Board Members
Ron Morrison, Chairman
Councilmember, National City
Mickey Cafagna, Vice Chairman
Mayor, Poway
Ramona Finnila
Mayor Pro Tem, Carlsbad
Steve Padilla
Mayor, Chula Vista
Phil Monroe
Mayor Pro Tem, Coronado
Crystal Crawford
Councilmember, Del Mar
Mark Lewis
Mayor, El Cajon
Christy Guerin
Councilmember, Encinitas
Lori Holt Pfeiler
Mayor, Escondido
Patricia McCoy
Councilmember, Imperial Beach
Barry Jantz
Councilmember, La Mesa
Mary Sessom
Mayor, Lemon Grove
Jack Feller
Councilmember, Oceanside
Dick Murphy
Mayor, San Diego
Jim Madaffer
Councilmember, San Diego
Corky Smith
Mayor, San Marcos
Hal Ryan
Vice Mayor, Santee
Joe Kellejian
Deputy Mayor, Solana Beach
Morris Vance
Mayor, Vista
Greg Cox
Chairman, County of San Diego

Advisory Members
Victor Carrillo, Supervisor
Imperial County
Pedro Orta-Delgado, District Director
California Department of Transportation
Leon Williams, Chairman
Metropolitan Transit Development Board
Judy Ritter, Chair
North San Diego County Transit Development Board
CAPT Christopher Schanze, USN
U.S. Department of Defense
Jess Van Deventer, Commissioner
San Diego Unified Port District
Bud Lewis, Director
San Diego County Water Authority
Rodulfo Figueroa Aramoni
Consul General of Mexico
Gary L. Gallegos
Executive Director, SANDAG

BOARD OF DIRECTORS
AGENDA

Friday, November 21, 2003
9 a.m.
SANDAG
401 B Street, 7th Floor
Downtown San Diego

AGENDA HIGHLIGHTS

• DRAFT ARJIS/SANDAG CONSOLIDATION PLAN
• FINAL 2030 GROWTH FORECAST
• REOPENING OF SAN DIEGO & ARIZONA EASTERN RAILWAY

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MISSION STATEMENT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Board on any item at the time the Board is considering the item. Speaker’s Slips are located in the rear of the room. Once completed, the slip should be presented to the Clerk of the Board seated at the front table. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Members of the public also are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications. All speakers are limited to three minutes. The SANDAG Board may take action on any item appearing on the agenda.

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

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Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
ITEM # | RECOMMENDATION
--- | ---
+1. APPROVAL OF OCTOBER 24, 2003 MEETING MINUTES | APPROVE

2. ADDITIONS AND DELETIONS

3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public have the opportunity to address the Board on any issue within the jurisdiction of SANDAG. Anyone desiring to speak needs to 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. Board members may provide information and announcements under this agenda item.

4. CLOSED SESSION PURSUANT TO GOVERNMENT CODE SECTION 54956.9

CONCERNING SR 76 CONSTRUCTION CLAIMS

CONFERENCE WITH LEGAL COUNSEL – PENDING LITIGATION
C.A. Rasmussen, Inc. v. California Department of Transportation (Case No. A-0035-00)

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Potential initiation of litigation against C.A. Rasmussen, Inc. (one case)

CONSENT ITEMS (5 through 13)

+5. ACTIONS FROM POLICY ADVISORY COMMITTEES | APPROVE

+6. ANNUAL MEETING CALENDAR (Deborah Gunn) | APPROVE

The Board of Directors is asked to approve the meeting calendars for the Board and the Policy Advisory Committees for the upcoming year.

+7. FY 2004 OWP/BUDGET AMENDMENT (Renee Wasmund) | APPROVE

The Executive Committee has recommended that the Board of Directors approve the following budget amendments: (1) accept $130,000 from the U.S. Department of Education; (2) increase the Highway Development Plan by $650,000 to conduct the value pricing study for the I-5 North Coast/HOV Managed Lane Project; (3) increase Regional Transportation Performance Monitoring by $200,000 to expand the capabilities of the Regional Performance Monitoring system; and (4) increase Transportation Planning for Seniors and Persons with Disabilities by $141,750.
+ 8. FY 2005 BUDGET CALENDAR (Renee Wasmund) APPROVE

This item provides a budget calendar for the FY 2005 budget process. The Executive Committee has recommended to the Board of Directors that the SANDAG bylaws be changed to require budget adoption by June 30, instead of June 1.

+ 9. FY 2004 DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM (Patricia Rice) APPROVE

Federal regulations require all recipients of funds from the U.S. Department of Transportation (DOT) to develop Disadvantaged Business Enterprise (DBE) programs with project specific goals. The draft program is pending approval by Caltrans, and with Board approval will be distributed for public comment.

+ 10. PROPOSED NEW BOARD POLICIES (Julie Wiley) APPROVE

Over the last two months, staff has provided six new policies to the Transportation Committee for review and comment. The Transportation Committee recommended approval of all six policies. If approved by the Board, they will become new SANDAG Board Policies.

+ 11. SAN DIEGO & ARIZONA EASTERN (SD&AE) RAILWAY REOPENING ACTIVITIES (Resolution #2004-07) (Mike Hix) APPROVE

The Carrizo Gorge Railway is completing repairs to reopen the rail link between San Diego and Imperial Valley. To assist in the reopening and to prepare a business plan for the railway, the Transportation Committee recommends to the SANDAG Board that it authorize the Executive Director to accept up to $1.6 million of TEA-21 demonstration funds, amend the FY 2004 Overall Work Program and Budget, and contract for consultant services related to reopening the SD&AE Railway.

+ 12. 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.

+ 13. QUARTERLY INVESTMENT REPORT — PERIOD ENDED SEPTEMBER 30, 2003 (Marlene Kelleher) INFORMATION

State law requires that the Board be provided a quarterly report of investments held by SANDAG.

CHAIR’S REPORT

14. PRESENTATION OF AWARD OF RECOGNITION TO SENATOR DENISE MORENO DUCHENY FOR PASSAGE OF SB 491
15. ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATION NATIONAL PLANNING AWARD (Mayor Mary Sessom)

Each year, the Association of Metropolitan Planning Organizations (AMPO) honors outstanding achievements in regional planning at the national AMPO conference. For 2003, AMPO honored the SANDAG publication *Planning and Designing for Pedestrians* with a national award for technical merit in metropolitan planning. Mayor Mary Sessom accepted the award on behalf of SANDAG.

REPORTS

+16. 2004 ANNUAL RETREAT (Garry Bonelli) APPROVE

The retreat is scheduled for Wednesday afternoon, all day Thursday, and Friday morning, January 28, 29 and 30, 2004 in the desert community of Borrego Springs. The primary objective of the retreat is to afford participants the opportunity to discuss strategies for some of the agency's regional policies and programs. From these retreat discussions, participants can develop ideas for the future direction of the agency. The Executive Committee is recommending three major topics to serve as the foundation of the retreat: agency consolidation, TransNet, and the draft Regional Comprehensive Plan.

+17. COBRO ANNUAL REPORT AND CONFERENCE RECOMMENDATIONS (Elsa Saxod, COBRO Chair) APPROVE

Elsa Saxod, Chair of the Committee on Binational Regional Opportunities (COBRO), will present the annual report of COBRO and the recommendations from the 2003 Summer Conference.

+18. DRAFT FINAL ARJIS/SANDAG CONSOLIDATION PLAN (Mayor Art Madrid, ARJIS Board Chair; Pam Scanlon, ARJIS Executive Director) DISCUSSION

Since April 2003, the consolidation of the Automated Regional Justice Information System (ARJIS) into SANDAG has been actively pursued by the ARJIS/SANDAG Consolidation Committee. The working group is composed of members from the ARJIS Board and Chief’s/Sheriff Management Committee. The Draft Final Consolidation Plan has been reviewed by the Consolidation Committee, ARJIS Board, and SANDAG Executive Committee. Significant modifications to the ARJIS JPA include the creation of a SANDAG Public Safety Policy Advisory Committee (PSPAC) that will replace the current ARJIS Board and Executive Committee. ARJIS consolidation also requires changes to a SANDAG Policy Advisory Committee policy to allow voting rights to non-elected officials serving on the PSPAC. The final plan will be brought back for Board approval at next month’s meeting. The Board is being asked to direct staff to docket for approval the new ARJIS JPA on the agenda of each city council and County Board of Supervisors. In addition, the Board is being asked to work with the law enforcement agencies which will appoint representatives to the proposed Public Safety Policy Advisory Committee subject to Board approval and approval of the revised ARJIS JPA by member jurisdictions.
+ 19. FINAL 2030 CITIES/COUNTY GROWTH FORECAST (Paul Kavanaugh) Information

The Final 2030 Cities/County Growth Forecast is the baseline view of the future for the first Regional Comprehensive Plan. It shows an increase for the San Diego region of one million persons, 439,000 jobs, and 314,000 housing units. The forecast reflects the likely distribution of this growth to jurisdictions and other areas within the region based on the currently adopted land use plans and policies of the 18 cities, and the most recent information from the County of San Diego’s general plan update (GP2020) for unincorporated areas. This final forecast updates the Preliminary 2030 Regional Growth Forecast approved by the Board in October 2002. This update incorporates an extensive review by local agencies, recent releases of 2000 census information, and a revised national economic forecast. The Final 2030 Regional Growth Forecast will be brought back for Board approval at next month’s meeting.

+ 20. RESULTS OF COMMUNITY BASED OUTREACH FOR REGIONAL COMPREHENSIVE PLAN (Anne Steinberger) Information

Five local community-based organizations received grants from SANDAG to conduct outreach and secure input on the Regional Comprehensive Plan (RCP) from low income and minority communities, and from persons with disabilities. The input received from these communities will be incorporated into the RCP.

21. UPCOMING MEETINGS Information

The next business meeting of the Board of Directors will take place on Friday, December 19, 2003. There will be no Board meeting on December 5, 2003.

22. ADJOURNMENT

GARY L. GALLEGOS
Executive Director

+ next to an agenda item indicates an attachment
MINUTES OF THE BOARD OF DIRECTORS MEETING
October 24, 2003

Chairman Morrison called the meeting of the SANDAG Board of Directors to order at 9:20 a.m. The attendance for the meeting is attached.

1. APPROVAL OF MEETING MINUTES (APPROVE)

   Action: City of San Diego - A - Poway. A motion and second was made to approve the minutes of the September 26, 2003, Board of Directors meeting. Yes – 18 (weighted vote, 100%). No – 9 (weighted vote, 0%). Abstain – 0. Absent – Lemon Grove.

2. ADDITIONS AND DELETIONS

   None.

   PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

   There were no public comments.

   CONSENT ITEMS (3 Through 8)

   Agenda report No. 3 was pulled at the request of a member of the public.

   4. NEW SANDAG ADMINISTRATIVE POLICIES (APPROVE)

      In September SANDAG’s legal staff asked the Executive Committee to review and comment on three new Board Policies: Procurement of Services, Delegation of Authority, and Discrimination Complaint Procedures. The Executive Committee approved these three policies at its October meeting and is recommending their approval.

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

      Local Technical Assistance (LTA) policy guidelines require that projects involving more than three days staff time be reported to the Board of Directors. The projects covered in this month’s report are a public opinion survey for the City of La Mesa and a survey of Chula Vista residents regarding police service.
6. LOCAL TECHNICAL ASSISTANCE (LTA) ANNUAL REPORT—FY 2003 (INFORMATION)

The LTA program provides member agencies access to SANDAG’s Regional Information System. Each year we assist local agency staffs on a variety of projects through the LTA program. In accordance with the policy guidelines approved by the SANDAG Board, this report summarizes the projects and activities conducted under the LTA program in FY 2003. The LTA program and selected projects were highlighted on the display board in the 7th floor lobby.

7. PROGRESS REPORT ON TRANSPORTATION PROJECTS (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 (RTIP). The TransNet one-half percent local sales tax and other local, state, and federal sources fund these projects.

8. 2003 YEAR-END LEGISLATIVE WRAPUP (INFORMATION)

The outcome of significant legislation the Board took a position on in 2003 is provided.

3. ACTIONS BY POLICY ADVISORY COMMITTEES (APPROVE)

Noel Neudeck, representing Wheelchair Access Now Today, asked that this item be pulled out of order for a comment. He urged the Board’s support for the funding request for the North County Transit District’s (NCTD’s) multi-level parking structure noted in this agenda report. He expressed his pleasure regarding the smooth ride of the Coaster from San Diego to Solana Beach.

Supervisor Greg Cox (County of San Diego) asked SANDAG to continue to work with the State on funding for the State Route (SR) 905 project. He asked if there is a chance of obtaining GARVEE bonds for this project. Staff replied that the California Transportation Commission (CTC) has decided to wait until the new gubernatorial administration has its team in place and can assess the state’s capacity to bond before making a decision on additional GARVEE bonding. There will be a delay in the allocation of funds for SR 905, though there is federal money for right-of-way acquisition. Staff explained that GARVEE bonds are grant anticipation revenue bonds that the state can sell to be paid back with future federal dollars.

Councilmember Crystal Crawford (Del Mar) expressed concern about the format for reporting policy advisory committee actions (PACs) and asked staff to consider another way of informing Board members of the actions of the PACs.

Action: Cafagna/Kellejian. A motion and second was made to approve Consent Items 3 through 8. Yes – 19 (weighted vote, 100%).

CHAIR’S REPORT
Chair Morrison introduced Captain Richard Gamble, with the Department of Defense, as the alternate to Captain Christopher Schanze.

9. AMERICAN PUBLIC TRANSPORTATION ASSOCIATION (APTA) 2003 ANNUAL MEETING (INFORMATION)

Chair Morrison provided a brief oral report regarding his experiences at this conference. He said that there was interest from other areas about the agency consolidation efforts in San Diego.

Mayor Pro Tem Phil Monroe (Coronado) provided two observations from this conference: (1) we do not market the “transit experience,” and (2) contracting out is nationally accepted as saving between 30 and 40 percent in transit operating costs.

Councilmember Joe Kellejian (Solana Beach) noted that APTA has a format to build a transit coalition and suggested that staff find out about this APTA program.

Councilmember Christy Guerin (Encinitas) complemented the Executive Director on his managed lanes presentation at this conference. San Diego has really set a trend that most of the states had never seen before.

Leon Williams, Chair of the Metropolitan Transit System (MTS) Board, stated that the MTS Board will be focusing on the transit experience. He said that the MTS Board believes that making this system a pleasant experience and offering choices is its new mission.

REPORTS

10. FRAMEWORK FOR THE TransNet EXTENSION ORDINANCE AND EXPENDITURE PLAN (APPROVE)

Joe Kellejian, Chair of the Transportation Committee, provided an introduction to this report.

Staff reported on the key components of the TransNet extension including the timing, approach, sales tax rate, length of extension, process, expenditure plan focus, ten-year review, maintenance of effort, impact fees, environmental mitigation, oversight committee, Smart Growth incentives, matching funds, and public education.

Board Comments:

Mayor Art Madrid (La Mesa) supported the idea of an oversight committee but expressed a concern about having the flexibility to make changes when circumstances occur beyond our control. He also thought that those jurisdictions already implementing Smart Growth efforts should be rewarded. He asked about making the incentive concept retroactive.

Councilmember Guerin asked about SANDAG’s role in the public education part. She said that councilmembers need to inform the public in their communities about
the benefits of the TransNet extension. Staff replied that this plan will set the framework for that public information program. According to results from the first focus group held on October 27, 2003, the public is not very informed about TransNet.

Mayor Bud Lewis (San Diego County Water Authority) stated that the TransNet measure should focus on specific projects. Staff added that the consultants indicate agreement with that focus. The extension of the TransNet program will generate about $9.5 million, and the idea is to use this money to leverage against state and federal dollars to be able to implement more projects.

Councilmember Hal Ryan (Santee) asked if another voter opinion survey would be conducted. Staff replied that another survey will be conducted in between the draft and final development of the TransNet extension measure. The draft measure will be brought to the Board in January 2004 for information.

Councilmember Ryan suggested that the incentive program be retroactive for those jurisdictions implementing Smart Growth activities and that this be included in the next public opinion poll.

Councilmember Crawford recognized and thanked the members of the Ad Hoc Working Group on TransNet. She also supported the suggestion to include incentives for successful past projects.

Councilmember Crawford asked about the Impact Fees. Staff replied that the Ad Hoc Working Group on TransNet will meet today to review some preliminary results of discussions with the Building Industry Association (BIA) about this matter. Staff will report back at a policy meeting in January 2004 regarding the entire expenditure plan.

Councilmember Crawford said that the TransNet expenditure plan makes certain assumptions and wondered what will happen if those assumptions are incorrect. Staff replied that the built in ten-year review periods will help with making changes to those assumptions. The current assumption is that the funding match would be 50/50.

Mayor Steve Padilla (Chula Vista) stated that the oversight committee should provide oversight and not be involved in the administration of the program. While this concept has proven well in other similar initiatives, the manner in which the oversight committee is defined to the electorate is important.

Councilmember Kellejian noted that the Ad Hoc Working Group on TransNet will be discussing the composition of the oversight committee at its meeting today; however, the nominations for this committee will not be from SANDAG.

Mayor Pro Tem Monroe mentioned that he attended the transportation sales tax focus group last night, and that the focus group members did not mention transportation as a major concern. They expressed concern about education, sewer breaks, public safety, and the level of confidence in public officials. They did
mention freeway interchange improvements. He encouraged Board members to attend the focus group meetings.

Mayor Madrid added that focus group members indicated that impact fees should be imposed on those who create new housing.

In response to a question from Mayor Pro Tem Monroe, staff replied that the TransNet extension measure has to be specific about which projects are included so that voters will see the actual projects that we are proposing to build with those funds. Staff explained that there will not be a formula in the TransNet Extension; rather, a determination of needs for each of the six subareas will be reviewed and a program tailored around those needs.

Supervisor Cox stated that the County does not use general fund dollars for roads; it uses gas tax and TransNet funds. With regard to the impact fees in the criteria, he suggested that instead of requiring a minimum level, agencies “may” use these as the local match as opposed to “will.” He also thought that for environmental mitigation we should work with the jurisdictions to look at existing programs rather than a mitigation bank. He was pleased to see a set aside for bike routes, though he thought we may need more than $1 million.

Mayor Pro Tem Ramona Finnila (Carlsbad) suggested that environmental mitigation projects be labeled for transportation mitigation and not for existing environmental plans. Under the incentive programs, a point that is missing is the safety of our pedestrians and bicycle riders.

Councilmember Madaffer said that we need to match this measure to what the people really want. People are already using Smart Growth principles by living close to their places of employment.

Councilmember Guerin asked that there be a focus group from the North County West area. Staff agreed to expand the number of focus groups to include that area.

Public Comment:

Kathy Keehan, San Diego County Bicycle Coalition, said that she was encouraged about the regional bikeway corridors incentive program though she thought it will take more money than $1 million to fund this program. She said that we should disincentivize sprawl and get specific about Smart Growth.

Rob Mullally, a resident of Torrey Hills, located east of Torrey Pines and Del Mar, south of Carmel Valley and overlooking the I-5/I-805 Merge, expressed concern about the traffic delays and safety issues related to the closure of Sorrento Valley Road. He also did not think $1 million would be sufficient for the bikeway program.

Chair Morrison asked Board members to notify staff if they intend to attend a focus group meeting because there is limited space and specific instructions regarding arrival. He added that tapes of the focus group meetings will be available.
Action: Carlsbad - Poway. A motion and second was made to approve the framework for the TransNet Extension Ordinance and Expenditure Plan. Yes – 19 (weighted vote, 100%). No – 0. Abstain – 0. Absent – 0.

A break was called at 10:54 a.m., and the meeting was reconvened at 11:03 a.m.

11. OVERVIEW OF ASSEMBLY BILL (AB) 361 (KEHOE) – CONSOLIDATED AGENCY/REGIONAL COMPREHENSIVE PLAN (INFORMATION)

The Executive Director thanked the Board for its leadership on this measure. Board members and staff made many trips to Sacramento to work with Assemblymember Christine Kehoe on this bill. The Governor signed AB 361 on September 24, 2003, and it will be effective on January 1, 2004.

Staff reviewed the various issues associated with this legislation (the SANDAG self evaluation, the Legislative Analyst’s Office evaluation, the Regional Comprehensive Plan, and governance) and explained how these issues were resolved in the legislation.

Staff clarified that the $150,000 included in the bill is for a one-time evaluation by the Legislative Analyst’s Office. SANDAG will provide a self-evaluation report to the Legislature every two years.

Chair Morrison stated that this was quite a challenge and many SANDAG Board and staff members worked on this matter. The League of California Cities was also involved in the development of this measure.

Vice Chair Cafagna remarked on the tremendous role that Debra Greenfield played in this effort.

12. STATUS REPORT ON THE FINAL QUANTIFICATION SETTLEMENT AGREEMENT (QSA) – IMPERIAL WATER TRANSFER (INFORMATION)

Mayor Bud Lewis (San Diego County Water Authority) indicated that an historical document has been signed to ensure water for this region for the future. He said that when we have water, we have jobs.

Bob Campbell, from the San Diego County Water Authority, reported that 300,000 acre feet of a new water supply is now under contract with Imperial Valley, and we will be working with Imperial County to implement this agreement. Last month Governor Davis signed into law three key pieces of legislation that removed remaining hurdles to this transfer. This legislation also commits the State of California to a restoration path for the Salton Sea and provides limited relief from the Endangered Species Act. Mr. Campbell stated that 300,000 acre feet of water is nearly half of the amount of water we are importing today, and represents for the first time our own reliable water supplies under control of the County Water Authority.

Mr. Campbell said that 200,000 acre feet of water will come from water transfers and conservation from Imperial Valley farms over time. This will allow farmers to put conservation measures into place. Very late in the settlement agreement we became the
beneficiary of another water supply resulting from conservation when the All American Canals in Imperial County are lined. They are now earthen canals. The State of California will be funding the lining of those canals and this water will be assigned for the benefit of San Diego County. This will occur as the canal linings are constructed beginning in 2003 with completion expected in 2010. Mr. Campbell expressed appreciation for the efforts of SANDAG Board members in this process.

Board Comments:

Councilmember Patricia McCoy (Imperial Beach) asked if provision has been made for the people who rely on seepage from the canals. Mr. Campbell responded that the United States government is working with Mexico on that situation. He noted that there are no plans to cover the canals because there is not a substantial amount of water lost to evaporation.

Mayor Mark Lewis (El Cajon) asked if the State of California is involved in the water transfer. Mr. Campbell replied that the water being diverted from Imperial Valley farms will come directly to San Diego. We will transport the water through the Metropolitan Water District aqueduct. There is some provision that a portion of the Imperial Valley conserved water may be available to the State of California for Salton Sea restoration.

Mayor Corky Smith (San Marcos) asked if this is new water and if we have sufficient storage facilities to accommodate it. Mr. Campbell answered affirmatively on both accounts.

Supervisor Cox asked about the timing of the canal lining projects. Mr. Campbell responded that the Coachella canals will go out to bid next month and will be complete in 2006. In 2010, the lining of the All American Canal will be complete.

Supervisor Victor Carrillo (Imperial County) stated that the key elements that exist today are communication, consultation, cooperation, and compromise. These elements helped to make this agreement come to fruition.

