/ SR-78 Interchange</td>
<td>City of San Marcos</td>
<td>Environmental Nov-03</td>
<td>$20,200,000</td>
<td>$22,000,000</td>
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</tbody>
</table>

_transNet funded projects in bold._

_underlined items changed from last report._

July 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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>Phase</td>
<td>Cost Estimate</td>
</tr>
<tr>
<td>80 Rancho Santa Fe Rd</td>
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<td>Construction</td>
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<tr>
<td>81 Lomas Santa Fe Dr/ I-5 Interchange</td>
<td>City of Solana Beach</td>
<td>Environmental</td>
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<td>82 Widen West Vista Way</td>
<td>City of Vista</td>
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<td>83 South Santa Fe Ave</td>
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<td>84 Bradley Ave/ SR-67 Interchange</td>
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<tr>
<td>85 Los Coches/ I-8 Interchange</td>
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<td>Design</td>
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**Totals**

<table>
<thead>
<tr>
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<th>Programmed</th>
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<tr>
<td>$760,171,000</td>
<td>$271,898,000</td>
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*TransNet funded projects in **bold.**
Underlined items changed from last report.*
<table>
<thead>
<tr>
<th>Description</th>
<th>Route: Limits</th>
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<th>Total Project</th>
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<tbody>
<tr>
<td>90 CCTV Incident Identification System</td>
<td>I-8: SR-163 to Mission Gorge Rd</td>
<td>Construction</td>
<td>Jul-04</td>
</tr>
<tr>
<td></td>
<td>I-15: I-8 to SR-163</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>I-805: I-8 to SR-163</td>
<td></td>
<td></td>
</tr>
<tr>
<td>91 CCTV Incident Identification System</td>
<td>I-15: SR-163 to SR-56</td>
<td>Construction</td>
<td>Jan-04</td>
</tr>
<tr>
<td></td>
<td>SR-163: I-805 to I-15</td>
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<tr>
<td></td>
<td>I-805: SR-163 to Balboa Ave</td>
<td></td>
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<tr>
<td>92 CCTV Incident Identification System</td>
<td>I-15: SR-94 to I-8</td>
<td>Design</td>
<td>Jan-05</td>
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<td></td>
<td>I-805: SR-94 to I-8</td>
<td></td>
<td></td>
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<tr>
<td>93 Changeable Message Signs</td>
<td>I-5: 3 Locations</td>
<td>Design</td>
<td>Mar-04</td>
</tr>
<tr>
<td>94 Changeable Message Signs</td>
<td>I-8: 3 Locations</td>
<td>Construction</td>
<td>Jan-04</td>
</tr>
<tr>
<td></td>
<td>SR-94: 1 Location</td>
<td></td>
<td></td>
</tr>
<tr>
<td>95 Ramp Meters (Northbound)</td>
<td>I-5: Coronado Ave to E Street</td>
<td>Environmental</td>
<td>Apr-04</td>
</tr>
<tr>
<td>96 Ramp Meters (Northbound)</td>
<td>I-805: Otay Valley Rd to E Street</td>
<td>Environmental</td>
<td>Aug-03</td>
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</table>

<table>
<thead>
<tr>
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</tr>
<tr>
<td></td>
<td>I-15: I-8 to SR-163</td>
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<tr>
<td></td>
<td>I-805: I-8 to SR-163</td>
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<tr>
<td>91 CCTV Incident Identification System</td>
<td>I-15: SR-163 to SR-56</td>
<td>Construction</td>
<td>Jan-04</td>
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<tr>
<td></td>
<td>SR-163: I-805 to I-15</td>
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<tr>
<td></td>
<td>I-805: SR-163 to Balboa Ave</td>
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<tr>
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<td>I-15: SR-94 to I-8</td>
<td>Design</td>
<td>Jan-05</td>
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<tr>
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<td>Design</td>
<td>Mar-04</td>
</tr>
<tr>
<td>94 Changeable Message Signs</td>
<td>I-8: 3 Locations</td>
<td>Construction</td>
<td>Jan-04</td>
</tr>
<tr>
<td></td>
<td>SR-94: 1 Location</td>
<td></td>
<td></td>
</tr>
<tr>
<td>95 Ramp Meters (Northbound)</td>
<td>I-5: Coronado Ave to E Street</td>
<td>Environmental</td>
<td>Apr-04</td>
</tr>
<tr>
<td>96 Ramp Meters (Northbound)</td>
<td>I-805: Otay Valley Rd to E Street</td>
<td>Environmental</td>
<td>Aug-03</td>
</tr>
</tbody>
</table>

| Totals                                           |                                                     |
| Cost Estimate                                    | Programmed                                         |
| $57,300,000                                      | $57,300,000                                        |

CCTV: Closed Circuit Television Camera
Underlined items changed from last report.

July 2003
Patrol Beat 1
597 Assists
Patrol Beat 2
482 Assists
Patrol Beat 3
454 Assists
Patrol Beat 4
524 Assists
Patrol Beat 5
931 Assists
Patrol Beat 6
776 Assists
Patrol Beat 7
572 Assists

(Freeway Service Patrol Assists
(Data for June 2003)
July 2003)
# Transportation Demand and Incident Management

## July 2003 Progress Report

### DEMAND MANAGEMENT

<table>
<thead>
<tr>
<th></th>
<th>This Month</th>
<th>Last Month</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Reduced Travel</strong></td>
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<td></td>
</tr>
<tr>
<td>Person Trips Reduced</td>
<td>110,496</td>
<td>125,000</td>
<td>1,255,456</td>
<td>1,012,342</td>
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<tr>
<td>Vehicle Miles Traveled (VMT) Reduced</td>
<td>5,433,543</td>
<td>6,086,216</td>
<td>60,509,665</td>
<td>46,370,247</td>
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<tr>
<td><strong>Reduced Emissions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pounds of Smog-forming Pollution Reduced</td>
<td>15,092</td>
<td>16,905</td>
<td>168,347</td>
<td>128,802</td>
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<tr>
<td><strong>Reduced Fuel Consumption</strong></td>
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<td></td>
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</tr>
<tr>
<td>Gallons of Fuel</td>
<td>296,187</td>
<td>331,765</td>
<td>3,298,430</td>
<td>2,524,676</td>
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<tr>
<td><strong>Reduced Costs</strong></td>
<td></td>
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<tr>
<td>Reduced Auto Fees</td>
<td>$2,651,570</td>
<td>$2,970,073</td>
<td>$29,528,716</td>
<td>$22,628,682</td>
</tr>
</tbody>
</table>

**Program Activity**

| Number of Vanpools | 289 | 281 |
| Vanpool Passengers | 2,705 | 2,627 |
| Companies in RideLink Subsidy Program | 444 | 454 |
| Bike Locker Members | 2,996 | 2,928 |
| Guaranteed Ride Home Participants | 865 | 1,450 |
| Total Phone Calls Received | 357 | 310 |
| Total Phone Calls Received | 4,336 | 4,593 |
| Total Phone Calls Received | 54,700 | 48,142 |

