Board of Directors Agenda

Friday, September 26, 2003
9:00 a.m.
SANDAG
401 B Street, 7th Floor
Downtown San Diego

Agenda Highlights

• Regional Comprehensive Plan Progress
• Special Report on Transit Projects

Please turn off cell phones during the meeting.
You can listen to the SANDAG Board meeting by visiting our web site at www.sandag.org

Mission Statement
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region's quality of life.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 595-5300 · Fax (619) 595-5305 · www.sandag.org
Welcome to SANDAG. Members of the public may speak to the Board on any item at the time the Board is considering the item. 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.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 595-5300 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 595-5300, (619) 595-5393 (TTY) or fax (619) 595-5305.

SANDAG offices are accessible by public transit.
Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
BOARD OF DIRECTORS AGENDA  
Friday, September 26, 2003

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>+1.</td>
<td>APPROVAL OF MEETING MINUTES</td>
</tr>
<tr>
<td></td>
<td>+ A. JULY 25, 2003 BOARD OF DIRECTORS MEETING</td>
</tr>
<tr>
<td></td>
<td>+ B. AUGUST 8, 2003 POLICY DEVELOPMENT BOARD MEETING</td>
</tr>
<tr>
<td></td>
<td>+ C. SEPTEMBER 12, 2003 POLICY DEVELOPMENT BOARD MEETING</td>
</tr>
<tr>
<td>2.</td>
<td>ADDITIONS AND DELETIONS</td>
</tr>
</tbody>
</table>

CONSENT ITEMS (3 through 6)

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

| +3.     | ACTIONS FROM POLICY ADVISORY COMMITTEES | APPROVE |
| +4.     | PROGRESS REPORT ON TRANSPORTATION PROJECTS (Jose Nuncio) | INFORMATION |

This report summarizes the current status of major highway, transit, arterial, traffic management, and Transportation Demand Management (TDM) projects in SANDAG’s five-year Regional Transportation Improvement Program (RTIP). The TransNet one-half percent local sales tax and other local, state, and federal sources fund these projects.

| +5.     | AUTHORIZING THE EXECUTIVE DIRECTOR TO ACCEPT UP TO $235,000 FROM THE CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS (DBW), AND AMEND THE FY 2004 OVERALL WORK PROGRAM AND BUDGET (Resolution #2004-05) (Rob Rundle) | APPROVE |

Approval of this item would authorize the Executive Director to accept up to $235,000 from the California Department of Boating and Waterways to prepare and implement a public outreach program for the State’s Sediment Management Master Plan and to obtain permits for an opportunistic beach replenishment site in San Diego County. The Overall Work Program and Budget would also be amended to reflect this work.
6. QUARTERLY INVESTMENT REPORT - PERIOD ENDED JUNE 30, 2003 (Marlene Kelleher)

State law requires that the Board be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of June 30, 2003, including funds of the San Diego County Regional Transportation Commission and SourcePoint.

7. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

8. AMERICAN COASTAL COALITION TOP RESTORED BEACH OF THE YEAR AWARD (Councilmember Phil Monroe, Shoreline Preservation Committee)

SANDAG was recently given the “Top Restored Beach Award” for 2003 by the American Coastal Coalition for the Regional Beach Sand Project. The project is being honored as the first comprehensive regional beach restoration project on the West Coast of the United States.

9. WESTERN COUNCILS OF GOVERNMENTS (WCOG) ANNUAL CONFERENCE AND REGIONAL GOVERNANCE IN PORTLAND, OREGON (Resolution # 2004-06) (Mayor Pro Tem Ramona Finnila, City of Carlsbad)

This report provides a synopsis of the conference as well as a snapshot of regional governance in Portland, Oregon. Approval of the attached resolution, resulting from the WCOG annual conference, will support an effort among Metropolitan Planning Organizations such as SANDAG to form a West Coast Corridor Coalition in a concerted effort to enhance goods movement and travel along the Interstate 5 corridor from Mexico to Canada.

10. RECOGNITION OF DEBRA GREENFIELD

Debra Greenfield, who will retire from SANDAG in early October, is being recognized for her 28 years of outstanding service to the region as the agency’s General Counsel.

The City Attorneys’ Association of San Diego County will present an award to Debra Greenfield as Attorney of the Year in the category of Most Innovative Legislation based on her outstanding work on SB 1703. The City Attorneys’ Association confers this award to recognize and honor exemplary contributions made to the legal profession by local government attorneys. The award is a visible component of the Association’s statement about standards of excellence in the field.
REPORTS

11. UPDATE ON THE REGIONAL COMPREHENSIVE PLAN (RCP)

+A. RESULTS OF WORKSHOPS (Mayor Lori Holt Pfeiler, Regional Planning Committee Chair; Janet Fairbanks, SANDAG Staff) INFORMATION

SANDAG and partner agencies held the second round of RCP workshops earlier this month, focused on obtaining comments and ideas from the general public on draft goals, policy objectives, and potential actions to be included in the RCP. A report on the preliminary workshop results will be provided, including comments by the Stakeholders Working Group.

+B. NEXT STEPS (Mayor Lori Holt Pfeiler, Regional Planning Committee Chair; Carolina Gregor, SANDAG Staff) INFORMATION

This December, the SANDAG Board will be asked to accept the draft RCP for distribution. The attached report provides an overview of recent RCP policy-related issues that the Regional Planning Committee and the Board have discussed, and outlines policy-related meetings that will take place between now and December.

12. SPECIAL REPORT ON TRANSIT PROJECTS (Dave Schumacher) INFORMATION

With the transportation agency consolidation, SANDAG will have responsibility for various transit projects previously managed by the Metropolitan Transit Development Board and the North County Transit District. The item today provides the Board with the status of the major transit projects now underway.

13. AMENDED FY 2004 FINAL PROGRAM BUDGET (Leslie Campbell) APPROVE

The FY 2004 Final Program Budget has been amended once again to reflect the second phase of consolidation per SB 1703. The Budget structure has been changed and the projects renumbered to reflect the new SANDAG organization and to accommodate a new accounting system. This transition brings payroll from 119 staff to 172.5. Most of these staff are capital project managers and engineers but there are also some executive, administrative, and financial positions included in this latest transfer. The budget will increase to just under $413,000,000 consisting of various Federal, State and Local Funds. Because of capital projects with TransNet funding, the appropriate amount of TransNet has been transferred from “Pass-through” funds to actual SANDAG projects, however, the 1/3 split for transit is still accurate. The newest change reflects “Transit Pass Sales,” an item that is funded by TransNet and by actual sales. This is a pass-through account.

14. UPCOMING MEETINGS

The next policy development meeting of the Board of Directors is scheduled for Friday, October 10, 2003 at 10:15 a.m. immediately following the Executive Committee meeting. The next business meeting of the Board of Directors is scheduled for Friday, October 24, 2003 at 9 a.m.
15. ADJOURNMENT

GARY L. GALLEGOS
Executive Director

+ next to an agenda item indicates an attachment.
Vice Chairman Cafagna called the meeting of the SANDAG Board of Directors to order at 9:05 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 ................................................................ Absent
- 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
1. MINUTES OF THE JUNE 27, 2003, BOARD MEETING (APPROVE)

Councilmember Patricia McCoy (Imperial Beach) moved approval of the June 27, 2003, Board meeting minutes, and Councilmember Jim Madaffer (City of San Diego - B) seconded the motion.

Action: Imperial Beach - City of San Diego - B. A motion and second was made to approve the minutes of the June 27, 2003, Board of Directors meeting. Yes - 13 (weighted vote, 100%). No - 0 (weighted vote, 0%). Absent – Chula Vista, Del Mar, La Mesa, National City, Oceanside, Santee.

1. ADDITIONS AND DELETIONS

None.

CONSENT ITEMS (3 Through 7)

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

A. EXECUTIVE COMMITTEE MEETING (July 11, 2003)

B. SPECIAL TRANSPORTATION COMMITTEE MEETING (July 21, 2003)

C. REGIONAL PLANNING COMMITTEE MEETING (July 11, 2003)

D. BORDERS COMMITTEE MEETING (July 18, 2003)

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

5. PROGRESS REPORT ON TRANSPORTATION PROJECTS (INFORMATION)

6. ADOPTION OF FINAL BYLAWS (APPROVE)

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

Councilmember Patricia McCoy (Imperial Beach) moved approval of the Consent Items. Councilmember Jim Madaffer (San Diego - B) seconded the motion.

Action: Imperial Beach – City of San Diego - B. A motion and second was made to approve Consent Items 3 through 7. Yes – 17. No – 0. Abstain - 0. Absent – National City, Santee.

Mayor Madrid (La Mesa) requested to pull item #7 – Request that Board Take a Position on SB 440 (Burton) - for discussion.
7. REQUEST THAT BOARD TAKE A POSITION ON SB 440 (BURTON) (OPPOSE)

Mayor Madrid (La Mesa) reminded the Board that last year, SB 402, a binding arbitration bill, passed. A number of jurisdictions throughout the state challenged that bill. The City of Riverside prevailed and the bill was forwarded to the California Supreme Court where the bill was deemed unconstitutional and the bill was overturned. Immediately, the Sacramento legislature introduced SB 440, a clean up bill to SB 402. SB 440 indicates that the jurisdictions, by unanimous vote, may override the decision from an arbiter. The League of California Cities discussed this issue at its last meeting and concluded that SB 440 is unconstitutional. Mayor Madrid requested that each jurisdiction write a letter to the Governor requesting that he veto this bill. He distributed a sample letter to the Board for their use.

8. PUBLIC COMMENTS/COMMUNICATIONS

Mayor Mary Sessom (Lemon Grove) noted that SANDAG’s Pedestrian Design Guidelines received an award from the American Planning Association at its Annual Dinner. The City of San Diego has incorporated these design guidelines in their street manual, which has recently been adopted. SANDAG staff has been busy making presentations to the individual jurisdictions on how to use these design guidelines in their cities. She added that the demonstration projects that the $1 million was awarded to last year are near completion.

CHAIR’S REPORT

9. RECOGNITION OF BOB PARROTT

Vice Chair Cafagna noted that Bob Parrott, SANDAG’s Deputy Executive Director, recently retired. During Bob’s tenure at SANDAG, he has been at the forefront of providing SANDAG information products that the public and elected officials can access, understand, and use to make decisions. He has been a leader and innovator and has the unique ability to make everyone’s work better. Vice Chair Cafagna thanked Bob for his past 25 years of service to SANDAG and the people of the San Diego region. On behalf of the Board and Staff, he wished Bob well as he transitions into retirement. Vice Chair Cafagna presented Bob with a plaque.

Mr. Parrott thanked the Board for their kind words and thanked all the Executive Directors at SANDAG that gave him the opportunity to excel.

10. APPOINTMENT OF POLICY ADVISORY COMMITTEE CHAIRS AND VICE CHAIRS (APPOINT)

Vice Chair Cafagna noted that Chairman Morrison indicated he would like to re-appoint the current Chairs and Vice Chairs of SANDAG’s Policy Advisory Committees. He noted that he has contacted each of them and they are all agreeable to continue their service for another year. Those people are listed below.
Transportation Committee

Chair: Deputy Mayor Joe Kellejian (Solana Beach)
Vice Chair: Mayor Dick Murphy (City of San Diego - A)

Regional Planning Committee

Chair: Mayor Lori Holt Pfeiler (Escondido)
Vice Chair: Councilmember Patty Davis (Chula Vista)

Borders Committee

Chair: Councilmember Crystal Crawford (Del Mar)
Vice Chair: Councilmember Patricia McCoy (Imperial Beach)

11. APPOINTMENTS TO THE JOINT COMMITTEE ON REGIONAL TRANSIT (JCRT) (APPOINT)

Vice Chair Cafagna commented that the Joint Committee on Regional Transit (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, he noted that Chair Morrison recommended appointing the following three regular and one alternate member to the JCRT.

- Hon. Mickey Cafagna – Regular Member
- Hon. Ron Morrison – Regular Member
- Hon. Joe Kellejian – Regular Member
- Hon. Lori Holt Pfeiler – Alternate Member

Action: Carlsbad - Oceanside. A motion and second was made to accept the Chairman’s recommendation. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – National City, Santee.

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

Mayor Pro Tem Finnila (Carlsbad) noted that she followed the economic clusters during the conference. She highlighted that Pittsburgh has gone from six fortune 500 companies to three Fortune 500 companies. There are economic issues that need to be dealt with. California needs to forget about manufacturing and focus on development clusters.

Staff pointed out that they met with George Shaner, a high ranking official who works for U.S. Transportation Secretary Mineta. They are looking for some areas in the country to discuss implementing environmental streamlining. There is interest in looking at San Diego for this project. Environmental streamlining would enhance the environment and move projects faster.
Vice Chair Cafagna added that he met with a representative from the Northern Illinois Planning Commission (NIPC) who is interested in the consolidation efforts in the San Diego region, noting that SANDAG’s consolidation is a regional model. While touring Pittsburgh, the San Diego delegation visited the Amish country to see how their transportation issues are being handled.

REPORTS

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

Deputy Mayor Kellejian, Chair of SANDAG’s Transportation Committee noted that the Transportation Committee held a special meeting on Monday, July 21, 2003, to discuss the latest news on the impacts of the state budget impasse on both highway and public transit projects in our region. Caltrans Director Jeff Morales had informed contractors statewide that, without a new budget Caltrans would not have the cash available to continue making payments to contractors after July 20, 2003. There are a total of 68 projects in the region and a total of 15,000 jobs that would be affected by the halt of Caltrans work. Deputy Mayor Kellejian invited SANDAG’s Executive Director to make a presentation to the Board describing the reasons for the current problem, and the potential costs to the region if it is not addressed. He will then offer a temporary solution in terms of the use of TransNet funds as a short-term loan to avoid delays to ongoing construction projects. The Transportation Committee is recommending that SANDAG authorize its Executive Director to enter into negotiations with Caltrans to develop a legally-binding loan agreement. The agreement would allow the use of TransNet funds to continue payments to contractors with the loan to be repaid as soon as funds are made available to Caltrans. The Transportation Committee is also recommending an amount of up to $10 million per month for up to three months. The Transportation Committee would review the loan on a month-to-month basis during the three-month period.

Staff provided the Board with 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 use TransNet funds on a short-term basis to keep ongoing construction contracts moving. Staff outlined the costs of shutting down operations, the restart up costs if construction was to be halted, and the costs if the contractor chooses to continue work while waiting to be reimbursed from the state. Caltrans would reimburse SANDAG within 45 days of passing the state budget.

Deputy Mayor Kellejian (Solana Beach) noted that SANDAG has a $60 Million line of credit that is associated with the TransNet funding. Those monies would be used to loan to the State.

Deputy Mayor Kellejian commented that this idea is also being implemented in 16 different counties in the state. He added that the projects that will be funded with the proposed TransNet loan will be in San Diego County only.
Councilmember Madaffer (San Diego – B) asked what form of insurance does SANDAG have that the state will repay these monies. Staff responded that the state does have the money but doesn’t have access to it because there is no state budget. Once a budget is approved, the state will have access to those funds and will be able to repay the loan.

Supervisor Cox (County of San Diego) asked what the terms of the loan will be. Staff replied that the Transportation Committee expressed concern that it would like the state to repay the loan with interest. However, the state has indicated that it is prohibited by law from paying interest. Staff noted that SANDAG has a good relationship with the state in that the state provided the first $1 Million for the Regional Comprehensive Plan.

Deputy Mayor Kellejian mentioned that the Board should weigh the difference in cost between the potential $8,500 – 10,000 per month interest cost as opposed to the $5 million per month potential loss if projects are shut down.

Public Comment

Assemblymember George Plescia, representing the 75th Assembly District, voiced his support on the temporary loan that SANDAG can do to keep the projects moving in San Diego. Traffic congestion relief is his number one priority. He encouraged the Board to support this temporary loan. He guaranteed the Board that he will fight to make sure that the state will pay back SANDAG in good faith. In addition, he offered his assistance to help with legislative authority to ensure interest payments.

Councilmember Guerin thanked the Assemblymember for taking the time to attend the Board meeting today and providing his testimony. She asked if he was hopeful that the adoption of a budget will be soon. Assemblymember Plescia commented that he predicts there will be a budget adopted within the week.

Brad Barnum, representing the Associated General Contractors, commented that this proposal is a great idea, but is a short term fix to the problem. He pointed out that if this item is not approved today, $600 million worth of work would stop and over 5,000 construction workers will be laid off. He urged the Board to approve this item.

Mayor Murphy (City of San Diego – A) mentioned that it would be helpful to put a motion on the floor for discussion. He moved approval of the staff recommendation.

Mayor Madrid (La Mesa) seconded the motion.

Mayor Murphy mentioned that it would be more costly for the San Diego region if the loan is not made to the state. This is a financially and economically good move. He noted that this situation is not Caltrans’ fault and they’ve been a good partner. He mentioned that the Board’s primary responsibility is to improve mobility for the San Diego region and the Board needs to do anything that it can to meet that responsibility. This is another step that the Board can take on behalf of the San Diego residents.

Mayor Pro Tem Finnila (Carlsbad) asked if other Councils of Governments (COGs) throughout the state are faced with the same problem. Staff responded that there are
other COGs that have the same issue. Caltrans is developing a boilerplate Cooperative Agreement to be used statewide.