Mayor Bud Lewis stated that soon area jurisdictions will have the opportunity to make appointments to the County Water Authority. He asked Board members to consider appointing elected officials to these openings.
13. UPCOMING MEETINGS

Councilmember Jack Feller (Oceanside) reminded Board members about the parade in Oceanside tomorrow to honor our military.

The next Policy meeting of the Board of Directors is scheduled for Friday, November 7, 2003, at 10:15 a.m. immediately following the Executive Committee meeting. (The Policy meeting for November 7, 2003, was subsequently cancelled.) The next business meeting of the Board of Directors is scheduled for Friday, November 21, 2003.

14. ADJOURNMENT

The meeting was adjourned at 11:43 a.m.

GARY L. GALLEGOS
Secretary

DGunn/M/DGU

Attachment: Attendance Sheet
ACTIONS BY 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.

Regional Planning Committee
(November 7, 2003)

This meeting was cancelled.

Executive Committee (November 7, 2003)

- Recommended that the Board approve three budget amendments: (1) accept $130,000 from the U.S. Department of Education, (2) increase the Highway Development Plan by $650,000 to conduct the value pricing study for the Interstate 5 (I-5) North Coast/High-Occupancy Vehicle (HOV) Managed Lane Project, (3) increase Regional Transportation Performance Monitoring by $200,000 to expand the capabilities of the Regional Performance Monitoring system, and (4) increase Transportation Planning for seniors and persons with disabilities by $141,750.

- Recommended that the Board adopt the calendar for the FY 2005 budget process and that the Bylaws be revised to change the budget adoption date from June 1 to June 30.

- Agreed to plan an organized approach to the California Public Utilities Commission (CPUC) related to SANDAG’s interest in becoming the regional energy entity, and to pursue assistance from our advocates on this course of action.

- Referred the SANDAG/Automated Regional Justice Information System (ARJIS) Consolidation Plan to the Board for review.

Policy Board Meeting (November 7, 2003)

This meeting was cancelled.

Borders Committee Meeting (November 7, 2003)

- Recommended that the Borders Chapter be forwarded to the Regional Planning Committee for inclusion in the Regional Comprehensive Plan.

- Approved the COBRO recommendations from the Annual Binational Summer Conference and forwarded it to the Board for its consideration.

Transportation Committee
(November 14, 2003)

- Recommended that the Board approve two new procurement policies, one on equipment and supplies, another on construction projects.

- Recommended approval of Resolution 2004-07 approving amendments to Transportation Development Act (TDA) allocations for two pedestrian bridges in the City of Solana Beach.
• Recommended a new alignment for the University of California, San Diego (UCSD)/University City area for the Mid-Coast LRT project and steps for moving the project through the federal funding process and toward implementation.

• Recommended that the SANDAG Executive Director be authorized to accept up to $1.6 million in Transportation Efficiency Act for the 21st Century (TEA-21) demonstration funds, amend the FY 04 Overall Work Program and Budget, and contract for consultant services related to the preparation of a business plan for the reopening of the San Diego and Arizona (SD&AE) Railway.

GARY L. GALLEGOS
Executive Director
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<tr>
<th>Board of Directors - Policy or Business Meeting (Normally second Friday, 10:15 a.m. - noon)</th>
<th>Board of Directors - Business Meeting (Normally fourth Friday, 9 a.m. - noon)</th>
<th>Transportation Committee (Normally first and third Fridays, 9 a.m. - Noon)</th>
<th>Regional Planning Committee (Normally first Friday, Noon - 2 p.m.)</th>
<th>Executive Committee (Normally second Friday, 9 a.m. - 10 a.m.)</th>
<th>Borders Committee (Normally third Friday, 12:30 p.m. - 2:30 p.m.)</th>
<th>Public Safety Committee</th>
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<td><strong>January 9, 2004</strong></td>
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<td><strong>January 16, 2004</strong> (Committee only meets once this month due to the New Year Holiday)</td>
<td><strong>January 9, 2004</strong> (Second Friday following the Board Policy meeting)</td>
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<td><strong>November 5, 2004</strong> (12-2 pm, Following Board Policy Meeting)</td>
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<td><strong>December 3, 2004</strong> (12-2 pm, Following Board Policy Meeting)</td>
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<td>December 17, 2004 (Following Board Meeting)</td>
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* Changes to normal schedule due to holidays shown in bold
- Board Meetings on the second Friday of each month will take place as needed based on the schedule
- August meetings will be held if needed
FY 2004 OWP/BUDGET AMENDMENT

Recommendation

It is the Executive Committee’s recommendation that the Board approve amendments to the FY 2004 OWP, as follows:

1. Add a new OWP project to accept $130,000 from the U.S. Department of Education for a program called “Family Targeted Intervention, Education and Services”.

2. Increase OWP #3000500, Highway Development Plan, by $650,000 to conduct the value pricing study for the I-5 North Coast HOV/Managed Lane project. The funding is coming from Regional Surface Transportation Program funding, matched with State Transportation Improvement Program funding.

3. Increase OWP #4000200, Regional Transportation Performance Monitoring, by $200,000 to expand the capabilities of the Regional Performance Monitoring System. The funding is coming from Congestion Mitigation and Air Quality (CMAQ) funds and TransNet.

4. Increase OWP #3001100, Transportation Planning for Seniors and Persons with Disabilities, by $141,750 which is a pass-through to All Congregations Together (ACT).

Discussion

There are four amendments proposed to the OWP:

1. **Family Targeted Intervention, Education, and Services (TIES) ($130,000)**. The San Diego County Sheriff’s Department has received funds from the U.S. Department of Education for this program and has requested that SANDAG conduct the required process and impact evaluation for this project. The goal of Family TIES is to reduce recidivism through the development and improvement of life skills necessary for reintegration of adult prisoners into society. The tasks performed by SANDAG will include creating data collection instruments, collecting research data through surveys, interviews, case studies, and archival records, cleaning and analyzing the data, and creating bi-annual research reports.

2. **I-5 North Coast Value Pricing Study ($650,000)**. Caltrans is currently developing the environmental document for widening I-5 between Genesee Avenue in the City of San Diego and Vandergrift Boulevard in Camp Pendleton. A 25-mile long HOV/Managed Lane facility, two lanes in each direction, would be added to I-5 as part of the I-5

Introduction

On September 26, 2003, the SANDAG Board of Directors approved amendments to the Overall Work Program (OWP) to accommodate the transition of project development and ancillary support functions from North County Transit District (NCTD) and the Metropolitan Transit Development Board (MTDB). We are proposing some additional amendments to the OWP to reflect additional grants received in the past several weeks.
North Coast project. The HOV/Managed Lane facility would give priority to High Occupancy Vehicles (HOVs), vanpools, and a future Bus Rapid Transit (BRT) route. Value pricing techniques could allow Single Occupant Vehicles (SOVs) to use the facility by paying a toll. Staff wishes to conduct a study to determine the feasibility of value pricing options that could lead to a SANDAG Board selection of a value pricing option that best fits the planned project. This selected option would be included in the environmental document for the I-5 widening project.

Caltrans concurs that SANDAG is the appropriate agency to conduct the value pricing study for the I-5 North Coast HOV/Managed Lane project. SANDAG has the experience of planning and implementing value pricing techniques currently used on the I-15 Managed Lanes. The value pricing study for I-5 North Coast project is estimated to cost $650,000 ($600,000 for consultant study and $50,000 for staff oversight). The work was planned for in the 2004 Overall Work Program (OWP) under the Highway Development Plan (3000500) listing but the budget capacity for the consultant study was not included. It was unclear whether Caltrans or SANDAG would conduct the study at the time the 2004 OWP was approved.

3. **Regional Performance Monitoring System (PeMS) ($200,000).** PeMS is an existing Web-based freeway performance monitoring tool developed by the University of California, Berkeley and Caltrans. Continuous freeway speed and volume data from in-pavement freeway loop detectors are exported to PeMS. Web-based tools allow users to collect, process, and analyze the data providing a powerful freeway system monitoring and planning tool.

Staff wishes to expand the capabilities of PeMS by adding arterial and transit features and further enhancing current highway applications. The Regional PeMS project will provide for the incorporation of key arterial intersection volume/capacity data and transit on-time performance data. Analysis tools will be refined for current freeway applications including automating freeway congestion trends and ramp meter operation.

The $200,000 Regional PeMS project is being funded by local TransNet ($23,000) and federal CMAQ ($177,000) funds. The work was planned for in the 2004 Overall Work Program (OWP) under the Regional Transportation Performance Monitoring (4000200) listing, but the budget capacity for the contract work was not included. It was unclear whether funding would ultimately be secured for this project at the time the 2004 OWP was approved.

4. **All Congregations Together ($141,750).** SANDAG is receiving a grant of $141,750 from Caltrans for a project in the Environmental Justice Grant Program. This grant is a pass-through to All Congregations Together (ACT). ACT will provide the required matching funds of $15,000. The grant will be used to identify the full range of transportation needs in low income and minority communities, including gaps in available transportation.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Renée Wasmund, (619) 557-4531; renee.wasmund@sdmts.com
Introduction

Preparations are underway to kick off the FY 2005 SANDAG budget cycle. The FY 2005 budget will encompass all the newly consolidated functions. Since much of this will be new to SANDAG, staff has prepared a budget schedule (Attachment 1) outlining all the parallel activities which will take place over the next nine months. Because of all the actions which need to occur, it is recommended that the SANDAG bylaws be changed to require budget adoption by June 30, instead of June 1.

Discussion

The SANDAG budget will be more complicated and time-consuming than in the past with the consolidation of the planning, programming, and development functions into SANDAG. There are three main activities related to the budget, as described below:

1. Capital Programming - The transit capital programming process began in July, with the schedule calling for the Transportation Committee to review the recommended list of projects in December and approve the list in January. Board approval is scheduled for January as well.

   We also anticipate receiving the California Transportation Commission fund estimate in December. We anticipate the fund estimate to be flat in the best case, and possibly even negative. Regardless, this will necessitate a re-evaluation of State Transportation Improvement Program (STIP) projects. We will work with the Transportation Committee and the Board on this re-evaluation and anticipate asking for Board approval in April. The CTC is scheduled to adopt the 2004 STIP in August.

   The other very important aspect to the capital programming process is the reauthorization of TEA-21. We are currently under a five-month extension. We will be working on the 2004 federal legislative program, with Board approval scheduled for December. Once reauthorization is complete and we know the funding levels, the list of transit capital projects may need to be re-evaluated.

2. Planning Programming - The programming process for the Overall Work Program began in October. We plan on reviewing the priorities of the program with the Board at the retreat in January. The Executive Committee will review the recommended work program in February and approve the program in March. Board approval is scheduled for March as well.

Recommendation

It is the Executive Committee’s recommendation that the Board of Directors approve that the SANDAG bylaws be changed to require budget adoption by June 30, instead of June 1.
3. **Transit Operations Budget** – For the first time, SANDAG will have the responsibility of approving the operations budgets for North County Transit District and the Metropolitan Transit System operators (7 operators total). Staff will begin the process in November, and plan on reviewing the budget assumptions and strategy with the Board at the retreat in January. The Executive Committee is scheduled to review and approve the budget assumptions and strategy in February. Four budget workshops are scheduled with the Transportation Committee beginning in January and concluding in April.

All of these activities will come together in a consolidated budget, which will include capital, planning, and operations programming. The budget process will be an informative and participative one, with the Executive Committee, the Transportation Committee, and the full Board involved throughout the process. We are recommending that we change the SANDAG bylaws to move the required budget adoption date from June 1 to June 30, in order to accommodate the full participation of the Executive and Transportation Committees in the budget process.

GARY L. GALLEGOS  
Executive Director

Attachment

Key Staff Contact: Renée Wasmund,  
(619) 557-4531; renee.wasmund@sdmts.com
The attachment to this Agenda Item may be obtained by contacting SANDAG’s Clerk of the Board at (619) 595-5602.
FY 2004 DISADVANTAGED BUSINESS ENTERPRISE PROGRAM (DBE) PROGRAM

Introduction

DBE goals for FY 2004 have been developed in accordance with federal regulations set forth in 49 CFR Part 26, Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation Program. Goals for FY 2004 have been determined based on evidence of ready, willing, and able DBEs that are believed to be available to work on SANDAG federally assisted contracts. Using information provided by Caltrans, SANDAG calculated the ratio of DBE firms available to the total number of firms listed for each type of service SANDAG anticipates needing for the project. This calculation results in the percent of DBE firms available for each professional discipline. This percentage is then applied to the dollar amount of the contract to determine the DBE dollar goal for each project. Once the goal is set, SANDAG must undertake a 45-day public comment period.

Discussion

Proposed DBE Goals for FY 04
SANDAG FHWA – Assisted Projects
▪ Proposed Goal for Services: 2.5%
SANDAG FTA – Assisted Projects
▪ Proposed Goal for Services: 2.6%
SANDAG FTA – Assisted Projects Transferred from MTDB
▪ Proposed Goal for Services: 3.6%
▪ Proposed Goal for Construction/ Special Trades: 8.8%

Recommendation

It is my recommendation that the Board of Directors approve the proposed DBE goals for FY 2004, and authorize staff to publish a notice of these proposed goals for public information and comment.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Patricia Rice
(619) 595-5384; pjr@sandag.org

Funds are budgeted in Work Element #8001000
PROPOSED NEW BOARD POLICIES

Recommendation

It is the recommendation of the Transportation Committee that the Board of Directors approve the attached Board Policies.

Introduction

On September 19 and November 14, 2003, SANDAG’s legal staff presented four new draft policies to the Transportation Committee for review and comment. These policies are entitled: Project Plans, Specifications, and Estimates; Quality Assurance/Quality Control (QA/QC) For Capital Improvement Projects; Acquisition of Real Property Interests and Relocation Assistance; and Utility Agreements and Relocation. Additionally, on October 17, and November 14, 2003, staff presented two procurement and contracting policies for review and comment: Procurement & Contracting – Equipment & Supplies and Procurement & Contracting – Construction. The Transportation Committee took action on November 14, 2003, to recommend approval by the Board of all six of these policies.

Discussion

A summary description of the proposed policies follows:

- **Project Plans, Specifications, and Estimates (Board Policy No. 019)**
  - This policy provides direction concerning the design of major transit projects, including preparing and approving contract plans, specifications, and cost estimates.

- **Quality Assurance/Quality Control (QA/QC) For Capital Improvement Projects (Board Policy No. 020)**
  - This policy provides clear, concise quality assurance and control recommendations that will ensure that capital improvement projects constructed by SANDAG meet or exceed requirements and expectations, and to provide for a Quality Plan as mandated by the Federal Transit Administration.

- **Acquisition of Real Property Interests and Relocation Assistance (Board Policy No. 021)**
  - This policy provides guidance on the acquisition of real property by agreements with owners. It also covers relocation assistance provided by SANDAG to individuals, families, businesses, farm operations, and nonprofit organizations that are required to relocate as a result of projects constructed by SANDAG for the benefit of the public.

- **Utility Agreements and Relocation (Board Policy No. 022)**
  - This policy concerns relocations or adjustments and placement of public and privately owned utilities, for which SANDAG is legally obligated, and that may be made necessary by proposed construction of a SANDAG project either within SANDAG right-
of-way or in other public agencies' rights-of-way.

Procurement & Contracting – Equipment & Supplies (Board Policy No. 0 23)
This policy establishes procedures for acquiring supplies, equipment, and materials. It provides direction concerning appropriate procurement methodologies for these types of items, consistent with the requirements in SB 1703.

Procurement & Contracting – Construction (Board Policy No. 024)
This policy provides mandates for procurement methods on construction projects as well as a method for administering SANDAG construction contracts. Among other things, it discusses requirements in SB 1703 pertaining to construction procurements. It also discusses bid procedures and evaluations, protests, claims, change orders, and sole source limitations.

GARY L. GALLEGOS
Executive Director

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

No Budget Impact
PROJECT PLANS, SPECIFICATIONS AND ESTIMATES

This policy provides direction concerning the design of major transit projects and for preparing and approving contract plans, specifications, and cost estimates.

Section 14085 et seq. of the State Government Code states that whenever any public entity is to receive state or federal funds for the purposes of project planning, design, rights-of-way, construction, acquisition, or improvement of exclusive public mass transit guideways (and their related fixed facilities, power systems, passenger facilities, vehicles, and equipment), it shall prepare plans for the complete project that are applicable to the type of project, and transmit them to the Department of Transportation for its review and approval of policies, procedures, and performance standards, prior to the implementation of the project or the project phases affected. This policy is intended to cover the following components of Section 14085: preliminary engineering investigations; plans, specifications, and cost estimates.

Procedures

1. Plans, specifications, and estimates (PS&Es) for SANDAG projects shall be prepared in the most functional and timely manner possible, by competent engineers in any combination of public agency staff, consultants, or SANDAG staff as appropriate.

2. PS&Es shall generally be prepared in accordance with SANDAG's practices and standards and/or accepted practices as defined by major project administrators, such as Caltrans.

3. Design criteria shall be as adopted by the Board of Directors and in compliance with other accepted engineering standards and practices used for transportation systems. In the case of projects to be constructed on the NCTD/MTDB-owned railroad right-of-way, such design standards shall include but not be limited to:

   3.1 NCTD’s/MTDB’s adopted System Safety Program Plan

   3.2 49 CFR Part 213: Track Safety Standards

   3.3 49 CFR Part 236: Installation, Inspection Maintenance and Repair of Signal and Train Control Systems, Devices, and Appliances

   3.4 Amtrak MW 1000 Limits and Specifications for the Safety, Maintenance, and Construction of Track
3.5 SDNR Bridge Inspection and SDNR Signal Maintenance, Inspection, and Testing Manuals

3.6 American Railway Engineering and Maintenance-of-Way Association (AREMA) standards

3.7 California Public Utilities Commission (CPUC) general orders and standards as applicable

4. As a guideline, PS&E packages should generally contain the following:

4.1 Plans -- The official project plans and Standard Plans and Profiles, typical cross sections, general cross sections, working drawings and supplemental drawings, or reproductions thereof, approved by the responsible Engineer licensed in California, which show the location, character, dimensions and details of the work to be performed.

4.2 Specifications -- Special provisions shall contain specific clauses setting forth conditions or requirements peculiar to the work and supplementary to the standard specifications. Standard Specifications shall provide the directions, provisions and requirements contained in published documents setting forth conditions and requirements that are reoccurring in like work.

4.3 Estimate -- The engineer's estimate shall list the estimated quantities of work to be performed and estimated costs of each item and for the total project construction.
QUALITY ASSURANCE/QUALITY CONTROL (QA/QC) FOR CAPITAL IMPROVEMENT PROJECTS

This policy provides clear, concise quality assurance and control recommendations that will ensure that capital improvement projects constructed by SANDAG meet or exceed requirements and expectations, and to provide for a Quality Plan as mandated by the Federal Transit Administration (FTA). In order to protect the public interest and safety, public works projects have historically implemented quality assurance and quality control (QA/QC) management. QA/QC utilizes specific techniques that ensure conformance to specifications and requirements with respect to design, procurement, construction, and functional performance. The FTA requires that grantees undertaking major capital improvement projects (over $5 million) prepare, submit, and administer an approved Quality Plan. An approved Quality Plan defines a series of planned, systematic activities to ensure that the design, procurement, and construction meet the specified requirements at each stage of the project.

Procedures

1. SANDAG shall establish a Quality Plan for the design, procurement, and construction of major capital improvement projects. The Quality Plan shall be prepared in accordance with FTA and Caltrans guidelines. In addition, project-specific Quality Plans may be developed for other very large or complex projects, or if required by a funding agency.

2. The Quality Plan should be utilized by SANDAG staff, consultants, agency contractors, subcontractors, and suppliers to assure adequate quality verification of the project design, procurement, and construction activities.

3. The Quality Plan should describe the quality oversight activities that will be utilized by the project oversight team.

4. The Quality Plan should provide adequate project quality guidance for design, procurement, and construction. It should include details of the quality system requirements to be applied during the design and construction processes, including requirements placed on subconsultants or subcontractors.
ACQUISITION OF REAL PROPERTY INTERESTS AND RELOCATION ASSISTANCE

The purpose of this policy is to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion in the courts, to assure consistent treatment for owners in the public programs, and to promote public confidence in public land acquisition programs carried out by SANDAG. This policy also covers relocation assistance provided by SANDAG to individuals, families, businesses, farm operations, and nonprofit organizations that are required to relocate as a result of projects constructed by SANDAG for the benefit of the public.

Section 14085 et seq. of the California Government Code states that whenever any public entity is to receive state or federal funds for the purposes of project planning, design, rights-of-way, construction, acquisition, or improvement of exclusive public mass transit guideways (and their related fixed facilities, power systems, passenger facilities, vehicles, and equipment), it shall prepare plans for the complete project that are applicable to the type of project, and transmit them to the Department of Transportation for its review and approval of policies, procedures, and performance standards, prior to the implementation of the project or the project phases affected. This policy is intended to cover the following components of Section 14085: acquisition of rights-of-way and other related real properties, and relocation assistance.

Additionally, Government Code sections 7260-7276, require public entities such as SANDAG to provide relocation assistance to displaced persons and to implement a relocation assistance program.

Procedures

1. Acquisition of rights-of-way and other related real properties will be prosecuted within the following policy parameters:

   1.1 All property owners will be dealt with fairly and equitably in the acquisition of lands or interests therein required by SANDAG.

   1.2 Settlements will be based on estimates of fair market value as supported by current appraisal practices.

   1.3 SANDAG shall pay for expenses which the owner(s) must incur for title and escrow fees incidental to conveying real property to SANDAG.
1.4 SANDAG shall make reasonable efforts to acquire expeditiously by negotiation the required property interests.

1.5 Condemnation will be utilized where negotiations have reached an impasse or there is a requirement to meet time restraints imposed by funding sources or construction schedules.

1.6 The Relocation Assistance Program will be fairly administered to ensure that all owners receive any and all benefits to which they are legally entitled.

2. The following guidelines shall be utilized by SANDAG or its agents to ensure fair and equitable treatment of all property owners affected by SANDAG acquisitions as set out in Government Code Section 7267 et seq., as it may be amended from time to time:

2.1 The real property interests to be acquired shall be appraised and the fair market value established before the initiation of negotiations and the property owner shall be given the opportunity to accompany the appraiser during his inspection on the property. (Government Code Section 7267.1 and 7267.2)

2.2 SANDAG or its agents shall make a prompt offer to the property owner for the full estimate of market value established by the Board. SANDAG or its agents shall also provide the property owner with a written statement of, and summary of the basis for, the amount established as just compensation. The summary shall contain the following elements:

2.2.1 The owner's name and address.

2.2.2 Zoning and present use of the property.

2.2.3 Highest and best use of the property.

2.2.4 Consideration to be paid by SANDAG.

2.2.5 Total property area and amount to be acquired.

2.2.6 Market value of the property to be acquired and a statement as to how the value was established, i.e., market data approach, income approach, or cost approach.