### INCIDENT MANAGEMENT

<table>
<thead>
<tr>
<th></th>
<th>This Month</th>
<th>Last Month</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Freeway Service Patrol</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Assists</td>
<td>4,336</td>
<td>4,593</td>
<td>54,700</td>
<td>48,142</td>
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<tr>
<td><strong>Freeway Changeable Message Signs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Incident Broadcasts</td>
<td>23</td>
<td>97</td>
<td>560</td>
<td>391</td>
</tr>
<tr>
<td>Broadcast Duration (total minutes)</td>
<td>1,554</td>
<td>22,111</td>
<td>79,049</td>
<td>80,996</td>
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VANPOOL PROGRAM
Number of Vanpool Origins by Major Area
(Data for June 2003)
July 2003

SAN DIEGO REGION

MAP AREA

UNITED STATES
MEXICO

VANPOOLS FROM OTHER COUNTIES
Imperial 6
Los Angeles 5
Orange 11
Riverside 110
San Bernardino 3

1. CENTRAL
   20 Vanpools

2. NORTH CITY
   24 Vanpools

3. SOUTH SUBURBAN
   29 Vanpools

4. EAST SUBURBAN
   35 Vanpools

5. NORTH COUNTY WEST
   24 Vanpools

6. NORTH COUNTY EAST
   19 Vanpools

7. EAST COUNTY
   3 Vanpools
ADDITION OF FINAL BYLAWS

Recommendation

It is recommended that the SANDAG Board of Directors adopt the final version of the Bylaws in the form attached hereto.

Discussion

In January 2003 the Board passed Interim Bylaws. Staff has prepared the attached proposed final version of the Bylaws incorporating changes that have been requested by the Board over the last six months.

Pursuant to Article X of the Interim Bylaws, proposed amendments to the Bylaws were sent to the official representative of each of SANDAG member agencies, his or her alternate and the agencies themselves, at least 20 days prior to this meeting. Amendments to the Bylaws require the vote of a majority of the Member Agencies which also represents at least 51% of the weighted vote of the member agencies.

One change has been made to the proposed Bylaws since they were mailed out on July 2, 2003. At the Executive Committee meeting on July 11, 2003, it was requested that staff add a definition for “subregions” to the Bylaws. A definition for this term has been added to the version of the Bylaws attached to this report, with wording as follows:

“Subregion” shall mean one of the five following portions of San Diego County: “North county coastal,” which includes the Cities of Del Mar, Solana Beach, Encinitas, Carlsbad, and Oceanside; “North county inland,” which includes the Cities of Vista, San Marcos, Escondido, and Poway; “South county,” which includes the Cities of Chula Vista, National City, Imperial Beach, and Coronado; “East county,” which includes the Cities of El Cajon, Santee, La Mesa, and Lemon Grove; and “San Diego region,” which includes the territory located within the boundaries of San Diego County.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Julie D. Wiley
(619) 595-5647; jwi@sandag.org

No Budget Impact
SAN DIEGO ASSOCIATION OF GOVERNMENTS

BYLAWS

ARTICLE I

NAME AND PURPOSE

Section 1

The name of this Organization shall be the San Diego Association of Governments (hereinafter referred to as SANDAG).

Section 2

The purposes of this Organization are as set forth in SB 1703 (Chapter 743 of the Statutes of 2002), as established by state and federal law, and as approved by the Board of Directors. The primary purpose for which this organization is created is to engage in regional cooperative comprehensive planning, programming and where authorized, implementation thereof, and to assist the Member Agencies.

ARTICLE II

DEFINITIONS

The following terms shall have the meanings ascribed to them within this section unless the content of their use dictates otherwise:

a. “Region” shall mean that territory physically lying within the boundaries of San Diego County.

b. “Regional Board” shall mean the Regional Planning and Growth Management Review Board.

c. “Population” of any Member Agency shall mean that population as defined in SB 1703.

d. “Fiscal Year” shall mean that year beginning July 1, and ending June 30.

e. “Member Agencies” shall mean the cities within San Diego County and the County of San Diego collectively.
f. "Subregion" shall mean one of the five following portions of San Diego County: "North county coastal," which includes the Cities of Del Mar, Solana Beach, Encinitas, Carlsbad, and Oceanside; "North county inland," which included the Cities of Vista, San Marcos, Escondido, and Poway; "South county," which includes the Cities of Chula Vista, National City, Imperial Beach, and Coronado; "East county," which includes the Cities of El Cajon, Santee, La Mesa, and Lemon Grove; and "San Diego region," which includes the territory located within the boundaries of San Diego County.

ARTICLE III

MEMBERSHIP AND ORGANIZATION

Section 1

Membership in this Organization shall be as provided in state law and these Bylaws.

Section 2

a. All powers of this Organization shall be exercised by the Board of Directors. The Board of Directors may choose to delegate several of its responsibilities from time to time in accordance with Board policy.

b. Only the duly selected official representative(s), or in his or her absence, his or her duly selected alternate or alternates, shall be entitled to represent his or her Member Agency in the deliberations of the Board of Directors.

c. When changes occur, names of the official representatives and alternates shall be communicated in writing to the Organization by each participating Member Agency.

Section 3

There shall be at least four standing committees which shall be known as policy advisory committees with the membership set forth in SB 1703.

a. The procedure for City and County of San Diego and subregional appointments to the policy advisory committees shall be established by Board policy. In the case of the subregional appointments, the policy shall ensure a noticed, formal process wherein all regular Board members from each subregion are provided an opportunity to participate in the selection process. In appointing persons to the Transportation Committee, to the extent possible, the subregions and other agencies should avoid duplication of representation from any city other than the City of San Diego.

b. Procedures for policy advisory committee attendance and voting shall be established by Board policy. The policy shall ensure the formal delineation of the voting membership at each meeting.
c. The Board Chair and Vice Chair may serve as ex-officio non voting members of the policy advisory committees.

d. The Board Chair shall select the chair and vice chair of all policy advisory committees except the Executive Committee, annually in July. When serving on the Executive Committee, the Board Chair and Vice Chair shall serve as the Chair and Vice Chair of the Executive Committee.

Section 4

The Board of Directors shall have the authority to appoint all additional committees or working groups and may provide for the appointment of alternates to these committees.

a. Additional standing committees may be appointed by the Board of Directors as may be required to carry out general and continuing functions and may be abolished only upon specific action by the Board of Directors.

b. Ad hoc specialized subcommittees or working groups may be appointed by the Board of Directors as the need arises to accomplish specific tasks. The policy advisory committees may appoint working groups to advise them. Upon completion of its assignment, each ad hoc subcommittee or working group shall disband.

Section 5

In addition to any compensation mandated by state law for Board meetings, the following rates shall apply.

a. For attendance by Board members, or alternates in their absence, at Board meetings, $150 per meeting.

b. For meetings or events attended by Board members, other than committee meetings of SANDAG, where the members are officially representing the Board, $150 per meeting or event.

c. For members and alternates of policy advisory committees, $100 per meeting.

d. The limit on the total number of paid meetings for Board and policy advisory committee members or alternates per individual is four meetings per month. For the Board Chair and Vice Chair the limit is six meetings per month.

e. The Chair of the Board shall receive additional monthly compensation of $500 per month.

f. The Vice Chair of the Board shall receive additional monthly compensation of $250 per month.
ARTICLE IV

MEETINGS

Section 1

a. A quorum for a meeting of the Board of Directors shall be as provided for in Section 5 of this Article.

b. A quorum shall be required for the conduct of any business of a committee. No business shall be conducted by a committee without a quorum. A simple majority of the appointed members of a committee shall constitute a quorum. All decisions by a committee shall be by simple majority of the quorum.