Mayor Pro Tem Finnila asked if the 45-day repayment, along with the indemnity clause has been requested from other areas. Staff mentioned that was a result of the Transportation Committee discussions.

Councilmember Guerin (Encinitas) thanked staff for their coming forth with this short term solution for the region. She noted that SANDAG has an obligation to protect this region and commended the Board for stepping up to the plate in light of the conditions the region is facing.

Mayor Holt Pfeiler (Escondido) spoke in favor of the motion because it allows the elected officials the opportunity to inform the constituents that the Board is doing everything possible to relieve congestion in the region.

Mayor Madrid (La Mesa) stated that approval of this item is one of the most important decisions that the region has made in a long time.

Councilmember Feller (Oceanside) commended the Transportation Committee and staff for thinking out of the box and coming up with a solution to this problem. He asked what would be the downside of this issue. Staff noted that the downside would be that if the state would not repay the monies, then SANDAG would have to take the state to court.

Vice Chair Cafagna noted that it is important to remember that these projects are beneficial to the San Diego region.

Supervisor Cox (County of San Diego) asked that staff be as creative as possible to get Caltrans to pay interest on the loan.

Councilmember Madaffer reiterated that this issue is about keeping transportation on target. He added that this issue is a reaffirmation of how valuable TransNet is to the region. This is a smart move and he is happy to support this item.

Deputy Mayor Kellejian commented that if the residents stop putting gas in their cars, then the state would not have the available funds. He noted that the money is available, it’s just a matter of the state giving the funds to region.

Mayor Cafagna mentioned that this issue has proven how swiftly the San Diego region has come to a decision on a difficult situation. It underscores the benefits of how quickly the Board can make a decision and how important local control is in relationship to other options. He called for the question.

**Action:** City of San Diego - A – La Mesa. A motion and second was made to approve the staff recommendation. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – National City, Santee.
14. REGIONAL COMPREHENSIVE PLAN (RCP): ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY (DISCUSSION)

Deputy Mayor Houlihan (Encinitas), of SANDAG’s Regional Planning Committee, briefed the Board on the Environmental Justice and Social Equity portion of the Regional Comprehensive Plan. Environmental justice and social equity refer to examining plans, policies or actions to ensure that they do not disproportionately impact or benefit any one community. Addressing these issues through the RCP is important because of a number of reasons. The region is changing demographically; the region is becoming increasingly diverse and older. The RCP needs to address this diversity in its planning process if it is to meet the needs of the residents. The RCP will be successful if it ensures that there won’t be disproportionate winners and losers when the plan is implemented. If the RCP includes a careful analysis of the issues surrounding environmental justice and social equity and includes policies and actions to address these issues, it can serve as a resource for the region’s local jurisdictions as their plans are updated.

Staff provided the Board with a PowerPoint presentation on environmental justice and social equity and how these issues can be addressed in the RCP.

Rachel Ortiz, Executive Director of the Barrio Logan, mentioned that a workshop will be held on Wednesday, July 30, 2003, where potential environmental justice issues such as residential parking designation, the 8th Avenue Ground Level Crossing, the I-5 Corridor Study potential freeway ramp, prohibiting 18-wheelers traveling through the Barrio Logan residential area, and re-direction of the ballpark traffic through Barrio Logan will be addressed.

Paula Forbis, Director of the Toxic Free Neighborhoods Campaign for the Environmental Health Coalition (EHC), is hopeful that the RCP will be used as a model plan, not only for the local jurisdictions, but for other plans throughout the state as well. She thanked the Board for its foresight and vision in considering this issue.

Maria Hoya, Lead Organizer for the EHC, asked the Board to put themselves in the place of the residents of the community that are being faced with some of the issues previously mentioned. She added that there is a high number of children that have asthma because of the chemicals used at surrounding businesses. She urged the Board to include environmental justice and social equity in the RCP.

Matt McGee, Executive Director of All Congregations Together, a community service organization which primarily focuses on obtaining job opportunities for people transitioning from welfare, job training and job retention, requested that the RCP ensure the quality of life for all communities.

Public Comment

Alexandra Hart, representing the International Brotherhood of Electrical Workers (IBW), supports SANDAG in its efforts to include environmental justice and social equity in the RCP. She noted that the IBW is willing to do what it needs to assist in this effort.
Supervisor Cox (County of San Diego) stated that there are examples where land use decisions have been made that have had long-term impacts on certain communities. He expressed his support for this effort.

Mayor Madrid (La Mesa) asked what the geographic areas are for the distribution of grants awarded for these types of projects. Staff responded that the grants that were awarded have a broad geographic base throughout the region. Staff agreed to distribute a list of grant awardees to the Board.

Mayor Pro Tem Monroe (Coronado) stated that environmental justice and social equity are important issues. He mentioned that comments were made implying that everything should be equal. He suggested that this is not a realistic statement and that the board should not get pigeon-holed into thinking they need to provide equal shares of everything to everyone.

Mayor Padilla (Chula Vista) mentioned that to him, environmental justice and social equity means community involvement and communication from all impacted communities. He noted that this is the direction that the Board wants to go and he’s looking forward to seeing how this issue will be addressed in the Plan.

Councilmember McCoy (Imperial Beach) agreed with Mayor Padilla and pointed out that the economics of this issue should also be considered. The Board would be remiss to not include this issue in the RCP.

Mayor Holt Pfeiler (Escondido) thanked the Board members for their comments. She added that the strength of SANDAG is that issues can be brought to the table and their importance is recognized. These comments will serve as a basis to move forward with the Environmental Justice and Social Equity portion of the RCP.

15. REGIONAL ENERGY ISSUES

A. NATIONAL ENERGY PLANNING EFFORTS (INFORMATION)

Scott Anders, Director of Programs for the San Diego Regional Energy Office (SDREO), noted that the San Diego region represented the United States in an International Competition on Sustainable Energy Design. The SDREO worked in partnership with the Gas Technology Institute that sponsored the national submission. This was a local joint effort with input from the SDREO, SDG&E, SANDAG, the City and County of San Diego. He introduced John Kelly, of the Distributed Energy Center, who represented the US Delegation in Tokyo in this international competition.

John Kelly, Director of the Distributed Energy Resources Center at the Gas Technology Institute, thanked the Board for allowing him to speak today. Mr. Kelly gave the Board background information and context on some of the national trends on energy planning as well as potential funding opportunities. He encouraged the Board to integrate energy planning into its current activities.
B. REGIONAL ENERGY STRATEGY (APPROVE)

Staff commented that the Board is being presented with two more energy issues. The first is the Regional Energy Strategy, which is recommended for adoption. The second is a list of proposals for an organization to carry out the Regional Energy Strategy, which is recommended for comment and distribution. The Regional Energy Strategy was developed by the Regional Energy Policy Advisory Council (REPAC), with the San Diego Regional Energy Office (SDREO) for SANDAG. This was accepted for review and comment at the May Board meeting. The final strategy has been revised to include changes requested by the Consulate of Mexico and minor corrections in the text. All comment letters received are also included in the report. None of the comments require a change in the policies and goals that are recommended by the REPAC. The goals of the strategy are listed in the report and the document includes all of the proposed actions by which these goals can be achieved. Also at its May Board meeting, a representative of SDG&E presented its 20-year Electric Resource Plan. Comments on the Strategy were received from SDG&E in reference to its Plan and to the goals of the Regional Energy Strategy. Based on the need for compatibility between the Regional Energy Strategy and the SDG&E Resource Plan, staff recommends the Board: (1) approve the Regional Energy Strategy; (2) accept the quantitative goals to the year 2010; (3) accept the quantitative goals for the years following 2010 as policy direction to be re-evaluated periodically and updated; (4) accept the comments that were received; and (5) incorporate the Regional Energy Strategy into the Regional Comprehensive Plan.

Councilmember Jerry Jones (Lemon Grove), member on the REPAC, thanked the SANDAG Board and the SDREO for allowing him to be part of this process. He noted that there is a broad range of ideas and ways of thinking on the REPAC. He commented that the Regional Energy Strategy is an aggressive and comprehensive plan and is exactly what the region needs. He urged the Board to support the staff recommendation.

Mayor Pro Tem Monroe (Coronado) asked if there is any way the two plans can become one. He made the motion to approve the staff recommendation.

Mayor Pro Tem Finnila (Carlsbad) stated that there should be more thought and discussion given to the difference between the dry cooling plants and the sea water cooling plants.

Public Comment

Laura Hunter, representing the Environmental Health Coalition (EHC), stated that the EHC strongly supports the adoption of the San Diego Regional Energy Strategy.

Daniel Meshain, a union electrician with the International Brotherhood of Electrical Workers (IBW) - Local 569 and a Chula Vista resident, commented that he supports the draft Regional Energy Strategy.

Jennifer Badgley, Political Director for the International Brotherhood of Electrical Workers (IBW) - Local 569, is pleased with the encompassing vision put forth in the
Strategy and urged the Board to adopt the Plan today. She emphasized that each
goal and objective of the Plan must be good for working families.

Alexandra Hart, from the IBW, is pleased with the Regional Energy Strategy and the partnership of all parties involved in bringing this vision to reality. She requested that the Board keep in mind the locally trained workforce ready to bring the vision to fruition. She urged the Board to do three things: (1) support the vision; (2) support the region’s local workforce; and (3) support the region’s need for renewable energy.

Judy Cascallas, a resident of Chula Vista, strongly supports the Regional Energy Strategy.

Bob Resley, representing SDG&E, strongly recommended that the Board adopt the Plan.

Tom Blair, Deputy Environmental Service Director and Energy Administrator for the City of San Diego, recommended that the Board adopt the Plan as submitted.

Laura Folsom, representing Councilmember Michael Zucchet, read a letter from the Councilmember, which supported the REPAC’s efforts.

Councilmember McCoy (Imperial Beach) seconded the motion.

Action: Coronado – Imperial Beach. A motion and second was made to approve the Regional Energy Strategy (RES); accept the quantitative goals of the RES to the year 2010; accept the quantitative goals of the years following 2010 as policy direction to be re-evaluated periodically and up-dated; accept the comments received during the public review period to be included in the RES Appendix; and incorporate the RES into the Regional Comprehensive Plan. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain - 0 (0%). Absent – National City, San Marcos, Santee.

C. IMPLEMENTATION OF THE REGIONAL ENERGY STRATEGY (APPROVE)

Staff commented that now the options on how to implement the Regional Energy Strategy will be discussed. The REPAC Chairman will describe the options discussed, evaluated and recommended. Staff reviewed the proposed options and recommended a variation to one of them, which will be included at the end of the REPAC report. The overall recommendation is to accept the report for review and comment.

John Moot, Chair of the Regional Energy Policy Advisory Council (REPAC), presented the REPAC’s recommendation and options regarding the implementation of the Regional Energy Strategy to the Board. The REPAC recommended Option 2 and that the SANDAG Board commit $50,000 currently budgeted for energy issues to forming and staffing a committee and working group. Within 120 days of being established, the working group and the SDREO would return to the SANDAG Board with an 18-month funding program. The funding program should utilize private sector grants and other government funds available through federal and state programs as a match to the SANDAG contribution. By doing nothing, the region will be allowing
history to repeat itself. He urged the Board to accept the recommendation of the REPAC and take the region to the next step.

Staff commented that a variation to Option 2, which would utilize an existing SANDAG Committee to assume the energy issues and responsibilities and establish an Energy Working Group to advise the Committee.

Mayor Murphy commented that he supports the REPAC recommendation and would like to discuss this issue at a future Board meeting. He noted that he likes Option 3 but thinks that Option 2 is interesting.

Vice Chair Cafagna stated that this issue will be brought up at the next Executive Committee meeting.

Mayor Pro Tem Finnila mentioned that the Board has no idea of the level of intensity and time that it takes to commit to a task such as this. It required a lot of effort to include all of the stakeholders to come to consensus. She noted that this issue will need that same type of effort. She pointed out that if SANDAG is going to be accountable for this issue, then it needs to be financially accountable for this issue as well.

Public Comment

Laura Hunter, representing the Environmental Health Coalition (EHC), indicated that the EHC approves this item.

Patti Krebs, with the Industrial Environmental Association, stated that energy has moved to the top of region’s priorities. She noted that she supports the staff recommendation.

Dan Perkins, Chair of the Sierra Club’s Energy Committee, stated that he would like to see members on the newly formed Energy Committee that will take into consideration new energy technology and how energy is priced, transmitted, and generated.

Steven Zolessi, representing the Food and Beverage Association and a member of REPAC representing small business, requested that REPAC tried to provide options that would be flexible as the region’s energy needs change over the years.

Bob Resley, from SDG&E, stated that there is a lot to like in Option 2 and that is something that SDG&E can live with. He noted that even though SDG&E would like to be a key stakeholder in this process, there are other key stakeholders that should be considered.

Councilmember Jerry Jones, City of Lemon Grove, noted that the most significant component of this issue is that San Diego speak with one voice. He noted that SANDAG is one of the most effective bodies in the region.

Mayor Pro Tem Monroe (Coronado) made the motion to recommend that the implementation options and comments be referred to the Executive Committee for further discussion and bring their recommendations back to the Board. He also requested the
measure of success or failure after the 18-month process and requested a definition of where the Board is going with this.

Mayor Padilla (Chula Vista) seconded the motion and congratulated the REPAC on its hard work. He added that the City of Chula Vista is comfortable with examining a legislative approach to an Energy Authority. He added that communities that are impacted to a greater extent should have a greater or equal proportional voice in the governance structure.

Councilmember Guerin appreciated the options that the Board provided and requested that staff consider REPAC’s recommendation.

Mayor Sessom (Lemon Grove) stated that the Board has to take on the tough questions and requested that when this issue comes back to the Board it is at the beginning of the agenda to allow all members to be able to provide input.

**Action:** Coronado – Chula Vista. A motion and second was made to accept for distribution and comment the Implementation of the Regional Energy Strategy program and accept the recommendation for Executive Committee review. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – National City, San Marcos, Santee.

16. RIDESHARE WEEK 2003 - PROCLAMATION (APPROVE)

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.

Deputy Mayor Kellejian (Solana Beach) made the motion to approve Resolution 2004-03; Councilmember McCoy (Imperial Beach) seconded the motion.

**Action:** Solana Beach – Imperial Beach. A motion and second was made to approve Resolution 2004-03 in support of Rideshare Week 2003. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (0%). Absent – National City, San Marcos, Santee.

17. CLOSED SESSION:

Conference with Real Property Negotiator Pursuant to Government Code Section 54956.8

**Action:** The Board took action in closed section and ratified the lease by unanimous vote. Yes - 13. No - 0. Absent – Imperial Beach, National City, Santee, San Marcos, Vista, City of San Diego – A, County of San Diego.
Settlement Negotiations Concerning Pending Litigation Pursuant to Government Code Section 54956.9(b)(1)

Action: The Board voted to approve the settlement agreement with Save Our Forests and Ranchlands (SOFAR) related to the 2030 Regional Transportation Plan. Yes - 9. No – 3 (Carlsbad, Oceanside, Encinitas). Absent - Imperial Beach, National City, Santee, San Marcos, Vista, City of San Diego – A, City of San Diego – B, County of San Diego.

ADJOURNMENT - 1:24 p.m.

GARY L. GALLEGOS
Secretary
SUMMARY OF THE POLICY DEVELOPMENT BOARD MEETING
Meeting of August 8, 2003

The meeting of the SANDAG Policy Development Board was called to order at 10:21 a.m. by Chair Ron Morrison. Attendance was as follows:

SANDAG Board Voting Members
City of Carlsbad........................................................................................................Bud Lewis, Mayor
City of Chula Vista......................................................................................................Steve Padilla, Mayor
City of Coronado.........................................................................................................Phil Monroe, Mayor Pro Tem
City of Del Mar.................................................................Crystal Crawford, Councilmember
City of El Cajon.................................................................Mark Lewis, Mayor Pro Tem
City of Encinitas........................................................................................................Absen
City of Escondido........................................................................................................Absen
City of Imperial Beach.........................................................................................Patricia McCoy, Councilmember
City of La Mesa.............................................................................................Art Madrid, Mayor
City of Lemon Grove.......................................................................................Jerry Jones, Councilmember
City of National City.........................................................................................Ron Morrison, Councilmember
City of Oceanside..........................................................................................Jack Feller, Councilmember
City of Poway..............................................................................................Absent
City of San Diego..........................................................................................Jim Madaffer, Councilmember
City of San Marcos..........................................................................................Corky Smith, Mayor
City of Santee......................................................................................................Absent
City of Solana Beach.......................................................................................Joe Kellejian, Deputy Mayor
City of Vista................................................................................................……Bob Campbell, Councilmember
County of San Diego......................................................................................Greg Cox, Supervisor

Advisory Members
California Department of Transportation Bill Figge,
Deputy District Director for Planning

Metropolitan Transit Development Board Absent
North San Diego County Transit Development Board Absent
U.S. Department of Defense Absent
San Diego Unified Port District Absent
San Diego County Water Authority Absent
Mexico Absent
PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no general public comments.