2.2.7 Amount of damages or a statement indicating that there are no compensable damages. (Government Code Section 7267.2)

2.3 SANDAG shall make reasonable efforts to acquire by negotiation the real property interests required so as to reduce the need for litigation. SANDAG shall strive at all times to assure consistent treatment of property owners involved in public improvement projects and to promote public confidence in SANDAG's acquisition practices. (Government Code Sections 7267 and 7267.1a)
2.4 SANDAG shall schedule the construction or development of a public improvement, insofar as it is practicable, so that no person lawfully occupying real property shall be required to move from a dwelling or business, assuming a replacement dwelling is available, without at least 90 days written notice from the SANDAG. (Government Code Section 7267.3)

2.5 Should rental property become vacant, SANDAG may rent the vacated premises prior to acquisition.

2.6 The threat of condemnation shall not be used to coerce a property owner into agreement. (Government Code Section 7267.5 and 7267.6)

2.7 SANDAG will offer to acquire the entire property if the owner so desires where the acquisition of a portion of the property would leave the remaining portion in such shape or condition as to constitute an uneconomic remnant. (Government Code Section 7267.7)

3. Relocation assistance is a program that has been established by federal and state law to provide help to individuals, families, businesses, farm operations, and nonprofit organizations required to relocate as a result of a public improvement project. Its primary objective is to assist all project displacees to the end that they do not suffer disproportionate injury as a result of projects constructed for the benefit of the public as a whole.

3.1 Relocation assistance shall be in accordance with Section 7260-7276 of the State Government Code, as it may be amended from time to time.

3.2 No person will be required to relocate due to a proposed construction project until a replacement facility has been made available which meets the following standards:

3.2.1 Decent, safe, and sanitary.

3.2.2 Fair housing.

3.2.3 In areas not generally less desirable than the property to be acquired in regard to public utilities or public and commercial facilities.

3.2.4 Within the financial means of the displacee.

3.2.5 Reasonably accessible to the displacee's place of employment, public services, and commercial facilities.

3.2.6 Adequate to accommodate the displacee.

3.2.7 In an equal or better neighborhood.

3.2.8 Available on the market to the displacee.
3.3 In lieu of a replacement facility, the eligible owner or occupant may agree to accept a cash settlement as provided by state law.

3.4 Moving and related payments will be paid as provided by state law.

3.4.1 Individuals, businesses, and nonprofit organizations occupying the property to be acquired at the time of the first written offer to purchase and move as a result of SANDAG's acquisition, will be eligible for reimbursement of moving expenses.

3.4.2 Residential occupants will receive either the actual reasonable costs involved in moving family and personal property up to a maximum of 50 miles, or a payment based on a schedule relating to the size of their present dwelling, not to exceed $500.

3.4.3 Businesses, farms, and nonprofit organizations will be entitled to reimbursement for (1) actual reasonable costs involved in moving the operation and personal property up to a maximum of 50 miles, (2) actual reasonable expenses incurred in searching for a replacement property, and (3) actual direct losses of tangible property.

3.5 Instead of accepting an actual moving expense payment, a business owner may be paid an amount equal to the average annual net earnings of the farm or business for the last two years prior to relocation. The payment may not be less than $2,500 or more than $10,000. A business may qualify for an In Lieu Payment if the agency determines that the business cannot be relocated without a substantial loss of the existing dollar volume of business and it is not a part of a business having an additional establishment. A part-time individual or family occupation in the home that does not contribute materially to the income of the displaced owner is ineligible for an In Lieu Payment.

3.6 The Board hereby adopts the Department of Housing and Community Development relocation assistance regulations set forth in Title 25, Division 1, Chapter 6, Subchapter 1 of the California Administrative Code, except as supplemented herein, as SANDAG's Relocation Assistance Program for all projects that must have such regulations apply pursuant to Government Code section 7267.8.

3.7 Pursuant to section 6152 of Title 25 of the California Administrative Code, the provisions for review commencing with section 6150 shall be supplemented as follows:

3.7.1 In the case of complaints dismissed for untimeliness or for any other reason not based on the merits of the claim, SANDAG shall furnish a written statement to the complainant stating the reason for the dismissal of the claim as soon as possible but no later than two (2) weeks from receipt of the last material submitted by the complainant or the date of the hearing, whichever is later.
3.7.2 Except to the extent the confidentiality of material is protected by law or its disclosure is prohibited by law, the Board shall permit the complainant to inspect all files and records bearing upon his claim or the prosecution of the complainant's grievance. If a complainant is improperly denied access to any relevant material bearing on the claim, such material may not be relied upon in reviewing the initial determination.

3.7.3 The principles established in all determinations by SANDAG shall be considered as precedent for all eligible persons in similar situations regardless of whether or not a person has filed a written request for review. All written determinations shall be kept on file and available for public review.

3.7.4 Any aggrieved party has a right to representation by legal or other counsel at his expense at any and all stages of the proceedings set forth in these sections.

3.7.5 If a complainant, other than the owner of a displaced advertising sign, seeks to prevent displacement, SANDAG shall not require the complainant to move until at least twenty (20) days after it has made a determination and the complainant has had an opportunity to seek judicial review. In all cases, SANDAG shall notify the complainant in writing twenty (20) days prior to the proposed new date of displacement.

3.7.6 Where more than one person is aggrieved by the failure of SANDAG to refer them to comparable permanent or adequate temporary replacement housing, the complainants may join in filing a single written request for review. A determination shall be made by SANDAG for each of the complainants.

3.8 Before any project may be undertaken which involves the displacement of people, SANDAG or its agents shall complete a Replacement Housing Study to determine the needs of the relocatees and the availability of replacement housing. The SANDAG studies shall serve to assure that orderly relocation can be accomplished and that realistic and adequate plans are developed for relocating all displaced persons.

3.9 Comparable replacement dwellings will be available or provided for each displaced person within a reasonable amount of time. Such assurance is a part of the SANDAG Relocation Assistance Program study process and must be specifically given on every project requiring displacement.

3.10 Relocation advisory services will be provided to assist persons in relocating into safe, decent, and sanitary housing that meets their needs and is within their financial means. The same will be provided for displaced business and farm operators to aid them in finding suitable replacement locations to continue operations. Assistance is required throughout the acquisition phase of the project and starts at the time SANDAG begins acquiring properties on a project.
3.11 No person lawfully occupying real property shall be required to move from a dwelling, assuming a decent, safe, and sanitary replacement dwelling is available, or to move a business or farm operation, without at least 90 days written notice from SANDAG, prior to the date the move is required.

3.12 SANDAG shall follow generally the procedures outlined in the following Caltrans guides: Right-of-Way; Relocation Assistance Handbook; and How to Make Relocation Studies and Plans.

3.13 All cash payments to owners or occupants for any purpose shall be formally reported to the Board as to amount, rationale, and applicable code or statute.
UTILITY AGREEMENTS AND RELOCATION

The purpose of this policy is to define and clarify matters relating to utility agreements and utility relocations. Relocations or adjustments and placement of public and privately owned utilities, for which SANDAG is legally obligated, may be made necessary by proposed construction of a SANDAG project. These utility placements and relocations may take place within SANDAG right-of-way or in other public agencies' rights-of-way.

Procedures

1. For the purpose of this policy, the term “utility” shall include water systems, gas lines, electrical systems, and other public facilities, as well as those normally used to deliver, or dispose of, products utilized by the general public.

2. Utility agreements will be negotiated with each major utility owner affected, or likely to be affected, by a SANDAG project. These agreements shall establish the general basis for determining costs, salvage and betterment credits, liabilities, methods of payment, encroachments and easements, and procedures for effecting specific and discrete elements of work. Utilities that must be replaced or rearranged shall be replaced or rearranged in-kind to the current code or standard. Board approval is required to improve utilities beyond the code or standard of the utilities being replaced.

3. Design and construction relative to SANDAG-required utility relocations shall generally be performed by, or under contract to, the utility owner. Where the utility agrees to have such work performed by a SANDAG contractor, however, the utility should be assigned final responsibility for accepting that portion of the contractor's work.

4. SANDAG shall exercise reasonable discretion in acting on applications of utilities for permits to occupy SANDAG's right-of-way. SANDAG may, however, refuse to grant any applications for any crossings which would be inconsistent with public safety or the continued unobstructed use of the right-of-way for freight or transit purposes.

5. With the necessary modifications for the type of right-of-way and ownership thereof, SANDAG shall be guided by the California Streets and Highway Code, Section 680 and on any applicable case law, in carrying out this policy.

6. Nothing in this policy is intended to apply to relocations or adjustments and placement of public and privately owned utilities within NCTD or MTDB owned right-of-way. Any such relocations or adjustments and placements shall be governed by the policies of NCTD or MTDB, or governed by separate agreements established on a case-by-case basis.
PROCUREMENT AND CONTRACTING – EQUIPMENT & SUPPLIES

Purpose
To establish procedures for acquiring supplies, equipment, and materials.

Background
When purchasing equipment, supplies, and materials, SANDAG staff is required to use a competitive procurement process. Pursuant to Public Utilities Code section 132352.4(5), SANDAG is required to select the lowest responsible bidder meeting specifications for awards of $50,000 or more, not including sales tax. This section also states two exceptions to this requirement. First, if an article of a specified brand or trade name is the only article that will properly meet SANDAG’s needs, competitive procurement is not required. Second, the Board may approve a purchase of equipment, supplies, or materials that exceeds $50,000 without utilizing competitive procurement methods if it is in SANDAG’s best interest to do so.

Policy
1. Supplies, equipment, and materials not otherwise provided for in a contract for construction or services, and estimated to cost more than $50,000, shall be listed separately in the budget or otherwise provided for by Board action or Executive Director approval before suppliers are asked to submit any binding offers.

2. For purchases involving no federal funds and not exceeding $25,000, a purchase order may be used. For purchases in excess of $2,500 involving federal funds, all applicable federal requirements and certifications must be attached to the purchase order or contract. For purchases that exceed $25,000, a contract must be used in order to ensure provisions are included to protect SANDAG’s interests.

3. Sole source acquisition shall only be permitted when the conditions below are met.

3.1 When the acquisition will be paid for in whole or in part by federal funds one of the following conditions must be met:

3.1.1 There is an urgent need for the articles due to an emergency or some other exigency that will not permit a delay resulting from competitive solicitation. Examples of such need include a danger to the public or loss of use of a transportation facility used by the public.
3.1.2 Staff solicited competitive bids and was unable to obtain a responsive bid from a responsible bidder.

3.1.3 The grantor agency providing funds for the project has approved sole source acquisition.

3.1.4 The item is only available from a single source.

3.1.5 The item is an associated capital maintenance item as defined in 49 U.S.C. § 5307 (a)(1) that is procured directly from the original manufacturer or supplier of the item to be replaced. Written certification must first be provided to the federal funding agency stating that such manufacturer or supplier is the only source for such item, and that the price of such item is no higher than the price paid for such item by like customers. A cost analysis verifying the proposed cost data, the projections of the data, and evaluation of the specific elements of costs and profit, is required.

3.2 When there are no federal funds involved the following additional factors may make sole source acquisition within SANDAG’s best interests. Therefore, a sole source for these types of procurements may be permitted when one of the conditions in this section (3.2) or section 3.1 is met:

3.2.1 There is only one vendor capable of providing the item because the item is unique or highly specialized.

3.2.2 The item should be purchased from a particular vendor in the interest of economy or efficiency as a logical follow-on to an order already issued under a competitively awarded contract.

3.2.3 The cost to prepare for a competitive procurement exceeds the cost of the item.

3.2.4 The item is an integral repair part or accessory compatible with existing equipment.

3.2.5 The item is essential in maintaining research or operational continuity.

3.2.6 The item is one with which staff members who will use the item have specialized training and/or expertise and retraining would incur substantial cost in time and/or money.

3.2.7 The procurement is of the type that may be made as a sole source procurement pursuant to the Public Contracts Code.

4. For purchases below $2,500 a micro purchase procurement method may be used. A micro purchase is a non-competitive purchase technique, however, the price of the item must still be fair and reasonable. There should be equitable distribution among qualified suppliers in
the local area and no splitting of procurements to avoid competition. A bid is only required from the vendor of choice and no contract is required.

5. For purchases between $2,500 and $50,000, a simplified competitive procurement method may be used:

5.1 Staff shall obtain written bids or document oral bids from at least three suppliers in a manner that permits prices and other terms to be compared.

5.2 Staff shall recommend the supplier that will provide the best value to SANDAG, taking into account the possible range of competing product and materials available, fitness of purpose, manufacturer’s warranty, and other similar factors in addition to price.

5.3 Staff shall obtain approval for use of the recommended supplier from a division or department director if the purchase will be under $10,000 and from the Executive Director if it is between $10,000 and $49,999.

6. For purchases of $50,000 or more, an invitation for bids (IFB) shall be issued and the award will be made to lowest responsible bidder submitting a responsive bid:

6.1 The IFB will be posted on SANDAG’s Web site. In addition, notice of the IFB will be sent to suppliers previously known to be interested in providing the needed article(s).

6.2 Notice of the IFB will be published in at least one newspaper of general circulation in San Diego County and in community newspapers and business publications as appropriate at least two weeks before the bid opening date. The notice shall state the date, location and time for receiving and opening the sealed bids. For federally funded projects, the IFB must also be published in one or more Disadvantaged Business Enterprise-certified publications.

7. For purchases of $50,000 or more that are better suited for a Request for Proposals (RFP) (negotiated purchase) or purchase on the open market, instead of an IFB (low bidder), approval may be sought from the Contracts Compliance Specialist to utilize a different procurement process. An alternate procurement process to the IFB may be in SANDAG’s best interest in the following example situations:

7.1 The purchase may be made at a lower price on the open market.

7.2 Competitive bidding is an inadequate method of procurement because it is necessary to purchase prototype equipment or modifications in order to conduct and evaluate operational testing.

7.3 The article(s) to be procured is undergoing rapid technological changes and it is in the public’s interest to issue an RFP so that the broadest possible range of competing product and materials available, fitness of purpose, manufacturer’s
warranty, and other similar factors in addition to price, can be taken into consideration.

8. If staff seeks authorization to utilize an alternate procurement process under section 7, documentation setting forth the reasons a deviation from the typical competitive bidding process is warranted, and a technical evaluation of the articles, prices, and suppliers shall be placed in the contract folder.
Purpose

To establish a method for administering SANDAG construction contracts.

Background

Public Utilities Code section 132352.4 states that if the estimated total cost of any construction project or public works project will exceed fifty thousand dollars ($50,000), SANDAG must solicit bids in writing and award the work to the lowest responsible bidder or reject all bids. Section 132352.4 further mandates that SANDAG establish rules for procurement of construction of public works projects. Additionally, Government Code section 14085 et seq. requires that any public entity receiving state funds for a guideway project adopt policies and procedures for contract administration. Code of Federal Regulations, Volume 49, Part 18, and Federal Transit Administration Circular 4220.1E also establish procedures which SANDAG must be follow when administering contracts using federal funds.

Policy

1. Bidding Process

A competitive bidding process shall be utilized to the greatest extent possible for all construction contracts.

1.1 Bid Procedure for Small Contracts

1.1.1 For construction contracts estimated to cost $2,500 or less, the work may be awarded without competition so long as the price is determined to be fair and reasonable. Otherwise, staff shall seek a minimum of three bids which may be either written or oral to permit prices and other terms to be compared.

1.1.2 For construction contracts estimated to cost more than $2,500 but not more than $50,000, the following procedures shall be followed:

1.1.2.1 Written Notices Inviting Bids (NIBs) will be sent to a minimum of three qualified bidders by mail or facsimile on the same date. The bid period will be a minimum of three calendar days. When possible, NIBs should be sent to at least two certified
Disadvantaged Business Enterprise (DBE) firms. The NIB will contain the time and location for receiving and opening bids.

1.1.2.2 The contract will be awarded to the lowest responsive and responsible bidder after a Notice of Intent to Award has been issued to all bidders and a protest period of five working days has expired.

1.2. Bid Procedure for Contracts in Excess of $50,000

1.2.1 Public notice of a construction contract estimated to cost more than $50,000 shall be given by publication once a week for at least two consecutive weeks, at least three weeks before the day set for receiving bids, as follows:

1.2.1.1 In a newspaper of general circulation, published in San Diego County;

1.2.1.2 In a trade paper of general circulation published in Southern California devoted primarily to the dissemination of contract and building news among contractors and building materials supply firms (optional for projects estimated to cost less than $100,000); and

1.2.1.3 In at least one DBE-certified newspaper or trade publication.

1.2.2 Advertisements may also be placed in other minority and community newspapers, as appropriate. Appropriate DBEs listed in the current SANDAG DBE Directory will be notified of any work advertised under this policy.

1.2.3 The notice shall state the time and place for receiving and opening sealed bids and shall describe, in general terms, the work to be done.

1.3. Contractor’s Qualifications

1.3.1 SANDAG may, for prospective contractors whose bid could exceed $500,000, adopt and apply a uniform prequalification system for rating bidders, on the basis of a standard experience questionnaire and financial statement verified under oath in respect to the contracts upon which each bidder is qualified to bid. A contractor may request to be prequalified for a predetermined contract amount prior to bidding.

1.3.2 In no event shall any bidder be awarded a contract if such contract award would result in the bidder having under contract(s), work cumulatively in excess of that authorized by its qualification rating.

1.4. Form of Bids
1.4.1 SANDAG shall furnish each bidder with a standard proposal form, to be filled out, executed, and submitted as its bid.

1.4.2 All bids shall be submitted in a sealed envelope accompanied by one of the following forms of bidder's security: cash, a cashier's check, certified check, or a bidder's bond executed by an admitted surety insurer and made payable to SANDAG. A bid shall not be considered unless accompanied by one of the forms of bidder's security. Bidder's security shall be at least 10 percent of the amount bid. Bidder's bonds must be issued by bonding companies registered in the State of California.

1.4.3 Late bids shall not be accepted after the time and date designated in the notice.

1.4.4 Any bid may be withdrawn any time prior to the time fixed in the notice for bid opening only by written request to SANDAG's Executive Director. The request shall be executed by the bidder or its designated representative. Bids shall not be withdrawn after the time fixed for public opening.

1.4.5 On the day specified in the notice, staff shall publicly open sealed bids and announce the apparent lowest bidder(s).

1.5. Review of Bids

1.5.1 After the bids are publicly opened, the Director of Mobility Management & Project Implementation or his or her designee (hereinafter "Director"), shall review all bids in order to determine which bidder is the lowest, responsive and responsible bidder. The term "lowest, responsive and responsible bidder" shall mean the lowest monetary bidder (excluding taxes) whose bid is responsive and who is responsible to perform the work required by the solicitation and contract documents.

1.5.2 SANDAG may investigate the responsibility and qualifications of all bidders to whom the award is contemplated for a period not to exceed 90 days after the bid opening. The 90 day review period may be extended upon the written request by the Director and written approval by the affected bidders.

1.5.3 SANDAG reserves the right to reject any or all bids and to waive any immaterial irregularity. No bid shall be binding upon SANDAG until after the contract is signed by both the contractor and SANDAG.

1.5.4 The lowest monetary bidder's bid will be evaluated by the Director in order to determine whether or not that bid is responsive. The term "responsive" is not defined by California law, but generally means that the bid has been prepared and submitted in accordance with the requirements of the
solicitation and bid documents. These requirements shall generally include, but will not be limited to, the following:

1.5.4.1 Proposal and Cost Proposal - with bid amounts filled in.
1.5.4.2 Designation of Subcontractors - including dollar amounts.
1.5.4.2 Designation of DBE Suppliers and DBE Subcontractors - including dollar amounts.
1.5.4.3 Acknowledgment of Addenda.
1.5.4.4 Contractor's License Requirements.
1.5.4.5 Ability to Meet Minimum Insurance Requirements.
1.5.4.6 Public Contract Code 10162 Questionnaire.
1.5.4.7 Bidder's Bond.
1.5.4.8 Noncollusion Affidavit.
1.5.4.9 Certification of Restrictions on Lobbying.
1.5.4.10 Disclosure of Lobbying Activities.
1.5.4.11 Certification Regarding Debarment

1.5.5 If the lowest monetary bidder's bid is responsive, then the bidder's qualifications will be evaluated by the Director to determine whether or not the bidder is responsible to perform the work required by the contract documents. The term "responsible" is defined by California law, but generally means that the bidder is able to demonstrate that it possess: (1) the capacity to perform the work required by the contract documents with respect to financial strength, resources available, and experience; and (2) the integrity and trustworthiness to complete performance of the work in accordance with the contract documents. The Director shall review "responsibility" of bidders based upon factors set forth below.

1.5.6 For all contracts in excess of $500,000, the following uniform system of determining whether or not a bidder is "responsible" shall be applied. The Director will consider the following non-exclusive list of factors in relation to the work to be performed for this project:

1.5.6.1 Financial Requirements:

1.5.6.1.1 Contractors shall have evidence of the availability of working capital that, times a factor of ten, must exceed the contract bid price;

1.5.6.1.2 The largest value of all work any bidding contractor has had under contract over a previous similar time frame as the subject contract shall meet or exceed the total amount of the bid;

1.5.6.1.3 The dollar value of at least one of the previous individual contracts listed shall be at least 50 percent of the dollar value bid on the SANDAG contract; and
1.5.6.1.4 The contractor shall have successfully completed contracts during the previous five years that together exceed five times the annual value of the SANDAG contract.

1.5.6.2 Experience Requirements:

1.5.6.2.1 The contractor must demonstrate organization experience on work similar to the SANDAG contract by submitting a list, covering at least the previous five years, of all projects of any type that have been completed or are under construction. The list shall contain a name, title, address, and phone number for staff to contact to verify the contract details;

1.5.6.2.2 The contractor shall demonstrate individual experience by submitting a list of all officers, superintendents, and engineers who will be involved in the SANDAG contract. These key personnel shall have at least three years experience on contracts where the work is similar to the SANDAG contract. The individuals listed shall have been involved at the same level of responsibility on successfully completed contracts during the previous five years that together exceeds the value of the SANDAG contract. A resume for each individual listed shall include the name, title, address, and phone number of an individual or organization who can verify the individual’s experience;

1.5.6.2.3 The contractor shall submit a summary of all claims made in the last five years arising out of previous contracts listed (this summary shall include all claims by owner against bidder or bidder against owner, and the final status of each claim);

1.5.6.2.4 The contractor shall state whether or not it has defaulted on a construction project within the last two years;

1.5.6.2.5 The contractor shall list any violation of the Apprenticeship Requirements under a State Business and Professions Code of Labor Code found by an appropriate authority within the last two years;

1.5.6.2.6 The contractor shall state whether they have been found guilty of failure to pay required prevailing wages on a public contract within the last two years;
1.5.6.2.7 The contractor shall state whether they have been formally found to be a nonresponsible bidder, for reason other than being nonresponsive, by a public agency within the last two years;

1.5.6.2.8 The contractor shall list how many construction projects the bidder will be working on concurrently with the SANDAG project;

1.5.6.2.9 The contractor shall state whether they have ever been terminated by an owner or client, or rejected from bidding in a public works project in the last five years;

1.5.6.2.10 The contractor shall state whether a surety ever completed any portion of the work of the bidder's project within the last five years;

1.5.6.2.11 The contractor shall state whether the bidder, any officer of such bidder, or any employee of such bidder who has a proprietary interest in such bidder, has ever been disqualified, removed, or otherwise prevented from bidding on, or completing a federal, state, or local government project because of a violation of a law or safety regulation, and if so, explain the circumstances; and

1.5.6.2.12 For all items identified under 1.5.6.2.1 through 1.5.6.2.11 above, the contractor shall provide name of owner, title of project, contract amount, location of project, date of contract, and name of bonding company.