Section 2

Parliamentary procedure at all meetings shall be governed by Roberts Rules of Order except as otherwise modified by state law or these Bylaws. The Secretary shall forward written notice of the meetings of the Board of Directors and each standing committee, stating the time, location, and the agenda of business to each member’s agency and to the respective members and alternates of the Board of Directors or the standing committees, not less than five days prior to meetings, except that such written notice of regular Board of Directors’ meetings may be forwarded by first class mail or other appropriate means not less than seven days prior to such meeting.

Section 3

All meetings of SANDAG, including without limitation regular, adjourned regular, and special meetings of the Board of Directors, shall be called, noticed, held and conducted in accordance with the provisions of the Ralph M. Brown Act (commencing with Section 54950 of the California Government Code). Closed session items should be heard by the Board of Directors unless timeliness requires consideration by the Executive Committee or, for transportation matters the Transportation Committee.

Section 4

The Board and committees shall meet according to the following schedule:

a. The Board of Directors and policy advisory committees shall hold their regular meetings on Fridays unless otherwise determined from time to time by the Board of Directors or policy advisory committee. Regular meetings of the Board of Directors shall be held at least monthly, normally on the fourth Friday morning of the month at the offices of the Organization or at other locations within San Diego County. Special meetings of the Board of Directors or policy advisory committees may be called from time to time by their respective Chair.

b. Other committees shall meet whenever called by their respective Chair.
Section 5 (Section 132351.2 of the Public Utilities Code)

a. A majority of the Member Agencies constitute a quorum for the transaction of business. In order to act on any item, except consent items which only require the vote specified in paragraph (1), the following voting formula in both paragraphs (1) and (2) shall apply:

(1) A majority vote of the members present on the basis of one vote per agency.
(2) A majority of the weighted vote of the Member Agencies present.

b. The City of San Diego shall determine how to allocate its single agency vote and its weighted votes between its two members.

c. For the weighted vote, there shall be a total of 100 votes, except additional votes shall be allowed pursuant to subdivision (f). Each representative shall have that number of votes determined by the following apportionment formula, provided that each agency shall have at least one vote, no agency shall have more than 40 votes, and there shall be no fractional votes:

(1) If any agency has 40 percent or more of the total population of the San Diego County region, allocate 40 votes to that agency and follow paragraph (2), if not, follow paragraph (3).
(2) Total the population of the remaining agencies determined in paragraph (1) and compute the percentage of this total that each agency has.
   (A) Multiply each percentage derived above by 60 to determine fractional shares.
   (B) Boost fractions that are less than one, to one and add the whole numbers.
   (C) If the answer to subparagraph (B) is 60, drop all fractions and the whole numbers are the votes for each agency.
   (D) If the answer to subparagraph (B) is less than 60, the remaining vote(s) is allocated one each to that agency(s) having the highest fraction(s) excepting those whose vote was increased to one in subparagraph (B) above.
   (E) If the answer to subparagraph (B) is more than 60, the excess vote(s) is taken one each from the agency(s) with the lowest fraction(s). In no case shall a vote be reduced to less than one.
(3) Total the population determined in paragraph (1) and compute the percentage of this total that each agency has.
   (A) Boost fractions that are less than one, to one and add the whole numbers.
   (B) If the answer to subparagraph (A) is 100, drop all fractions and the whole numbers are the votes for each agency.
   (C) If the answer to subparagraph (A) is less than 100, the remaining vote(s) is allocated one each to that agency(s) having the highest fraction(s) excepting those whose vote was increased to one in subparagraph (A) above.
   (D) If the answer to subparagraph (A) is more than 100, the excess vote(s) is taken one each from that agency(s) with the lowest fraction(s). In no case shall a vote be reduced to less than one.

d. When a weighted vote is taken on any item that requires more than a majority vote of the board, it shall also require the supermajority percentage of the weighted vote.

e. The weighted vote shall be recomputed in the above manner every July 1.
f. Any other newly incorporated city shall receive one vote under the single vote procedure and one vote under the weighted vote procedure specified above until the next recomputation of the weighted vote, at which time the new agency shall receive votes in accordance with the formula specified in subdivision (b). Until this recomputation, the total weighted vote may exceed 100.

ARTICLE V
OFFICERS AND THEIR DUTIES

Section 1
The Board of Directors and standing committees shall have as officers a Chair and Vice Chair, who are members of their respective Board or committees. The Executive Director shall be the Secretary of the Board and each standing committee.

a. The Chair shall preside over Board and committee meetings, and have general supervision of Board and committee affairs. The Chair shall sign all official documents when directed to do so by the Board and committees respectively.

b. The Vice Chair shall perform the duties of the Chair in his or her absence and perform any duties that the Chair may require.

c. In the event of the absence of both officers of the Board of Directors or other standing committee, the Immediate past Chair may preside or the quorum of members present shall elect a Chair Pro Tempore to preside for that meeting. The Secretary, with a quorum present, shall call the meeting to order and preside during such election of a Chair Pro Tempore; he or she shall immediately relinquish the chair upon completion of the election.

Section 2
The Board may delegate authority to the Board Chair for action consistent with Board approved criteria on categories of items.

Section 3
Election of officers of the Board of Directors shall be held annually during the regular June meeting.

Officers for the Board of Directors shall be elected in the following manner:

a. The Chair shall appoint a five-person nominating committee, who shall be members of the Board from each of the sub regions and a Board member from either the City or County of San Diego, at the regular May meeting who shall submit nominees for the Board offices in writing for mailing to Board members. Additional nominations for any office may be made by Board members at the June meeting.

b. In choosing the nominees the nominating committee shall take into strong consideration
the desired outcome of geographic rotation of officers from the sub regions and the benefits associated with having the Vice Chair succeed the outgoing Chair.

c. The officers shall be elected by a majority of the votes including weighted votes of those Board members present.

d. All officers shall be elected for a term of one year and shall serve until their successors are elected. They shall begin their term of office at the close of the annual June meetings.

e. In the event that the Board member who has been elected Chair or Vice Chair is no longer a member of the Board of Directors, the office shall be considered vacant.

f. Any vacated office of Chair or Vice Chair shall be filled at the next regular Board meeting by nominations from the floor, and a majority of votes from the members present.

Section 4

a. The Board of Directors shall appoint an Executive Director who shall hold office until he or she resigns or is removed by the Board of Directors. The Executive Director shall be the chief executive officer of SANDAG. The Executive Director shall have charge of all projects and property of the Organization and shall file with the Director of Finance of SANDAG an official bond in the minimum amount of $100,000 or such larger amount as the Board of Directors specifies, guaranteeing faithful performance of his or her duties. The Executive Director will be responsible to the SANDAG Board of Directors as set out in the Administrative Rules and Regulations for the administration of SANDAG’s business, including: (1) development of program objectives, definition, directions and priorities; (2) management of SANDAG programs and coordination of staff and support services; (3) the development of financial support programs for SANDAG activities; (4) the recommendation and submission of an annual SANDAG program budget to the Board of Directors; and (5) execution of the adopted personnel, purchasing, and budgetary systems. The Executive Director shall perform such other and additional duties as is necessary to carry out the objectives and function of SANDAG and as directed by the Board of Directors.

b. Any additional staff support services provided by Member Agencies or others shall be coordinated by the Executive Director.

c. The Executive Director is hereby enabled to promulgate an administrative manual, governing the administrative procedures of the Organization.
ARTICLE VI

FINANCIAL

Section 1

The Board of Directors shall approve a preliminary budget no later than April 1 of each year. The Board of Directors shall adopt a final budget no later than June 1 of each year. A copy of the preliminary budget when approved and a copy of the final budget when adopted shall be filed with each Member Agency.