SAN DIEGO’S INTEGRATED REGIONAL INFRASTRUCTURE PUBLIC POLICY & FINANCING STRATEGY (IRIS)

Staff stated that the purpose of today’s presentation was two fold: first, to bring the Board up-to-date on our progress and second, to identify three policy-related issues that staff felt were important for the Board to discuss and offer direction to staff.

Staff presented three issues for discussion: the relationship between local and regional plans, the transportation funding evaluation process, and the influence of transportation funds on Capital Improvement Programs (CIPs). Staff explained the relationship between the Regional Comprehensive Plan (RCP) and the IRIS. The RCP consists of a vision, a set of core values, and a public outreach program. The role of IRIS is to carry out that vision through public investments and public policies, and then monitor the progress to determine achievement of the goals and objectives. Two areas were identified as connection points between the RCP and the IRIS: urban form and urban design.

Staff identified four financing and public policy options that can be used to address the region’s infrastructure needs: the current CIP programs, public policy changes, a smart growth pilot program, and new revenue sources. Today’s presentation focused on the first area, current CIP programs. Eight infrastructure or CIP areas are being analyzed as part of this strategy: transportation (includes international ports of entry), water, energy, storm water, wastewater, open space (includes habitat preservation, parks and recreation, and beach sand replenishment), education, and solid waste. An additional goal of the IRIS is to identify ways to synchronize infrastructure area expenditures to meet the goals and objective stated in the RCP.

Staff presented the first issue area to the Board in the form of a question: How can transportation funds be used to strengthen the relationship between local and regional plans? One way to accomplish this objective is discussed in the current Regional Transportation Plan, MOBILITY 2030, which suggests that a closer link be established between transportation and the local jurisdictions’ land use plans. The current link is the process and procedures that result in the Regional Transportation Improvement Plan (RTIP). The current 2002-2007 RTIP is a $4.4 billion plan. One way to strengthen the local-regional plan connection is to consider changing the current RTIP process, with a greater emphasis on land use plans that can be evaluated for their support of the urban form and design goals identified in the RCP. The RTIP process has three important characteristics that will help strengthen the transportation land use link and the relationship between local and regional plans. The RTIP process uses quantitative criteria to prioritize transportation projects. The process is competitive, not all projects are funded due to limited resources, and the process is incentive-based, jurisdictions know in advance what criteria will be used to prioritize projects, allowing them an opportunity to match their projects with the evaluation criteria.

Staff presented the second issue area to the Board in the form of a question: Should the current transportation funding evaluation process be changed to include a greater emphasis on land use?
Staff showed that the current process consists of four distinct parts and that at most land use criteria makes up approximately 12 percent of the evaluation criteria weight that is used to prioritize transportation projects that are in competition for limited funds. One way to strengthen the local-regional plan connection and the land use-transportation connection is to consider changing the current RTIP process to reflect a better balance between transportation and land use criteria.

Staff presented the third issue area in the form of a question: Can we use transportation funds to help synchronize capital improvement programs? Building on the suggestion of changing the current RTIP process, staff stated that most other capital improvement program expenditures follow land use decisions of the local jurisdictions. This will allow the transportation-land use link to help lead and synchronize most forms of capital improvement expenditures. Developing a closer working relationship between various CIP providers could also help reduce duplicative expenditures, and meet the urban form and design goals identified in the RCP.

Public comments:

Ms. Paula Forbis representing the Environmental Health Coalition (EHC) and a member of the RCP stakeholders working group, said that EHC is supportive of the IRIS strategy. She expressed concern that the stakeholders group would not be involved in the development of the strategy criteria. She said that we need to identify mechanisms to assist older areas with funding to replace the crumbling infrastructure in their neighborhoods. She asked how the other important components of the RCP will be promoted.

Walt Brewer, a member of the public, endorsed the IRIS concept. He thought the most important thing is to develop a long-term land use plan on which all of the jurisdictions and interest groups can concur. The transportation plan should emphasize the reduction of traffic congestion rather than only emphasizing land use. He has difficulty with the process of mitigating land use based on improvements that go into any infrastructure, particularly transportation. Productive use of land should not be mitigated.

Mayor Pro Tem Monroe (Coronado) said that the County’s General Plan seems primarily concerned with the development in rural and unincorporated areas. He expressed concern for those areas that are already built out and how they will fit in this plan. Staff replied that the RCP is being designed to help the county meet its evolving General Plan goals. Also, the Plan envisions that an increasing proportion of the region’s future growth will occur as urban infill or redevelopment, so we must figure out a way to ensure that these areas receive adequate infrastructure resources, such as the process we presented today.

Supervisor Cox (County of San Diego) stated that the County’s focus is to have a less intensive plan for the future in terms of the number of housing units in the unincorporated areas. They want to focus on existing towns and discourage growth through a variety of mechanisms to preserve as much as the back country as possible.

Staff stated that the development of the criteria will require a broad base of input. Our current process includes planning directors, and we are in the process of expanding it to include public works directors and at some point city managers.
Councilmember Feller (Oceanside) indicated his support for the strategy as it will expedite the process towards meeting the regional goals. He agreed that the development of the criteria will be very important, and expressed his support of densification and transit within cities.

Mayor Lewis (Carlsbad) stated that their constituents may have a problem with increased density. He also said that traffic congestion on major highways and freeways is a major challenge in his city. Staff stated that any changes to the transportation project evaluation process may need to differentiate between regional infrastructure and subregional infrastructure. There may need to be two sets of criteria.

Mayor Madrid (La Mesa) suggested that those transportation projects that will present an environmental challenge should be identified so that we can focus efforts on addressing those issues in order to expedite project implementation.

Chair Morrison pointed out that the environmental criteria for projects as part of the TransNet measure in 1987 are very different from the environmental criteria required for projects today.

Mayor Smith asked about prioritizing transportation projects. Staff replied that the prioritization process will depend on the evaluation criteria, which will be developed with support and input from a broad base of professionals, and finally approved by the SANDAG Board.

Chair Morrison mentioned that traffic congestion is interjurisdictional. Staff commented that one of the objectives of the RCP is to develop a better commute plan in the future by connecting employment and housing and removing trips from the network.

Councilmember Jones (Lemon Grove) asked about the funding competition between maintenance programs and new programs. Staff answered that the RCP will also include information on the cost of operations and maintenance (O&M). Specifically related to transportation, the RTP recognizes that the region’s choice of a transportation network and facility design will impact O&M costs. The RTP suggests ways to meet these O&M costs, including increased productivity of our current facilities through technology, and systems and demand management.

Mayor Padilla (Chula Vista) said that we have to develop a system that takes into account smart growth opportunities and infrastructure needs not only in redevelopment projects, but also in newly developing areas.

Deputy Mayor Kellejian (Solana Beach) emphasized that the IRIS allows communities to define smart growth in their own terms.

Councilmember Crawford (Del Mar) asked about how the elected officials can explain the benefits of the goals and objectives of the RCP to the individual jurisdictions. Staff replied that the benefits will be improved quality of life, housing choices, and adequate transportation. We will be able to use the criteria to determine how a particular project will be competitive toward meeting regional goals and objectives.

Mayor Lewis (El Cajon) agreed that there will be a need for balance between regional and local issues. He noted that infill housing is expensive and does not coincide with income levels. He also said that arterial streets are important as transportation alternatives to freeways.
Councilmember McCoy (Imperial Beach) pointed out that there are limitations to growth and these should be recognized and included in the RCP. She stated that unrestricted growth will destroy our quality of life. She asked how the advisory committee fits in the criteria development process. Staff explained the public outreach and review process, and added that we are including more community and interest groups in that review.

Councilmember Campbell (Vista) asked if staff is looking at models from other areas from which we can learn. Staff replied that the review of processes in other areas is an ongoing and long-term objective.

Chair Morrison summarized the discussion and indicated that staff was on the right track in developing updated transportation project criteria that take into account opportunities for smart growth along with the transportation-related considerations. He said that the Board was looking forward to seeing the recommendations of the working groups regarding how this can be accomplished.

The meeting was adjourned at 11:58 a.m.

Respectfully submitted for approval.

GARY L. GALLEGOS
Secretary
SUMMARY OF THE POLICY DEVELOPMENT BOARD MEETING
Meeting of September 12, 2003

The meeting of the SANDAG Policy Development Board was called to order at 10:35 a.m. by Chair Ron Morrison. Attendance was as follows:

SANDAG Board Voting Members
Charter Members
City of Carlsbad ................................................................. Ramona Finnila, Mayor Pro Tem
City of Chula Vista ............................................................. Absent
City of Coronado ............................................................... Phil Monroe, Mayor Pro Tem
City of Del Mar ............................................................... 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 ..................................................... Mayda Winter, Councilmember
City of La Mesa ............................................................... Art Madrid, Mayor
City of Lemon Grove ........................................................ Mary 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 ........................................................... Jim Madaffer, Councilmember
City of San Marcos .......................................................... Absent
City of Santee ................................................................. Hal Ryan, Vice Mayor
City of Solana Beach ........................................................ Joe Kellejian, Councilmember
City of Vista ................................................................. Morris Vance, Mayor
County of San Diego ........................................................ Greg Cox, Supervisor

Advisory Members
California Department of Transportation Pedro Orso-Delgado, District Director
Metropolitan Transit Development Board Leon Williams, Chairman
North San Diego County Transit Development Board Hon. Judy Ritter, Chair
U.S. Department of Defense Absent
San Diego Unified Port District Absent
San Diego County Water Authority Absent
Mexico Absent
Imperial County Absent
PUBLIC COMMENT

Robert Hoffman, a resident of San Diego, pointed out that the survey is irrelevant because the people surveyed don’t have any expertise in transportation.

Jim Baross, representing the San Diego County Bicycle Coalition and the San Diego Coalition for Transportation Choices, urged the Board’s support for smart growth projects in terms of non-motorized transportation, specifically bicycling and walking.

Chairman Morrison commented that the Board will not be voting today but will be using the voting system to speak. He added that today’s presentation will be made by D.J. Smith, of Smith, Watts & Company, on the highlights of the recently completed public opinion survey. The survey results are related to the extension to the TransNet program. Following the overview of the survey, Mr. Smith will lead the Board through a discussion of the nine (9) issues that are included in the staff report. With the completion of the survey, the Board now has a solid base of information regarding the opinions of likely voters. Next the Board will need to work on the draft ordinance and the expenditure plan for the TransNet extension. The purpose of today’s policy meeting is to provide direction to the Ad Hoc Working Group on TransNet.

TransNet EXTENSION PROCESS: PUBLIC OPINION SURVEY RESULTS AND KEY ISSUES FOR DISCUSSION

Overview of Public Opinion Survey Results

D.J. Smith, principal for Smith, Watts & Company, noted that, based on the recently completed survey results, San Diego County meets the necessary requirements to move forward with the ½ cent sales tax extension proposal for the November 2004 election. The ability to pass a sales tax measure extension at the 2/3 vote threshold is based on three fundamental issues: (1) is this a problem that the voters feel needs to be resolved and has a direct impact on their lives; (2) is there a good plan, with a solution that appears to work and is fair, balanced and visionary; and (3) are the people in charge of distributing the monies trustworthy. He added that a fourth issue is how well the current monies are being spent.

Mr. Smith noted that the number one issue in the region is traffic congestion. The public is clearly upset about that and want the issue dealt with; particularly on the state highway system. This issue doesn’t need to be surveyed anymore. When people were asked about the sample ballot language, which is limited to 75 words on the ballot; the survey results were very good. The percentage of those that indicated strong support for the measure was 46%, which is a solid base of support. Those that would somewhat support the measure totaled 26%. These results demonstrate that there is already the ability to pass this measure. There needs to be a strong program, a lot of things need to be done right, and there needs to be near unanimity in the community. In order for this measure to pass, there cannot be a lot of opposition from a wide range of groups. The base of support in the San Diego region is extraordinary. The goal for passing this extension is 67%.
Another area surveyed, which is one of the biggest investments in the 2030 Mobility Plan, is Bus Rapid Transit. The respondents were presented with the Bus Rapid Transit (BRT), light rail (Trolley) and managed lanes concepts. Those concepts were described in some detail. Seventy-seven percent were in favor of BRT and 76% were in favor of the managed lanes concept. This indicates that those surveyed understand how they can receive some direct benefit by these projects being implemented.

Mr. Smith directed the Board members to the local project lists for their respective individual areas. He noted that during the original sales tax measure, it was decided that the TransNet resources would be allocated on projects that were not likely to compete well for future state and federal funding. Therefore, not many funds were spent on the Interstate highway system. He added that for this proposed TransNet extension to get a 2/3 vote, the region will need to focus on investments to relieve congestion, particularly on the Interstate system. Projects that have to be in the program have been identified. Mr. Smith added that he would recommend including those projects that have received 60% or higher votes from those surveyed. He is confident that a successful expenditure plan can be developed.

He concluded that his job is to provide the Board with the best recommendation possible. He feels that the public side of this process is capable of putting a program together that will yield a 2/3 vote. There also will need to be a strong private sector component to carry this message. The public needs to be informed as to what the program entails and what the benefits of the included projects will be.

Issues for Discussion

Should the TransNet extension be focused on a strategic, specific, and geographically balanced set of projects and programs focusing on congestion relief and other key issues identified in the voter opinion research?

Board members felt that the overall survey results were great and it was a good survey. They commented that the questions appeared to be generic in nature. Some questioned what percent of the TransNet funds should go to the local jurisdictions and others were concerned about whether the region will have to be specific in regards to the funding split. Additional concerns were raised that if funds are directed to specific roads, the proposed TransNet extension may not provide local jurisdictions with sufficient funding to have an adequate maintenance program.

Mr. Smith replied that there are currently six urban counties in the State of California that are considering sales tax extensions. Many questions were generic so that the results could be compared to those other areas. The number one issue of traffic congestion helps to understand what the concerns of likely voters are. He noted that the residents in San Diego are 3-4 years ahead of the curve regarding regional issues. This is a tool that the other counties don’t have yet.

Mr. Smith added that he feels that a certain amount of funding should be designated to local streets and roads. He agreed that each jurisdiction should implement a maintenance effort that is meaningful. The public clearly wants the system maintained.
Should the TransNet extension include a review process to allow for mid-cycle corrections every 10 years?

Board members questioned if a 10-year review would add risk to the region regarding the timeline of the RTP and were curious how amendments would be made to a 30-year extension. Members also expressed concern on how the region can avoid being pressured into making changes to the measure every few years and what the review process would entail.

Mr. Smith replied that 10 years is a good timeline to reevaluate the proposed extension because it allows flexibility to make changes. In his opinion, 5 years is too short a time period to see projects implemented, evaluate results, and determine any needed corrections to the program - especially if you have projects that could take 6 years or longer to complete. He noted that once the Board agreed on the review timeline, it wouldn’t be wise to change it so that there would be some consistency in the program. Mr. Smith pointed out that the 30-year review is the most important one and mentioned that he will bring back options for the Board to consider. He added that all of the issues would be included.

Should the “maintenance of effort” requirements be strengthened and broadened in the new measure?

After Mr. Smith’s explanation of the issue, there was no discussion by the members on this issue.

Should a minimum level of regional transportation impact fees be required for local jurisdictions to qualify for receipt of TransNet funds?

Board members expressed concern about imposing additional taxes on the developer community, noting that either way you look at it, developer costs are passed on to the residents.

Mr. Smith stated that every urban county is wrestling with this issue. This should be decided along with other key policy issues and the Board needs to deal with this issue straight up. He added that most voters are aware that they pay developer fees, one way or the other.

Should the TransNet extension include an environmental mitigation component based on a mitigation bank concept?

Board members commented that political leadership and staff need to spend a lot of time on this issue and need to work with environmental groups once a program is developed. The key will be what the expenditure plan will look like and whether there will there be sufficient funding for environmental support. Another member reiterated the importance in developing a more comprehensive approach to this issue. Habitat is a finite resource and the region will lose a lot of value to the overall habitat system using the existing piecemeal approach. It is important that a plan be developed and now is the time to do this right. Every time a project is added, there needs to be mitigation.

Mr. Smith suggested a strong countywide effort be devoted to this issue because quality of life is a huge issue in this county. The survey numbers on quality of life issues are often higher here than in the Bay area. He mentioned that he will bring forth a sophisticated concept with options.
Should an independent citizen oversight committee be established as a way of strengthening the voter safeguard provisions of the new measure?

It was noted that meaningful taxpayer safeguards are extremely important in offering a TransNet extension proposal to the voters. The Board members strongly support this concept. The public is more sophisticated and wants to know what they’ll get for their money.

Mr. Smith reiterated that the public does not have a high degree of confidence in the people that are spending their monies. If an oversight committee is handled professionally, there can be value added.

Should the TransNet program include a set aside for a smart growth incentive program including bicycle projects, pedestrian/walkable community improvements, transportation enhancements, and other projects and programs?

A board member raised concern whether the label for this smart growth incentives program is the best way to explain what jurisdictions are doing in this area. Another member noted that the current ½ cent sales tax measure allocates $1 million to bicycle paths - what would be a comparable amount for a 30-year measure?