1.5.6.3 Reporting Forms: In order to demonstrate that the SANDAG financial and experience requirements are met, the contractor shall submit, when requested by SANDAG, a standard experience questionnaire and financial statement verified under oath that shall meet the requirements adopted herein.

1.5.6.4 Failure to provide accurate information relative to its financial status or experience may result in the debarment of the contractor from future SANDAG work.

1.5.6.5 Questionnaires and financial statements shall not be considered public records nor open for public inspection.

1.5.7 SANDAG will make its determination of responsibility based upon information submitted by bidders, and, if necessary, interviews with previous owners, clients, design professionals, or subcontractors with
whom the bidder has worked. If a nonresponsible bidder submits additional evidence, then that additional evidence shall be considered by the Director in making the recommendation to the Executive Director regarding determination of the lowest responsive and responsible bidder and award of the contract.

1.6 Award or Rejection of Bids

1.6.1 If the Director finds that the lowest monetary bidder submitted a responsive bid and that the bidder is responsible, then that bidder shall be deemed the apparent lowest responsive and responsible bidder, and the Director shall report the findings as recommendation to the Executive Director.

1.6.2 If the Director finds that the lowest monetary bidder's bid is not responsive or that the lowest monetary bidder is not responsible, then the Director may review the responsiveness and responsibility of the next low monetary bidder. If the Director finds that the next low monetary bidder is responsive and responsible, then that next low bidder shall be deemed the apparent lowest responsive and responsible bidder, and the Director shall report the findings as recommendations to the Executive Director. The Director may continue to review the responsiveness and responsibility of the next low monetary bidders until he/she finds the lowest monetary bidder that is also responsive and responsible, and deemed lowest responsive and responsible bidder. In the event that one or more low monetary bidders are found by the Director to be nonresponsive or nonresponsible, those bidders will be given notice and a reasonable opportunity to present additional evidence to the Director within five working days after the bidder receives the notice.

1.6.3 The Executive Director may authorize a Limited Notice to Proceed (LNTP) to the apparent lowest responsive and responsible bidder for an amount not to exceed $250,000 prior to the award of the construction contract if the Executive Director determines that the award of an LNTP is justified.

1.6.4 If it is for the best interest of SANDAG, the Executive Director may, on refusal or failure of the successful bidder to execute the contract, award it to the second-lowest, responsive and responsible bidder.

1.6.5 If the second-lowest, responsive and responsible bidder fails to execute the contract, the Executive Director may likewise award it to the third-lowest responsible bidder.

1.6.6 On the failure or refusal of any bidder to execute the contract, its bidder's security shall be forfeited to SANDAG.

1.6.7 For all contract awards in excess of 25,000.00, the successful bidder must furnish a performance bond equal to at least one-half of the contract price.
and a payment bond equal to at least one hundred percent of the contract price.

1.6.8 Failure to furnish the required bonds shall constitute failure to execute the contract.

1.7 Return of Bidder's Security

1.7.1 SANDAG may withhold the bidder's security of the second- and third-lowest, responsive and responsible bidders until the contract has been finally executed. SANDAG shall, upon request, return cash, cashier's checks, and certified checks submitted by all other unsuccessful bidders within 30 days after the bid opening, and the bidder's bonds shall be of no further effect.

1.8 Protests to Solicitation, Bid, or Award

1.8.1 SANDAG shall include in all contracts a procedure to be followed by interested parties who wish to protest a specification or procedure. The procedure shall include the following:

1.8.1.1 A requirement that protest submittals shall be in writing, be specific to the specification or procedure being protested, state the grounds for protest, and include all documentation needed to enable SANDAG to reach a decision.

1.8.1.2 A statement that the protest shall be submitted within clearly defined time limits prior to receiving proposals or opening bids or prior to award of contracts.

1.8.1.3 A statement specifying the review and determination process by SANDAG, including time limits for response.

1.8.1.4 Requirements for submittal of a protest reconsideration.

1.8.1.5 A statement that the initial protest will be reviewed by a protest review committee and that protest reconsiderations will be reviewed by the Executive Director.

1.8.1.6 A statement that protests will be rejected if they are not complete.

1.9 Procedure for Subcontractor Substitution Protest

1.9.1 Subcontractor substitutions shall be made only pursuant to the provisions of the Subletting and Subcontracting Fair Practices Act, Public Contract Code section 4100 et seq., as it may be amended from time to time. Notwithstanding the foregoing, nothing in this policy is intended to
require SANDAG to strictly comply with the Subcontracting Fair Practices Act. The Executive Director is hereby designated to carry out the functions of the awarding authority under Section 4100 et seq., including the authority to conduct a hearing in the event of a protest to the substitution. The Executive Director shall make a written recommendation to the Board, the Board may adopt the recommendation without further notice or hearing, or may set the matter for a de novo hearing before the Board.

1.10 Procedure for Contractors with Claims Against SANDAG on Construction Contracts

1.10.1 On all SANDAG construction contracts estimated to cost more than $25,000, a section shall be included in the contract provisions that specifies how a contractor should file a "Notice of Potential Claim" and the procedures for review and disposition thereof.

1.10.2 Federal Transit Administration review and concurrence is required for claim settlements that exceed $1 million if FTA funds are involved.

1.10.3 A list of all outstanding claims exceeding $100,000 which involve the use of federal funds shall be included in the federal grants quarterly report.

1.11 Debarment Procedures for Procurement and Construction Contracts

1.11.1 In addition to all other remedies permitted by law, SANDAG may, upon advice of the Executive Director and Office of General Counsel, by resolution declare a bidder or contractor ineligible to bid on SANDAG procurement and construction contracts for a period not to exceed three years for any of the following grounds:

1.11.1.1. two or more claims of computational, clerical, or other error in bid submission within a two year period;

1.11.1.2. unjustified failure or refusal to timely provide or properly execute contract documents;

1.11.1.3. unsatisfactory performance of contract;

1.11.1.4. false, excessive and/or unreasonable claims while performing work for SANDAG;

1.11.1.5. two or more occasions within a two year period of failure to submit bond or insurance documents acceptable to SANDAG in the time periods required;

1.11.1.6. unjustified refusal to properly perform or complete contract work or warranty performance;
1.11.1.7. unjustified failure to honor or observe contractual obligations or legal requirements pertaining to the contract;

1.11.1.8. conviction under a state or federal statute or municipal ordinance for fraud, bribery, theft, falsification or destruction of records, receiving stolen property or of any other similar crime;

1.11.1.9. any offense or action which indicates a lack of business integrity and which could directly affect the reliability and credibility of performance of the contractor on future contracts with SANDAG; and

1.11.1.10. any debarment of the contractor by another governmental agency.

1.11.2 SANDAG may permanently debar such bidder or contractor for a conviction under federal or state antitrust statutes involving public contracts or the submission of bid proposals, for any corrupt practices involving the administration or award of a contract with SANDAG, or permanent debarment of the bidder or contractor by another governmental agency.

1.11.3 The bidder or contractor shall be provided notice and an opportunity to present evidence and show cause before the Board why such ineligibility shall not be declared after the Director has established a factual basis for debarment.

1.11.4 A contractor's debarment shall be effective amongst SANDAG and any subsidiary entity. Debarment prohibits SANDAG and any subsidiary entity from executing contracts with the debarred contractor.

1.11.5 Debarment constitutes debarment of all divisions or other organizational elements of the contractor, unless the debarment decision is limited by its terms to specific divisions, organizational elements, or commodities. The debarment decision may be extended to include any affiliate of the contractor if the affiliate is (1) specifically named, and (2) given written notice of the proposed debarment and an opportunity to respond.

1.11.6 Notwithstanding the debarment of the contractor, the Board may continue contracts in existence at the time the contractor is debarred, unless the Board directs otherwise, after receiving advice from the Executive Director or his or her designee as to the effects of termination of an existing agreement.

2. Contract Administration and Contractor Assurances

2.1 SANDAG contractors must meet all applicable laws concerning labor law, labor rates, EEO and licenses. SANDAG shall ensure that the following requirements are carried out:
2.1.1 All bidders and contractors shall be licensed in accordance with the laws of California. Additionally, contractor requirements shall be guided by the provisions of Chapter 9 of Division 3 of the Business and Professions Code concerning the licensing of contractors.

2.1.2 The contractor may not, in any case, pay workers less than the stipulated prevailing rates paid for such work or craft in the San Diego area by the contractor or any of its subcontractors, unless it is otherwise authorized by law.

2.1.3 The contractor will be responsible for complying with the provisions of the Fair Labor Standards Act of 1938 as amended.

2.1.4 SANDAG contractors shall be required to provide Workers' Compensation Insurance to their employees in accordance with the provisions of Section 3700 of the Labor Code. Prior to commencement of work, the contractor shall sign and file with SANDAG a certification of compliance.

2.1.5 Contractors must comply with SANDAG’s contractor labor compliance program, which is based on the California Labor Code and the “Labor Compliance” section of the California Department of Transportation’s Construction Manual.

2.1.6 The contractor shall comply with the EEO requirements set forth by Title VI of the 1964 Civil Rights Act on any project where Federal funds are included.

2.1.7 The contractor shall also comply with Sections 1431 and 1735 of the Labor Code and Sections 300 and 317 through 323 of Title 8 of the California Administrative Code, which prohibits labor discrimination and requires the contractor to submit an Equal Opportunity Program and certification fee to the Fair Employment Practice Commission for contracts over $200,000.

3. Construction Contract Change Orders

3.1 All construction and procurement contracts may be amended by a suitable change order. The contract change orders shall be processed in accordance with SANDAG’s procurement and construction manual(s).

3.2 Construction contract change orders shall be approved by the Executive Director or his/her designees in accordance with SANDAG Board policies, administrative policies, and procedural manuals.

3.3 Except in an emergency, or in the case of a justifiable sole source procurement, a change order shall not be awarded without competitive bidding where the amount of such change order exceeds 25 percent of the price of the original or altered contract, or the change order is out of the original contract scope.
3.3.1 For purposes of this section, an emergency is defined as a sudden or unforeseen situation in which, in the Executive Director’s or his/her designee’s opinion, injury to persons, or significant injury to property or interruption of a public service will occur if immediate action is not taken.

3.4 All change orders that conflict or potentially conflict with Board-adopted policies shall be brought before the Board for decision.

3.5 All change orders which utilize federal funds shall conform to the Code of Federal Regulations, Volume 49, Part 18 and Federal Transit Administration Circular 4220.1E and any successors thereof, that are applicable by law.

4. **Non-Competitive Procurements**

Non-competitive procurement is known as a sole source acquisition. Non-competitive procurements shall only be permitted when the conditions below are met.

4.1 When the project will be paid for in whole or in part by federal funds one of the following conditions must be met:

4.1.1 There is an urgent need for the work due to an emergency or some other exigency that will not permit a delay resulting from competitive solicitation. Examples of such need include a danger to the public or loss of use of a transportation facility used by the public.

4.1.2 Staff solicited competitive bids and was unable to obtain a responsive bid from a responsible bidder.

4.1.3 The grantor agency providing funds for the project has approved sole source acquisition.

4.1.4 The work is only available from a single source.

4.2 When there are no federal funds involved, additional factors may be used to justify a sole source acquisition as being within SANDAG’s best interests. For these types of procurements one of the conditions in this section (4.2) or section 4.1 must be met:

4.2.1 There is only one contractor capable of providing the work because the work is unique or highly specialized.

4.2.2 The work should be carried out by a particular contractor in the interest of economy or efficiency as a logical follow-on to work already in progress under a competitively awarded contract.

4.2.3 The cost to prepare for a competitive procurement exceeds the cost of the work.
5. Relief from Maintenance and Responsibility and Acceptance of Work

5.1 SANDAG will, upon written application by the contractor, consider granting relief from maintenance and responsibility on major elements of each major construction project as permitted in the contract specifications. The Executive Director is hereby delegated authority to grant said relief in writing to the contractor and shall report actions on contracts over $25,000 to the Board.

5.2 SANDAG will, upon written application by the contractor, accept the entire work on major construction contracts, provided that the work has been completed, in all respects, in accordance with the contract plans and specifications. The Executive Directors is hereby delegated the authority to accept contracts on behalf of the Board and shall report to the Board all contract acceptances over $25,000.

5.2.1 In determining whether to accept the entire work on major construction projects, these procedures should be followed:

5.2.1.1 The contractor shall request acceptance in writing.

5.2.1.2 Concurrence with the request by the SANDAG Resident Engineer shall be in writing to the Executive Director and include these findings: (1) that the contract has been completed in accordance with the plans and specifications, (2) a statement as to the financial condition of the contract, and (3) a statement as to whether the contract was completed on time or with an apparent overrun.

5.2.1.3 The Executive Director shall accept the action and report the findings to the Board.
SAN DIEGO & ARIZONA EASTERN (SD&AE) RAILWAY REOPENING ACTIVITIES

The Transportation Committee recommends that the SANDAG Board of Directors approve a resolution authorizing the Executive Director to accept up to $1.6 million in TEA-21 demonstration funds, amend the FY 2004 OWP and budget, and contract for consultant services to develop a business plan for reopening the SD&AE Railway.

Introduction

The San Diego & Arizona Eastern Railway (SD&AE) is a railroad corridor that could provide new east-west freight connections for the San Diego region and northern Baja California. In the last decade, SANDAG has prepared cost estimates to reopen the line and studied the potential freight market. As private efforts to physically reopen the line are almost complete, there is growing interest in the economic opportunities the SD&AE can offer the region. Representatives from the Carrizo Gorge Railway provided an update report to the Transportation Committee at its last meeting.

Additional funding is needed to prepare a business plan and finish the repairs to the railroad. Through the efforts of Congressman Bob Filner, $10 million was authorized and appropriated for the SD&AE Railway as part of the Transportation Equity Act for the 21st Century (TEA-21). In response to an inquiry from Caltrans, MTDB estimated that about $1.6 million of the $10 million would be used for engineering activities. No further action was taken to obligate these funds.

Discussion

The SD&AE Railway connects San Diego to Tijuana, Tecate, and the Imperial Valley (Attachment 1). The Metropolitan Transit System (successor to MTDB) owns the portion of the line in the United States, while the State of Baja California owns the 44-mile portion in Mexico. While the line has been closed east of Tecate since 1983, freight service is available between San Diego and Tecate. In 2002, freight movements included agriculture and food products, steel and aluminum, liquefied petroleum gas, lumber, paper, and building materials. In 2003, heavy machinery and transformers/generators also were transported along the line.

Freight service between San Diego and San Ysidro is provided by the San Diego and Imperial Valley (SDIV) Railroad. In 2001, the State of Baja California awarded Carrizo Gorge Railway (CZRY), in partnership with the Mexican company, Ferrocarriles Peninsulares del Noroeste, a 25-year concession to operate freight service on the Mexican section of the line. In May 2002, MTDB granted a contract to CZRY to repair, operate, and maintain the 70-mile Desert Line. The Desert Line is the segment of the SD&AE in the U.S. east of Tecate, connecting to the Union Pacific Railroad in the Imperial Valley.

Of the 16 tunnels in Carrizo Gorge, two remained blocked (Tunnels 8 and 16) after attempts to reopen the Desert Line in the early 1990s ran out of funding. However, since 2002 the Carrizo Gorge Railway has been actively working on the Desert Line and has cleared Tunnel 8 and is close to clearing Tunnel 16 for service. CZRY estimates just
over $500,000 to finish the tunnel work and initially reopen the line. Additional reliability measures include more than $3 million to rehabilitate tracks and structures, and another $7 million overall for initial capital improvements.

SANDAG studies in the late 1990s estimated that reopening the SD&AE Railway for basic service would cost $43 million. This included repairs, reliability measures, and staging and intermodal yards. Under basic service, the Desert Line would be rehabilitated to handle single-stack intermodal traffic and “conventional” rail carload traffic such as bulk commodities. An intermodal transfer facility to gather and distribute potential diversions of truck traffic passing through the SD&AE’s service territory also would be built in the San Diego area. Potential funding for some improvements could come from the $10 million authorized for the SD&AE Railway by Congress in TEA-21.

A meeting was held on October 23, 2003, with Congressman Filner and representatives of the Carrizo Gorge Railway and the Port of San Diego. As the principal involved with the demonstration funding, Congressman Filner agreed with the group to explore use of a portion of the demonstration funds to complete efforts to reopen the Desert Line and to prepare a business plan.

GARY L. GALLEGOS
Executive Director

Attachment

Key Staff Contact: Michael Hix, (619) 595-5377; mhi@sandag.org

Funds will be budgeted in Work Element #300900
RESOLUTION NO. 2004-07

AUTHORIZE THE EXECUTIVE DIRECTOR TO ACCEPT UP TO $1.6 MILLION IN TEA-21 DEMONSTRATION FUNDS, AMEND THE FY 2004 OVERALL WORK PROGRAM AND BUDGET, AND CONTRACT FOR CONSULTANT SERVICES FOR THE SAN DIEGO & ARIZONA EASTERN RAILWAY

WHEREAS, the Carrizo Gorge Railway has an agreement to operate freight service on the Desert Line, a portion of the San Diego & Arizona Eastern Railway (SD&AE) between San Diego and the Imperial Valley; and

WHEREAS, the Carrizo Gorge Railway is actively working to reopen the Desert Line, providing the San Diego region with a second connection for rail freight, along with economic benefit, opportunities and potential relief from truck traffic on the region's highways; and

WHEREAS, the San Diego Association of Governments (SANDAG) has performed several studies in the past regarding the economic feasibility and potential market for a reopened San Diego & Arizona Eastern Railway; and

WHEREAS, the federal Transportation Efficiency Act for Century 21 (TEA-21) included $10 million in demonstration funds for the San Diego & Arizona Eastern Railway; and

WHEREAS, the region wishes to assist in the reopening of the Desert Line, using TEA-21 and matching SD&AE reserve funds for capital improvements and to assess the viability of the railway by preparing a business plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors of the San Diego Association of Governments that the Executive Director is hereby authorized to accept up to $1.6 million of the $10 million TEA-21 demonstration funds for the SD&AE; and

BE IT FURTHER RESOLVED that the Executive Director is authorized to amend the FY 2004 Overall Work Program to add a task under Work Element #8000900 to reflect SANDAG's continuing involvement on the San Diego & Arizona Eastern Railway; and
BE IT FURTHER RESOLVED that SANDAG’s Auditor and Controller is hereby authorized to amend the FY 2004 Budget upwards $1.6 million; and

BE IT FURTHER RESOLVED that the Executive Director is hereby authorized to execute a contract for consultant services to prepare a business plan for the reopened railway.

PASSED AND ADOPTED this 21st day of November, 2003.
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).

In order to provide more information and analysis, the Transportation Progress report will now be presented on a quarterly basis. The November 2003 report presents summarized information for the July through September 2003 quarter, plus any updates on specific projects that are available up to the time of publication. The section containing the cost and schedule information for specific projects will be expanded as part of the fiscal year (FY) 2003-04 second quarter report to provide more status information. Additional transit projects will be included.

Attachment 1 – “TransNet Program” – indicates sales tax revenue available for allocation was $51.7 million in the FY 2003-04 first quarter. Revenue for the fiscal year is 8.7% higher than it was last fiscal year at this time. Revenue is approximately 2.8% 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 $2.225 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.

SANDAG has conducted three Working Group meetings for the North/South Transportation Facility Corridor Study. The group has discussed past studies, environmental and development constraints in the study area, and existing and future travel demand. After their November meeting, the group expects to bring a recommendation to the Transportation Committee for policy direction regarding study approach and a potential public survey.

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 East Village Stations (project #41) continues. The station at 12th and Market St. is currently undergoing major renovation. The station boarding areas for
the northbound and southbound directions are now located south of Market Street along 12th Avenue, an improvement for users since before they were on opposite sides of Market Street. Construction completion 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 Carlsbad has completed the bid package for phase II of the Rancho Santa Fe Road Widening (project #61). Phase II includes work from San Elijo Road to Melrose Drive. Construction on Phase I, from La Costa Avenue to San Elijo Road continues and will be complete by early 2005. Completion of the overall widening project is scheduled to be finished by January 2006.

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.

Caltrans completed a construction project to install a Closed Circuit Television Incident Identification System on parts of I-15, SR 163 and I-805 (project #91). This system, operated through a fiber optic cable network, will make incident detection more efficient and will transmit this information to the Traffic Management Center for appropriate action by response teams, as needed.

Attachment 10 – “Transportation Demand and Incident Management” – summarizes quarterly 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 51,200 pounds of smog forming pollution during the first quarter of FY 2003-04, an increase of 37% over last year at this time. During this same time period, the Freeway Service Patrol assisted nearly 13,400 motorists, about the same as the first quarter of last year.

SANDAG’s Vanpool Program participation rate continues to increase, growing 34% percent in the last year, from 225 vanpools to 302 vanpools. Vanpools from outside San Diego County represent 48% of all vanpools, and have increased 47% in the past year from 98 to 144 vanpools. Average ridership per vanpool was approximately 9.4 passengers, with 2,844 passengers participating in the program.

Employer Programs: During the past month, SANDAG contacted 17 new employers. Of those contacts, six resulted in a formal presentation to the employer. Three employer surveys were conducted. Four companies began internally marketing or promoting commuter services to their employees. Four employee fairs were attended.

Marketing/Outreach: The annual Rideshare Week celebration was held October 6-10. SANDAG worked with area employers to promote ridesharing to their employees, and to encourage participation in alternatives to the solo commute. The advertising campaign included drive time radio, banners placed on commuter buses, and notices on Caltrans Changeable Message Signs. Seven major employers and twelve sponsors partnered
with SANDAG to hold commuter fairs, to distribute information, and to solicit commuters to do something other than drive to work alone. This effort resulted in 1,222 commuters who requested rideshare information during the celebration period. The annual employer Diamond Awards event was held on October 1; sixteen employers and four individuals were presented awards for their outstanding work in supporting commuting programs at their workplace.

GARY L. GALLEGOS
Executive Director

Attachments (12)

Key Staff Contact: José A. Nuncio,
(619) 595-5619; jnu@sandag.org

Funds are budgeted in the TransNet, STIP-RIP, RSTP, and CMAQ Programs
TransNet Program - July - September 2003 Progress Report

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<th>Program &amp; Recipient</th>
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1) TransNet Allocations consist of tax allocations from the State plus interest earnings.
2) Disbursements include cash disbursements and bond proceeds. Debt service costs are not included.
## Highway Projects

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<tr>
<th>Route - Description</th>
<th>Current Phase</th>
<th>Total Project</th>
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<td>3 I-5 Widening</td>
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<td>Del Mar Heights Rd to Via de la Valles</td>
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<td>15/56 to Camino del Norte</td>
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* TransNet funded projects in **bold**.

Underlined items changed from last report.

* Work suspended due to budget deficit.

† Portion of funds subject to budget availability.