Section 2

Responsibility for supplying funds for that portion of the budget for SANDAG which is to be supplied by the Member Agencies, as adopted by the Board of Directors, shall be divided among the Member Agencies based on their population with each Member Agency including within its budget as funds to be supplied to SANDAG that sum of money determined by taking the ratio its population bears to the total population of the region and multiplying it by that portion of the approved budget to be supplied by the Member Agencies. Payment of this determined sum of money shall be made by each Member Agency by July 15 of each year. If payment by a Member Agency has not been made by September 1 of each year, that Member Agency shall no longer vote as a member of the Board of Directors. A delinquent Member Agency will be allowed to vote when full payment has been made, including interest computed from July 15 at the established legal rate.

Section 3

The Director of Finance of SANDAG shall establish and maintain such funds and accounts as may be required by good accounting practice, state and federal law, and these Bylaws. The books and records of SANDAG in the hands of the Director of Finance shall be open to inspection at all reasonable times by representatives of the Member Agencies. The Director of Finance of SANDAG within 120 days after the close of each fiscal year shall give a complete written report of all financial activities for each fiscal year to Member Agencies.

Section 4

The Director of Finance of SANDAG shall receive, have the custody of, and disburse SANDAG funds upon the warrant or check-warrant of the Finance Manager pursuant to the accounting procedures developed under Section 3 above, and shall make the disbursements required to carry out any of the provisions or purposes of the Organization. The Director of Finance of SANDAG may invest SANDAG funds in accordance with state and federal law. All interest collected on SANDAG funds shall be accounted for and posted to the account of such funds.

Section 5

Delegation of authority from the Board of Directors for financial/contracting approvals (including vendors) and stipulations of any nature, to serve as a limitation applicable to a particular job or program (not to be exceeded on a serial basis), shall be as follows:
a. Up to $100,000 to the Executive Director, subject to increase by Board action.

b. Up to $500,000 to the Executive Committee for any item, subject to increase by Board action.

c. Up to $500,000 to the Transportation Committee for transportation items, subject to increase by Board action.

d. The Executive Director and Transportation Committee shall report contract approvals to the Executive Committee as needed. The Executive Committee shall report contract approvals to the Board of Directors at least quarterly.

ARTICLE VII

RELATIONSHIPS AND RULES OF PROCEDURE

Section 1

The functions of the Board of Directors and policy advisory committees shall be established by Board policy. The Board of Directors may delegate functions to the policy advisory committees as it deems appropriate.

Section 2

The Board of Directors shall provide guidance to committees and working groups. The Board may advise Member Agencies on the coordination of general plans, or on the resolution of conflicts between the general plans of agencies in the San Diego region.

Section 3

Conflicts between governmental agencies should be resolved among the affected agencies. In matters affecting more than one local government, and where requested by the affected agencies, the Organization shall have the authority to hear and make recommendations if the conflicts are not resolved to the satisfaction of each affected agency. Regional plans should serve as the guideline for the resolution of conflicts.

Section 4

Each action taken by the Organization which requires implementation shall include designation of the agency or agencies directly responsible for such implementation.

Section 5

The general and specific references to the construction authority of SANDAG in SB 1703 shall be interpreted as applicable solely to its responsibilities for project development and construction of
transit projects which were previously within the purview of the transit development boards and are consolidated under the authority of SANDAG.

**ARTICLE VIII**

**ESTABLISHMENT OF REGIONAL PLANNING AND GROWTH MANAGEMENT REVIEW BOARD**

In addition to the purposes and powers set forth by law and these Bylaws, pursuant to Proposition C, a countywide measure approved by the voters in 1988, SANDAG is designated and shall serve as the Regional Planning and Growth Management Review Board.

Section 1

The issues the Regional Board shall address shall include, but not be limited to: quality of life standards and objectives; holding capacities; growth rate policies; growth phasing; regional land use distribution; growth monitoring; open space preservation; significant regional arterials; transportation system management; transportation demand management; siting and financing regional facilities; fiscal abilities and responsibilities; consistency of regional and local plans; and regional growth management strategy.

Section 2

Member Agencies may be requested, and have agreed, to determine (“self-certify”) the consistency of the pertinent elements of their general plans with regional plans. Upon request by a member agency, the Regional Board will review these self-certifications, and make comments and recommendations regarding consistency. Where determined by the Regional Board to be appropriate, the Regional Board shall use SANDAG’s Conflict Resolution Procedure for resolving disputes among Member Agencies. The Regional Board shall adopt rules to establish the self-certification process.

**ARTICLE IX**

**INFORMATION AND EVALUATION**

Section 1

a. The Organization shall disseminate information concerning its work program and activities. The required information system should be organized and categorized so that it will continue to allow full and efficient use of information by the public and private sectors.

b. Adequate provision for citizen participation shall be provided as required by law and as directed by the Board of Directors.

c. The Board shall perform an annual evaluation of the Organization’s goals, purpose, structure, and performance, directed toward continually improving the planning, coordination, and implementation process.
ARTICLE X

AMENDMENTS

Section 1

The Board of Directors shall be responsible for making all amendments to these Bylaws.

a. Proposed amendments may be originated by the Board of Directors, the Executive Committee, or any member of the Board of Directors.

b. Each proposed amendment shall be considered by the Board of Directors and a copy thereof forwarded by the Secretary to the official representative of each Member Agency, his or her alternate and the Agency itself, at least 20 days prior to the meeting at which such proposed amendment will be voted upon.

c. Amendments to these Bylaws (except those provisions mandated by state law) shall require the vote of a majority of the Member Agencies which also represents at least 51% of the weighted vote of Member Agencies.
REQUEST THAT BOARD TAKE A POSITION ON SB 440 (BURTON)

Introduction

This bill states that if an impasse has been declared in collective bargaining negotiations for a city, county, city and county, special district, or other political subdivision of the state involving firefighters or law enforcement officers, and mediation has failed, then the employee organization can submit a written request and require arbitration. The governing body may, by unanimous vote, reject the decision of the arbitration panel except as may be specifically provided to the contrary in the local agency’s charter. The addition of the provision allowing for rejection of the arbitrator’s decision by unanimous vote is intended to make the bill constitutional following the decision of the California Supreme Court in Riverside v. Superior Court.

Discussion

The language of SB 440 was substantially amended on July 2, 2003, to address the ruling of the California Supreme Court in the Riverside case in April 2003, which held that the provisions of SB 402 (Burton) (Chapter 906, Statutes of 2000) are unconstitutional because the Legislature cannot require local governments to submit or be bound by arbitration. The Supreme Court further held that the Legislature could not require a delegation of local government authority to a private party (the arbitration panel). Senator Burton contends the amendments proposed in SB 440 will address the Supreme Court’s concerns regarding SB 402.