Mr. Smith commented that the bicycle component was important to the last TransNet tax measure. An effective incentive program would give the region flexibility to reward jurisdictions that are doing a good job at implementing smart growth projects. However, smart growth is a term that is confusing to the voters, so he recommends shying away from that term. The next step in the voter opinion research is to conduct a series of focus groups and it is important that the elected officials participate. During these focus groups, several issues will be tested with the public. Pedestrian safety, school safety and smart growth mean different things to the voters. Incentive programs would give local communities flexibility to utilize funds in creative ways.

Mr. Smith requested direction to bring back issues and options for the Board. He added that the current 1/3, 1/3, 1/3 split won’t work this time. The elected officials will need to make a determination on the funding split in the expenditure plan.

What assumptions should be made in the leveraging of other local, state, and federal funds to match TransNet funding on major improvements?

Board members requested clarification on whether the decision to use GARVEE bonds would be beneficial or not.

Mr. Smith noted that historically, you had to pay as you go in respect to spending state and federal dollars. With the GARVEE bonds, the State can sell bonds backed up by future federal funds coming to the region. Using GARVEE bonds could help the region leverage more money and match other bonds backed by the local sales tax to accelerate the delivery of key projects. He noted that he will come back with options for the Board to consider that are creative and that will have some financial risk.
Should SANDAG continue to expand its public education efforts to focus on communicating the past accomplishments of the existing TransNet program and the specific project and program costs and benefits associated with the TransNet extension ballot proposal?

Board members agreed that expansion of the public education efforts should continue. They suggested that Mr. Smith come back and give Board suggestions on how to do that.

Mr. Smith noted that it would be appropriate to use mass mailing to promote the projects. The educational campaign should be comprehensive and should be done as effectively as possible. However, it could be controversial. Mr. Smith mentioned that there will be a series of six subregional focus groups to be held beginning in mid-October. After those meetings, he’ll come back to the Board with specific options for the Board to consider.

PUBLIC COMMENTS/COMMUNICATIONS

Clive Richard, a San Diego resident, questioned if the San Diego area is broken into subregions or is considered a region as a whole. The vote on this issue will not be based on subregions, but a region as a whole. He also was concerned with the statement that the voters aren’t wise enough to make a decision on this issue. He said that 30 years is a long time and cautioned the Board to be careful when making changes. He asked which pocket will the taxpayers take the development impact fees out of. He thought that it was important to include access to transportation in the plan. He summarized that a two-thirds vote will require a lot of information distributed to the voters in the region to convince them that there are important issues included in the proposal.

Erik Bruvold, representing the San Diego Regional Economic Development Corporation (EDC), reminded the Board that, over a year and one-half ago, the EDC Board unanimously voted to support a ½ cent sales tax extension on the November 2004 ballot. He concurred that a citizens oversight committee will provide confidence to voters and taxpayers that the monies will be spent efficiently and effectively. It will also be important from a private employer’s standpoint as the region moves toward a formal campaign. He urged the Board to keep up the good work.

Walt Brewer, a resident of San Diego, stated that the voters have indicated in this poll where they would like to have the monies spent. He suggested that the review process include these findings and volunteered to assist on the oversight committee.

Lynne Baker, a San Diego resident, noted that only 18% of the people polled lived in apartments and/or condominiums. She read an article regarding quality of life issues to the Board entitled, “Big and Blue in the USA,” and made copies available to those interested.
ADDITIONAL COMMENTS/COMMUNICATIONS

Chairman Morrison announced that the SR 125 Groundbreaking Ceremony will be held at 2:00 p.m. today at the Olympic Training Center in Chula Vista. He also announced that SANDAG is co-sponsoring a Workforce Housing 2003 Conference on Monday, September 15, 2003. He encouraged all interested Board members to sign up as soon as possible.

Councilmember Feller noted that on October 25, 2003, the Defender’s of Freedom Welcome Home Parade will be going through the City of Oceanside. The festivities will begin at 10:00 a.m. It is expected that 20,000 military personnel will be participating. He encouraged all to attend.

The meeting was adjourned at 12:25 p.m.

GARY L. GALLEGOS
Secretary
ACTIONS FROM POLICY ADVISORY COMMITTEES

The following actions were taken by the Policy Advisory Committees since the last Board meeting. Actions printed in bold typeface must be ratified by the Board of Directors to be effective.

Transportation Committee
(August 1, 2003)

- Adopted Resolution No. 2004-01 approving Amendment No. 13 to the 2002 Regional Transportation Improvement Program (RTIP) adjusting funds among various projects to ensure these projects can continue.

- Adopted Resolution No. 2004-02 approving MTDB’s TDA Article 4.0 Claim for $995,299 for costs associated with the East County Bus Maintenance Facility and reimbursement of administrative costs for County of San Diego transit staff. The MTD Board approved this amendment at its June 26, 2003 meeting.

- Directed staff to work with Caltrans on a public outreach program for the opening of the Interstate 15 (I-15) High Occupancy Vehicle (HOV) express lanes on weekends and asked staff to report back at the August 15, 2003, Transportation Committee meeting with an update including alternative scenarios for opening and closing the lanes both in the northbound and southbound direction on weekends and accompanying costs of those scenarios. The Committee also asked Caltrans to consider opening the express lanes prior to the September 5 date to accommodate the Labor Day weekend.

- Referred the City of Oceanside’s Senior Survey Report to the Subcommittee for Accessible Transportation (SCAT) for review. SCAT’s review and recommendations will be reported back to the Transportation Committee at a future date.

Regional Planning Committee
(August 1, 2003)

- No reportable action was taken.

Transportation Committee
(August 15, 2003)

- Direct staff to work with the transit agencies and the selected car-sharing organization on the development of the Mobility Pass as part of the Car Sharing Demonstration Project.

- The Transportation Committee approved the request for $68,000 in additional Transportation Enhancement Activities (TEA) funding, subject to the concurrence of the SANDAG Board of Directors through approval of
the current structure of SANDAG; and identify available funding. The Task Force will report back to the Executive Committee at its December 2003 meeting as to the roles and responsibilities in implementing the Regional Energy Strategy.

Borders Committee
(August 15, 2003)

- Reviewed the draft of the Borders Chapter of the Regional Comprehensive Plan. After its discussion, the Committee directed staff to continue with the work plan and timeline, which includes a presentation to the Regional Planning Committee and the RCP Regional Workshops, among others.

- Approved to have the second part of the Binational Border Tour tentatively on Friday, October 31, 2003, from 9 a.m. to 3 p.m.

- Approved a September 19, 2003 meeting as a joint meeting of the Borders Committee and the I-15 Interregional Partnership Policy Committee, to be held at the Escondido City Hall, from 1:30 p.m. to 3:30 p.m.

Regional Planning Committee
(September 5, 2003)

- Meeting cancelled.

Executive Committee
(September 12, 2003)

- Approved the establishment of an Energy Task Force to evaluate the option recommended by the Regional Energy Policy Advisory Council (REPAC); appointed the members and directed the Task Force to determine the best way that the Regional Energy Strategy can be implemented under the current structure of SANDAG; and identify available funding. The Task Force will report back to the Executive Committee at its December 2003 meeting as to the roles and responsibilities in implementing the Regional Energy Strategy.

- Recommended the FY 2004 Final Program Budget as amended for Board approval.

- Approved the Draft Board of Directors Agenda for the September 26, 2003 meeting.

Transportation Committee
(September 19, 2003)

- Adopted Resolution No. 2004-04 approving Amendment No. 14 to the 2002 RTIP.

- Accept four new construction-related policies for review. These policies will return to the Committee in October for a recommendation to the Board for action.

- Approved the City of Coronado’s request for an “equal share contribution” for SR 75/282 midterm congestion relief measures, to be allocated from a future fund source administered by SANDAG.
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 $18.1 million in August 2003, bringing the fiscal year total to $31.7 million. Revenue for the fiscal year is 9.8% higher than it was last fiscal year at this time. Revenue is approximately 8.6% higher than the FY 2003-04 TransNet Program budget to date. An increase in the construction cost index offsets the revenue stream increase. The California Highway Construction Price Index is currently 4.9% higher than last year at this time. Revenue available for allocation since the inception of the TransNet Program totals $2.205 billion.

Highway Projects

Attachment 2 – “Highway Projects” – provides basic cost and schedule information on the major highway projects in the San Diego region. The accompanying map (Attachment 3 – “Major Highway Projects”) locates these projects.

Caltrans has awarded the contract for construction of the I-15 auxiliary lane between Friars Road and I-8 (project #12). Completion of the auxiliary lane is scheduled for November 2004.

A groundbreaking ceremony was held on September 12 for the SR 125 South Tollway (project #36). This 10 mile long project will connect the Otay Mesa, eastern Chula Vista and Spring Valley areas with a new north-south four-lane tollway. This facility is scheduled for completion by September 2006.

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.

Construction of the trolley line’s 12th and Market station improvements as part of the East Village Stations Modifications (project #41) began in late July. Some of the stations within the East Village project, such as the Gaslamp Quarter station, have already been completed. Completion of the remaining stations is scheduled for June 2004.

Arterial and Freeway Interchange Projects

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

The City of San Marcos continues the construction of Rancho Santa Fe Road (project #80). Grading, utility work and construction of curbs and soundwalls are occurring at this time. This project is scheduled to be complete by September 2004.

Traffic and Demand Management

Attachment 8 - “Traffic Management and Intelligent Transportation System Projects” - provides cost and schedule information on the major traffic management and intelligent transportation system projects in the San Diego region. The accompanying map (Attachment 9 - “Major Traffic Management Projects”) locates some of these projects, as applicable.

A list of Intelligent Transportation System (ITS) projects has been added to Attachment 8. The ITS projects are listed from project #98 to project #102. They range from the Advanced Traveler Information System to the Regional Traffic Monitoring System. Staff will provide additional information on these SANDAG-managed projects over the course of the next quarter.

Attachment 10 - “Transportation Demand and Incident Management” - summarizes monthly activities in those functional areas. Attachment 11 - “Freeway Service Patrol Assists” - summarizes the number of assists by the Freeway Service Patrol. Attachment 12 - “Vanpool Program” - summarizes the number of daily vanpool origins by major area.

Transportation Demand Management (TDM) programs reduced an estimated 18,400 pounds of smog forming pollution last month, bringing the fiscal year total to 35,700 pounds reduced, an increase of 41% over last year at this time. Since July 1, 2003, the Freeway Service Patrol has assisted nearly 9,200 motorists, a decrease of 9% over last year at this time.

SANDAG’s Vanpool Program participation rate continues to increase, growing 38% percent in the last year, from 215 vanpools to 297 vanpools. Vanpools from outside San Diego County represent 47% of all vanpools, and have increased 43% in the past year from 98 to 140 vanpools. Average ridership per vanpool was approximately 9.4 passengers, with 2,790 passengers participating in the program.

Employer Programs: During the past month, SANDAG contacted 31 employers. Of those contacts, three resulted in formal presentations to the employer. One company began offering a transportation benefit to their employees, and one company began internally marketing or promoting commuter services to their employees. Two employer surveys were conducted; five employers have indicated interest in having surveys done in the future.

Also in August, preparations continued for the Keep San Diego Moving seminar and Rideshare Week. Much of the time was dedicated to soliciting partners and sponsors for Rideshare Week and preparing the Rideshare Week Employer Tool Kit.

Marketing/Outreach: SANDAG sponsored the third Keep San Diego Moving employer outreach event in partnership with local area employers, the University of California, San Diego and the Building Owners and Managers Association. The August 29th event was held on the UCSD campus with 45 employer representatives attending. Employers were provided information from SANDAG as well as other area employers about how to market transportation programs in their workplaces. Rideshare Week advertising and promotional collateral was distributed and employers were encouraged to participate in the upcoming outreach activities.
Planning for Rideshare Week 2003 and the Diamond Awards continued. Rideshare Week promotions will begin on September 22, conclude on October 10 and will include 8 transportation fairs at major employers. Rideshare Week is from October 6 – October 10, 2003. Over $126,000 of advertising, in-kind services, cash sponsorships, and prizes have been donated to these promotions. The Diamond Awards will be held October 1 to honor those employers across the region with outstanding commuting programs and to recognize SANDAG’s Rideshare Week sponsors.

Gary L. Gallegos
Executive Director

Attachments

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 - August 2003 Progress Report

<table>
<thead>
<tr>
<th>Program &amp; Recipient</th>
<th>TransNet Allocations</th>
<th>Fund Disbursements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Month</td>
<td>FY To Date</td>
</tr>
<tr>
<td><strong>BICYCLE ELEMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Various Agencies</td>
<td>$83,333</td>
<td>$166,667</td>
</tr>
<tr>
<td></td>
<td>$83,333</td>
<td>$166,667</td>
</tr>
<tr>
<td><strong>WALKABLE COMMUNITIES DEMONSTRATION PROGRAM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Various Agencies</td>
<td>$-</td>
<td>$-</td>
</tr>
<tr>
<td></td>
<td>$-</td>
<td>$-</td>
</tr>
<tr>
<td><strong>HIGHWAY ELEMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Programwide</td>
<td>$6,014,522</td>
<td>$10,518,469</td>
</tr>
<tr>
<td></td>
<td>$6,014,522</td>
<td>$10,518,469</td>
</tr>
<tr>
<td><strong>TRANSIT ELEMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elderly/Disabled (Various Agencies)</td>
<td>60,145</td>
<td>105,185</td>
</tr>
<tr>
<td>MTDB</td>
<td>4,282,182</td>
<td>7,488,874</td>
</tr>
<tr>
<td>NSDCTDB</td>
<td>1,672,195</td>
<td>2,924,411</td>
</tr>
<tr>
<td></td>
<td>$6,014,522</td>
<td>$10,518,469</td>
</tr>
<tr>
<td><strong>LOCAL STREET &amp; ROAD ELEMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carlsbad</td>
<td>203,922</td>
<td>357,005</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>379,477</td>
<td>663,436</td>
</tr>
<tr>
<td>Coronado</td>
<td>50,634</td>
<td>89,441</td>
</tr>
<tr>
<td>Del Mar</td>
<td>183,952</td>
<td>322,148</td>
</tr>
<tr>
<td>El Cajon</td>
<td>129,779</td>
<td>227,590</td>
</tr>
<tr>
<td>Encinitas</td>
<td>264,418</td>
<td>462,601</td>
</tr>
<tr>
<td>Escondido</td>
<td>52,431</td>
<td>92,578</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>117,967</td>
<td>206,971</td>
</tr>
<tr>
<td>La Mesa</td>
<td>55,203</td>
<td>97,417</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>110,394</td>
<td>193,752</td>
</tr>
<tr>
<td>National City</td>
<td>334,643</td>
<td>585,178</td>
</tr>
<tr>
<td>Oceanside</td>
<td>111,688</td>
<td>196,011</td>
</tr>
<tr>
<td>Poway</td>
<td>110,394</td>
<td>193,752</td>
</tr>
<tr>
<td>San Diego City</td>
<td>2,437,592</td>
<td>4,255,866</td>
</tr>
<tr>
<td>San Marcos</td>
<td>129,044</td>
<td>226,306</td>
</tr>
<tr>
<td>Santee</td>
<td>107,957</td>
<td>195,498</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>34,704</td>
<td>61,636</td>
</tr>
<tr>
<td>Vista</td>
<td>174,223</td>
<td>305,166</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>1,120,044</td>
<td>1,956,091</td>
</tr>
<tr>
<td></td>
<td>$6,014,522</td>
<td>$10,518,469</td>
</tr>
</tbody>
</table>

**TRANSNET PROGRAM**

<table>
<thead>
<tr>
<th></th>
<th>This Month</th>
<th>FY To Date</th>
<th>Program To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>$18,126,900</td>
<td>$31,722,075</td>
<td>$2,205,004,623</td>
<td>$44,978,538 $46,478,538 $2,189,532,310</td>
</tr>
</tbody>
</table>

1) TransNet Allocations consist of tax allocations from the State plus interest earnings.
2) Disbursements include cash disbursements and bond proceeds. Debt service costs are not included.
## Highway Projects