November 2003
## Highway Projects

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<td></td>
</tr>
<tr>
<td>SR-125 Frwy Widening</td>
<td></td>
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</tr>
<tr>
<td>34</td>
<td>SR-125 6-Lane Freeway</td>
<td>Complete</td>
</tr>
<tr>
<td>Grossmont College Dr to Navajo Rd</td>
<td></td>
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<tr>
<td>35</td>
<td>SR-125/ SR-54 6-Lane Freeway</td>
<td>Design-Build</td>
</tr>
<tr>
<td>San Miguel Rd to Briarwood Rd and Elkelton Blvd (Gap &amp; Connector)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>SR-125 4-Lane Toll Highway</td>
<td>Design-Build</td>
</tr>
<tr>
<td>SR-905 to San Miguel Rd</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* TransNet funded projects in bold.
* Underlined items changed from last report.
* Work suspended due to budget deficit.
* Portion of funds subject to budget availability.

November 2003
## Highway Projects

<table>
<thead>
<tr>
<th>Route - Description</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Limits</td>
<td>Phase</td>
</tr>
<tr>
<td>37 SR-905 4-Lane Freeway</td>
<td>Environmental</td>
<td>Feb-04</td>
</tr>
<tr>
<td></td>
<td>I-805 to U.S./Mexico Border</td>
<td></td>
</tr>
<tr>
<td>38 SR-905 Construct Interchange</td>
<td>Construction</td>
<td>Dec-04</td>
</tr>
<tr>
<td></td>
<td>Siempre Viva Rd</td>
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**Totals**

<table>
<thead>
<tr>
<th></th>
<th>Cost Estimate</th>
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<tbody>
<tr>
<td>$4,347,831,000</td>
<td>$1,990,856,000</td>
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</table>

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

Underlined items changed from last report.

* Work suspended due to budget deficit.

‡ Portion of funds subject to budget availability.

November 2003
## Transit and Bikeway Projects

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Current Phase</th>
<th>Total Project</th>
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</thead>
<tbody>
<tr>
<td><strong>Description / Limits</strong></td>
<td><strong>Phase</strong></td>
<td><strong>Completion</strong></td>
<td><strong>Cost Estimate</strong></td>
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<tr>
<td>40 San Ysidro Station</td>
<td>Construction</td>
<td>Dec-03</td>
<td>$22,100,000</td>
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<tr>
<td>Station Modifications</td>
<td></td>
<td></td>
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<tr>
<td>41 East Village Stations</td>
<td>Construction</td>
<td>Jun-04</td>
<td>$29,200,000</td>
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<td>Station Modifications</td>
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<tr>
<td>42 Mission Valley East LRT</td>
<td>Construction</td>
<td>May-05</td>
<td>$496,000,000</td>
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<tr>
<td>I-15 to Baltimore Drive</td>
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<tr>
<td>43 Mid-Coast Balboa LRT</td>
<td>Design</td>
<td>Mar-04</td>
<td>$134,200,000</td>
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<tr>
<td>Old Town to Balboa Ave</td>
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<tr>
<td>44 Nobel Drive Station</td>
<td>Design</td>
<td>Dec-03</td>
<td>$13,525,000</td>
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<tr>
<td>New Coaster Station</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>45 I-15 Bus Rapid Transit Centers</td>
<td>Environmental</td>
<td>Dec-03</td>
<td>$51,000,000</td>
</tr>
<tr>
<td>Sabre Springs, Rancho Bernardo</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Del Lago</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>46 Oceanside Station</td>
<td>Construction</td>
<td>Aug-04</td>
<td>$9,100,000</td>
</tr>
<tr>
<td>Parking Structure</td>
<td></td>
<td></td>
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<tr>
<td>47 Sprinter LRT</td>
<td>Construction</td>
<td>Dec-05</td>
<td>$351,500,000</td>
</tr>
<tr>
<td>Coast Hwy to Valley Pkwy</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>48 Coastal Rail</td>
<td>Environmental</td>
<td>Jun-04</td>
<td>N/A</td>
</tr>
<tr>
<td>Double Track Corridor Level EIR</td>
<td></td>
<td></td>
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<tr>
<td>49 Oceanside-Escondido Bikeway</td>
<td>Construction</td>
<td>Mar-05</td>
<td>$14,970,000</td>
</tr>
<tr>
<td>50 Coastal Rail Trail</td>
<td>Construction</td>
<td>Dec-05</td>
<td>$25,456,000</td>
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<tr>
<td>51 San Diego Bayshore Bikeway</td>
<td>Construction</td>
<td>Jun-04</td>
<td>$7,398,000</td>
</tr>
<tr>
<td>52 Escondido-San Diego Bikeway</td>
<td>Design</td>
<td>Feb-04</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>Mission Valley Segment</td>
<td></td>
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**Totals**

<table>
<thead>
<tr>
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<th>Programmed</th>
</tr>
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<tbody>
<tr>
<td>$1,157,949,000</td>
<td>$1,035,624,000</td>
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TransNet funded projects in **bold**.

Underlined items changed from last report.

* Work suspended due to budget deficit.

‡ Portion of funds subject to budget availability.

November 2003
## Arterial and Freeway Interchange Projects

<table>
<thead>
<tr>
<th>Location - Description</th>
<th>Sponsoring Agency</th>
<th>Current Phase</th>
<th>Total Project</th>
<th>Cost Estimate</th>
<th>Programmed</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>80  Rancho Santa Fe Rd</td>
<td>City of San Marcos</td>
<td>Construction</td>
<td>Sep-04</td>
<td>$14,300,000</td>
<td>$14,300,000</td>
<td>2004</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>
<td>$20,400,000</td>
<td>$15,000,000</td>
<td>2006</td>
</tr>
<tr>
<td>82  Widen West Vista Way</td>
<td>City of Vista</td>
<td>Environmental</td>
<td>Aug-04</td>
<td>$15,400,000</td>
<td>$1,180,000</td>
<td>2007</td>
</tr>
<tr>
<td>83  South Santa Fe Ave</td>
<td>County of San Diego</td>
<td>Environmental</td>
<td>Jun-04</td>
<td>$35,100,000</td>
<td>$34,900,000</td>
<td>2007</td>
</tr>
<tr>
<td>84  Bradley Ave/ SR-67 Interchange</td>
<td>County of San Diego</td>
<td>Environmental</td>
<td>Aug-05</td>
<td>$14,600,000</td>
<td>$3,450,000</td>
<td>N/A</td>
</tr>
<tr>
<td>85  Los Coches/ I-8 Interchange</td>
<td>County of San Diego</td>
<td>Design</td>
<td>Dec-03</td>
<td>$6,931,000</td>
<td>$6,931,000</td>
<td>2005</td>
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**Totals**

<table>
<thead>
<tr>
<th>Cost Estimate</th>
<th>Programmed</th>
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<tbody>
<tr>
<td>$781,414,000</td>
<td>$273,202,000</td>
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</table>

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November 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><strong>60</strong> Extend South Melrose Drive</td>
<td>City of Carlsbad</td>
<td>Design &amp; Right of Way</td>
<td>$5,000,000</td>
<td>$5,000,000</td>
</tr>
<tr>
<td><strong>61</strong> Widen Rancho Santa Fe Rd</td>
<td>City of Carlsbad</td>
<td>Construction</td>
<td>$41,300,000</td>
<td>$41,300,000</td>
</tr>
<tr>
<td><strong>62</strong> Olympic Parkway/ I-805 Interchange</td>
<td>City of Chula Vista</td>
<td>Construction</td>
<td>$22,630,000</td>
<td>$22,630,000</td>
</tr>
<tr>
<td><strong>63</strong> Widen Palomar Street</td>
<td>City of Chula Vista</td>
<td>Construction</td>
<td>$2,850,000</td>
<td>$3,970,000</td>
</tr>
<tr>
<td><strong>64</strong> Coronado Tunnel</td>
<td>City of Coronado</td>
<td>Environmental</td>
<td>$380,000,000</td>
<td>$1,500,000</td>
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<tr>
<td><strong>65</strong> Widen Jamacha Road</td>
<td>City of El Cajon</td>
<td>Environmental</td>
<td>$4,700,000</td>
<td>$570,000</td>
</tr>
<tr>
<td><strong>66</strong> Manchester Ave/ I-5 Interchange</td>
<td>City of Encinitas</td>
<td>Environmental</td>
<td>$49,700,000</td>
<td>$2,400,000</td>
</tr>
<tr>
<td><strong>67</strong> Widen Bear/ East Valley Pkwy</td>
<td>City of Escondido</td>
<td>Environmental</td>
<td>$13,700,000</td>
<td>$9,000,000</td>
</tr>
<tr>
<td><strong>68</strong> Nordahl Road/ SR-78 Interchange</td>
<td>City of Escondido</td>
<td>Environmental</td>
<td>$3,300,000</td>
<td>$3,120,000</td>
</tr>
<tr>
<td><strong>69</strong> Widen Plaza Blvd</td>
<td>City of National City</td>
<td>Environmental</td>
<td>$9,100,000</td>
<td>$2,258,000</td>
</tr>
<tr>
<td><strong>70</strong> Extend Rancho Del Oro Drive</td>
<td>City of Oceanside</td>
<td>Construction</td>
<td>$6,900,000</td>
<td>$6,900,000</td>
</tr>
<tr>
<td><strong>71</strong> Rancho Del Oro Dr/ SR-78 Interchange</td>
<td>City of Oceanside</td>
<td>Environmental</td>
<td>$34,000,000</td>
<td>$9,900,000</td>
</tr>
<tr>
<td><strong>72</strong> Widen Espola Road</td>
<td>City of Poway</td>
<td>Environmental</td>
<td>$8,900,000</td>
<td>$2,100,000</td>
</tr>
<tr>
<td><strong>73</strong> Extend Carroll Canyon Rd</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>$15,000,000</td>
<td>$11,800,000</td>
</tr>
<tr>
<td><strong>74</strong> Genesee Ave/ I-5 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>$25,000,000</td>
<td>$25,000,000</td>
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<tr>
<td><strong>75</strong> Genesee Ave Widening</td>
<td>City of San Diego</td>
<td>Design &amp; Right of Way</td>
<td>$2,733,000</td>
<td>$2,733,000</td>
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<tr>
<td><strong>76</strong> Friars Rd/ SR-163 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>$15,300,000</td>
<td>$2,530,000</td>
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<tr>
<td><strong>77</strong> Clairemont Mesa Blvd/SR-163 Interchange</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>$14,370,000</td>
<td>$9,750,000</td>
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<tr>
<td><strong>78</strong> El Camino Real</td>
<td>City of San Diego</td>
<td>Environmental</td>
<td>$20,000,000</td>
<td>$13,000,000</td>
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<tr>
<td><strong>79</strong> Las Posas Rd/ SR-78 Interchange</td>
<td>City of San Marcos</td>
<td>Environmental</td>
<td>$20,200,000</td>
<td>$22,000,000</td>
</tr>
</tbody>
</table>

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TransNet funded projects in **bold.** 
Underlined items changed from last report.
## Traffic Management and Intelligent Transportation System Projects

**Attachment 8**

<table>
<thead>
<tr>
<th>Description</th>
<th>Route: Limits</th>
<th>Current Phase</th>
<th>Total Project</th>
</tr>
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<tbody>
<tr>
<td><strong>90</strong> CCTV Incident Identification System</td>
<td>I-8: SR-163 to Mission Gorge Rd</td>
<td>Construction</td>
<td>$11,200,000 $11,200,000 2004</td>
</tr>
<tr>
<td></td>
<td>I-15: I-8 to SR-163</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>I-805: I-8 to SR-163</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>91</strong> CCTV Incident Identification System</td>
<td>I-15: SR-163 to SR-56</td>
<td>Complete</td>
<td>$10,800,000 $10,800,000 2003</td>
</tr>
<tr>
<td></td>
<td>SR-163: I-805 to I-15</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>I-805: SR-163 to Balboa Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>92</strong> CCTV Incident Identification System</td>
<td>I-15: SR-94 to I-8</td>
<td>Design</td>
<td>$9,000,000 $9,000,000 2006</td>
</tr>
<tr>
<td></td>
<td>I-805: SR-94 to I-8</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>93</strong> Changeable Message Signs</td>
<td>I-5: 3 Locations</td>
<td>Design</td>
<td>$1,200,000 $1,200,000 2005</td>
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<tr>
<td><strong>94</strong> Changeable Message Signs</td>
<td>I-8: 3 Locations</td>
<td>Construction</td>
<td>$1,700,000 $1,700,000 2004</td>
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<tr>
<td></td>
<td>SR-94: 1 Location</td>
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<tr>
<td><strong>95</strong> Ramp Meters (Northbound)</td>
<td>I-5: Coronado Ave to E Street</td>
<td>Environmental</td>
<td>$7,700,000 $7,700,000 2007</td>
</tr>
<tr>
<td></td>
<td>I-8: SR-163 to Mission Gorge Rd</td>
<td></td>
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</tr>
<tr>
<td><strong>96</strong> Ramp Meters (Northbound)</td>
<td>I-805: Otay Valley Rd to E Street</td>
<td>Environmental</td>
<td>$9,800,000 $9,200,000 2005</td>
</tr>
<tr>
<td></td>
<td>I-8: SR-163 to Mission Gorge Rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>97</strong> Traffic Monitoring Systems</td>
<td>I-5, SR-52, SR-94 and I-805</td>
<td>Design</td>
<td>$6,500,000 $6,500,000 2006</td>
</tr>
<tr>
<td></td>
<td>I-8: SR-163 to Mission Gorge Rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>98</strong> Regional Automated Vehicle Location</td>
<td>Coaster, Inland Breeze, Airporter, Poway Bus</td>
<td>Construction</td>
<td>$2,800,000 $2,800,000 2003</td>
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<tr>
<td><strong>99</strong> Automated Vehicle Classification</td>
<td>Freeway System, Ports</td>
<td>Design</td>
<td>$750,000 $750,000 2006</td>
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<tr>
<td></td>
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<tr>
<td><strong>100</strong> Advanced Traveler Information System</td>
<td>Permit Approval Freeway System</td>
<td>Permit Approval</td>
<td>$3,000,000 $3,000,000 2004</td>
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<tr>
<td><strong>101</strong> Performance Monitoring System</td>
<td>Arterial, Freeway, Transit Systems</td>
<td>Design</td>
<td>$200,000 $200,000 2005</td>
</tr>
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<td></td>
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<tr>
<td><strong>102</strong> Regional Arterial Management System</td>
<td>Arterial System</td>
<td>Design</td>
<td>$1,000,000 $1,000,000 2005</td>
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**Totals**

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

CCTV: Closed Circuit Television Camera

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

* November 2003
## Transportation Demand and Incident Management

### Jul-Sep 2003 Progress Report

**DEMAND MANAGEMENT**

<table>
<thead>
<tr>
<th>Reduced Travel</th>
<th>This Quarter</th>
<th>Last Quarter</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
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</thead>
<tbody>
<tr>
<td>Person Trips Reduced</td>
<td>368,792</td>
<td>349,228</td>
<td>368,792</td>
<td>284,226</td>
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<tr>
<td>Vehicle Miles Traveled (VMT) Reduced</td>
<td>18,440,200</td>
<td>17,064,610</td>
<td>18,440,200</td>
<td>13,428,322</td>
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<table>
<thead>
<tr>
<th>Reduced Emissions</th>
<th>This Quarter</th>
<th>Last Quarter</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
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</thead>
<tbody>
<tr>
<td>Pounds of Smog-forming Pollution Reduced</td>
<td>51,220</td>
<td>47,668</td>
<td>51,220</td>
<td>37,299</td>
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<table>
<thead>
<tr>
<th>Reduced Fuel Consumption</th>
<th>This Quarter</th>
<th>Last Quarter</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
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</thead>
<tbody>
<tr>
<td>Gallons of Fuel</td>
<td>1,005,189</td>
<td>930,206</td>
<td>1,005,189</td>
<td>731,988</td>
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<table>
<thead>
<tr>
<th>Reduced Costs</th>
<th>This Quarter</th>
<th>Last Quarter</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced Auto Fees</td>
<td>$8,998,818</td>
<td>$8,327,530</td>
<td>$8,998,818</td>
<td>$6,553,020</td>
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</table>

<table>
<thead>
<tr>
<th>Program Activity</th>
<th>This Quarter</th>
<th>Last Quarter</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vanpools</td>
<td>302</td>
<td>289</td>
<td>302</td>
<td>225</td>
</tr>
<tr>
<td>Vanpool Passengers</td>
<td>2,844</td>
<td>2,705</td>
<td>2,844</td>
<td>2,127</td>
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<tr>
<td>Companies in RideLink Subsidy Program</td>
<td>441</td>
<td>444</td>
<td>441</td>
<td>480</td>
</tr>
<tr>
<td>Bike Locker Members</td>
<td>3,045</td>
<td>2,996</td>
<td>3,045</td>
<td>2,892</td>
</tr>
<tr>
<td>Guaranteed Ride Home Participants</td>
<td>1,322</td>
<td>3,473</td>
<td>3,562</td>
<td>3,452</td>
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<table>
<thead>
<tr>
<th>INCIDENT MANAGEMENT</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Freeway Service Patrol</th>
<th>This Quarter</th>
<th>Last Quarter</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Assists</td>
<td>13,402</td>
<td>13,694</td>
<td>13,402</td>
<td>13,344</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Freeway Changeable Message Signs</th>
<th>This Quarter</th>
<th>Last Quarter</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incident Broadcasts</td>
<td>146</td>
<td>159</td>
<td>146</td>
<td>114</td>
</tr>
<tr>
<td>Broadcast Duration (total minutes)</td>
<td>18,746</td>
<td>27,232</td>
<td>18,746</td>
<td>20,776</td>
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<table>
<thead>
<tr>
<th>Freeway Incident Advisories</th>
<th>This Quarter</th>
<th>Last Quarter</th>
<th>Fiscal Year To Date</th>
<th>Last Fiscal Year To Date</th>
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</thead>
<tbody>
<tr>
<td>Sig Alerts</td>
<td>123</td>
<td>85</td>
<td>123</td>
<td>92</td>
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<tr>
<td>Sig Alert Duration (total minutes)</td>
<td>10,894</td>
<td>8,677</td>
<td>10,894</td>
<td>13,820</td>
</tr>
<tr>
<td>----------------</td>
<td>-------</td>
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<td>-------</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>33,798</td>
<td>45,321</td>
<td>48,975</td>
<td>50,728</td>
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<tr>
<td>Chula Vista</td>
<td>59,495</td>
<td>81,465</td>
<td>86,404</td>
<td>87,537</td>
</tr>
<tr>
<td>Coronado</td>
<td>9,494</td>
<td>9,564</td>
<td>9,746</td>
<td>9,908</td>
</tr>
<tr>
<td>Del Mar</td>
<td>2,557</td>
<td>2,577</td>
<td>2,597</td>
<td>2,611</td>
</tr>
<tr>
<td>El Cajon</td>
<td>35,190</td>
<td>35,772</td>
<td>36,593</td>
<td>37,526</td>
</tr>
<tr>
<td>Encinitas</td>
<td>23,843</td>
<td>26,243</td>
<td>26,934</td>
<td>27,175</td>
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<tr>
<td>Escondido</td>
<td>45,050</td>
<td>47,973</td>
<td>49,623</td>
<td>51,646</td>
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<tr>
<td>Imperial Beach</td>
<td>9,739</td>
<td>9,802</td>
<td>10,260</td>
<td>10,919</td>
</tr>
<tr>
<td>La Mesa</td>
<td>24,943</td>
<td>25,316</td>
<td>25,685</td>
<td>26,015</td>
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<tr>
<td>Lemon Grove</td>
<td>8,722</td>
<td>8,958</td>
<td>9,289</td>
<td>9,679</td>
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<tr>
<td>National City</td>
<td>15,422</td>
<td>15,724</td>
<td>16,230</td>
<td>17,029</td>
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<tr>
<td>Oceanside</td>
<td>59,581</td>
<td>67,829</td>
<td>69,840</td>
<td>70,677</td>
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<tr>
<td>Poway</td>
<td>15,714</td>
<td>16,678</td>
<td>17,086</td>
<td>17,245</td>
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<tr>
<td>San Diego</td>
<td>469,689</td>
<td>519,998</td>
<td>558,023</td>
<td>604,337</td>
</tr>
<tr>
<td>San Marcos</td>
<td>18,862</td>
<td>27,230</td>
<td>28,595</td>
<td>29,182</td>
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<tr>
<td>Santee</td>
<td>18,833</td>
<td>19,387</td>
<td>20,842</td>
<td>23,723</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>6,456</td>
<td>6,527</td>
<td>6,564</td>
<td>6,593</td>
</tr>
<tr>
<td>Vista</td>
<td>29,814</td>
<td>31,880</td>
<td>33,280</td>
<td>34,637</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>152,947</td>
<td>167,850</td>
<td>198,074</td>
<td>236,914</td>
</tr>
<tr>
<td>REGION</td>
<td>1,040,149</td>
<td>1,166,094</td>
<td>1,254,640</td>
<td>1,354,081</td>
</tr>
</tbody>
</table>

Source: SANDAG, November 2003
QUARTERLY INVESTMENT REPORT – PERIOD ENDED SEPTEMBER 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 September 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 September 30, 2003, a total of $190.6 million was held by SANDAG in a number of investment accounts in comparison to $211.4 million held in the previous quarter. The $20.8 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 $14.9 million 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 $20.5 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 $56.5 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 $18.1 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 $42.0 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. Duetsche Asset Management Funds – These are a series of high quality money market instruments, including AAA rated US treasury funds, managed by Scudder Kemper Institutional Services Company. These also are highly liquid and are used for immediate cash needs. Approximately $8.1 million are invested in these mutual funds.