The California Association of Counties (CSAC) and the League of Cities are on record in opposition to SB 440. CSAC and the League believe that even with the amendments in SB 440, binding interest arbitration will be held unconstitutional as applied to local governments as an impermissible infringement on their right to control who they hire and fire and how much they pay their employees. They further argue that because a unanimous decision by a board of supervisors or city council can be very difficult to achieve, the bill has the potential of dramatically increasing local governments’ costs in providing public safety services.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Julie D. Wiley
(619) 595-5647; jwi@sandag.org

No Budget Impact
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
MEMBERSHIP

The Transportation Committee advises the SANDAG Board of Directors on major policy-level matters related to transportation. The Committee assists in the preparation of the Regional Transportation Plan and other regional transportation planning and programming efforts. It provides oversight for the major highway, transit, regional arterial, and regional bikeway projects funded under the Regional Transportation Improvement Program, including the TransNet Program of Projects. Areas of interest include project schedules, costs, and scope.

The Transportation Committee generally meets from 9 a.m. to noon on the third Friday of the month.

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

MEMBERS

Chair: Joe Kellejian
Deputy Mayor, City of Solana Beach
(representing North County Coastal)

Vice Chair: Dick Murphy
Mayor, City of San Diego

Jerry Rindone
Deputy Mayor, City of Chula Vista
(representing South County)

Mickey Cafagna
Mayor, City of Poway
(representing North County Inland)

Art Madrid
Mayor, City of La Mesa
(representing East County)

Ron Roberts
Supervisor, County of San Diego

Bob Emery
Metropolitan Transit Development Board

Judy Ritter
Chair, North County Transit District

Terry Johnson
San Diego County Regional Airport Authority

Alternates:

Christy Guerin
Councilmember, City of Encinitas
(representing North County Coastal)

Jim Madaffer
Councilmember, City of San Diego

Phil Monroe
Mayor Pro Tem, City of Coronado
(representing South County)

Corky Smith
Mayor, City of San Marcos
(representing North County Inland)

Jack Dale
Councilmember, City of Santee
(representing East County)

Dianne Jacob / Bill Horn
Supervisor, County of San Diego

Leon Williams
Chiar, Metropolitan Transit Development Board

Jack Feller
North County Transit District

Mary Sessom
San Diego County Regional Airport Authority

Advisory/Liaison:

Pedro Orso-Delgado
District Director, District 11, Caltrans
MEMBERSHIP

The Regional Planning Committee provides oversight for the preparation and implementation of the Regional Comprehensive Plan (RCP) that is based on the local general plans and regional plans and addresses interregional issues with surrounding counties and Mexico. The components of the plan could include: transportation, housing, environment (shoreline, open space, air, water quality, habitat), economy, regional infrastructure needs and financing as well as land use and design components of the regional growth management strategy. Recommendations of the Committee are forwarded to the SANDAG Board of Directors for action.

The Regional Planning Committee generally meets on the first Friday of the month from 12 noon to 2 p.m.

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

MEMBERS

Chair: Lori Holt Pfeiler
Mayor, City of Escondido
(representing North County Inland)

Vice Chair: Patty Davis
Councilmember, City of Chula Vista
(representing South County)

Jack Feller
Councilmember, City of Oceanside
(representing North County Coastal)

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

Jim Madaffer
Councilmember, City of San Diego

Ron Roberts
Supervisor, County of San Diego

Alternates:

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

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

Maggie Houlihan
Councilmember, City of Encinitas
(representing North County Coastal)

Jerry Jones
Councilmember, City of Lemon Grove
(representing East County)

Vacant
City of San Diego

Bill Horn
Supervisor, County of San Diego

Advisory:

Pedro Orso-Delgado / Bill Figge
Caltrans

Susannah Aguilera
Department of Defense

Leon Williams / Bob Emery
Metropolitan Transit Development Board

Dave Druker / Tom Golich / Pia Harris
Ebert
North County Transit District

James Bond
Vice Chairman, San Diego County Water Authority

Jess Van Deventer / Bill Chopyk
San Diego Unified Port District

Vacant
Regional Planning Technical Working Group

Carol Bonomo
Regional Planning Stakeholders Working Group
MEMBERSHIP

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

The Borders Committee generally meets on the third Friday of the month from 12:30 to 2:30 p.m.

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

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

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

Ed Gallo
Councilmember, City of Escondido (representing North County Inland)

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

Ralph Inzunza
Councilmember, City of San Diego

Dianne Jacob
Supervisor, County of San Diego

Victor Carrillo
Supervisor, County of Imperial (representing Imperial County)

Alternates:
David Powell
Councilmember, City of Solana Beach (representing North County Coastal)

Phil Monroe
Mayor Pro Tem, City of Coronado (representing South County)

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

Hal Ryan
Councilmember, City of Santee (representing East County)

Jim Madaffer
Councilmember, City of San Diego

Pam Slater
Supervisor, County of San Diego

Larry Grogan
Councilmember, City of El Centro (representing Imperial County)

Advisory/Liaison:

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

Rodulfo Figueroa
Consul General of Mexico, Republic of Mexico

Pedro Orso-Delgado
California Department of Transportation

James Bond
Vice Chairman, San Diego County Water Authority

Vacant
County of Orange

Revised: July 18, 2003
REPORT ON NATIONAL ASSOCIATION OF REGIONAL COUNCILS (NARC) ANNUAL CONFERENCE

The National Association of Regional Councils (NARC) held its 37th Annual Conference June 20-24, 2003, in Pittsburgh. Board Members attending the conference were Chair Ron Morrison, Vice Chair Mickey Cafagna, Mayor Lori Holt Pfeiler, and Mayor Pro Tem Ramona Finnila. Also joining the Board Members was SANDAG’s Executive Director, Gary Gallegos.

The theme of the Conference was, “Meeting New Challenges in a World of Change.” There were sessions on Reducing Liabilities and Realizing Cost Efficiencies, Green Infrastructure, Integrating Transportation & Air Quality, Taking Advantage of the Changing Economy, Developing Industry Clusters, Homeland Security, Expanding Homeownership, Transportation Finance, and Building Transportation Partnerships. In addition, the SANDAG Executive Director participated on a panel titled, “Building Transportation Partnerships,” and also made a presentation on SB 1703 and the progress of the new Consolidated Agency.

Several regions throughout the country are involved in some kind of consolidation effort similar to what SANDAG experienced during the last three years. SANDAG Board Members were able to share many of the lessons learned. SANDAG is seen as a leader in this area and as a model that other regions are watching. There was great interest in the Board makeup and the new voting structure.

There was also much discussion on the budget crisis many states and regions are facing. During the conference, the City of Pittsburgh announced layoffs to close their budget shortfall.

GARY L. GALLEGOS
Executive Director

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Funds are budgeted in Work Element #9000100
POTENTIAL SHORT-TERM LOAN OF TransNet FUNDS TO KEEP CRITICAL TRANSPORTATION PROJECTS ON SCHEDULE PENDING A STATE BUDGET

Introduction

As a result of the state budget crisis, the State Highway Account (SHA) has been reduced to historically low levels. On July 10, 2003, Caltrans Director Jeff Morales informed contractors statewide that, unless a budget is adopted, there may not be enough cash in the SHA to cover any additional costs incurred after July 20, 2003 (letter attached). Contractors were warned that contracts may be suspended or terminated to reduce costs. Under such circumstances, Caltrans would be obligated to pay substantial penalty and interest costs, numerous jobs could be lost if contracts are terminated, and significant delays to the completion of regional transportation improvements would be experienced.