<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Limits</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Phase Completion</td>
<td>Cost Estimate</td>
</tr>
<tr>
<td>1 I-5 Realignment</td>
<td>Virginia Ave POE Relocation in San Ysidro</td>
<td>Environmental</td>
<td>Aug-04</td>
</tr>
<tr>
<td>2 I-5 Widening</td>
<td>24th Street to Harbor Drive</td>
<td>Design</td>
<td>Oct-04</td>
</tr>
<tr>
<td>3 I-5 Widening</td>
<td>Genesee Ave to Sorrento Valley Road</td>
<td>Environmental</td>
<td>Mar-04</td>
</tr>
<tr>
<td>4 I-5/ I-805 Merge Widening</td>
<td>Genesee Ave to Del Mar Heights Rd</td>
<td>Construction</td>
<td>Jan-07</td>
</tr>
<tr>
<td>5 I-5 Widening (Northbound)</td>
<td>Del Mar Heights Rd to Via de la Valle</td>
<td>Design</td>
<td>Mar-04</td>
</tr>
<tr>
<td>6 I-5 HOV/General Purpose Lanes</td>
<td>Del Mar Heights Rd to Vandegrift Blvd</td>
<td>Environmental</td>
<td>Feb-08</td>
</tr>
<tr>
<td>7 I-5 Noise Barriers</td>
<td>City of Oceanside</td>
<td>Environmental</td>
<td>Aug-04</td>
</tr>
<tr>
<td>8 I-5/ SR-56 Connectors</td>
<td>West to North and South to East</td>
<td>Environmental</td>
<td>Mar-06</td>
</tr>
<tr>
<td>9 I-5/ SR-78 Connectors</td>
<td>North to East Connector and West to South</td>
<td>Feasibility Study</td>
<td>Dec-03</td>
</tr>
<tr>
<td>10 I-8 Widening (Eastbound)</td>
<td>2nd Street to Greenfield Drive</td>
<td>Environmental</td>
<td>Nov-03</td>
</tr>
<tr>
<td>11 SR-11 4-Lane Freeway*</td>
<td>New Border Crossing</td>
<td>Environmental</td>
<td>N/A</td>
</tr>
<tr>
<td>12 I-15 Widening (Southbound)</td>
<td>Friars Road to I-8</td>
<td>Construction</td>
<td>Jan-04</td>
</tr>
<tr>
<td>13 I-15 Managed Lanes South Segment</td>
<td>SR-163 to SR-56</td>
<td>Design</td>
<td>Jun-07</td>
</tr>
<tr>
<td>14 I-15 Widening</td>
<td>Mira Mesa Blvd to Miramar Way</td>
<td>Construction</td>
<td>Dec-04</td>
</tr>
<tr>
<td>15 I-15 Widening</td>
<td>Mercy Rd to SR-56</td>
<td>Construction</td>
<td>Oct-05</td>
</tr>
<tr>
<td>16 I-15 Managed Lanes Middle (stage 4)</td>
<td>South of 15/56 to 15/56</td>
<td>Design</td>
<td>Jul-04</td>
</tr>
<tr>
<td>17 I-15/ SR-56 Interchange Modifications and I-15 Widening</td>
<td>Construction</td>
<td>Oct-04</td>
<td>$26,300,000</td>
</tr>
<tr>
<td>18 I-15 Managed Lanes Middle (stage 1)</td>
<td>15/56 to Camino del Norte</td>
<td>Construction</td>
<td>Dec-07</td>
</tr>
</tbody>
</table>

*TransNet funded projects in bold.*

*Underlined items changed from last report.*

*Work suspended due to program budget deficit.*
## Highway Projects

<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Limits</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Phase</td>
<td>Completion</td>
</tr>
<tr>
<td>I-15 Managed Lanes Middle (stage 2)</td>
<td>Camino del Norte to Duenda Road</td>
<td>Construction</td>
<td>Dec-07</td>
</tr>
<tr>
<td>I-15 Managed Lanes Middle (stage 3)</td>
<td>Duenda Road to Lake Hodges</td>
<td>Design</td>
<td>Dec-03</td>
</tr>
<tr>
<td>I-15 Managed Lanes Middle (stage 5)</td>
<td>Highland Valley Road to Centre City Pkwy</td>
<td>Design</td>
<td>Dec-04</td>
</tr>
<tr>
<td>I-15 Managed Lanes North Segment</td>
<td>Centre City Pkwy to SR-78</td>
<td>Design</td>
<td>Dec-07</td>
</tr>
<tr>
<td>SR-52 4-Lane Freeway</td>
<td>SR-125 to Cuyamaca St</td>
<td>Design &amp; Right of Way</td>
<td>May-04</td>
</tr>
<tr>
<td>SR-52 4-Lane Freeway</td>
<td>Cuyamaca St to SR-67</td>
<td>Design &amp; Right of Way</td>
<td>Apr-07</td>
</tr>
<tr>
<td>SR-54 and SR-125 HOV Lanes*</td>
<td>I-805 to SR-94</td>
<td>Environmental</td>
<td>N/A</td>
</tr>
<tr>
<td>SR-56 4-Lane Freeway</td>
<td>Camino del Sur to Carmel Country Rd</td>
<td>Construction</td>
<td>Jul-04</td>
</tr>
<tr>
<td>SR-76 4-Lane Conventional Highway</td>
<td>Melrose Dr to Mission Rd (S13)</td>
<td>Environmental</td>
<td>Dec-06</td>
</tr>
<tr>
<td>SR-76 Intersection Improvements</td>
<td>Olive Hill Road</td>
<td>Environmental</td>
<td>Oct-03</td>
</tr>
<tr>
<td>Environmental Restoration</td>
<td>SR-76 Corridor</td>
<td>Environmental</td>
<td>Feb-04</td>
</tr>
<tr>
<td>SR-78 Widening (Eastbound)</td>
<td>El Camino Real</td>
<td>Construction</td>
<td>Nov-04</td>
</tr>
<tr>
<td>SR-94 Capacity Enhancement*</td>
<td>I-5 to SR-125</td>
<td>Environmental</td>
<td>N/A</td>
</tr>
<tr>
<td>SR-94 Noise Barriers</td>
<td>City of La Mesa</td>
<td>Environmental</td>
<td>May-04</td>
</tr>
<tr>
<td>SR-94/ SR-125 Connectors*</td>
<td>West to North and South to East SR-125 Frewy Widening</td>
<td>Environmental</td>
<td>N/A</td>
</tr>
<tr>
<td>SR-125 6-Lane Freeway</td>
<td>Grossmont College Dr to Navajo Rd</td>
<td>Construction</td>
<td>Sep-03</td>
</tr>
<tr>
<td>SR-125/ SR-54 6-Lane Freeway</td>
<td>San Miguel Rd to Briarwood Rd and Elkelton Blvd (Gap &amp; Connector)</td>
<td>Design-Build</td>
<td>Jun-05</td>
</tr>
<tr>
<td>SR-125 4-Lane Toll Highway</td>
<td>SR-905 to San Miguel Rd</td>
<td>Design-Build</td>
<td>Sep-06</td>
</tr>
</tbody>
</table>

* TransNet funded projects in **bold**.

* Underlined items changed from last report.

* Work suspended due to program budget deficit.
# Highway Projects

<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Limits</th>
<th>Current Phase</th>
<th>Total Project</th>
<th>TransNet funded projects in <strong>bold.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Phase</td>
<td>Completion</td>
<td></td>
</tr>
<tr>
<td>37 SR-905 4-Lane Freeway</td>
<td>I-805 to U.S./Mexico Border</td>
<td>Environmental</td>
<td>Feb-04</td>
<td><strong>$261,200,000</strong> <strong>$210,000,000</strong> 2007</td>
</tr>
<tr>
<td>38 SR-905 Construct Interchange</td>
<td>Siempre Viva Rd</td>
<td>Construction</td>
<td>Dec-04</td>
<td><strong>$31,100,000</strong> <strong>$31,100,000</strong> 2004</td>
</tr>
</tbody>
</table>

## Totals

<table>
<thead>
<tr>
<th></th>
<th>Cost Estimate</th>
<th>Programmed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$4,299,844,000</strong></td>
<td><strong>$1,981,916,000</strong></td>
</tr>
</tbody>
</table>

* Underlined items changed from last report.
* Work suspended due to program budget deficit.

September 2003
# Transit and Bikeway Projects

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Description / Limits</td>
<td>Phase Completion</td>
</tr>
<tr>
<td>40 San Ysidro Station</td>
<td>Construction Dec-03</td>
<td>$22,100,000 $22,100,000 2003</td>
</tr>
<tr>
<td>Station Modifications</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41 East Village Stations</td>
<td>Construction Jun-04</td>
<td>$29,200,000 $29,200,000 2004</td>
</tr>
<tr>
<td>Station Modifications</td>
<td></td>
<td></td>
</tr>
<tr>
<td>42 Mission Valley East LRT</td>
<td>Construction May-05</td>
<td>$496,000,000 $496,000,000 2005</td>
</tr>
<tr>
<td>I-15 to Baltimore Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>43 Mid-Coast Balboa LRT</td>
<td>Design Mar-04</td>
<td>$134,200,000 $23,700,000 not available</td>
</tr>
<tr>
<td>Old Town to Balboa Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>44 Nobel Drive Station</td>
<td>Design Dec-03</td>
<td>$13,525,000 $13,525,000 2004</td>
</tr>
<tr>
<td>New Coaster Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>45 I-15 Bus Rapid Transit Centers</td>
<td>Environmental Sep-03</td>
<td>$51,000,000 $51,000,000 2006</td>
</tr>
<tr>
<td>Sabre Springs, Rancho Bernardo Del Lago</td>
<td></td>
<td></td>
</tr>
<tr>
<td>46 Oceanside Station Parking Structure</td>
<td>Construction Aug-04</td>
<td>$9,100,000 $9,100,000 2004</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>47 Sprinter LRT Coast Hwy to Valley Pkwy</td>
<td>Construction Dec-05</td>
<td>$351,500,000 $351,500,000 2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>48 Coastal Rail Double Track Corridor Level EIR</td>
<td>Environmental Oct-03</td>
<td>not available $2,498,000 2006</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>49 Oceanside-Escondido Bikeway</td>
<td>Construction Mar-05</td>
<td>$14,970,000 $14,970,000 2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50 Coastal Rail Trail</td>
<td>Construction Dec-05</td>
<td>$25,456,000 $12,833,000 2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>51 San Diego Bayshore Bikeway</td>
<td>Construction Nov-03</td>
<td>$7,398,000 $6,698,000 2003</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52 Escondido-San Diego Bikeway</td>
<td>Design Feb-04</td>
<td>$3,500,000 $2,500,000 2005</td>
</tr>
<tr>
<td>Mission Valley Segment</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Totals**

<table>
<thead>
<tr>
<th>Cost Estimate</th>
<th>Programmed</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,157,949,000</td>
<td>$1,035,624,000</td>
</tr>
</tbody>
</table>

*TransNet funded projects in **bold.**

Underlined items changed from last report.

* Work suspended due to program budget deficit.

September 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></td>
<td></td>
<td>Completion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extend South Melrose Drive</td>
<td>City of Carlsbad</td>
<td>Design &amp;</td>
<td>$5,000,000</td>
<td>2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Right of Way</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Widen Rancho Santa Fe Rd</td>
<td>City of Carlsbad</td>
<td>Construction</td>
<td>$39,000,000</td>
<td>2005</td>
</tr>
<tr>
<td>Olympic Parkway/ I-805 Interchange</td>
<td>City of Chula Vista</td>
<td>Construction</td>
<td>$21,400,000</td>
<td>2005</td>
</tr>
<tr>
<td>Widen Palomar Street</td>
<td>City of Chula Vista</td>
<td>Construction</td>
<td>$3,700,000</td>
<td>2004</td>
</tr>
<tr>
<td>Coronado Tunnel</td>
<td>City of Coronado</td>
<td>Environmental</td>
<td>$360,000,000</td>
<td>2010</td>
</tr>
<tr>
<td>Widen Jamacha Road</td>
<td>City of El Cajon</td>
<td>Environmental</td>
<td>$4,700,000</td>
<td>2004</td>
</tr>
<tr>
<td>Manchester Ave/ I-5 Interchange</td>
<td>City of Encinitas</td>
<td>Environmental</td>
<td>$49,700,000</td>
<td>2008</td>
</tr>
<tr>
<td>Widen Bear/ East Valley Pkwy</td>
<td>City of Escondido</td>
<td>Environmental</td>
<td>$13,700,000</td>
<td>2006</td>
</tr>
<tr>
<td>Nordahl Road/ SR-78 Interchange</td>
<td>City of Escondido</td>
<td>Environmental</td>
<td>$3,000,000</td>
<td>2005</td>
</tr>
<tr>
<td>Widen Plaza Blvd</td>
<td>City of National City</td>
<td>Environmental</td>
<td>$9,100,000</td>
<td>2007</td>
</tr>
<tr>
<td>Extend Rancho Del Oro Drive</td>
<td>City of Oceanside</td>
<td>Construction</td>
<td>$6,900,000</td>
<td>2004</td>
</tr>
<tr>
<td>Rancho Del Oro Dr/ SR-78 Interchange</td>
<td>City of Oceanside</td>
<td>Environmental</td>
<td>$34,000,000</td>
<td>2004</td>
</tr>
<tr>
<td>Widen Espola Road</td>
<td>City of Poway</td>
<td>Environmental</td>
<td>$8,000,000</td>
<td>2007</td>
</tr>
<tr>
<td>Extend Carroll Canyon Rd</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>$11,600,000</td>
<td>2005</td>
</tr>
<tr>
<td>Genesee Ave/ I-5 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>$25,000,000</td>
<td>2007</td>
</tr>
<tr>
<td>Genesee Ave Widening</td>
<td>City of San Diego</td>
<td>Design &amp;</td>
<td>$2,733,000</td>
<td>2004</td>
</tr>
<tr>
<td>Friars Rd/ SR-163 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>$15,300,000</td>
<td>2009</td>
</tr>
<tr>
<td>Clairemont Mesa Blvd/SR-163 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>$10,750,000</td>
<td>2006</td>
</tr>
<tr>
<td>El Camino Real</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>$18,457,000</td>
<td>2007</td>
</tr>
<tr>
<td>Las Posas Rd/ SR-78 Interchange</td>
<td>City of San Marcos</td>
<td>Environmental</td>
<td>$20,200,000</td>
<td>2005</td>
</tr>
</tbody>
</table>

*Work suspended due to program budget deficit.

Underlined items changed from last report.

TransNet funded projects in bold.
## 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>80 Rancho Santa Fe Rd</td>
<td>City of San Marcos</td>
<td>Construction</td>
<td>Sep-04</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$13,000,000</td>
</tr>
<tr>
<td>81 Lomas Santa Fe Dr/ I-5 Interchange</td>
<td>City of Solana Beach</td>
<td>Environmental</td>
<td>Mar-04</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$20,600,000</td>
</tr>
<tr>
<td>82 Widen West Vista Way</td>
<td>City of Vista</td>
<td>Environmental</td>
<td>Aug-04</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$7,700,000</td>
</tr>
<tr>
<td>83 South Santa Fe Ave</td>
<td>County of San Diego</td>
<td>Environmental</td>
<td>Jun-04</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$35,100,000</td>
</tr>
<tr>
<td>84 Bradley Ave/ SR-67 Interchange</td>
<td>County of San Diego</td>
<td>Environmental</td>
<td>Aug-05</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$14,600,000</td>
</tr>
<tr>
<td>85 Los Coches/ I-8 Interchange</td>
<td>County of San Diego</td>
<td>Design</td>
<td>Dec-03</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$6,931,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Totals</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost Estimate</td>
<td>Programmed</td>
<td>Completion</td>
</tr>
<tr>
<td>$760,171,000</td>
<td>$271,898,000</td>
<td></td>
</tr>
</tbody>
</table>

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

*Underlined items changed from last report.*

*Work suspended due to program budget deficit.*

September 2003
<table>
<thead>
<tr>
<th>Description</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Route: Limits</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Phase</td>
<td>Completion</td>
</tr>
<tr>
<td>90 CCTV Incident Identification System</td>
<td>Construction</td>
<td>Nov-04</td>
</tr>
<tr>
<td></td>
<td>I-8: SR-163 to Mission Gorge Rd</td>
<td></td>
</tr>
<tr>
<td></td>
<td>I-15: I-8 to SR-163</td>
<td></td>
</tr>
<tr>
<td></td>
<td>I-805: I-8 to SR-163</td>
<td></td>
</tr>
<tr>
<td>91 CCTV Incident Identification System</td>
<td>Construction</td>
<td>Nov-03</td>
</tr>
<tr>
<td></td>
<td>I-15: SR-163 to SR-56</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SR-163: I-805 to I-15</td>
<td></td>
</tr>
<tr>
<td></td>
<td>I-805: SR-163 to Balboa Ave</td>
<td></td>
</tr>
<tr>
<td>92 CCTV Incident Identification System</td>
<td>Design</td>
<td>May-04</td>
</tr>
<tr>
<td></td>
<td>I-15: SR-94 to I-8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>I-805: SR-94 to I-8</td>
<td></td>
</tr>
<tr>
<td>93 Changeable Message Signs</td>
<td>Design</td>
<td>Mar-04</td>
</tr>
<tr>
<td></td>
<td>I-5: 3 Locations</td>
<td></td>
</tr>
<tr>
<td>94 Changeable Message Signs</td>
<td>Construction</td>
<td>Mar-04</td>
</tr>
<tr>
<td></td>
<td>I-8: 3 Locations</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SR-94: 1 Location</td>
<td></td>
</tr>
<tr>
<td>95 Ramp Meters (Northbound)</td>
<td>Environmental</td>
<td>Apr-04</td>
</tr>
<tr>
<td>I-5: Coronado Ave to E Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>96 Ramp Meters (Northbound)</td>
<td>Environmental</td>
<td>Dec-03</td>
</tr>
<tr>
<td>I-805: Otay Valley Rd to E Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>97 Traffic Monitoring Systems</td>
<td>Design</td>
<td>Mar-04</td>
</tr>
<tr>
<td>I-5, SR-52, SR-94 and I-805</td>
<td></td>
<td></td>
</tr>
<tr>
<td>98 Regional Automated Vehicle Location</td>
<td>Construction</td>
<td>Nov-03</td>
</tr>
<tr>
<td>Coaster, Inland Breeze, Airporter, Poway Bus</td>
<td></td>
<td></td>
</tr>
<tr>
<td>99 Automated Vehicle Classification</td>
<td>Design</td>
<td>Jul-04</td>
</tr>
<tr>
<td>Freeway System, Ports</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 Advanced Traveler Information System</td>
<td>Permit Approval</td>
<td>Dec-03</td>
</tr>
<tr>
<td>Freeway System</td>
<td></td>
<td></td>
</tr>
<tr>
<td>101 Performance Monitoring System</td>
<td>Design</td>
<td>Jul-04</td>
</tr>
<tr>
<td>Arterial, Freeway, Transit Systems</td>
<td></td>
<td></td>
</tr>
<tr>
<td>102 Regional Arterial Management System</td>
<td>Design</td>
<td>Jul-04</td>
</tr>
<tr>
<td>Arterial System</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Totals

<table>
<thead>
<tr>
<th></th>
<th>Cost Estimate</th>
<th>Programmed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$65,650,000</td>
<td>$65,050,000</td>
</tr>
</tbody>
</table>

CCTV: Closed Circuit Television Camera
Underlined items changed from last report.
* Work suspended due to program budget deficit.