As of September 30, 2003, the yield to maturity of the portfolio was 1.04% with a weighted average maturity of 42 days in comparison to 1.37% and 80 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
### SUMMARY OF PORTFOLIO BALANCES
#### AS OF SEPTEMBER 30, 2003

<table>
<thead>
<tr>
<th></th>
<th>BOOK VALUE</th>
<th>PERCENT OF PORTFOLIO</th>
<th>MARKET VALUE</th>
<th>MARKET PRICE</th>
<th>UNREALIZED GAIN/(LOSS)</th>
<th>YIELD TO MATURITY</th>
<th>WEIGHTED AVG DAYS TO MATURITY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BANK OF AMERICA</strong></td>
<td>$14,962,395.49</td>
<td>7.85%</td>
<td>$14,962,395.49</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.00%</td>
<td>1</td>
</tr>
<tr>
<td><strong>STATE OF CA LOCAL AGENCY INVEST. FUND (LAIF)</strong></td>
<td>$20,544,707.29</td>
<td>10.78%</td>
<td>$20,544,707.29</td>
<td>100.00%</td>
<td>$0.00</td>
<td>1.63%</td>
<td>120 **</td>
</tr>
<tr>
<td><strong>CALIFORNIA ASSET MANAGEMENT PRGM (CAMP)</strong></td>
<td>$56,478,688.77</td>
<td>29.63%</td>
<td>$56,716,886.17</td>
<td>100.42%</td>
<td>$238,197.40</td>
<td>1.36%</td>
<td>59 **</td>
</tr>
<tr>
<td><strong>FIDELITY FUNDS</strong></td>
<td>$6,435,464.44</td>
<td>3.38%</td>
<td>$6,435,464.44</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.88%</td>
<td>50 **</td>
</tr>
<tr>
<td><strong>NATIONS FUNDS</strong></td>
<td>$18,072,194.31</td>
<td>9.48%</td>
<td>$18,072,194.31</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.90%</td>
<td>56 **</td>
</tr>
<tr>
<td><strong>US BANK</strong></td>
<td>$41,957,587.49</td>
<td>22.01%</td>
<td>$42,151,180.19</td>
<td>100.46%</td>
<td>$193,592.70</td>
<td>2.09%</td>
<td>30 **</td>
</tr>
<tr>
<td><strong>US TRUST</strong></td>
<td>$24,026,254.39</td>
<td>12.61%</td>
<td>$24,026,604.39</td>
<td>100.00%</td>
<td>$350.00</td>
<td>0.98%</td>
<td>54</td>
</tr>
<tr>
<td><strong>DEUTSCHE ASSET MANAGEMENT FUNDS</strong></td>
<td>$8,123,298.88</td>
<td>4.26%</td>
<td>$8,123,298.88</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.97%</td>
<td>54 **</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$190,600,354.06</td>
<td>100.00%</td>
<td>$191,032,494.16</td>
<td>100.23%</td>
<td>$432,140.10</td>
<td>1.04%</td>
<td>42</td>
</tr>
</tbody>
</table>

**Although average days to maturity is greater than one day, funds are available at par the same day**

### SUMMARY BY TYPE OF FUNDS:

<table>
<thead>
<tr>
<th></th>
<th>BOOK VALUE</th>
<th>PERCENT OF PORTFOLIO</th>
<th>MARKET VALUE</th>
<th>MARKET PRICE</th>
<th>UNREALIZED GAIN/(LOSS)</th>
<th>YIELD TO MATURITY</th>
<th>AVG DAYS TO MATURITY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SANDAG FUNDS</strong></td>
<td>$3,018,115.08</td>
<td>1.58%</td>
<td>$3,018,115.08</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.54%</td>
<td>9</td>
</tr>
<tr>
<td><strong>SOURCEPOINT FUNDS</strong></td>
<td>$502,280.79</td>
<td>0.26%</td>
<td>$502,280.79</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.31%</td>
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<tr>
<td><strong>CORONADO BRIDGE TOLL FUNDS</strong></td>
<td>$8,746,109.02</td>
<td>4.59%</td>
<td>$8,746,109.02</td>
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<td>$0.00</td>
<td>0.88%</td>
<td>53</td>
</tr>
<tr>
<td><strong>TRANSNET FUNDS - Sales Tax</strong></td>
<td>$80,034,425.51</td>
<td>41.99%</td>
<td>$80,034,792.65</td>
<td>100.00%</td>
<td>$367.14</td>
<td>0.97%</td>
<td>59</td>
</tr>
<tr>
<td><strong>- Debt Service</strong></td>
<td>$98,299,423.66</td>
<td>51.57%</td>
<td>$98,731,196.62</td>
<td>100.44%</td>
<td>$431,772.96</td>
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</tr>
<tr>
<td><strong>TOTAL TRANSNET FUNDS</strong></td>
<td>$178,333,849.17</td>
<td>93.56%</td>
<td>$178,765,989.27</td>
<td>100.24%</td>
<td>$432,140.10</td>
<td>1.06%</td>
<td>48</td>
</tr>
<tr>
<td><strong>TOTAL FUNDS</strong></td>
<td>$190,600,354.06</td>
<td>100.00%</td>
<td>$191,032,494.16</td>
<td>100.23%</td>
<td>$432,140.10</td>
<td>1.04%</td>
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</tr>
<tr>
<td>BANK OF AMERICA:</td>
<td>BOOK VALUE</td>
<td>PERCENT OF PORTFOLIO</td>
<td>MARKET VALUE</td>
<td>MARKET PRICE</td>
<td>UNREALIZED GAIN/(LOSS)</td>
<td>YIELD TO MATURITY</td>
<td>AVG DAYS TO MATURITY</td>
</tr>
<tr>
<td>----------------</td>
<td>------------</td>
<td>----------------------</td>
<td>--------------</td>
<td>--------------</td>
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</tr>
<tr>
<td>Checking - Transnet</td>
<td>$13,328,551.54</td>
<td>6.99%</td>
<td>$13,328,551.54</td>
<td>100.00%</td>
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<tr>
<td>Checking - SANDAG (General)</td>
<td>$1,296,073.79</td>
<td>0.68%</td>
<td>$1,296,073.79</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.00%</td>
<td>1</td>
</tr>
<tr>
<td>Checking - SourcePoint</td>
<td>$337,770.16</td>
<td>0.18%</td>
<td>$337,770.16</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.00%</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL BANK OF AMERICA</strong></td>
<td><strong>$14,962,395.49</strong></td>
<td><strong>7.85%</strong></td>
<td><strong>$14,962,395.49</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>$0.00</strong></td>
<td><strong>0.00%</strong></td>
<td><strong>1</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STATE OF CA LOCAL AGENCY INVESTMENT FUND (LAIF):</th>
<th>BOOK VALUE</th>
<th>PERCENT OF PORTFOLIO</th>
<th>MARKET VALUE</th>
<th>MARKET PRICE</th>
<th>UNREALIZED GAIN/(LOSS)</th>
<th>YIELD TO MATURITY</th>
<th>AVG DAYS TO MATURITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales Tax</td>
<td>$20,544,470.29</td>
<td>10.78%</td>
<td>$20,544,470.29</td>
<td>100.00%</td>
<td>$0.00</td>
<td>1.63%</td>
<td>120</td>
</tr>
<tr>
<td><strong>TOTAL STATE OF CA LOCAL AGENCY INVESTMENT FUND</strong></td>
<td><strong>$20,544,470.29</strong></td>
<td><strong>10.78%</strong></td>
<td><strong>$20,544,470.29</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>$0.00</strong></td>
<td><strong>1.63%</strong></td>
<td><strong>120</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CALIFORNIA ASSET MANAGEMENT PRGM (CAMP):</th>
<th>BOOK VALUE</th>
<th>PERCENT OF PORTFOLIO</th>
<th>MARKET VALUE</th>
<th>MARKET PRICE</th>
<th>UNREALIZED GAIN/(LOSS)</th>
<th>YIELD TO MATURITY</th>
<th>AVG DAYS TO MATURITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>92 Bond Principal</td>
<td>$922,932.53</td>
<td>0.48%</td>
<td>$923,048.13</td>
<td>100.01%</td>
<td>$115.60</td>
<td>1.08%</td>
<td>59</td>
</tr>
<tr>
<td>92 Bond Interest</td>
<td>$280,510.45</td>
<td>0.15%</td>
<td>$280,545.58</td>
<td>100.01%</td>
<td>$35.13</td>
<td>1.08%</td>
<td>59</td>
</tr>
<tr>
<td>93 Bond Principal</td>
<td>$1,146,256.68</td>
<td>0.60%</td>
<td>$1,146,400.25</td>
<td>100.01%</td>
<td>$143.57</td>
<td>1.08%</td>
<td>59</td>
</tr>
<tr>
<td>93 Bond Interest</td>
<td>$503,671.56</td>
<td>0.26%</td>
<td>$503,734.64</td>
<td>100.01%</td>
<td>$63.08</td>
<td>1.08%</td>
<td>59</td>
</tr>
<tr>
<td>94 Bond Principal</td>
<td>$1,870,074.60</td>
<td>0.98%</td>
<td>$1,870,308.82</td>
<td>100.01%</td>
<td>$234.22</td>
<td>1.08%</td>
<td>59</td>
</tr>
<tr>
<td>94 Bond Interest</td>
<td>$368,153.77</td>
<td>0.19%</td>
<td>$368,199.88</td>
<td>100.01%</td>
<td>$46.11</td>
<td>1.08%</td>
<td>59</td>
</tr>
<tr>
<td>94 Bond Reserve</td>
<td>$14,416,378.89</td>
<td>7.56%</td>
<td>$14,418,184.51</td>
<td>100.01%</td>
<td>$1,805.62</td>
<td>1.08%</td>
<td>59</td>
</tr>
<tr>
<td>96 Bond Principal</td>
<td>$1,393,372.39</td>
<td>0.73%</td>
<td>$1,393,546.91</td>
<td>100.01%</td>
<td>$174.52</td>
<td>1.08%</td>
<td>59</td>
</tr>
<tr>
<td>96 Bond Interest</td>
<td>$426,728.60</td>
<td>0.22%</td>
<td>$426,782.05</td>
<td>100.01%</td>
<td>$53.45</td>
<td>1.08%</td>
<td>59</td>
</tr>
<tr>
<td>TNET Sales Tax</td>
<td>$136,852.60</td>
<td>0.07%</td>
<td>$136,869.74</td>
<td>100.01%</td>
<td>$17.14</td>
<td>1.08%</td>
<td>59</td>
</tr>
<tr>
<td><strong>TOTAL CASH RESERVE PORTFOLIO:</strong></td>
<td><strong>$21,464,932.07</strong></td>
<td><strong>11.26%</strong></td>
<td><strong>$21,467,620.50</strong></td>
<td><strong>100.01%</strong></td>
<td><strong>$2,688.43</strong></td>
<td><strong>1.12%</strong></td>
<td><strong>59</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>INDIVIDUAL PORTFOLIO</th>
<th>BOOK VALUE</th>
<th>PERCENT OF PORTFOLIO</th>
<th>MARKET VALUE</th>
<th>MARKET PRICE</th>
<th>UNREALIZED GAIN/(LOSS)</th>
<th>YIELD TO MATURITY</th>
<th>AVG DAYS TO MATURITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>TNET Sales Tax</td>
<td>$35,013,756.70</td>
<td>18.37%</td>
<td>$35,249,265.67</td>
<td>100.67%</td>
<td>$235,508.97</td>
<td>1.51%</td>
<td>59</td>
</tr>
<tr>
<td><strong>TOTAL INDIVIDUAL PORTFOLIO:</strong></td>
<td><strong>$35,013,756.70</strong></td>
<td><strong>18.37%</strong></td>
<td><strong>$35,249,265.67</strong></td>
<td><strong>100.67%</strong></td>
<td><strong>$235,508.97</strong></td>
<td><strong>1.51%</strong></td>
<td><strong>59</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL CALIFORNIA ASSET MANAGEMENT PRGM (CAMP):</th>
<th>BOOK VALUE</th>
<th>PERCENT OF PORTFOLIO</th>
<th>MARKET VALUE</th>
<th>MARKET PRICE</th>
<th>UNREALIZED GAIN/(LOSS)</th>
<th>YIELD TO MATURITY</th>
<th>AVG DAYS TO MATURITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIDELITY FUNDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DOMESTIC MONEY MARKET TRUST FUND</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Sales Tax</td>
<td>$2,999,470.24</td>
<td>1.57%</td>
<td>$2,999,470.24</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.94%</td>
<td>55</td>
</tr>
<tr>
<td>TREASURY FUND</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Sales Tax</td>
<td>$3,435,994.20</td>
<td>1.80%</td>
<td>$3,435,994.20</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.83%</td>
<td>45</td>
</tr>
<tr>
<td><strong>TOTAL FIDELITY FUNDS</strong></td>
<td><strong>$6,435,464.44</strong></td>
<td><strong>3.38%</strong></td>
<td><strong>$6,435,464.44</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>$0.00</strong></td>
<td><strong>0.88%</strong></td>
<td><strong>50</strong></td>
</tr>
</tbody>
</table>
### SANDAG

**DETAIL OF PORTFOLIO BALANCES**  
**AS OF SEPTEMBER 30, 2003**

<table>
<thead>
<tr>
<th>Book Value</th>
<th>Percent of Portfolio</th>
<th>Market Value</th>
<th>Market Price</th>
<th>Unrealized Gain/(Loss)</th>
<th>Yield to Maturity</th>
<th>Avg Days to Maturity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NATIONS FUNDS:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CASH RESERVES FUND</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sales Tax</td>
<td>$1,520,248.70</td>
<td>0.80%</td>
<td>$1,520,248.70</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.94%</td>
</tr>
<tr>
<td>SourcePoint</td>
<td>164,510.63</td>
<td>0.09%</td>
<td>164,510.63</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.94%</td>
</tr>
<tr>
<td>SANDAG</td>
<td>994,336.02</td>
<td>0.52%</td>
<td>994,336.02</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.94%</td>
</tr>
<tr>
<td><strong>TOTAL PRIME FUND</strong></td>
<td>$2,679,955.35</td>
<td>1.41%</td>
<td>$2,679,955.35</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.94%</td>
</tr>
<tr>
<td>TREASURY RESERVES FUND</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Toll Funds</td>
<td>8,746,109.02</td>
<td>4.59%</td>
<td>8,746,109.02</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.88%</td>
</tr>
<tr>
<td><strong>TOTAL NATIONS FUNDS</strong></td>
<td>$18,072,194.31</td>
<td>9.48%</td>
<td>$18,072,194.31</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.90%</td>
</tr>
<tr>
<td><strong>US BANK</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>96 Arbitrage Rebate</td>
<td>$102,792.01</td>
<td>0.05%</td>
<td>$102,792.01</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.49%</td>
</tr>
<tr>
<td>96 Bond Principal</td>
<td>8,405,981.06</td>
<td>4.41%</td>
<td>8,445,007.84</td>
<td>100.46%</td>
<td>39,026.78</td>
<td>2.10%</td>
</tr>
<tr>
<td>96 Bond Interest</td>
<td>2,574,373.54</td>
<td>1.35%</td>
<td>2,586,326.76</td>
<td>100.46%</td>
<td>11,953.22</td>
<td>2.10%</td>
</tr>
<tr>
<td>93 Bond Principal</td>
<td>6,915,165.97</td>
<td>3.63%</td>
<td>6,947,271.28</td>
<td>100.46%</td>
<td>32,105.31</td>
<td>2.10%</td>
</tr>
<tr>
<td>93 Bond Interest</td>
<td>3,038,557.19</td>
<td>1.59%</td>
<td>3,052,665.70</td>
<td>100.46%</td>
<td>14,108.51</td>
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</tr>
<tr>
<td>92 Project Fund</td>
<td>2,444.36</td>
<td>0.00%</td>
<td>2,444.36</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.49%</td>
</tr>
<tr>
<td>92 Bond Principal</td>
<td>5,567,893.30</td>
<td>2.92%</td>
<td>5,593,743.58</td>
<td>100.46%</td>
<td>25,850.28</td>
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</tr>
<tr>
<td>92 Bond Interest</td>
<td>1,692,266.93</td>
<td>0.89%</td>
<td>1,700,124.40</td>
<td>100.46%</td>
<td>7,857.47</td>
<td>2.10%</td>
</tr>
<tr>
<td>94 Bond Principal</td>
<td>11,281,854.29</td>
<td>5.92%</td>
<td>11,334,232.96</td>
<td>100.46%</td>
<td>52,378.67</td>
<td>2.10%</td>
</tr>
<tr>
<td>94 Bond Interest</td>
<td>2,221,003.53</td>
<td>1.17%</td>
<td>2,231,315.99</td>
<td>100.46%</td>
<td>10,312.46</td>
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<tr>
<td>91 Commercial Paper Interest</td>
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<td>0.07%</td>
<td>139,279.03</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.49%</td>
</tr>
<tr>
<td>91 Commercial Paper Project Fund</td>
<td>15,976.28</td>
<td>0.01%</td>
<td>15,976.28</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.49%</td>
</tr>
<tr>
<td>91 Commercial Paper Interest Acct</td>
<td>$0.00</td>
<td>0.00%</td>
<td>$0.00</td>
<td>0.00%</td>
<td>$0.00</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TOTAL US BANK</strong></td>
<td>$41,957,587.49</td>
<td>22.01%</td>
<td>$42,151,180.19</td>
<td>100.46%</td>
<td>$193,592.70</td>
<td>2.09%</td>
</tr>
<tr>
<td><strong>US TRUST</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sales Tax</td>
<td>$24,026,254.39</td>
<td>12.61%</td>
<td>$24,026,604.39</td>
<td>100.00%</td>
<td>$350.00</td>
<td>0.98%</td>
</tr>
<tr>
<td><strong>TOTAL US TRUST</strong></td>
<td>$24,026,254.39</td>
<td>12.61%</td>
<td>$24,026,604.39</td>
<td>100.00%</td>
<td>$350.00</td>
<td>0.98%</td>
</tr>
<tr>
<td><strong>DUETSCHIE ASSET MANAGEMENT FUNDS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SANDAG</td>
<td>$727,705.27</td>
<td>0.38%</td>
<td>$727,705.27</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.97%</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>7,395,593.61</td>
<td>3.88%</td>
<td>7,395,593.61</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.97%</td>
</tr>
<tr>
<td><strong>TOTAL DUETSCHIE FUNDS</strong></td>
<td>$8,123,298.88</td>
<td>4.26%</td>
<td>$8,123,298.88</td>
<td>100.00%</td>
<td>$0.00</td>
<td>0.97%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$190,600,354.06</td>
<td>100.00%</td>
<td>$191,032,494.16</td>
<td>100.23%</td>
<td>$432,140.10</td>
<td>1.04%</td>
</tr>
</tbody>
</table>
Non-Money Market Investments  
US TRUST  
AS OF SEPTEMBER 30, 2003

<table>
<thead>
<tr>
<th>Cash Equivalents ONLY</th>
<th>Book Value</th>
<th>Market Value</th>
<th>Unrealized Gain/(Loss)</th>
<th>Current Yield</th>
<th>Weighted Average Days to Maturity</th>
</tr>
</thead>
<tbody>
<tr>
<td>AE Corp Disc Comml</td>
<td>$998,112</td>
<td>$998,112</td>
<td>0</td>
<td>1.00%</td>
<td>20</td>
</tr>
<tr>
<td>AG Fin Corp Disc Comml</td>
<td>$997,400</td>
<td>$997,400</td>
<td>0</td>
<td>0.90%</td>
<td>41</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$1,097,419</td>
<td>$1,097,419</td>
<td>0</td>
<td>1.00%</td>
<td>3</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$997,523</td>
<td>$997,523</td>
<td>0</td>
<td>1.00%</td>
<td>8</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$1,098,044</td>
<td>$1,098,044</td>
<td>0</td>
<td>1.00%</td>
<td>9</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$997,855</td>
<td>$997,855</td>
<td>0</td>
<td>1.00%</td>
<td>10</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$997,523</td>
<td>$997,523</td>
<td>0</td>
<td>1.00%</td>
<td>8</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$997,783</td>
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<td>1.00%</td>
<td>16</td>
</tr>
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<td>FHLB Cons Disc Notes</td>
<td>$997,510</td>
<td>$997,510</td>
<td>0</td>
<td>1.00%</td>
<td>17</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$997,472</td>
<td>$997,472</td>
<td>0</td>
<td>0.90%</td>
<td>22</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$997,556</td>
<td>$997,556</td>
<td>0</td>
<td>0.90%</td>
<td>24</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$1,097,122</td>
<td>$1,097,122</td>
<td>0</td>
<td>0.90%</td>
<td>29</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$998,008</td>
<td>$998,008</td>
<td>0</td>
<td>0.90%</td>
<td>30</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$997,625</td>
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<td>0</td>
<td>0.90%</td>
<td>34</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$998,272</td>
<td>$998,272</td>
<td>0</td>
<td>0.90%</td>
<td>43</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$1,097,293</td>
<td>$1,097,293</td>
<td>0</td>
<td>1.00%</td>
<td>71</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$1,094,138</td>
<td>$1,094,138</td>
<td>0</td>
<td>1.00%</td>
<td>170</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$994,721</td>
<td>$994,721</td>
<td>0</td>
<td>1.00%</td>
<td>176</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$996,998</td>
<td>$996,998</td>
<td>0</td>
<td>0.90%</td>
<td>31</td>
</tr>
<tr>
<td>FHLB Cons Disc Notes</td>
<td>$996,761</td>
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<td>0</td>
<td>1.10%</td>
<td>99</td>
</tr>
<tr>
<td>GEC Corp Disc Comm Ppr</td>
<td>$997,474</td>
<td>$997,474</td>
<td>0</td>
<td>1.00%</td>
<td>63</td>
</tr>
<tr>
<td>UOP Blackrock T Fund</td>
<td>$38,081</td>
<td>$38,081</td>
<td>0</td>
<td>0.90%</td>
<td>1</td>
</tr>
<tr>
<td>UOP Blackrock T Fund</td>
<td>$513,456</td>
<td>$513,456</td>
<td>0</td>
<td>0.90%</td>
<td>1</td>
</tr>
<tr>
<td>FHLB Notes</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>350</td>
<td>1.30%</td>
<td>327</td>
</tr>
<tr>
<td>FFCB Cons Bonds</td>
<td>$999,650</td>
<td>$1,000,000</td>
<td></td>
<td>1.00%</td>
<td>3</td>
</tr>
</tbody>
</table>

(1) $23,994,643 $23,994,993 $350 0.98% 54

(1) - This schedule is presented to detail SANDAG’s investment in Non-Money Market investments only in accordance with SANDAG’s Investment Policy and therefore does not agree to the total investments held by US Trust on the preceding pages of the quarterly investment report. The difference of $31,961.37 represents investments in Money Market investments.
2004 ANNUAL RETREAT

Recommendation

It is the recommendation of the Executive Committee that the Board of Directors approve the topics outlined below to serve as the foundation to develop the retreat agenda.

New Agency Responsibilities - This item might encompass how to strengthen the roles and working relationships among the new consolidated SANDAG, the agency’s member city and county governments, and advisory members in making regional policy. Participants may want to discuss the agency’s new public transit responsibilities and how best to provide more seamless service to transit customers in close cooperation with the transit operators. In addition, participants can review the roles of the new Public Safety Policy Committee, which will combine the skill sets and services provided by the SANDAG Criminal Justice Research Division and the Automated Regional Justice Information System (ARJIS).

TransNet – Retreat participants could refine potential strategies, methods, purposes, and the geographic balance related to seeking voter approval in November 2004 for extending the existing TransNet local transportation sales tax program beyond its sunset of April 2008. By the time of the retreat, the six sub-regional focus groups will have been completed, and the initial draft of the TransNet Extension Ordinance and Expenditure Plan will have been presented at the January 9, 2004 Policy Board meeting.

Appropriate topics for the retreat would be the major program features such as mid-cycle reviews, “maintenance of effort,” environmental mitigation, oversight committee, transportation impact fees, smart growth incentives, and assumptions in leveraging other local, state and federal funds to match TransNet. In addition, there will be an item on the differences between using public funds for TransNet public information/education, and using privately financed donations to campaign for the extension of TransNet.

Regional Comprehensive Plan – As scheduled, the draft Regional Comprehensive Plan should be released for public review and comment in December 2003. The plan will serve as the foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies for the San Diego region. Participants may want to discuss how the RCP can benefit their jurisdictions and what incentives SANDAG can offer to member agencies to strengthen the public policy link between transportation and land use decisions as well as the link between local and regional planning efforts. Can the RCP lead to the use of compacts or subregional planning efforts among public and private agencies? What is the synergy between the RCP and SANDAG’s creation of an Integrated Regional Infrastructure Strategy (IRIS) to better connect long-term investments with day-to-day fiscal realities, and what’s the connection to other infrastructure providers? Participants also can discuss the remaining key public policy issues.
and timeline leading up to the RCP’s approval in June 2004.