One option to avoid these negative impacts would be to use TransNet funds on a temporary basis to meet the monthly expenses on transportation projects regionwide until a new budget is adopted. A loan agreement with Caltrans would be required to ensure that the TransNet program is made whole. Such loans are authorized in the TransNet Ordinance (Section 7) to maximize effectiveness in the use of revenues. Caltrans has estimated that up to $10 million per month would be needed to keep all projects currently under contract moving forward. The same issues apply to MTDB and NCTD projects relying on reimbursement from state funds, as well as to SANDAG programs like the Freeway Service Patrol (FSP) and Transportation Demand Management (TDM) programs.

Recommendation

The Transportation Committee, subject to the concurrence of the SANDAG Board of Directors, is asked to authorize the Executive Director to enter into negotiations with Caltrans regarding a loan agreement allowing TransNet funds to be used to continue payments to contractors on ongoing highway, transit and other related contracts until a state budget is adopted. The loan agreement would include necessary repayment provisions including recovery of interest costs if commercial paper proceeds are used or recovery of lost interest earnings if current cash on hand is used. The Executive Director should also be authorized to use TransNet commercial paper proceeds, if necessary, for this purpose with any funds borrowed to be paid off as soon as the reimbursement from the state is received.
Discussion

Projects in Jeopardy

Caltrans has indicated that there are over 50 projects currently under contract in the region that are at risk of delay because of the state budget situation. The major projects at risk include the I-5/I-805 merge project in the Sorrento Valley area ($141 million contract), the widening and interchange improvements work on I-15 ($39 million in current contracts), the completion of SR 56 ($58 million), and SR 905 interchange work ($18 Million). A handout will be distributed at the meeting detailing the Caltrans projects, as well as transit and other projects that could be at risk.

Source of Funds – TransNet Commercial Paper Program

SANDAG has established a commercial paper program to assist with short-term borrowing needs for TransNet-funded projects. A total credit line of $135 million was established for the program, with $68.8 million currently available. Interest rates for the program have been under 2%, making it a very low cost source of funds for a short-term bridge loan. Assuming a state budget is adopted in a 2-3 month timeframe allowing repayment of the loan, the use of the commercial paper program to cover the projects at risk would not impact the delivery of any of the ongoing TransNet projects. The other option is to use TransNet cash on hand, which would likely be a somewhat more expensive option since most TransNet funds are invested at a higher rate than the current commercial paper borrowing rate.
July 10, 2003

Tom Holsman
Executive Vice President/CEO
Associated General Contractors
3095 Beacon Blvd.
West Sacramento, CA 95691

Dear Mr. Holsman:

As you know, over the last four years we have dramatically increased our program, reaching all-time records of improvements underway for Californians. Currently, we have over $6.7 billion of work under contract. This could not happen without the full partnership of the contracting community and the workers who are on the job at hundreds of sites across the State. In the spirit of that partnership, I need to alert you to the major impacts on our programs of the ongoing failure of the Legislature to pass a budget for the 2003-04 fiscal year.

The record levels of delivery, reductions of truck weight fees, previous budget actions, and lower gas tax receipts have contributed to a diminished cash balance in the State Highway Account (SHA). Further, this year’s federal reimbursement capacity is exhausted, and gas tax receipts cannot be transferred without a budget. The Department of Finance (Finance) is unable to authorize a General Fund loan to the SHA to meet SHA cash flow needs at this time given the lack of available General Fund resources and an enacted budget for the 2003-04 fiscal year. Once a budget is enacted, DOF will be able to reconsider a loan request if a loan is still required to meet SHA short-term cash needs.

Without a budget, we project that there may not be sufficient cash in the SHA to cover costs incurred after July 20. At that point, we will be faced with the need to curtail, at least temporarily, construction and maintenance work throughout the State. If this happens, we will pay all penalties and interest due according to statutes and contractual obligations when funding is restored. It may also be necessary to suspend or terminate some contracts to reduce costs, keeping in mind that safety is our first priority. If we must suspend or terminate contracts, we will certainly work closely with our industry
partners to minimize potential impacts. Toll bridge projects will not be affected due to
the fact that they have a separate source of funding. A list of projects that are subject to
impact due to the lack of a budget, can be found at:

http://www.dot.ca.gov/hq/construc/jun03doc.html

The prospect of shutting down hundreds of projects in the State’s largest-ever program
is something we obviously hope to avoid, but it may be inevitable without the
Legislature approving a budget. Such a shutdown not only would affect travelers in
every county throughout the State, but also would have devastating economic impacts.
Close to 200,000 private-sector jobs supported by our program would be put at risk, and
the ripple effects throughout the economy would be tremendous.

I understand the position in which this would place our contractors and their employees,
and hope the Legislature’s impasse is short-lived. We will keep you informed on the
status of our funding capacity. Maintaining and improving our highways, bridges, and
transportation systems throughout California is one of the top priorities of the Davis
Administration.

Sincerely,

JEFF MORALES
Director
REGIONAL COMPREHENSIVE PLAN:
ENVIRONMENTAL JUSTICE AND
SOCIAL EQUITY

Introduction

The concepts of environmental justice and social equity refer to examining plans, policies, or actions to ensure that they neither disproportionately impact nor disproportionately benefit any one community, and ensuring that all communities are involved in the planning process. Environmental justice and social equity issues can arise in a variety of situations:

- Some communities get the benefits of improved accessibility, faster trips, and congestion relief, while others receive fewer benefits.
- Some communities suffer disproportionately from transportation programs’ negative impacts, like air pollution.
- Affordable housing is located far from higher-paying jobs, making access difficult for lower income residents.
- Waste management and other regional infrastructure facilities with potentially negative effects are disproportionately located in lower income and minority communities.
- Lower income and minority communities are not adequately represented in the regional decision-making processes.

Key Policy Questions

1. Should environmental justice and social equity be included as a regional priority in the RCP?
2. How can SANDAG and the local jurisdictions better involve lower income and minority communities in their decision-making processes?
3. What do Board members see as the greatest EJ/SE issues that need to be addressed in the RCP?

Environmental Justice and Social Equity in the RCP

1. Priority in the RCP

To ensure that fairness and equity toward lower income and minority communities are addressed as part of the RCP, environmental justice and social equity could be included as regional priorities, and all chapters of the RCP could include a section that addresses how these issues relate to the specific topics addressed in that chapter. The following policies are examples of the types of Environmental Justice and Social Equity policies that could be included in some of the key areas of the RCP.

Environment

Ensure that low-income and minority communities are not bearing a disproportionate share of the potential negative impacts that can result from regional infrastructure projects (i.e. power plants or waste-treatment plants).
Transportation
Ensure equal public transportation accessibility for low-income and minority communities.

Housing
Promote the provision of affordable housing near regional job centers.

Urban Form
Promote a safe mix of land uses (i.e., no polluting industrial uses near housing).

Economic Prosperity
Promote workforce development strategies for lower-income workers.

2. Outreach to Underrepresented Communities

SANDAG’s Environmental Justice and Social Equity Strategy also includes outreach to underrepresented communities who traditionally may not have been involved in regional public policy planning processes, such as ethnic minorities, seniors, low income residents, people with disabilities, and others. Diverse, extensive community input and involvement are key to the success of the RCP.