September 2003
## Transportation Demand and Incident Management

### September 2003 Progress Report

<table>
<thead>
<tr>
<th>Demand Management</th>
<th>This Month</th>
<th>Last Month</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Reduced Travel</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Person Trips Reduced</td>
<td>132,554</td>
<td>124,300</td>
<td>256,854</td>
<td>191,666</td>
</tr>
<tr>
<td>Vehicle Miles Traveled (VMT) Reduced</td>
<td>6,620,787</td>
<td>6,232,072</td>
<td>12,852,859</td>
<td>9,104,142</td>
</tr>
<tr>
<td><strong>Reduced Emissions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pounds of Smog-forming Pollution Reduced</td>
<td>18,390</td>
<td>17,310</td>
<td>35,699</td>
<td>25,288</td>
</tr>
<tr>
<td><strong>Reduced Fuel Consumption</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gallons of Fuel</td>
<td>360,904</td>
<td>339,714</td>
<td>700,618</td>
<td>496,274</td>
</tr>
<tr>
<td><strong>Reduced Costs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduced Auto Fees</td>
<td>$3,230,944</td>
<td>$3,041,251</td>
<td>$6,272,195</td>
<td>$4,442,821</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program Activity</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>Number of Vanpools</td>
<td>297</td>
<td>293</td>
<td>297</td>
<td></td>
</tr>
<tr>
<td>Vanpool Passengers</td>
<td>2,790</td>
<td>2,751</td>
<td>2,790</td>
<td></td>
</tr>
<tr>
<td>Companies in RideLink Subsidy Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Locker Members</td>
<td>436</td>
<td>445</td>
<td>436</td>
<td></td>
</tr>
<tr>
<td>Guaranteed Ride Home Participants</td>
<td>2,919</td>
<td>2,862</td>
<td>2,919</td>
<td>2,090</td>
</tr>
<tr>
<td>Total Phone Calls Received</td>
<td>1,145</td>
<td>1,095</td>
<td>2,240</td>
<td>2,090</td>
</tr>
<tr>
<td>Carpool Matchlists Distributed</td>
<td>808</td>
<td>338</td>
<td>1,146</td>
<td>1,701</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Incident Management</th>
<th>This Month</th>
<th>Last Month</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeway Service Patrol</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Assists</td>
<td>4,462</td>
<td>4,709</td>
<td>9,171</td>
<td>10,107</td>
</tr>
<tr>
<td>Freeway Changeable Message Signs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Incident Broadcasts</td>
<td>47</td>
<td>65</td>
<td>112</td>
<td>75</td>
</tr>
<tr>
<td>Broadcast Duration (total minutes)</td>
<td>3,570</td>
<td>11,610</td>
<td>15,180</td>
<td>13,064</td>
</tr>
<tr>
<td>Freeway Incident Advisories</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sig Alerts</td>
<td>42</td>
<td>42</td>
<td>84</td>
<td>72</td>
</tr>
<tr>
<td>Sig Alert Duration (total minutes)</td>
<td>3,747</td>
<td>3,532</td>
<td>7,279</td>
<td>11,226</td>
</tr>
</tbody>
</table>
AUTHORIZING THE EXECUTIVE DIRECTOR TO ACCEPT UP TO $235,000 FROM THE CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS (DBW), AND AMEND THE FY 2004 OVERALL WORK PROGRAM AND BUDGET

Recommendation

It is my recommendation that the SANDAG Board of Directors approve Resolution 2004-05 to authorize the Executive Director to accept up to $235,000 from the California Department of Boating and Waterways (DBW) and amend the Overall Work Program and Budget to carry out tasks associated with the State’s Sediment Management Master Plan and obtaining permits for an opportunistic beach replenishment site in San Diego County.

Introduction

For many years, SANDAG and the California Department of Boating and Waterways (DBW) have been partners in identifying funds and strategies to protect and enhance the region’s coastline. The DBW funded nearly half of the cost of the Regional Beach Sand Project which was built in 2001. Since that time, SANDAG has continued to work with the DBW through the Shoreline Preservation Committee to streamline the process for implementing future beach nourishment projects should additional funds become available. The $235,000 would be used to fulfill three objectives: (1) Identify local, state, and federal policies/regulations/procedures that affect regional sediment management (beach nourishment), including dredging/excavation, transportation and disposal of sediment, turbidity and other issues that delay permit processing for beach nourishment projects; (2) Implement a public outreach strategy to work with stakeholders, regulators, and resource agency staff to develop efficiencies in implementing beach nourishment throughout the state as these projects gain more support; and (3) develop a regional opportunistic sand program for one or more sites in San Diego County.

Discussion

SANDAG spent considerable time and money to permit and gain environmental clearance for the Regional Beach Sand Project. Since this was the first regional-scale beach nourishment project on the west coast, the regulatory process was uncertain and complex. In an effort to streamline the process in this region and throughout the state, the DBW has outlined several tasks that will aid future beach nourishment efforts by bringing together stakeholders and regulators to discuss and agree on requirements for beach nourishment.

East coast projects have been implemented for decades and the regulatory process in that part of the country is generally less time consuming and seemingly less complicated. It is anticipated that the tasks completed under the DBW funding will add more certainty to the permitting and environmental review process for future projects in this region and throughout the state. In addition, obtaining permits for an opportunistic beach site will enable sand sources to be used on the beach as they become available instead of seeking permits once the sand source is found.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Rob Rundle, (619) 595-5649; rru@sandag.org

Funds are budgeted in Work Element #9002800
AUTHORIZING THE EXECUTIVE DIRECTOR TO ACCEPT UP TO $235,000 FROM THE CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS TO PERFORM TASKS ASSOCIATED WITH BEACH NOURISHMENT PROCESSING CONSISTENT WITH SANDAG’S SHORELINE PRESERVATION STRATEGY

WHEREAS, SANDAG’s Overall Work Program Work Element #3002800 has the purpose of identifying methods to implement beach nourishment; and

WHEREAS, the California Department of Boating and Waterways and SANDAG have previously collaborated to implement the Regional Beach Sand Project and other strategies to preserve and maintain the region’s coastline; and

WHEREAS, the Department of Boating and Waterways is working with SANDAG to identify regulatory obstacles to implementing additional beach nourishment in the San Diego region and throughout the state; and

WHEREAS, the Department of Boating and Waterways has allocated funds to accomplish three tasks that will ease the regulatory process for future beach nourishment projects; NOW THEREFORE

BE IT RESOLVED that the Board of Directors authorizes the Executive Director to:

1. Accept up to $235,000 from the Department of Boating and Waterways; and

2. Contract with a consultant to work with SANDAG to prepare the Policies, Procedures, and Regulations analysis, public outreach workshops, and opportunistic beach replenishment permits for a site in the San Diego region.

PASSED AND ADOPTED this 26th day of September, 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.
QUARTERLY INVESTMENT REPORT—
PERIOD ENDED JUNE 30, 2003

Background

The California Government Code requires that the Board be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of June 30, 2003, including funds of the San Diego County Regional Transportation Commission and SourcePoint.

Discussion

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

As of June 30, 2003, a total of $211.4 million was held by SANDAG in a number of investment accounts in comparison to $253.5 million held in the previous quarter. The $42.1 million decrease during the quarter is primarily due to the timing of the receipt of sales tax revenues and the payment of TransNet debt service payments.

Approximately $878,000 was held in five Bank of America money market checking accounts at the end of the quarter. Funds in these money market checking accounts are transferred to other accounts discussed below, or to local agencies as part of their TransNet payments on an ongoing basis. The majority of the money managed by SANDAG, including funds of the San Diego County Regional Transportation Commission, is currently invested in seven major funds or accounts. They are:

1. State of California Local Agency Investment Fund (LAIF) – State law allows local agencies to invest up to $40 million in LAIF. SANDAG currently has approximately $39.4 million invested in LAIF. This fund is highly liquid and funds may be accessed easily for immediate needs.

2. California Asset Management Program (CAMP) – Cash Reserve Portfolio – This is a fund administered by SANDAG’s financial advisor, Public Financial Management, Inc. (PFM), for the specific purpose of managing the investment of bond funds that are subject to arbitrage investment restrictions. SANDAG uses this program for debt service related to its various sales tax revenue bond issues. All bond debt service funds in CAMP are actually under the control of our bond trustee, US Bank (formerly First Trust California). Only the trustee may deposit or withdraw bond debt service money. Approximately $56.3 million are currently on deposit with CAMP.

3. Fidelity Funds – These are a series of high quality money market instruments, including AAA rated US treasury funds, managed by Fidelity Investments Public Sector Services Company. These also are highly liquid and are used for immediate cash needs. Approximately $6.4 million are invested in these mutual funds.
4. **Nations Funds** – These are a series of government treasury obligation mutual funds managed by Bank of America. These also are highly liquid and are used for immediate cash needs. Approximately $55.5 million are invested in these mutual funds.

5. **US Bank** – SANDAG entered into a forward delivery agreement with Wachovia Bank for investment of its bond principal and interest funds. These funds also are under the control of US Bank, SANDAG’s bond trustee. This money, totaling approximately $20.8 million, is held by the trustee for bond debt service payments and payment of interest on the short-term commercial paper program as part of the sales tax program.

6. **US Trust** – US Trust was hired to manage the bond fund proceeds within the guidelines of SANDAG’s Investment Policy. These funds are under the control of our bond trustee, US Bank. Only the trustee may deposit or withdraw bond proceeds money. US Trust also invests a portion of SANDAG’s sales tax proceeds. Approximately $24.0 million of sales tax proceeds are invested by US Trust.

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

As of June 30, 2003, the yield to maturity of the portfolio was 1.37% with a weighted average maturity of 80 days in comparison to 2.16% and 63 days in the prior quarter.

A report has also been prepared on our non-money market investments, in accordance with SANDAG’s Investment Policy (Attachment 3.) Management has continued to implement the Board’s strategy to diversify SANDAG’s investment portfolio. This will continue to be an important investment objective for the future.

**Certifications**

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

This portfolio is in compliance with SANDAG’s updated Investment Policy and with state law.

**GARY L. GALLEGOS**
Executive Director

**Attachments**

Key Staff Contact: Marlene Kelleher, (619) 595-5389; mke@sandag.org
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
AMERICAN COASTAL COALITION
TOP RESTORED BEACH OF THE
YEAR AWARD

Introduction

The San Diego Association of Governments was recently given the “Top Restored Beach Award” for 2003 by the American Coastal Coalition (ACC) for the Regional Beach Sand Project (RBSP). The ACC represents coastal communities and organizations from across the nation and tries to shape national policy concerning beach management and restoration as well as assure a proper role for the federal government in coastal protection programs.

The RBSP is being honored as the first comprehensive regional beach restoration project on the West Coast of the United States. In considering nominations for the award, beaches were reviewed for several characteristics important to successful beach restoration projects, including innovative partnering and project management, durability of the restoration, and environmental and economic impacts.

Discussion

SANDAG completed the construction of the RBSP in Fall 2001. Since that time, SANDAG has been implementing a long-term monitoring program which has demonstrated the lasting benefits provided by the project to our eroding coastline. Careful assessment of the sand’s migration along the coastline as well as impact to nearshore reefs and kelp beds have indicated that careful placement of beach sand along the coastline can minimize negative environmental impacts to sensitive resources and slow the effects of erosion.

The RBSP project alone will not solve the region’s coastal erosion problem, but was a first step in a long term strategy to restore the region’s beaches. SANDAG will continue to monitor the effects of the RBSP through 2005.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Rob Rundle, (619) 595-5649; rru@sandag.org

No Budget Impact
WESTERN COUNCILS OF 
GOVERNMENTS (WCOG) 
ANNUAL CONFERENCE AND 
REGIONAL GOVERNANCE IN 
PORTLAND, OREGON

Introduction

During the week of August 11, 2003, SANDAG Chairman Ron Morrison, National City Councilmember, Immediate Past Chair Ramona Finnila, Carlsbad Mayor Pro Tem, and SANDAG Communications Director Garry Bonelli participated in regional governance meetings in Portland, Oregon, and the Western Councils of Governments (WCOG) annual conference in Bend, Oregon.

WCOG Annual Conference

In Bend, Oregon, about 40 elected officials and staff participated in the conference. The conference agenda included presentations on:

- The West Coast Corridor Coalition, regarding goods movement and economic development along the Interstate 5 corridor.
- Reauthorization of the federal omnibus transportation legislation known as TEA-21.
- A look at urban development in a medium size community in Bend dubbed the Northwest Crossing.
- “Brand” management strategies to help communicate your agency’s value.
- National trends affecting state and regional agencies.
- Consensus action items to be implemented by conference participants.

Stretching from Canada to Mexico, essentially along the I-5 corridor, the West Coast Corridor Coalition seeks a collaborative and systematic process to encourage the federal government to fund transportation infrastructure needs. SANDAG has emphasized the importance of regional, national, and international goods movement to capitalize on various trade agreements. Councilmember Finnila suggested the development of a process and resolution, which could be supported by WCOG member agencies, to coordinate staff resources and public policy initiatives.

Approval of the attached resolution, resulting from the WCOG annual conference, will support an effort among Metropolitan Planning Organizations such as SANDAG to form a West Coast Corridor Coalition in a concerted effort to enhance goods movement and travel along the Interstate 5 corridor from Mexico to Canada. The respective MPOs would coordinate their collective efforts with state, federal, and private sector leaders to develop principles, priorities, and methods for the implementation of a multi-state, efficient trade, travel, and energy corridor system.

Panelists stated that trends show transportation demand along the I-5 corridor increasing 12 times faster than the infrastructure capacity. Truck traffic is forecasted to increase 100% during the next 20 years. There also is a need for a common Intelligent Transportation System (ITS)
architecture along the corridor. In addition, some organizations, such as the Reason Foundation, are advocating separate tolled truck ways to handle triple truck trailers. There also may be an initiative to redesignate State Route 99 as Interstate 7.

During the discussion on the federal reauthorization of TEA-21, participants raised concerns that continuation of Congestion Mitigation Air Quality (CMAQ) funds could be in jeopardy or reduced significantly for those regions achieving federal air quality standards. Representatives from the National Association of Regional Councils (NARC) will attempt to coordinate efforts to help ensure continued CMAQ funding for those regions doing well in reducing air pollution.

The Northwest Crossing is a planned 1,000-home master planned community encompassing 486 acres on the west side of Bend, Oregon. It is a mixed used development with commercial, light industrial, and open space land uses. Conference participants toured the community, which will be developed in a number of phases during the next 15 years. The current population of Bend is nearly 55,000 residents. By the year 2020, the residential population will swell to more than 100,000 people. To gain approval for the new development, the City of Bend approved a new section to its zoning code, so proposed land uses would have more creativity to blend with the existing surrounding communities.

Regional Governance

In Portland, Oregon, meetings were held with journalists from The Oregonian daily newspaper, who cover regional topics, and elected officials and senior staff from the Metro regional government. In addition, a meeting was held with the Dean of Urban Planning and Public Affairs at Portland State University, and a staff member with the Portland Redevelopment Commission. The meetings can be best characterized as open and frank. The general sentiment was that the directly elected officials who make public policy at Metro are doing a satisfactory to good job in helping to ensure the greater Portland’s quality of life.

What works or doesn’t work for the greater Portland region may or may not have some applicability to the San Diego region and reinforces the findings from similar meetings held three years ago. Although Metro has broad land use authority, it appears to rarely use those powers, and instead, uses deliberative and lengthy committee processes to build consensus. It is difficult to ascertain how much the land use power vested in Metro subtly forces people and organizations to the table to work together.