In addition to these primary topics, Executive Committee members also believe it is important to include the following topics:

SANDAG Basics – A primer on the agency’s vision, mission, and functions, and the roles and responsibilities of a Director (important for new Board members beginning to serve during the new year as well as a refresher for veteran members). The primer also would be used to preview topics to be discussed during the retreat so new members as well as interested veteran Board members can dialogue with one another with much of the same foundation of information.

Agency Evaluation – Participants will be asked to evaluate the agency’s work during calendar year 2003, including the legislative program, and develop a consensus on regional priorities for 2004.

Overview

The annual retreat is scheduled for Wednesday afternoon, all day Thursday, and Friday morning, January 28, 29, and 30, 2004, in the desert community of Borrego Springs. The primary objective of this public meeting is to give participants the opportunity to discuss some of the agency’s more important current programs and regional topics. From these retreat discussions, participants can evaluate the agency’s overall work, develop ideas for the future direction of the agency, and establish priorities. Board members also may want to consider some of these issues during the ensuing months as they develop the Fiscal Year 2005 Overall Work Program and budget.

Speaker(s)

As suggested by Santee Vice Mayor Hal Ryan during the October Executive Committee meeting, staff is working to secure a speaker from the administration of Governor Schwarzenegger. In addition, staff is attempting to secure Mr. Richard Bowers as a speaker on regional approaches. Mr. Bowers is the former city manager of Scottsdale, Arizona, and has presented to SANDAG during the agency’s Regional Academy.

Discussion

Why Have a Retreat?

A retreat provides the opportunity for Board members and Alternates to get together in a relaxed and informal atmosphere to allow for more time to have in-depth discussion on a few significant regional policies. A well-planned, well-executed retreat provides the time for reflection on and evaluation of the worthiness of existing programs as well as the development of new initiatives. For example, initiatives from past retreats have resulted in your development of the Regional Economic Prosperity Strategy, your statewide fiscal reform proposal, the creation of the Committee on Binational Regional Opportunities, and the Regional Shoreline Preservation Strategy. In addition, a well-organized retreat enhances team building, program planning, commitment to goal accomplishment, and organizational development.

Where Is the Best Location?

The key to any retreat is to get participation. It is important to afford participants a different physical setting from the routine and pressures of their daily workplaces. The best location is a place that is relaxing and lends itself to clear, creative thought. La Casa Del Zorro in the community of Borrego Springs has worked very well as our retreat venue.

What’s the Proper Duration for the Retreat?

According to the California Association of Chamber of Commerce Executives, one and one-half to two-day retreats offer the best opportunity to incorporate work time and team building. A two-day session may allow
time for presentations by outside speakers, reports on various committees and projects, time to brainstorm, develop a wish list, and time to fine tune the overall organization. The chamber executives note that retreat social events can be as valuable as the working sessions.

Conclusion

The annual retreat has been of immense value for SANDAG Board Members and Alternates to help set the direction of the agency. With the new consolidated SANDAG now in place, and our proposal to seek voter approval in November 2004 to extend the existing one-half penny TransNet transportation sales tax program, the retreat assumes an even more important and timely function.

Based on the discussion and action during the Board meeting, staff will finalize the retreat agenda and associated support materials. A letter of invitation along with an RSVP card will be mailed to each Director and Alternate during the first part of December. The final agenda, background materials, and retreat logistics will be mailed to participants the week of January 19, 2004.

Directors are asked to encourage their colleagues to attend and participate in the retreat because of the inherent value this type of public forum provides for regional policymakers.

GARY L. GALLEGOS
Executive Director

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

Funds are budgeted in the FY2004 Overall Work Program and the Board’s expense budget.
COBRO ANNUAL REPORT AND
CONFERENCE RECOMMENDATIONS

Introduction

As a consequence of the tragic events on September 11, 2001, the issue of homeland security has taken center stage in regards to the protection and security of our borders. With this in mind, SANDAG’s Committee on Binational Regional Opportunities (COBRO) decided in 2002 that the binational conference should address this issue from a regional perspective.

The 2003 Binational Annual Summer Conference took place on Friday July 11, 2003, at the San Ysidro Middle School in San Ysidro. It was entitled, Homeland Security: Challenges and Opportunities for the San Diego-Northern Baja California Region. Representatives of business, government, non-profit organizations, military and law enforcement, education, and special interest groups among others were present. The Conference was also attended by members of SANDAG’s Board of Directors.

Discussion

Homeland security is an important issue to our region especially given our border with Mexico. There are three land ports of entry in San Diego: the San Ysidro-Puerta Mexico port of entry, which handles over 90,000 passenger vehicles traveling north and south on a daily basis and is the busiest border crossing in the western hemisphere; the Otay Mesa-Mesa de Otay port of entry, which is one of the busiest along the U.S.-Mexico border handling over $20 billion in freight annually; and the Tecate-Tecate port of entry, which supports the region’s population to the east.

SANDAG, in conjunction with a conference task force of members from the COBRO and local academic institutions, prepared a survey that was directed at those most involved in binational activities within our region. The survey’s purpose was to receive feedback from stakeholders in the San Diego-Northern

Recommendation

It is the Borders Committee’s recommendation that the Board of Directors accept the COBRO Summer Conference recommendations that SANDAG

1. Promote the San Diego border region to appropriate authorities such as the Department of Homeland Security, the U.S. Senate, and the House of Representatives among others, as the ideal test-site for new homeland security technology along the U.S. Southwestern border, and

2. Request periodic written reports from the Department of Homeland Security (DHS) on technology related implementations and other security issues.

It also recommends that the Consul General of Mexico, in his capacity as advisory liaison to the SANDAG Board of Directors, promote the Summer Conference recommendations with the appropriate authorities in Mexico.

(COBRO) decided in 2002 that the binational conference should address this issue from a regional perspective.
Baja California region on what the most relevant aspects and concerns were in regards to homeland security.

The results of the survey were presented at the conference by Dr. Jeffrey McIlwain from San Diego State University (SDSU) for the San Diego region and by Dr. Jose Luis Castro from El Colegio de la Frontera Norte (COLEF) for the northern Baja California region. Both presenters concluded that: more cooperation between governments is desired; that homeland security measures have impacted the ports of entry, mostly as a result of increased wait times; and that more information from the Department of Homeland Security (DHS) is needed in order to keep the public well informed. San Diego stakeholders recognize that obstacles such as technological and funding gaps, differing policy priorities, and cultural issues can limit the binational working relationship. In Tijuana and other regions of Baja California, the concern is focused on the disruption of daily activities due to increased security measures and the economic downfall caused by fewer tourist visits and slow inspections and documentation of goods at commercial ports of entry.

Other support documents like the Ports of Entry fact sheet, Ports of Entry graphs (including historical cross-border vehicle and pedestrian traffic), and a new space view and planned land use binational regional map (which includes the Cities of San Diego, Tijuana, Tecate, and Rosarito) prepared by SANDAG were presented at the conference.

The first panel of speakers provided general background on the region, as well as perspectives from the federal levels of the U.S. and Mexico. The panel included Adele Fasano, Interim San Diego District Director from the Bureau of Customs and Border Protection (CBP); Dr. David Shirk, Director of the USD Transborder Institute; Ernesto Ruffo, Commissioner of Northern Border Affairs from the Republic of Mexico; and Peter Verga, Principal Deputy Assistant Secretary of Defense for Homeland Defense. In addition, breakout session groups were divided into four areas encompassing regional business, binational society, transborder institutional cooperation, and border public security.

GARY L. GALLEGOS
Executive Director

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No Budget Impact
DRAFT FINAL ARJIS/SANDAG CONSOLIDATION PLAN

Recommendation

It is the Executive Committee’s recommendation that the Board of Directors direct staff to docket for approval the new ARJIS JPA on the agenda of each city council and County Board of Supervisors, and to work with the law enforcement agencies who will appoint representatives to the proposed Public Safety Policy Advisory Committee subject to subsequent SANDAG Board approval and approval of the revised ARJIS JPA by member jurisdictions.

Introduction

Since April 2003, the consolidation of the Automated Regional Justice Information System (ARJIS) into SANDAG has been actively pursued by the ARJIS/SANDAG Consolidation Committee, a working group composed of members from both the ARJIS Board and Chief’s/Sheriff Management Committee. The Attachment contains the Draft Final Consolidation Plan, which has been reviewed by the Consolidation Committee, ARJIS Board, and SANDAG Executive Committee.

Recommended modifications from those reviews are indicated by strikeout mode and focus on issues of data ownership, intellectual property, and clarification of membership terminology. At its November 7th meeting, the SANDAG Executive Committee recommended forwarding the Plan to the SANDAG Board for consideration. The Final Plan is scheduled to be brought back for Board approval at your December 19th meeting.

Key highlights of the plan are: (1) the creation of a SANDAG Public Safety Policy Advisory Committee (PSPAC) focused on criminal justice policy, research, information sharing, and funding opportunities, (2) the transfer of administrative and financial functions to SANDAG to assist with ARJIS day-to-day operations, (3) modifications to the ARJIS JPA and SANDAG Board Policy No. 002, and (4) the creation of a new SANDAG Board Policy to accomplish the consolidation.

Significant modifications to the ARJIS JPA include the PSPAC which will replace the current ARJIS Board and Executive Committee. ARJIS consolidation also requires changes to SANDAG Board Policy No. 002 to allow voting rights for non-elected officials. The modified ARJIS JPA and proposed new SANDAG Board Policy incorporate all the required information from the ARJIS Bylaws; therefore, under consolidation, separate bylaws for ARJIS are no longer required.

Benefits of Consolidation

The ARJIS consolidation with SANDAG is viewed as very beneficial for SANDAG, ARJIS, the community, and regional public safety activities. Significant benefits include:

- Seamless Regional Public Safety Policy - The addition of a Public Safety Policy Advisory Committee would provide a uniform regional approach to public safety functions, and operate similar to the four other SANDAG policy committees. Plus, the inclusion of a
Public safety component with voting powers will combine the practical, users side of the information systems and research with the policy decision-making, resulting in improved delivery of information to enhance both officer and public safety.

- Broadened Regional Public Safety Role – ARJIS and SANDAG are recognized as leaders in their respective roles as regional entities. The synergy with the SANDAG Criminal Justice Research Division will bring an enhanced and centralized view of public safety to the region, and awareness and promotion of a national model across a broad spectrum of public safety functions.

- Enhanced Legislative Outreach and Funding Opportunities – SANDAG’s state and federal legislative services and outreach efforts would be expanded to seek support and funding opportunities for homeland security and public safety state and federal grants.

- Consistent ARJIS Identity – No change would be made to the ARJIS name, so the consolidation would be transparent to external parties.

- Protected ARJIS Revenues – The existing and any future ARJIS revenues will be “fire walled,” similar to what SANDAG does with its many specialized grants.

- Enhanced Administrative Benefits – There is a similar relationship between the ARJIS and SANDAG Board composition, so duplication can be minimized, time saved, and board administration improved. The resources of SANDAG staff and professionals will be able to assist ARJIS in the day-to-day operations. ARJIS is already located in SANDAG offices, making the consolidation easy to accomplish.

Next Steps

The next steps to complete the consolidation are:

1. Review the Final Consolidation Plan and Obtain Approval
   - ARJIS Board of Directors: November 2003
   - SANDAG Board of Directors: November – December 2003

2. Adoption and Execution of the Modified ARJIS JPA by ARJIS Member Agencies
   - January – March 2004

3. Complete Consolidation Implementation
   - July 2004

GARY L. GALLEGOS
Executive Director

Attachment

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EXECUTIVE SUMMARY

Over the past several years, the Automated Regional Justice Information System (ARJIS) has grown from 10 member agencies to 50 justice agencies representing local, state and federal government within San Diego and Imperial Counties. Strong governance structure and a track record of successful implementations have made ARJIS a national model for justice sharing initiatives.

A consolidation with SANDAG would enhance the visibility of ARJIS at the federal and state level by providing advocacy services and enhancing funding opportunities. This merger would create a policy advisory committee for criminal justice policy, research, and information sharing and tracking. This committee would strengthen the coordination and relationships between the elected officials and key public safety agencies and provide a prominent regional forum for public safety matters. Additionally, the consolidation will assist with managing the growth of ARJIS and providing access to a wider range of resources. The consolidation also would provide potential for increased collaboration and activities among SANDAG’s Criminal Justice Research Division, ARJIS, and other SANDAG divisions.

Since April 25, 2003, the consolidation has been actively pursued by the ARJIS/SANDAG Consolidation Committee, a working group composed of members from the ARJIS Board of Directors and Chief’s/Sheriff Management Committee. The Consolidation Committee, ARJIS Board of Directors, and ARJIS Management Committee have met monthly to review, discuss, and make recommendations for the consolidation. These committees view the consolidation as very beneficial for SANDAG, ARJIS, the community, and regional public safety activities. The ARJIS Vision 2008 on page 3 illustrates the commitment ARJIS had made towards regional public safety issues.

Documentation in this report indicates substantial progress has been made on the consolidation effort. Policy and implementation issues related to the consolidation have been identified and are being addressed. Legal Counsel has reviewed and made recommended modifications to the ARJIS JPA, Bylaws, and SANDAG Policy Committee procedures. Significant modifications to the ARJIS JPA include the creation of the Public Safety Policy Advisory Committee and the transfer of administrative and financial functions to SANDAG. The adoption of SANDAG policies previously addressed by the ARJIS Bylaws, result in the ARJIS Bylaws no longer being necessary. Building security is being addressed in the office space plan, and IT staff is ensuring data security and integrity. Finance and Administration staff are addressing MOUs, finances, and staffing. The timeline for the complete consolidation to be implemented is July 2004.
VISION 2008

We are internationally recognized for leadership, collaboration, information sharing, and regional acquisition of effective information technology.

We use community partnerships and regional information technology to address and anticipate public safety issues and to improve quality of life.

VISION ELEMENTS

SAFETY:
- The San Diego region provides its officers with state-of-the-art information technology that enhances both officer and public safety.
- We use information technology in coordination with community partners to proactively address community concerns.

EFFECTIVENESS:
- The San Diego region provides the training and tools necessary to ensure the highest quality public safety services.
- Public safety personnel have seamless, cross-jurisdictional access to essential data in a timely manner.
- We are committed to a collaborative which includes public/private partnerships and federal, state, county, and municipal public safety agencies.
- We extend that collaboration to other counties, states, and the nation.

REGIONAL:
- ARJIS is the convening agency for regional information technology.
- Leaders of public safety agencies are accountable for regional cooperation and collaboration in the acquisition, maintenance, and sharing of technology and information.
- We continuously scan the environment to create opportunities, develop new strategies, and identify new partners.

PUBLIC AND COMMUNITY RELATIONS:
- The community is a partner in the decision-making process and has confidence in their public safety agencies.
- The community feels well-informed about public safety issues and has easy access to timely, accurate, and appropriate information.

The San Diego region is internationally recognized as the model for technological innovation, cooperation, and the effective use of resources.
2. PROPOSED ORGANIZATION
PUBLIC SAFETY POLICY ADVISORY COMMITTEE

The proposed Public Safety Policy Advisory Committee (PSPAC) would replace the current ARJIS Board of Directors and Executive Committee and have direct support and input from the Chief’s Management Committee (see chart on page 5). The Public Safety Policy Advisory Committee (PSPAC) would become a fifth SANDAG policy committee that reports directly to the SANDAG Board of Directors.

1) PSPAC Membership (15 Total: 11 Voting, 4 Non-Voting)
   - 6 SANDAG Board Members – (Voting)
     o 4 sub regions
     o City of San Diego
     o County of San Diego
   - 5 Public Safety Members – (Voting)
     o 1 County Sheriff (representing 7 cities)
     o 1 State Public Safety Agency Member
     o 2 Members of the County Chiefs/Sheriff Association
     o 1 Regional Homeland Security Committee Member
   - 4 Public Safety Advisory Members - (Non-Voting)
     o 2 Federal Public Safety Agency (e.g. US Attorney, FBI)
     o 1 County (DA/Probation)
     o 1 Courts

2) Meeting Frequency
   Monthly meetings are recommended. The day and time of the meetings need to be finalized. The Committee will determine the mission of the PSPAC.

3) Appointing Advisory Committee Members
   Elected officials to the PSPAC would be appointed based on the current SANDAG policy for Policy Advisory Committee appointment and rotations. There would be a primary and alternate designated for each member of the PSPAC. Consistent with Board policy, the SANDAG Board Chair would appoint the Chair and Vice Chair of the Committee, who would be SANDAG Board members. Modifications to SANDAG Board policy will be required to allow non-SANDAG Board Members to vote on the PSPAC as noted on page 18.

The following organizations would appoint the remaining members on an annual basis:

   a) County Chiefs/Sheriff Association – 2 voting members
   b) Regional Homeland Security Committee – 1 voting member
   c) State agency association – 1 voting member
   d) County Criminal Justice Association – 1 advisory member
   e) Federal Agency Association – 2 advisory members
   f) Courts – 1 advisory member
Proposed Board and Policy Advisory Committee Organization with ARJIS Consolidation

- **SANDAG Board of Directors**: Makes regional public policy
  - **Executive Committee**: Sets agenda; oversight for budget and work program; reviews grant applications; makes recommendations on legislative proposals & agency policies
  - **Transportation Committee**: Policy recommendations on planning and programming; strong focus & commitment to meet public transit needs
  - **Public Safety Committee**: Policy recommendations on public safety & Homeland Security related to ARJIS & Criminal Justice Research activities
  - **Borders Committee**: Policy recommendations on interregional programs & projects
  - **Regional Planning Committee**: Policy recommendations on Regional Comprehensive Plan development & implementation
  - **Chiefs Management Committee**
Proposed Management Organization with ARJIS

SANDAG
Board of Directors

Executive Director
Executive Office

MTDB & NCTD
Boards
Staff

Liaison with Caltrans, MTDB, & NCTD
Liaison with Departments

Departments

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

Information Systems
Criminal Justice Research
ARJIS
Research
3. **LEGAL AND POLICY ACTIONS**

To accomplish the Consolidation significant modifications are proposed to the following three existing documents, and the creation of a fourth document:

1. **ARJIS JPA**
   Significant modifications to the ARJIS JPA include:
   1) Designation of SANDAG’s Public Safety Policy Advisory Committee as the governing board of the ARJIS.
   2) Transfer of administrative and financial functions and responsibilities to SANDAG.
   3) Adoption of polices previously covered by the ARJIS Bylaws that are proposed to be dissolved.

2. **ARJIS Bylaws**
   Recommend dissolution since policies and procedures are now covered in the amended ARJIS JPA and SANDAG policy documents.

3. **SANDAG Board Policy #04-01-002**
   Addition of the Public Safety Policy Advisory Committee.

4. **Public Safety Policy Advisory Committee (PSPAC)**
   New policies pertaining to the Public Safety Policy Advisory Committee.
JOINT POWERS AGREEMENT – AS AMENDED JANUARY 2004

AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM JOINT POWERS AGENCY

THIS AGREEMENT is made among those Public Agencies named below that execute this Agreement.

RECIPIENT

WHEREAS, Public Agencies realize that there is a need for continued operation, maintenance, enhancement and implementation of the Automated Regional Justice Information System (ARJIS) in order to provide improved public safety capabilities to the San Diego region by an effective and efficient use of electronic data processing technology capabilities; and

WHEREAS, Public Agencies believe that the joint exercise of their powers as a Joint Powers Agency (JPA) will provide a decision-making body capable of continuing the operation, maintenance and implementation of the Automated Regional Justice Information System; and

WHEREAS, Public Agencies believe that the San Diego Association of Governments (SANDAG) should serve as the administrator of the ARJIS JPA in order to efficiently incorporate the work done by ARJIS with the work done by SANDAG in the San Diego region,

WHEREAS, this Joint Powers Agreement of December 1, 1980, was amended on July 1, 1990, and January 23, 1998, and the Public Agencies wish to amend it again to implement a consolidation of effort with SANDAG.

NOW THEREFORE, in consideration of recitals and the mutual obligations of the parties as herein expressed, Public Agencies agree as follows:

1. Definitions

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

a) “Administrative Member” shall mean SANDAG. As the “Administrative Member” SANDAG shall have the same rights as any of the Public Agencies, shall provide in-kind contributions rather than membership financial support, and shall have the additional responsibilities set forth in this Agreement. SANDAG shall not have a separate vote, but shall be represented by all of the Public Agency representatives.

b) “Advisory Members” shall mean those members who serve on the ARJIS governing board in an advisory capacity, without voting rights. Advisory Members may contract with SANDAG for the services provided to the Public Agencies.

c) “Associate Members” shall mean those agencies other than Member Agencies who conduct public safety activities or general purpose local governments outside San Diego County, who are at any given time asked to serve on the ARJIS governing board as

Page 9 of 30
voting members. Associate Members may contract with SANDAG for the services provided to the Public Agencies.

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

e) “Member Agencies” shall collectively refer to all of the voting members on the ARJIS governing board, whether they be the Administrative Member, Associate Members, and/or Public Agencies.

f) “Public Agencies” shall mean those units of government who are at any time a party to the Agreement, including, but not limited to, the Administrative Member, SANDAG.

2. Status

There is hereby created a JPA to be known and denominated as the ARJIS which shall be a public entity separate and apart from any Member Agency or Associate Member with the exception of the Administrative Member. ARJIS shall be governed by the terms of this Joint Powers Agreement, by any policies passed and adopted by the ARJIS governing board, and by the statutes, rules, regulations, policies or procedures that govern SANDAG. The ARJIS governing board shall serve and be known as SANDAG’s Public Safety Policy Advisory Committee (“PSPAC”).

3. Purpose

The specific and primary purpose for which the ARJIS is created is to assist the Public Agencies by providing the Public Agencies and those who contract with ARJIS, state-of-the-art criminal justice information technology that enhances both officer and public safety. ARJIS is the convening agency for regional justice technology, and provides its members with seamless, cross-jurisdictional access to essential, accurate real-time data via a secure criminal justice enterprise network.

4. Liabilities & Powers

a. The debts, liabilities and obligations of ARJIS shall not constitute any debt, liability or obligation of any of the Public Agencies that are parties to this Agreement except SANDAG. All ARJIS debts, liabilities, and obligations shall be paid from the separate assets and accounts of the ARJIS, which shall be maintained by the Administrative Member.

b. The ARJIS shall not have power to contract or to sue or be sued in its own name. All claims for money or damages against the ARJIS shall be made against SANDAG and shall be governed by Division 3.6 (commencing with Section 810) of Title 1 of the Government Code except as provided therein, or by other statutes or regulations expressly applicable to SANDAG.

c. The ARJIS shall not hire a staff, but shall use the staff of SANDAG and shall compensate SANDAG for the use of those staff services. The ARJIS may also utilize staff from other public agencies under contractual agreements.

d. As of the effective date of this Agreement, the ARJIS may not make new contracts or enter into stipulations of any nature whatsoever, including, but not limited to, contracts and
stipulations to indemnify and hold harmless, or to employ labor. All such powers shall be held by SANDAG. SANDAG shall carry out these powers and do all other acts necessary and convenient for the full exercise of the ARJIS powers. Effective July 1, 2004, all contracts, stipulations, or agreements previously entered into by the ARJIS shall be transferred to SANDAG.