As part of this effort, SANDAG is providing approximately six $5,000 - $7,000 grants to community based organizations that will implement outreach activities that result in: (1) public involvement from stakeholders in the communities described above; (2) community-based participation in setting regional priorities; and (3) feedback on the Regional Comprehensive Plan. Specifically, grant recipients will be asked to solicit input from their communities in key areas of the Regional Comprehensive Plan: Urban Form, Housing, the Economy and Public Facilities; Transportation, Borders, and Healthy Ecosystems.

These activities will be coordinated with the existing RCP public involvement effort currently being implemented to engage elected officials, community and business leaders, and other stakeholders. Additionally, grant recipients, and the communities they work with, will be encouraged to participate in the ongoing RCP activities such as Subregional Workshops and providing input on the Environmental Justice and Social Equity chapter of the RCP, in addition to the activities that they are organizing in their own communities.

Why is it Important to Address Environmental Justice and Social Equity in the RCP?

- Changing demographics: The region is becoming increasingly diverse, and it is important to ensure that this diversity is reflected in our planning processes and that all our residents have access to the region’s resources.

- Equity for all communities: Every community in San Diego should have equal opportunity to participate in regional planning processes. No community should emerge as a disproportionate “winner” or “loser” when the RCP is implemented.

- A model for other plans: By addressing environmental justice and social equity, the RCP could be a resource for local jurisdictions to use when addressing these issues in their own plans.

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Executive Director

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Funds are budgeted in Work Element #3000200
BOARD OF DIRECTORS
JULY 25, 2003

REGIONAL ENERGY ISSUES

A. REGIONAL ENERGY STRATEGY

Recommendation

It is recommended that the Board of Directors:

- Approves the Regional Energy Strategy (RES);
- Accepts the quantitative goals of the RES to the year 2010;
- Accepts the quantitative goals of the years following 2010 as policy direction to be re-evaluated periodically and up-dated;
- Accepts the comments received during the public review period to be included in the RES Appendix; and
- Incorporates the RES into the Regional Comprehensive Plan.

Introduction

The Regional Energy Strategy (RES) is being considered in two phases. The first step is to adopt the RES (Agenda Item 15B) and the next step is to decide on how to implement this strategy (Agenda Item 15C).

The purpose of the Regional Energy Strategy (RES) is to guide the region’s energy policies for the next several decades. The RES was developed by the San Diego Regional Energy Office (SDREO), under contract to SANDAG, with the active participation of the Regional Energy Policy Advisory Council (REPAC).

Membership of REPAC, appointed by the SDREO Board of Directors and SANDAG, consisted of elected officials, and representatives of business and the community. Other interested organizations participated in the discussion of the RES goals and policies. The RES is proposed to be incorporated into the Regional Comprehensive Plan. At its May 23, 2003, meeting, SANDAG received the draft RES and accepted it for distribution for public review and comment.

Discussion

Purpose of the Regional Energy Strategy

The RES is a public policy document which addresses the broad objectives of energy sustainability and exerting more local control over energy decisions that affect the quality of life in the San Diego region. Following the models of the Regional Transportation Plan and the Regional Comprehensive Plan, among others, the RES will undergo regular review and re-evaluation for appropriate revisions, paired with a long-term policy look. The “basis and rationale” section under each goal of the RES is central to the document while the specific implementation strategies are examples of possible activities to be evaluated further. The implementation and specific numeric goals may be subject to change based on evolving needs in the region. However, the policy direction should remain constant between updates to it.
Comments

The SDREO received a number of comments on the Draft RES, which are included as the Appendix to the RES. Changes were made to the RES, as appropriate, in response to the comments. Some comments concern actions outside the policy direction of the RES, but nevertheless are pertinent to the region’s supply of energy, or are relevant to the issues of environmental justice.

Some of the comments received urged more aggressive language in the RES, and others recommended less. For example, the Environmental Health Coalition recommended that the RES needs to contain more specific language that will guarantee that the South Bay Power Plant will not continue to pollute. On other issues, SDG&E recommends that it is premature to include specific, quantified targets in the goals of the RES, rather than setting qualitative policy direction for distant years. All comments received are included in the RES.

Goals and Quantification

There is agreement on the quantified goals to the year 2010, presented in the RES, with the 2010 goals of the SDG&E Electric Resource Plan (ERP), which was presented to the California Public Utilities Commission in April 2003 and is discussed briefly below. There is divergence between the goals of the two plans following 2010. There is agreement on the first goal, but not on the quantifications beyond 2010 in the remaining goals. For this reason, the recommendation is to accept the quantification of the RES goals to the year 2010, but to re-evaluate the quantification of the goals in the RES beyond 2010 as more information and progress assessments become available.

The advantages of retaining the quantification of the goals are:

- They are the recommendations of the REPAC, following extensive review and discussion.
- Goals should be ambitious and challenging, to achieve regional control of energy.

The disadvantages to the quantification after 2010 are:

- There is too much uncertainty in the future of energy availability and supply to quantify the goals beyond 2010.
- There was insufficient consideration of the industry position and the SDG&E ERP in the development of the quantifications.

A summary of the goals of the RES are as follows. The basis and rationale for the quantification of the goals are detailed in the RES.

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 2015 and 75% by 2030.

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 low-cost 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 Study:


RES and ERP

SANDAG directed that the RES update previous SANDAG Energy Plans. SANDAG contracted with the San Diego Regional Energy Office and appointed additional members to the REPAC to advise them in the preparation of the plan. SANDAG has reviewed this plan as well as the comments received during the public review period.

As the RES was being completed by the SDREO, the California Public Utilities Commission (CPUC) directed that each public utility in the state, including San Diego Gas & Electric (SDG&E), prepare a 20-year Electric Resource Plan (ERP). SDG&E submitted its plan in April 2003 and it is nearing completion of its review by the CPUC.

As discussed by SDG&E at SANDAG’s meeting on May 23, 2003, the 20-Year ERP carefully analyzed four different portfolios, or options, for the delivery of electricity to its 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.

The option recommended by SDG&E, called the Balanced Portfolio, includes increased transmission capability in 2008, additional on-system generation, both prior to and after transmission capacity is added, and expanded off-system resources, including fuel diversity represented by a coal-fueled resource. This option was recommended based on the potential for cost savings to customers and also less price volatility.

The RES is available at www.sdenergy.org.

The ERP is available at www.sdge.com.

GARY L. GALLEGOS
Executive Director

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No Budget Impact
REGIONAL ENERGY ISSUES

B. IMPLEMENTATION OF THE REGIONAL ENERGY STRATEGY

Recommendation

It is recommended that the SANDAG Board of Directors accepts for distribution and comment the Implementation of the Regional Energy Strategy Program.

Introduction

The Board requested the development of a Regional Energy Strategy (RES) to propose goals and policies guiding the region’s energy decisions to 2030, which will be proposed for incorporation into the Regional Comprehensive Plan. In addition, it requested that an organizational structure be identified that could implement the RES.

The San Diego Regional Energy Office (SDREO), as SANDAG’s contractor, presented the RES to SANDAG at its May 23, 2003 meeting. The Board accepted the RES for public review and comment, and directed that the RES and the comments be presented at the July 25, 2003 meeting for approval (Agenda Item 15B). The Board also asked for recommendations on the appropriate organizational structure for implementing the RES (Agenda Item 15C).