The differences between regional government provided by Metro and regional governance provided by the new, state legislated SANDAG may be more on paper than in practice.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Garry Bonelli;
(619) 595-5360; gbo@sandag.org

No Budget Impact
RESOLUTION NO. 2004-06

A RESOLUTION OF WESTERN COG AND MPO AGENCIES TO MUTUALLY WORK TOGETHER TOWARD THE CREATION OF A WEST COAST TRANSPORTATION CORRIDOR SYSTEM COALITION

WHEREAS, the challenge we face with the growth in international freight as well as farm to market and intra-regional truck, rail and inland waterway travel, and tourism are overwhelming our transportation system; and new Homeland Security initiatives require additional resources at our international border crossings, airports, and marine seaports; and

WHEREAS, the majority of Asian Pacific trade arrives through our major West Coast ports with forecasts a doubling or tripling trade during the next 20 years; international commerce provides a direct, positive affect on our economy; and local and regional economies also are influences by economic activity from investments in transportation; and

WHEREAS, in California, more than 1,000,000 jobs are directly affected by threatened cuts in transportation investments; and in Oregon and Washington, state leaders have authorized modest, new transportation infrastructure investment programs; and Congress and the Administration are currently debating the reauthorization of the federal omnibus transportation legislation known as TEA-21 with potential significant impacts for the West Coast; and

WHEREAS, our transportation infrastructure is aging, and corridor travel and trade demands are growing significantly faster than infrastructure capacity; and historically, our national trade, travel, and energy corridors were designed for east/west rather than north/south mobility; and the emergence of NAFTA trade and the potential for expansion of trade to Latin America have resulted in additional demands on the system; and

WHEREAS, the population along the West Coast is growing considerably faster than the national average resulting in higher metropolitan housing costs, longer commute times, and increased the need for inland and coastal access route capacity; and increased freight, local and visitor impacts along Interstate 5 and the adjacent rail corridor requires an interoperable and compatible intelligent transportation system to increase efficiency and maximize existing capacity; and

WHEREAS, the West Coast is the nexus of traditional Asia Pacific and emerging NAFTA trade and travel corridors.
NOW, THEREFORE, BE IT RESOLVED by SANDAG as follows:

1. That the above recitations are true and correct.
2. That SANDAG wishes to work with its members in partnership with state, federal and private sector leaders to develop principles, priorities, and methods for the implementation of multi-state, efficient trade, travel and energy corridor system.

PASSED AND ADOPTED this 26th day of September, 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.
UPDATE ON THE REGIONAL COMPREHENSIVE PLAN (RCP)

A. RESULTS OF WORKSHOPS

The work program for the Regional Comprehensive Plan (RCP) involves an extensive public involvement program, including several rounds of subregional workshops. The first round of workshops was held from January through March, 2003 and focused primarily on refining the regional vision and core values, which serve as the foundation of the RCP. The second round of workshops was held this month, September 4 – 18, and focused on obtaining input on the draft goals, policy objectives, and potential actions to be included in the RCP. At the request of the City of Oceanside, an additional workshop will be held at the Oceanside City Library on October 2, 2003.

The second round of workshops was co-sponsored by a number of partner agencies (listed below). The Regional Planning Committee and its Stakeholders and Technical Working Groups (SWG and TWG) played a significant role in defining the workshop content and organization, and took leading roles in facilitating portions of the workshops.

Overview of Workshop Results

At the time of the writing of this report, four of the five workshops had been held: the East County, North County Coastal, South Bay, and Central San Diego workshops. Attendance at those workshops by local elected officials, members of the Stakeholders and Technical Working Groups, and the public was strong, with over 225 participants.

The workshops consisted of opening remarks by local elected officials and "youth ambassadors," a presentation on the Regional Comprehensive Plan, and two exercises. The first exercise requested participants to place dots next to the Draft Goals and Policy Objectives that they felt were the most important in the regional context. The second exercise consisted of group discussions on the potential actions to be included in the RCP. Participants were given a "Feedback Form" that contained the Potential Actions, and were requested to participate in at least two of the following station discussions: Housing and Urban Form, Healthy Environment, Transportation, or Economic Prosperity and Public Facilities. (Actions on borders issues were integrated into each of the stations, as appropriate.)

Local elected officials, members of the SWG and the TWG, and SANDAG staff facilitated the station-based discussions, and asked participants to fill out their feedback forms. Additionally, notes on the discussions at each station were taken.

The results of the dot exercises on the Draft Goals and Policy Objectives and the feedback forms on the Potential Actions are being tabulated. Initial workshop results will be shared with the Board at its September 26, 2003 meeting. More detailed workshop results will be discussed and analyzed with the Stakeholders Working Group at their September 23, 2003 meeting and the Regional Planning Committee at their
October 2, 2003 meeting. The results also will be incorporated into the draft RCP where applicable. Complete workshop summaries will be posted in mid-October on SANDAG's RCP Web site at www.sandag.org/rcp.

GARY L. GALLEGOS  
Executive Director

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

Funds are budgeted in  
Work Element #3000201

RCP Workshop Partner Agencies:
- SANDAG Member Agencies
- All Congregations Together
- American Institute of Architects – San Diego Chapter
- American Planning Association – San Diego Section
- Barrio Station
- Cal State San Marcos
- Council of Design Professionals
- El Cajon Community Development Corporation
- Endangered Habitats League
- League of Women Voters of San Diego County
- San Diego Regional Economic Development Corporation
- San Diego State University
- Sierra Club
- University of California, San Diego
UPDATE ON THE REGIONAL COMPREHENSIVE PLAN

B. NEXT STEPS

This December, the SANDAG Board will be asked to accept the draft Regional Comprehensive Plan (RCP) for public distribution and comment. This report provides an overview of recent policy issues that the Regional Planning Committee and the SANDAG Board of Directors have discussed, and next steps that will take place between now and December.

Work Accomplished to Date

The Regional Planning Committee serves as the steering committee for the preparation of the RCP. The Regional Planning Committee receives recommendations from two Working Groups, the Regional Planning Technical Working Group (TWG) (which consists of planning and community development directors from throughout the region), and the Regional Planning Stakeholders Working Group (SWG) (stakeholders from throughout the region). The Regional Planning Committee also receives input from the RCP public workshops, as discussed in Part A of this agenda item, and from the community outreach grants, described at the July 25, 2003 Board meeting.

Over the past year and a half, the Regional Planning Committee has provided direction on the framework and organization of the RCP, as well as on the following topics:

- Vision, Core Values, & Regional Priorities
- Urban Form
- Housing
- Local Plans and Policies
- Regional Growth Forecast
- Integrated Regional Infrastructure Strategy (IRIS)
- Energy
- Borders
- Transportation
- Water Supply
- Shoreline Preservation
- Environmental Justice/ Social Equity
- Environment
- Public Involvement

Additionally, the SANDAG Board has provided direction on the following RCP items:

- Regional Vision and Core Values of the RCP (September 2002 Policy Board Meeting)
- Integrated Regional Infrastructure Strategy (IRIS) of the RCP (February and August 2003 Policy Board Meetings)
- Environmental Justice and Social Equity (July 2003)
- Public Involvement (Various Board Meetings)

Next Steps

Based on direction from the Regional Planning Committee and in coordination with the two Working Groups, draft RCP chapters currently are being prepared.

A key chapter of the RCP will be the Overall Policy Framework, which focuses on strengthening the connection between local and regional land use and transportation decisions and establishing the framework for future transportation project evaluation criteria. A subcommittee composed of planning directors (representing the TWG) and public works directors (representing the Cities/County Transportation Advisory Committee), as well as local Caltrans representatives is assisting in identifying key
land use and transportation issues and opportunities. Over the next several months, the Regional Planning Committee, the Transportation Committee, and the Board will be asked to provide policy direction on the Overall Policy Framework.

The following table provides a schedule for the remainder of 2003 at which key policy issues will be discussed.

<table>
<thead>
<tr>
<th>Date</th>
<th>Group</th>
<th>Policy Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 3, 2003</td>
<td>Regional Planning Committee</td>
<td>Discussion on the Overall Policy Framework.</td>
</tr>
<tr>
<td>October 24, 2003</td>
<td>Joint Meeting between Regional Planning and Transportation Committees, immediately following Board Meeting</td>
<td>Policy direction on the Overall Policy Framework.</td>
</tr>
<tr>
<td>November 7, 2003</td>
<td>SANDAG Policy Board Meeting</td>
<td>Board discussion and direction on the Overall Policy Framework.</td>
</tr>
<tr>
<td>November 14, 2003</td>
<td>Regional Planning Committee</td>
<td>Review and input on all RCP draft chapters before the draft RCP is finalized for print.</td>
</tr>
<tr>
<td>December 19, 2003</td>
<td>SANDAG Business Board Meeting</td>
<td>Draft RCP presented to the Board, with request to accept for public distribution.</td>
</tr>
</tbody>
</table>

Beyond December

In early 2004, SANDAG will hold a third round of public workshops in order to review the draft RCP with the public and receive comments.

A draft Environmental Impact Report (EIR) will be presented to the SANDAG Board in March 2004, with the Final RCP and the Final EIR scheduled for completion in June 2004 when the Board will be asked to adopt the RCP.

GARY L. GALLEGOS
Executive Director

Attachments

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

Funds are budgeted in Work Element #3000
SANDAG
San Diego’s Regional Planning Agency

BOARD OF DIRECTORS
SEPTEMBER 26, 2003

AGENDA ITEM NO. 03-09-12
ACTION REQUESTED – INFORMATION

SPECIAL REPORT ON TRANSIT PROJECTS

Introduction

With the transportation agency consolidation, SANDAG will have responsibility for various transit projects previously managed by the Metropolitan Transit Development Board (MTDB) and the North County Transit District (NCTD). The item today provides the Board with the status of the major transit projects now underway.

Discussion

MTDB and NCTD have a number of projects in various stages of preliminary engineering, design, and construction that have been, or shortly will be, transitioned to SANDAG for project management and implementation. Since this report is the first time many of these transit projects have been presented to SANDAG, a comprehensive discussion is provided with background information on each project.

Mission Valley East LRT Extension

The Mission Valley East Light Rail Transit (LRT) project provides the final link in the “inner loop” of the urban light rail system. It’s a 5.9-mile long extension that will link the Blue Line in Mission Valley to the Orange Line in La Mesa, shown in Attachment 1. The project will also provide a direct connection to the heart of the San Diego State University (SDSU) campus, serving students and staff, residents of the nearby College area community, and provide service to events at Cox Arena.

The project starts eastward from the existing Mission San Diego Trolley Station on a bridge structure that parallels I-8 to a station at Grantville. The Grantville station is approximately 40 feet above the ground and includes two elevators, bus bays, and park-and-ride facility (including an extra unpaved area for special event parking). From Grantville, it heads eastward towards SDSU where it enters a tunnel below the campus to a station located in the center of the campus near Aztec Center, and adjacent to the SDSU Foundation’s redevelopment area which will include high density student housing, retail and office development. The location of this station “showcases” a key element of our Transit First strategy—the integration of transit and land use planning. The design of the station will be unique, with a terraced green connecting the campus with the mezzanine level of the underground station. Directly above the station will be a bus transfer center for the various local routes serving SDSU. From SDSU, the alignment continues east, with a station conveniently located within easy walking distance of the Alvarado Hospital Medical Center, and another station at 70th Street that will serve the eastern College/western La Mesa communities. The project connects with the existing Orange Line just west of the existing Grossmont Center station.

Construction began in November 2000, and is being built with five separate construction contracts. The project is now approximately 70 percent complete, with track construction starting this summer. Service on the Mission Valley East line is scheduled to begin in May 2005.
Eleven new low floor light rail vehicles will allow quick and easy access for wheelchairs, strollers and bicycles, and will be used on a new Green Line service connecting Santee with Old Town through Mission Valley (see Attachment 2). Vehicle design is 90 percent complete and Siemens (who built our current trolley vehicles) will begin production this fall.

The total approved project budget is $481 million. The total approved project funding including the TransNet Reserve is $489 million. MTDB tracks project expenditures and probable future costs on a monthly basis, and develops a cost to complete estimate. The current cost to complete estimate is $489.5 million.

Issues

- The $489.5 million figure is not an upper bound; it uses current data, and the best assumptions from the project team members. Risk of additional cost increases through change orders and contractor claims remain through to completion of construction and project start up. The project team is continually analyzing the project schedule and changes to minimize costs and complete the project on time.

Sprinter Rail

The Sprinter Rail project will include the reconstruction of 22 miles of existing railroad right-of-way currently owned by NCTD between the Oceanside Transit Center and the Escondido Transit Center (see Attachment 3). Fifteen stations will be constructed with parking, intermodal access, and passenger amenities. The project will serve the Cities of Oceanside, Vista, San Marcos and Escondido. The $351.5 million project budget includes right-of-way acquisition, engineering, design, construction, vehicles, and a 1.7-mile section of new right of way to serve the growing California State University, San Marcos campus. Seventy passenger rail trips will be operated daily every 30 minutes from approximately 5 a.m. to 11 p.m. New generation diesel-powered multiple-unit vehicles will be used, meeting all current and projected emission standards. Each passenger car provides approximately 75 seats.

The Sprinter Rail project will operate in the congested State Route 78 corridor. The Sprinter will provide a much needed increase in the people-carrying capacity of this corridor. Over 10,300 daily passengers are projected on opening day, increasing to 19,000 by 2020. The Oceanside Transit Center station will provide connections to the existing Coaster and Metrolink commuter rail lines, and the Escondido Transit Center will facilitate transfers to existing I-15 corridor commuter express buses and the other planned Bus Rapid Transit (BRT) services that will be implemented as part of the North I-15 Managed Lanes/BRT project discussed below.

The project received an Overall Project Rating of ‘Highly Recommended’ from the Federal Transit Administration (FTA). The project was one of only two in the nation to receive this rating.

The majority of the right of way has been acquired. Mitigation efforts have been proceeding. The mainline construction contract is scheduled for advertisement in September 2003 and award in November 2003. Vehicle procurement negotiations are underway and contract award is scheduled for October 2003. The projected opening date is December 2005.

Issues

- The TCRP funding for the Sprinter project is included in law, under AB 2829. The application has been approved by the California Transportation Commission and all that remains is the allocation. To mitigate any potential cash flow issues resulting from the delay in the allocation of the TCRP funds, NCTD is working closely with SANDAG and researching all financing options, including SANDAG’s Commercial Paper program, to bridge any cash flow gaps.
Questions have been raised on the Sprinter project by several communities along the project alignment. NCTD has been working closely with these communities to address these concerns. Furthermore, as part of our commitment to work more closely with the community, public presentations are being held at and offered to local cities, community groups, and organizations.

Mid-Coast LRT

The Mid-Coast Light Rail Transit (LRT) project is the last remaining transit project in the 1987 TransNet program. It extends from the Old Town Transit Center to University City parallel to I-5. The project is currently divided into two phases: 1) Old Town Transit Center to Balboa Avenue, and, 2) Balboa Avenue to University City, serving University Towne Center and University of California at San Diego (UCSD) campus (see Attachment 4).

The proposed Balboa segment would provide the first LRT link north of Mission Valley, a new 3.5 mile line that would be located almost entirely within the existing railroad right-of-way. The project would pass under Interstate 8, Tecolote Road, and Clairemont Drive overpasses, and travel over Balboa Avenue. Three stations are proposed: Tecolote Road, Clairemont Drive, and Balboa Avenue. Surface parking is proposed at each station. The project would provide high-speed, all-day service to the Mission Bay, Morena, and Bay Park communities, providing direct connections to Old Town, Downtown San Diego, and easy connections to other communities served by the trolley system. The three new stations are projected to generate about 3,600 new daily riders in 2010.

MTDB has completed the environmental and preliminary engineering work for the Balboa segment. SANDAG is now pursuing federal funding for 50 percent of the $134 million project costs through the Federal Transit Administration’s New Starts program. The remaining funding would come from state and local sources. Opening of the Balboa segment is currently scheduled for 2008.

The University City segment extends north from Balboa Avenue along the existing railroad right-of-way, then branches off into its own alignment parallel to Interstate 5 north of Gilman Drive. The alignment would serve the University of California, San Diego (UCSD) campus, and terminate at the University City Towne Center shopping mall. The LRT line would serve the Pacific Beach, Clairemont, La Jolla Colony, and University City communities, providing frequent, all-day circulation within the UTC and UCSD areas, and direct connections to Old Town and Downtown San Diego (versus the peak-period only service on Route 150 which provides direct connections to Downtown). A discussion of alignment options in the UCSD/University City area is scheduled for the October 17, 2003 Transportation Committee meeting. Depending on funding availability, the University City segment could open in 2013.

Issues

- The Balboa Segment has received “Highly Recommended” ratings in the federal New Starts process in the past. However, in FY04, the Federal Transit Administration (FTA) did not rate several projects nation-wide, including the Balboa LRT project, pending resolution of new ridership and cost-effectiveness methodology results. In addition, the current local transit budget constraints could result in a less than favorable capital and operating financial rating for the Balboa LRT project in the FY05 New Starts process. We have been working closely with FTA to provide the updated information for the FY05 New Starts cycle.

- We are working with UCSD on design of a station to best serve the needs of the campus, and with Westfield developers to integrate the UTC station into the proposed expansion of the shopping center. Further information on these activities will be presented at the October 17, 2003 Transportation Committee meeting.
Nobel Drive Coaster Station

The Nobel Drive Coaster Station adds a new Coaster station that will provide new transit access to the both residents and workers in the University City/University Towne Center community. Located along Nobel Drive between Genesee Avenue and I-805 (see Attachment 4), the station will include a 225-space parking lot, and stops for regional bus routes and the Super Loop (see below). The steep hillside in the station area and safety concerns led to a decision to construct a pedestrian bridge across the Coaster tracks, to be accessed by stairs and elevators.

Final design work is currently underway and scheduled to be completed in October 2003. Construction should begin in February 2004, with the opening set for April 2005. The total project budget is $13.1 million.

Issues

- SDG&E owns a portion of the station site and one of their requirements for use of the site is the undergrounding of the existing transmission lines. The added project cost of $1.5 million was previously approved by the MTD Board, but has resulted in schedule delays to complete the final design work. The remaining issues are close to being resolved and should allow the design work to be completed by the scheduled October 2003 date.

San Ysidro Intermodal Transit Center

The San Ysidro Intermodal Transportation Center (SYITC) project completely rebuilds the existing San Ysidro Trolley Station into a state-of-the-art multi-modal transportation center that will enhance the gateway between the United States and Mexico. The project will reduce the congestion and organize conflicting uses that occur today, providing passengers with a more convenient and safe facility for accessing trolleys, buses, jitneys, taxis, and shuttles. Currently, over 20 percent of all trolley trips begin or end at the San Ysidro station.

The SYITC project includes a station plaza with space for three trolley platforms, a turnaround for buses, shuttles and taxis, landscaping and decorative paving as shown in Attachment 5. A new roadway maintains access to existing business on San Ysidro Boulevard and to ten new bus bays for intercity bus carriers. To free up this amount of property, the project relocated parking for the federal border employees to a new parking lot on the north side of the I-5 ramps.

The first phase of the project which relocated the federal employees parking is complete. The second phase, the remaining project, is 55% complete. The total project budget is $23.9 million. The project is expected to be open in March 2004.

Issues

- The original completion date was November 2003. Construction progress has been delayed mostly by difficult underground utility relocations and conflicts. Sequencing the contractor and various utility companies’ work caused most of the delays, but we feel the March 2004 completion date can now be met.

- The construction delays are expected to result in additional contractor costs. Several right-of-way compensation issues are still unresolved on this project. With the certainty of additional construction costs and the potential for right-of-way cost increases, completing within the current budget will be a challenge. If cost increases do occur, the SANDAG Board would have to prioritize the added project costs alongside other projects competing for funding.

North I-15 Managed Lanes/Bus Rapid Transit

Caltrans and MTDB have been jointly managing implementation of the I-15 Managed Lanes/BRT project in the north I-15 corridor. The project will create an innovative 20-mile long, four-lane, bi-directional “managed lanes” facility in the median of I-
15 between SR 78 and SR 163. The facility will serve as a barrier-separated “freeway-within-a-freeway”, providing priority access for carpools, vanpools, and BRT services (both existing commuter express routes and additional planned routes as part of the Regional Transit Vision). Excess capacity will be made available for the FasTrak value-pricing program that will allow single-occupant vehicles to use the facility for a fee.

The planning, development, and implementation of the BRT project components will be the responsibility of SANDAG in October 2003. To date, work has focused on the Middle segment (Phase 1) between SR56 and Centre City Parkway (see Attachment 6). Three BRT stations will be built as part of the Middle Segment. Caltrans is responsible for all activities within its right-of-way, including construction of the four-lane, bi-directional managed lanes facility with a movable barrier and direct access ramps at the five BRT station locations along the 20-mile project area. Future phases would extend the I-15 Managed Lanes south to SR 163 (reconfiguring the existing Express Lanes) and north to SR 78.

MTDB has completed approximately 90 percent of the environmental work for the three Middle Segment BRT stations (South Escondido/Del Lago, Rancho Bernardo, and Sabre Springs/Penasquitos). For the Rancho Bernardo station, right-of-way acquisition and preliminary engineering/design work is complete. For the Sabre Springs/Penasquitos station, right-of-way acquisition is approximately 70 percent complete. No right-of-way is required for the Del Lago BRT station in south Escondido since the property is already owned by Caltrans. The current schedule calls for environmental/planning activities to be completed by December 2003, Sabre Springs/Penasquitos right-of-way acquisition by July 2004, and final design by October 2004.

In late March 2003, the Federal Highway Administration (FHWA) approved the environmental document for the Caltrans I-15 Managed Lanes. This environmental document covers the full project from SR 163 to SR 78. Final design of the Middle Segment between SR 56 and Centre City Parkway is underway, and construction of the first unit of this phase is scheduled to start in November 2003. The current schedule calls for completion of the Middle Segment, including the three direct access ramps to the BRT stations, in December 2007. Caltrans intends to have an interim single northbound high occupancy vehicle (HOV) lane across Lake Hodges open by late 2006.

Issues

- The recent loss of state Traffic Congestion Relief Program (TCRP) funding resulted in delays to the environmental, preliminary engineering, and design studies for the BRT stations. The SANDAG Transportation Committee took action on June 20, 2003 to allocate federal Congestion Mitigation Air Quality (CMAQ) to ensure completion of the BRT stations by late 2007 (in conjunction with the completion of the middle segment of the Managed Lanes).

- The use of CMAQ funding for the BRT stations means that acquisition of BRT vehicles (the original intent of these monies) has been put on hold indefinitely until TCRP (or alternative) funding becomes available again.

- Caltrans is developing a Transportation Mitigation Program (TMP) that serves to mitigate the impacts on traffic during construction. MTDB submitted a detailed operating plan for existing and new transit services for inclusion in the TMP. Due to funding limitations, it is doubtful that these enhanced services will be implemented.

Transit First Projects

In July 2002, MTDB approved pursuit of a number of Transit First Projects for implementation within the next five years. NCTD also identified Transit First projects.
SANDAG has incorporated these MTDB and NCTD projects into the Regional Transit Plan. The projects will include all or most of the elements of Transit First; transit/land use coordination, transit priority measures, and customer amenities, through the use of Bus Rapid Transit (BRT) applications.

**SDSU-Downtown Showcase Project**

The Transit First Showcase Project will implement the first Bus Rapid Transit (BRT) route from the 2030 Regional Transportation Plan (RTP). It is designed to “showcase” how the Transit First strategy will look and feel through inclusion of as many Transit First elements as funding allows (e.g., advanced design vehicles, upgraded stations, signal priority measures/dedicated transit lanes, and Intelligent Transportation Systems measures like next vehicle signs and Smart Card fare collection).

The Showcase project extends from San Diego State University (SDSU) to Downtown San Diego via Park and El Cajon Boulevards (see Attachment 7). This corridor was selected as the showcase project due to its high ridership potential and existing transit-supportive land uses.

The Showcase Project is currently undergoing advanced planning and preliminary engineering. Work includes preparation of a traffic study and traffic signal priority plan, a pedestrian access plan, and 30 percent design drawings for all stations and priority treatments along the “project focus area” (along El Cajon Boulevard from Park Boulevard to 43rd Street). A lesser level of design is being conducted on the rest of the project corridor.

Other elements of the work include construction cost estimates for the initial improvements and refined ridership estimates (which are currently in the 20,000-30,000 range for daily riders for 10-minute all-day service). The funding responsibilities and project oversight for the current work is being shared between SANDAG and the City of San Diego. Once further project detail is developed, environmental analysis of the project will be conducted. After this initial work is completed in early 2004, final engineering designs could be developed. If funding is identified, construction of the Showcase Project could begin in early to mid-2005. Capital costs for the completion of the initial project phase are about $50 million.

**Issues**

- With limited funding, we are only conducting detailed design efforts for the “project focus area;” more funding is required for complete design and implementation of the full project between SDSU and Downtown.

- Community groups (El Cajon Boulevard Business Improvement Association and Uptown Partnership) have expressed concerns about impacts to parking at stations sites and possible traffic impacts resulting from dedicated transit lanes and signal priority. We are working to identify opportunities for replacement parking and developing a simulation of traffic flow to measure potential traffic impacts.

**South Bay-Downtown Transit First Project**

The South Bay Transit First Project will implement another of the BRT routes contained in the RTP. As shown in Attachment 8, the project extends from Otay Ranch in Eastern Chula Vista to Downtown San Diego via I-805 and SR 94 (Phase One). Outside the downtown area, stations for the Phase One project would include four stations along or near the I-805 corridor in the Cities of National City and Chula Vista, and five stations in the Otay Ranch and Eastern Urban Center communities now in development. A Phase Two project could ultimately extend service to the Otay Mesa Business Park and Otay Border Crossing via SR 125. The project will include many of the Transit First elements that will be included in the Transit First Showcase project discussed above, plus proposed transit use of freeway shoulder...
lanes along I-805 and SR 94 as an interim transit priority measure until the longer range Managed Lanes included in the 2030 RTP are constructed. Dedicated right-of-way for transit-only lanes has been set aside in the existing and planned Otay Ranch Villages, an important part of the transit-land use integration that has been designed into these new communities.

Advanced planning and preliminary engineering studies on the Phase 1 project are expected to be completed by June 2005. Final design studies would then be conducted and, assuming funding availability, construction could begin in January 2007 leading to an implementation of service by late 2007. The first phase capital cost estimate (including vehicles) is $57 million.

Issues

- Transit use of freeway shoulder lanes could be a challenge given the narrowness of the shoulder lanes in many areas, and operating concerns raised by Caltrans. We are working closely with Caltrans on all aspects of our study to ensure these issues are addressed.

- Developers have expressed concern about the amount of right-of-way required for the median transit lanes in the Otay Ranch area. We will be taking a more detailed look at the operational requirements for dedicated lanes.

- Access to the stations along I-805 may be difficult to achieve in the short-term without significant out-of-direction travel and inconvenience to through passengers. The study will assess the feasibility of implementing each of these stations as part of an early action project.

Mid-Coast Transit First Super Loop Project

Through a combination of data analysis and public input, the current Mid-Coast Transit First Study has produced a phased, comprehensive 20+ year Action Plan. The Mid-Coast Transit First Action Plan includes a program of projects in the University of California San Diego (UCSD), University Towne Center (UTC) and Sorrento Mesa areas and has two components; 1) Internal Circulators - those projects that connect key origins and destinations within the Mid-Coast area and 2) Regional Services - those projects that connect the Mid-Coast area with key origins and destinations in other parts of the region.

The internal circulator Transit First project is the Super Loop, which is at the core of the overall service plan concept that would provide internal circulation within the UTC and UCSD areas. Implementation of the Super Loop would include the construction of stations, implementation of priority treatments (signal priority, queue jumpers, and transit lanes), deployment of “branded” vehicles, and the restructuring and integration of regional routes.

There are 11 to 14 Super Loop stations proposed, depending on the alignment in the UCSD campus area (see Attachment 9). We are working with two developers in the area, Garden Communities and IDEC, on partnering for the construction of the stations located adjacent to their developments along Judicial Drive. The Super Loop will provide access to the high density residential, office, and retail areas within UTC area, along with direct service to the UCSD campus and the new Nobel Drive Coaster Station. Not only will the Super Loop facilitate internal trip-making for residents and workers, it will also serve as a distributor system for regional trolley, express bus and Coaster services to the area.

Environmental and preliminary engineering studies on the Super Loop project are set to begin in October 2003, and completed by October 2004. At that point, we would move into final design, which would take about a year to complete. The total project cost is $16.8 million which, funding permitting, could be implemented by late 2006. Ridership in 2010 is projected to be 7,500 daily riders.
Issues

- The cost figures cited above are for the Super Loop project only. Full implementation of the Mid-Coast Early Action Plan, which includes improvements to the regional routes that tie into the Super Loop, will cost an additional $24 million.

Intelligent Transportation Systems Projects

Two key Intelligent Transportation Systems (ITS) projects currently underway are the implementation of an Automated Vehicle Location (AVL) demonstration project and Smart Card Fare Collection System. The AVL project would demonstrate this technology for selected transit bus routes, the Freeway Service Patrol, and Caltrans Traffic Management Team. The full project is set for completion by November 2004 at a cost of $2.8 million. Implementation of the Smart Card Fare Collection System is being jointly undertaken by MTDB and NCTD. The Smart Card technology will make fare payment more convenient and hassle-free for customers, and make fare collection easier for transit operators and reduce fraud with tickets and transfers. New bus and trolley fare equipment are scheduled to be delivered starting this Fall, with full deployment of the system set for mid-2005.

A detailed discussion of these ITS projects is tentatively scheduled for the Board at its October 24, 2003 meeting.

GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Dave Schumacher
(619)557-4565; Dave.Schumacher@sdmts.com

No Budget Impact
The attachments to the Agenda Item may be obtained by contacting SANDAG’s Public Information Office at (619) 595-5347.
AMENDED FY 2004 FINAL PROGRAM BUDGET

Recommendation

It is my recommendation that the SANDAG Board of Directors approve the FY 2004 Final Program Budget as amended.

Introduction

The Final Program Budget for FY 2004 was adopted by the Board on May 24, 2003, meeting the June 1 deadline as required by the SANDAG Bylaws. In June, the Program Budget was amended to redistribute TransNet funds. At that time the consolidated benefits package was also adopted.

Implementation of Senate Bill 1703 is well underway and functional elements of the new regional agency are in place. A status report was presented to the Joint Committee on Regional Transit (JCRT) on September 11, 2003. In the initial transfer, 18 planning and programming positions from MTDB and one from NCTD were shown in the SANDAG budget. This amendment acknowledges the subsequent consolidation of 54 more staff on payroll, including a group of 4 NCTD planning and programming staff who reported on September 1, 2003. The total staffing increases to 172.5, down from the prior amendment because the count was adjusted for less than full-time positions which are now counted as fractions.

These staff members, plus temporary employees and construction engineer consultants have doubled the SANDAG pre-consolidation count from just under 100 to over 200 employees to be housed at SANDAG. The Board approved a 10-year lease at 401 B Street, including the already existing 7th and 8th floors as well as parts of the 5th, 9th, and 10th floors. Space planning and construction drawings are underway with walls scheduled to go up in October. Staff moves will occur in a rotation during the first half of 2004 with everybody under one roof by June 30, 2004.

The fund increases are more dramatic, 275% in Federal Funds, 381% in State Funds and 21% in Local Funds. TransNet funds have been re-allocated in our budget plan from pass-through to our own SANDAG transit projects as our share of the 1/3 formula split for transit projects. A new Pass-through account has been added, “Transit Pass Sales” in the amount of $35 million. Contract expenditures will increase almost 526% as a result of capital projects acquired in the consolidation.

At the time of this report, funds to be transferred are still being negotiated and neither transit board has approved their amended budgets for the subsequent transfer, so the final amounts may vary slightly.

Discussion

The amendments to the Final Program Budget include the subsequent consolidation of transit capital projects and some finance and administrative functions as support. A list of the capital projects is included as a chapter in the Amended Program Budget.

The entire Program Budget has been amended. Projects retain their titles but the OWP numbers have been changed to accommodate a new accounting system. We piggy-backed onto MTDB’s enterprise-based system by SunGard Bitech for less than 10% of the cost of acquiring a new system.
The Staffing Allocation by OWP Number has grown to accommodate the hours of increased staff. Staff hours to the new capital projects were summarized under “Capital Projects,” OWP #10000. A full list of these projects follows the Staffing Allocation in its own chapter.

The support staff hours not shown by project are in the Indirect column in Expenditures. These hours include Administrative, Finance and some Executive staff members. The first phase of transition brought mostly direct or line staff to SANDAG. This resulted in a much lower Indirect percentage (54%). With the addition of support functions funded in Administration, and with increased expenditures for facilities, insurance, training and other operating expenses, the Indirect percentage has risen (59%), but is still lower overall than pre-consolidation numbers (61%).

The consolidation amendments added Federal Transit Administration funds for transit, rolling stock, and rail projects, increasing our Federal Funding line by $66 million. Also included in new funding are State Transportation Improvement Program – Interregional Improvement Program (STIP IIP) funds, TCRP, TEA funding and a portion of the transit share of TDA funds, bringing the State category up by $51 million. The Local funding category changed by $19 million. Overall, the SANDAG program budget increases from $263 million to just under $413 million.

This amendment also adds $200,000 in special Stormwater grant funds from Caltrans and $37,000 for a new Criminal Justice project, VDS or Ventanilla de Salud. Unfortunately these additions are offset by the denial of our $350,000 grant request to augment the Regional Comprehensive Plan grant. Our response to this is to shift priorities and staff from other projects to support this important regional work.

The 59% increase reflected in the Amended Program Budget supports the first and second phases of consolidation. There may be some subsequent consolidation of support functions in Administration and Information Technology. There will also be amendments to our PERS contract which will impact the 2005 budget. The Budget also reflects the dynamic priorities in managing our projects to balance the good to the region.

As we implement the consolidation, we are cognizant of the requirement to submit a report to the Governor and legislature regarding progress in carrying out provisions of this act. The Legislative Analyst’s Office will report with recommendations in four areas:

- Effectiveness if current governance structure
- Effectiveness of addressing transportation needs of the region
- Effectiveness of addressing quality of life indicators
- Adequacy of scope and authority for regional decision-making.

In addition to these areas, we are also tracking expenditures and savings or cost-avoidance as an important element of the consolidation. We will monitor actions in all these areas as we prepare for the self-evaluation.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Leslie Campbell, (619) 595-5340, lca@sandag.org