Discussion

REPAC Recommendation

The Regional Energy Policy Advisory Council (REPAC) reviewed four options for implementing the RES, described later in this report. Based on its review effort, REPAC has recommended that SANDAG establish an Energy Committee within SANDAG (Option 2), with the possibility of this entity either transitioning into a Regional Energy Authority, under state legislation (Option 3), or if progress is not made after 18 months, into a Joint Powers Authority (Option 4).

Alternative Options

The REPAC considered the following four options for an implementing agency:

1. Maintain and enhance the current organizational structure, which was proposed by SDG&E. This option would implement the SDG&E 20-year Electric Resource Plan, using SDG&E expertise, and including a REPAC-type advisory committee.

2. Form a SANDAG Energy Committee, which would provide for an advisory committee established by SANDAG and reporting to it and contracting with the SDREO for technical expertise.
3. Form a Regional Energy Authority, by means of state legislation, which would expand the role of the SDREO and provide for an expanded REPAC.


Staff Review of the Options

Staff review of the options suggests that the Board also consider a variation of Option 2 that modifies the REPAC recommendation by establishing an Energy Working Group, instead of another Policy Committee, under the SANDAG Planning Committee, with its advice and recommendations. The Working Group would include the organizations represented on REPAC and be expanded to include additional stakeholders including SDG&E (as the Board recommended at its May 2003 meeting) and other organizations with expertise in energy. Staff agrees with the need to reassess the progress of the implementation of Option 2 but such a reassessment should not focus on any particular option. The staff recommends that all the remaining options and any others, which may be suggested as a result of the work during the initial phase, be considered.

Review Period

The implementation of the Regional Energy Strategy is an important regional effort and a discussion of the organization responsible for the effort will determine the success of the Strategy. Comments on the Implementing organization will be brought to SANDAG at its September 26, 2003 meeting along with a recommendation for approval and a discussion of funding.

GARY L. GALLEGOS
Executive Director

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No Budget Impact
RIDESHARE WEEK 2003 – PROCLAMATION

Recommendation
It is recommended that the Board of Directors approve the proclamation in support of Rideshare Week 2003 and encourage member agencies to approve similar proclamations.

Introduction
During the week of October 6-10, 2003, SANDAG will sponsor Rideshare Week 2003. The purpose of Rideshare Week 2003 is to raise public awareness of alternatives to solo commuting and to reduce peak period congestion. SANDAG administers the Regional Transportation Demand Management (TDM) program known as RideLink that provides cost-effective services as alternatives to solo commuting.

Discussion
Media Outreach
The media outreach for Rideshare Week 2003 includes developing a series of press releases for both the print and electronic news media, requesting members of the Board of Directors and commuters who participate in alternate forms of commuting, e.g., carpools, vanpools, schoolpools, teleworkers, walkers, bicyclists, and transit riders, to be interviewed by news media, preparing byline articles that feature stories about employers and commuters who are doing their part to keep San Diego moving.

Advertising
The advertising includes leveraging the ongoing ‘Keep San Diego Moving’ campaign and will use print, Internet, and radio spots to increase awareness and call people to action.

Special Events
Several special events for area employers will be held prior to and during Rideshare Week to promote participation and to attract media attention. One such event, the Diamond Awards, will be held during the first week of October, 2003. The Diamond Awards event is designed to recognize area employers and individuals who have made outstanding contributions towards reducing home-work commute trips and have done their part to help keep San Diego moving.

Coordination with Member Agencies
These outreach measures include requesting that SANDAG member agencies issue their own Rideshare Week 2003 proclamations modeled after the attached proclamation. We also are requesting that San Diego County and the City of San Diego and other community and public service cable networks to post notices of the event on television; Caltrans is also being asked to post a notice of the event on the region’s changeable message signs.

GARY L. GALLEGOS
Executive Director

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

Funds are budgeted in Work Element #6000103
RESOLUTION NO. 2004-03

Proposed Proclamation for the Board of Directors

RideShare Week 2003

WHEREAS, October 6 to October 10, 2003, has been designated as Rideshare Week 2003 across the nation; and

WHEREAS, reducing traffic congestion and providing alternatives to driving alone are key components to the region’s economic prosperity and quality of life; and

WHEREAS, SANDAG is sponsoring Rideshare Week, a weeklong event from Monday, October 6 to Friday, October 10, 2003, that promotes ridesharing, transit, teleworking, bicycling, walking, and alternative work schedules; and

WHEREAS, helping provide a variety of commuting choices for the region’s commuters, SANDAG has sponsored a Regional Transportation Demand Management Program known as RideLink since 1995; and

WHEREAS, RideLink offers a number of services to commuters including carpool matching, a vanpool program, a guaranteed ride home program, a bike locker program, and employer information on telework and flextime programs; and

WHEREAS, San Diego area employers can help to improve mobility in the region by offering employees incentives that encourage the use of alternatives to the solo commute;

NOW THEREFORE, the Board of Directors hereby proclaims October 6 to 10, 2003 to be Rideshare Week in the San Diego region and encourages employers to offer incentives to employees to use alternatives to driving alone, and encourages commuters to do their part to help reduce rush hour traffic congestion on our local streets and freeways, by choosing an alternative to the solo commute.

PASSED AND ADOPTED this 25th day of July, 2003.

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit Development Board, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, S.D. Unified Port District, S.D. County Water Authority, and Baja California/Mexico.
City of (insert name of City here) Proclaims October 6 – 10 Rideshare Week

Commuters in (insert name of City here) and throughout San Diego region will have the opportunity to keep San Diego moving by participating in Rideshare week activities from October 6 - 10. The (insert name of City here) City Council proclaimed the week Rideshare Week at its (insert date of council meeting here) Council meeting.

The weeklong celebration sponsored by the City of (insert name of City here) and the San Diego Association of Governments (SANDAG), will include a number of events that promote ridesharing, teleworking, public transit, bicycling, or walking as alternatives to driving alone to work.

In (insert name of City here), commuters can participate in (insert details about events here).

Students can participate by walking to school on National Walk to School Day, Wednesday, October 10.

Providing more transportation choices and reducing travel during rush hours are foundations of MOBILITY 2030, SANDAG’s Regional Transportation Plan (RTP) which serves as a blueprint for regional transportation planning through the year 2030. Through its RideLink commuter program, SANDAG promotes commuter alternatives year round to commuters and employers.

“By ridesharing, even just once a week, citizens in (insert name of City here), can be part of the solution to reduce traffic congestion in our region,” said (insert name of elected official here).

As part of the Rideshare week celebration, commuters who register between September 22 and October 10 are eligible to win prizes. Register at www.keepsandiegomoving.com or by calling 1-800-COMMUTE.
The Keep San Diego Moving Web site also offers information about commute options, carpooling, vanpooling, transportation benefits for employees and more.

“We know we can’t build our way out of traffic congestion,” noted Gary Gallegos, SANDAG Executive Director. “Rideshare week is the perfect time to try an alternative way to commute and become a part of the solution that will keep San Diego moving,” he added.

Rideshare week is sponsored in part by Yellow Cab, KCBQ, Hawaiian Airlines, Caltrans, and SANDAG.

For more information on Rideshare week or commuting alternatives, please call 1-800-COMMUTE, or visit www.keepsandiegomoving.com.

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