5. Financial Matters

a. Auditor/Comptroller & Treasurer. SANDAG shall be the depository of funds of ARJIS and the SANDAG Director of Finance shall be the ex-officio Treasurer of ARJIS. The Treasurer of the ARJIS shall file an official bond in the amount of $100,000. The Auditor/Comptroller of SANDAG shall be the ex-officio Auditor/Comptroller of ARJIS and shall draw warrants or check-warrants against the funds of ARJIS in the Treasury when the demands are approved by the PSPAC, or such other persons as may be specifically designated for that purpose in ARJIS policies. Said Auditor/Comptroller and Treasurer shall comply with all duties imposed under Article 1, Chapter 5, Division 7, Title I, of the California Government Code commencing with Section 6500. SANDAG shall determine reasonable charges to be made against ARJIS for the services of the Treasurer and Auditor/Comptroller. At the end of each fiscal year there shall be an audit conducted by an independent, accredited certified public account.

b. Accounts & Reports. The Auditor/Comptroller of ARJIS shall establish and maintain such funds and accounts as may be required by good accounting practice or bylaws passed and adopted by this Agency. The books and records of ARJIS in the hands of the Auditor/Comptroller shall be open to inspection at all reasonable times by representatives of the Public Agencies. The Auditor/Comptroller of ARJIS, within 120 days after the close of each fiscal year, shall give a complete written report of all financial activities for such fiscal year to the Member Agencies and Advisory Members. Said financial report shall be accompanied by a financial/compliance opinion by an independent, accredited certified public accountant. The independent, accredited certified public accountant shall be the accounting firm selected by SANDAG.

c. Funds. The Treasurer of ARJIS shall receive, have the custody of and disburse ARJIS funds upon the warrant or check-warrant of the Auditor/Comptroller (i) pursuant to the accounting procedures developed under this Agreement, and (ii) in accordance with normal SANDAG procedures, shall make the disbursements required by this Agreement or to carry out any of the provisions or purposes of this Agreement. ARJIS funds and accounts shall be segregated from SANDAG’s general funds and accounts. The Treasurer of ARJIS may invest ARJIS funds in accordance with general law. All interest collected on ARJIS funds shall be accounted for and posted to the account of such funds.

d. Budget. The PSPAC shall recommend approval of a preliminary budget to the SANDAG Board no later than April 1 of each year. The PSPAC shall recommend approval of a final budget no later than June 1 of each year and have it approved by the SANDAG Board of Directors by July 1 of each year. After adoption by the SANDAG Board, a copy of the preliminary budget shall be filed with each Public Agency.

e. Public Agency Financial Support. With the exception of SANDAG, responsibility for supplying funds for that portion of the budget for ARJIS which is to be supplied by the Member Agencies for operation, maintenance, enhancement and implementation of the system as adopted by
the PSPAC and the SANDAG Board of Directors, shall be divided among the Public Agencies, including within its budget as funds to be supplied to the ARJIS that sum of money determined by taking the ratio its population bears to the total population of the region and multiplying it by that portion of the approved budget to be supplied by the Public Agencies. SANDAG shall supply the PSPAC with the official January 1 population figures from the California State Department of Finance Population Research Unit on an annual basis for purposes of this calculation. Payment of membership funds shall be made by each Public Agency by July 15 of each year. If payment by a Public Agency has not been made by September 1 of each year, that Public Agency shall cease to be a participating member of the ARJIS, and its representative shall no longer participate or vote as a member of the PSPAC. A delinquent Public Agency will be reinstated to participating membership and its representative allowed to participate on the PSPAC when full payment has been made, including interest computed from July 15 at the average interest earning rate as determined by the Treasurer.

f. Associate and Advisory Members Financial Support. All Associate and Advisory Members who use the system shall be individually charged and pay to the ARJIS a reasonable share of the total cost of operation, maintenance, enhancement and implementation of the system as determined by the PSPAC. Associate and Advisory Members who access the computer shall be charged for computer time, network time, and application development at a rate agreed to by the Board of Directors. Associate and Advisory Members shall also make an annual payment of a determined sum in accordance with the provisions of the contract between SANDAG and the Associate or Advisory Member. If payment by an Associate or Advisory Member has not been made by September 1 of each year, that member shall cease to be a participating member of the ARJIS, and its representative shall no longer participate or vote as a member of the PSPAC. A delinquent member will be reinstated to participating membership and its representative allowed to participate on the PSPAC when full payment has been made, including interest computed from July 15 at the average interest earning rate as determined by the Treasurer.

g. Administrative Agency Financial Support. SANDAG shall determine charges to be made against the ARJIS for the services provided by SANDAG, which SANDAG deems are appropriate for reimbursement. Notwithstanding SANDAG’s status as a Public Agency Member, SANDAG shall not be required to contribute funds toward ARJIS under Section 5(e), but shall instead provide in-kind contributions in an amount to be approved by the PCPAC and the SANDAG Board.

6. Governance

a. All powers of the ARJIS shall be exercised by the SANDAG Board of Directors. The SANDAG Board of Directors shall delegate responsibilities to the PSPAC consistent with its purpose. The membership of the PSPAC shall be composed of one primary representative selected by the governing body of each Member Agency and Advisory Member Agency to serve until recalled by the governing body of said member. Each Member Agency representative must be a mayor, council-person, or supervisor of the governing body which selected him/her, or other appropriate official selected by the governing body. Each Advisory Member Agency representative must be selected by the governing body of that agency. Vacancies shall be filled in the same manner as originally selected. Each Member Agency and Advisory Member Agency shall also select, in the same manner as the primary representative, one alternate to serve on the PSPAC when
the primary representative is not available. Such alternate shall be subject to the same restrictions and have the same powers, when serving on the PSPAC, as the primary representative.

b. At its discretion, each Member Agency and Advisory Member Agency may select a second alternate, in the same manner as the primary representative, to serve on the PSPAC in the event that neither the primary representative nor the regular alternate is able to attend a meeting of the PSPAC. Such alternate shall be subject to the same restrictions and have the same powers, when serving on the PSPAC, as the primary representative.

c. Upon recommendation of the PSPAC, SANDAG may at any time authorize other agencies to join the ARJIS as Associate or Advisory Members. Each Associate Member shall be allowed to vote in accordance with the provisions of this Agreement. SANDAG may allow for the appointment of additional Advisory Members to sit with the PSPAC, but in no event shall said representatives be allowed a vote. Each Associate and Advisory Member shall designate a primary representative and, at its discretion, one or two alternates.

d. Each PSPAC representative, or designated alternate acting in a representative’s absence, may receive reimbursement from ARJIS for out-of-pocket and travel expenses incurred by such representative or alternate on approved ARJIS business. Except where prohibited by the charter, or any ordinance, rule, regulation, or policy of a Member Agency, each Member Agency representative, or designated alternate acting in a Member Agency representative’s absence, shall receive $100.00 from ARJIS for each PSPAC meeting attended, as well as travel expenses incurred.

e. The Chair of the SANDAG Board of Directors shall appoint the Chair and Vice Chair of the PSPAC in accordance with the policies and procedures that apply to all SANDAG policy advisory committees.

7. Membership of the Public Safety Policy Advisory Committee

The members selecting the representatives to serve on the PSPAC as of the effective date of this Agreement shall be:

a. Public Agencies: The Public Agencies shall be represented by four elected officials selected from each of the four subregions defined in the SANDAG Bylaws, one elected official selected by the City of San Diego, and one elected official selected from the County of San Diego. All six of the Public Agency representatives must be SANDAG Board Members or alternates and shall represent SANDAG. Each Public Agency that has selected a representative to serve on the PSPAC must be a member in good standing with all dues fully paid to ARJIS in order to participate on the PSPAC.

b. Associate Members: One person selected by the County Sheriff, one person selected by the State public safety agencies, one person selected from the Regional Homeland Security Committee, and 2 persons selected by the County Chiefs & Sheriffs Association. The number and representation of Associate Members may be modified by a SANDAG Board action amending SANDAG Board Policy.

c. Advisory Members: Two persons selected by the Federal public safety agencies, one person selected from the San Diego County District Attorney’s or Probation Department Offices,
and one person selected by the courts. The number and representation of Advisory Members may be modified by SANDAG Board action amending SANDAG Board Policy.

8. **Voting**

(a) The PSPAC shall vote on all items on the basis of one vote per Member Agency.

9. **Meetings**

The PSPAC shall conduct monthly meetings in conjunction with regularly scheduled SANDAG meetings during the year and at such other times as the PSPAC or SANDAG Board shall direct. Parliamentary procedure at all meetings shall be governed by Roberts Rules of Order, Newly Revised, except as otherwise modified by this Agreement.

10. **Ralph M. Brown Act**

All meetings of the ARJIS, including without limitation regular, adjourned regular, and special meetings of the PSPAC, and meetings of all standing committees, shall be called, noticed, held and conducted in accordance with the provisions of the Ralph M. Brown Act (commencing with Section 54950 of the Government Code).

11. **Quorum**

A majority of the voting members of the PSPAC shall constitute a quorum for the transaction of business.

12. **Procedures to be Followed**

a. Pursuant to Government Code Section 6509, which requires that the powers of ARJIS be limited by the legal restrictions placed upon a named Member Agency, the powers of ARJIS shall be subject to those legal restrictions imposed upon SANDAG by the Constitution of the State of California and the laws governing it.

b. The PSPAC shall adopt SANDAG’s administrative regulations establishing the procedures and policies for contracting and approving change orders.

13. **Duration of Agreement**

This Agreement shall continue in full force and effect until Public Agencies representing more than 50% of the population of the San Diego region withdraw from this Agreement by resolution.

14. **Disposition of Assets Upon Termination**
Upon termination of this Agreement any money or assets in possession of SANDAG on behalf of the ARJIS after the payment of all liabilities, costs, expenses and charges validly incurred under this Agreement shall be returned to the Public Agencies in proportion to their contributions determined as of the time of termination. In-kind contributions made by SANDAG shall be included in this determination.

15. Effective Date of Agreement

This Agreement became effective for all purposes at 12:01 a.m. July 1, 1990. The most recent amended version of the Agreement shall become effective January 1, 2004. Notwithstanding the foregoing, the consolidation of ARJIS finances with SANDAG will not occur until July 1, 2004. Applicable portions of Section 5 of this Agreement will not go into effect until the consolidation of finances occurs.

16. Later Participating Member Agencies

a. Any San Diego County incorporated city that incorporated after January 1, 2004, that may desire to participate in the activities of ARJIS may do so by executing this Agreement without prior approval or ratification of the Public Agencies and shall be bound by the terms of this Agreement as of the date of execution. The County of San Diego, and the cities in the County which were incorporated on December 1, 1980, who did not execute this Agreement by December 1, 1980 which desire to participate in the activities of ARJIS may do so by executing this agreement without prior approval or ratification of the existing Public Agencies and paying an initial membership charge which may be established and required by SANDAG to offset a portion of the initial start-up costs paid by the Charter Public Agencies, and shall be bound by the terms of terms of this Agreement as of the date of execution. Said membership charge shall not be required of cities that as of December 1, 1980, contracted with the County of San Diego for public safety services, and become a Public Agency after December 1, 1980. Any later participating Public Agency shall receive one (1) vote under the single vote procedure.

b. Any entity that contracts for ARJIS services that wishes to become an Associate or Advisory Member of the PSPAC may submit a written request to the PSPAC identifying how their membership on the PSPAC will further the mission of the PSPAC and/or SANDAG, their history and purpose, and at what level they would like to participate with regard to voting rights and membership fees. If the PSPAC determines the addition of the potential member is advantageous, it may make a recommendation to the SANDAG Board to add the potential member. The SANDAG Board shall make the final determination regarding whether to supplement the PSPAC with additional or different Affiliate or Advisory Members.

17. Agreement Repository

A fully executed copy of this Joint Powers Agreement and any amendments thereto shall be filed with the authorized representative of each Public Agency.

18. Information Privacy & Ownership of Data

In order to protect the privacy of individuals as set-forth in Section 1 of Article I of the Constitution of California and in the United States, subscribers to the services of ARJIS are required to have data processed in accordance with applicable data protection regulations. SANDAG shall comply with all applicable laws and regulations relating to the privacy of data and the protection of data subjects. SANDAG retains ownership of all data collected and processed in connection with the services of ARJIS.
States Constitution, the maintenance and dissemination of the information in the ARJIS system shall be undertaken in compliance with Federal and State laws and regulations including the Information Practices Act of 1977 (commencing with Section 1798 of the California Civil Code). An appropriate agency as determined by the PSPAC shall, at the call of the PSPAC, conduct an annual certification of the information to assure compliance.

b. All intellectual property owned by the ARJIS as of the effective date of this Agreement (pursuant to Section 15 herein) including, but not limited to, electronic data, shall remain the property of the ARJIS. If pursuant to agreement, the ARJIS serves as a custodian of data it does not own, that data shall presumptively remain the property of the contributing entity and may not be treated as a public record. The ARJIS may not disclose electronic data or other intellectual property for which it is a custodian to third parties without the approval of the entity that owns the property.

19. Amendments

Proposed amendments may be originated by any member of the PSPAC or by the SANDAG Board of Directors. Amendments to this Agreement shall require the vote of two thirds (2/3) of the Member Agencies who are members of ARJIS at the time the amendment is proposed.

IN WITNESS WHEREOF, each of the following Public Agencies has caused this Joint Powers Agreement to be executed by having affixed thereto the signatures of the agent of said Agency authorized therefore by the legislative body of that Agency.

Adopted 12/80
Amended 7/90
South County includes: Chula Vista, Coronado, Imperial Beach, and National City. East County includes: El Cajon, La Mesa, Lemon Grove and Santee. North County Coastal includes: Carlsbad, Del Mar, Encinitas, Oceanside, and Solana Beach. North County Inland includes: Escondido, Poway, San Marcos and Vista.
POLICIES AND PROCEDURES FOR POLICY ADVISORY COMMITTEES

1. Membership

1.1 Executive Committee: Six members to include the City and County of San Diego Board members, and a Board member from each subregion (South County, East County, North County Coastal, North County Inland)¹.

   1.1.1 Alternates may be the second City of San Diego Board member or Board alternate, the County of San Diego Board alternate, and alternates selected from each subregion who shall be members of the Board.

1.2 Transportation Committee: Nine members to include a member from the City and County of San Diego governing bodies, a Board member or alternate from each subregion, and a member of NCTD, MTDB and the Airport Authority appointed by those agencies. There may be nine alternates chosen in the same manner.

1.3 Regional Planning Committee: Six members to include a member from the City and County of San Diego governing bodies, and a Board member or alternate from each subregion. There may be six alternates chosen in the same manner.

1.4 Borders Committee: Seven members to include a member from the City and County of San Diego governing bodies, a Board member or alternate from each subregion, and a mayor, councilmember, or supervisor from the County of Imperial. There may be seven alternates chosen in the same manner.

1.5 Public Safety Committee: Six members to include a member from the City and County of San Diego governing bodies and a Board member or alternate from each subregion. The five Associate Member organizations taking part in this committee shall have the following representation: two members from the County Chiefs/Sheriff Association, a member selected by the County Sheriff, a member of the Regional Homeland Security Committee, and a member selected by the State public safety agencies. In addition, there will be four non-voting Advisory Members selected as follows: Two persons selected by the Federal public safety agencies, one person selected from the San Diego County District Attorney’s or Probation Department Offices, and one person selected by the courts. There may be alternates chosen in the same manner.

2. Limitation on Committee Memberships

No Board member or alternate may serve as the regular member of more than three Policy Advisory Committees (“PACs”) at any one time. Committee membership may be expanded by the Board.

¹ South County includes Chula Vista, Coronado, Imperial Beach, and National City. East County includes El Cajon, La Mesa, Lemon Grove and Santee. North County Coastal includes Carlsbad, Del Mar, Encinitas, Oceanside, and Solana Beach. North County Inland includes Escondido, Poway, San Marcos and Vista.
3. Ex-Officio Members

A PAC may include Ex-Officio members if appropriate to roles and responsibilities of the committee. The Board Chair and Vice Chair may serve as Ex-Officio members on any of the PACs.

4. Appointments

4.1 Public Agencies

4.1.1 The City and County of San Diego will make their appointments in December or January and when vacancies occur.

4.1.2 The SANDAG Chair will provide notice requesting that Board members from each of the subregions appoint a Board member or alternate as authorized to serve as a regular member on each PAC and one to serve as an alternate to each PAC. Each Board member shall be provided a reasonable opportunity to participate in the selection. Appointments will be made in January or as vacancies occur.

4.2 Associate Members

In addition to the members appointed pursuant to Section 4.2, the Public Safety Committee shall have voting members appointed from the organizations listed below by their respective appointing authorities in January of each year:

4.2.1 County Chief’s/Sheriff Association – 2 voting members
4.2.2 County Sheriff – 1 voting member
4.2.3 Regional Homeland Security Committee – 1 voting member
4.2.4 State Public Safety Agency Association – 1 voting member

4.3 Advisory Members

In addition to the voting members appointed pursuant to Sections 4.2 and 4.3, the Public Safety Policy Advisory Committee shall have the following non-voting members appointed from the following organizations by their respective appointing authorities in January of each year:

4.3.1 County Criminal Justice Association – 1 advisory member
4.3.2 Federal Justice Agency Association – 2 advisory members
4.3.3 Courts – 1 advisory member

4. If any subregion fails to make an appointment to a PAC within three weeks of mailing of the notice to proceed to appoint, the Chair of SANDAG shall make the appointment. If any organization referred to Sections 4.3 or 4.4 fails to make an appointment to the Public Safety Policy Advisory Committee, the current representative shall continue to serve until a replacement appointment is made by his/her organization.

5. Vacancies

Vacancies on PACs shall be filled as they occur in the same manner as appointments.

6. Chair/Vice Chair
The Chair and Vice Chair of the PAC, other than the Executive Committee, shall be appointed by the Board Chair in July or as vacancies occur. The Board Chair, and the Vice Chair when serving as a member of the Executive Committee, shall serve as the Chair and Vice Chair of the Executive Committee. The Vice Chair conducts the meetings in the absence of the Chair. In the event of the absence of both the Chair and Vice Chair for a PAC or other standing committee, the quorum of members present shall elect a chairperson pro tempore to preside for that meeting. The Executive Director or a Chief Deputy Executive Director, with a quorum present, shall call the meeting to order and preside during such election of chairperson pro tempore; he/she shall immediately relinquish the chair upon completion of the election.

7. Attendance

7.1 Regular and alternate members are encouraged to attend all Committee meetings. Roll call shall be taken by the Chair at the beginning of the meeting to determine the voting members present at that time. The voting members shall be seated collectively in order for the public to recognize them as such. Other non-voting alternates in attendance may participate in Committee discussion but shall not be authorized to act on any item.

7.2 If a regular member misses three consecutive Committee meetings without justification, the position on the Committee will be considered vacant and shall be filled in the same manner as appointments.

8. Quorum

A simple majority of members (either regular or alternates) constitute a quorum.

9. Voting

Regular members vote on all committee actions. Alternates vote only when their corresponding regular member from their area is absent. A simple majority of the quorum of regular and eligible alternate members voting constitutes approval. A quorum shall be required for the conduct of any business of a PAC.

10. Compensation

Regular and alternate members of the PACs will be compensated $100 per meeting attended subject to the limitations on number of meetings per month set forth in the SANDAG Bylaws.

11. Meetings

PAC meetings should normally be held on Fridays or when called by the committee Chair. Parliamentary procedure at all meetings shall be governed by Roberts Rules of Order, Newly Revised.

• Working Groups & Subcommittees

The PACs shall have the authority to appoint PAC working groups and may provide for the appointment of alternates to these working groups. Ad hoc working groups may be appointed by the Board or PACs as the need arises to accomplish specific tasks. Upon completion of its assignment, each working group shall disband. Standing subcommittees may be appointed by the
Board as may be required to carry out general and continuing functions and may be abolished only upon specific action by the Board. As the Board creates standing subcommittees, it shall specify the method for appointing persons to those subcommittees.
Subject: Public Safety Policy Advisory Committee (PSPAC)

1. Purpose

The purpose of the Public Safety Policy Advisory Committee (PSPAC) is to advise the Board on matters concerning the Automated Regional Justice Information System and the Criminal Justice Division.

2. Governance

2.1. The PSPAC shall be overseen by the Board and shall govern itself in accordance with the Automated Regional Justice Information System Joint Powers Agreement (“ARJIS JPA”), as amended on January 1, 2004, and the policies and procedures applicable to all of SANDAG’s policy advisory committees.

2.2. If the ARJIS JPA is in conflict with state or federal statutes or regulations, the statutes or regulations shall supersede the conflicting provision of the JPA. If the ARJIS JPA is in conflict with SANDAG Board policy or procedure, SANDAG Board policy or procedure shall supersede the conflicting provision of the JPA.

3. PSPAC Subcommittees

3.1. There shall be a standing Management Subcommittee composed of standing members who shall be the Chief of Police, Sheriff, or Public Safety CEO of each Member Agency. The term “Member Agency” as used in this Policy shall have the same meaning as in the ARJIS JPA and shall refer to the voting members on the PSPAC. The Management Subcommittee may appoint advisory members to the Subcommittee.

3.2. Each Member Agency representative of the Management Subcommittee shall have one vote.

3.3. Whenever a member is not present at a meeting of the Management Subcommittee, a designated alternate selected by the member may act as a member.

3.4. The Management Subcommittee shall appoint members to standing working groups known as the Users, Technical, Business, and Crime Analysis working groups. The membership of these working groups shall be composed of members of public safety agencies who operate or use the ARJIS. Each member of these working groups shall have one vote.

3.5. The Management Subcommittee meetings shall be at least monthly or whenever called by its Chairperson. The Chairperson of the Management Subcommittee shall notify the members of the Management Subcommittee of any such scheduled meetings at least five days prior to the scheduled date of the meeting. Upon a finding by the Chairperson that an item has arisen that requires immediate action, he/she may call a meeting on 48 hours notice.
3.6. Other standing subcommittees and standing or ad hoc working groups shall meet whenever called by their respective chairperson.

3.7. Standing subcommittees and working groups shall have as elected officers a chairperson and vice chairperson, who are members or alternates of their respective Member Agency. The Chairperson and Vice Chairperson of each standing subcommittee or working group shall be elected from among its membership.

3.8. The functions of the Management Subcommittee shall be to: (1) review, evaluate, and provide preliminary approval of the ARJIS and Criminal Justice Division work plan and budget for final approval by the SANDAG Board of Directors; (2) evaluate and prioritize the ARJIS and Criminal Justice Division work plan; (3) oversee the implementation of the ARJIS and Criminal Justice Division work plan and budget; (4) establish policies and procedures; (5) approve and oversee the implementation of the recommendations from other subcommittees and working groups; and (6) perform other functions delegated by the PSPAC.
4. IMPLEMENTATION ACTIONS

The attached Scope of Work on page 24 indicates the progress to date on the major components relating to the Consolidation.

A summary of the progress on the key policy tasks shown on page 25 contains significant progress towards:

1) Establishment of a Public Safety Policy Advisory Committee
2) Review and modifications of legal documents
3) Addressing DOJ/FBI mandates for security

The proposed Public Safety Policy Advisory Committee is addressed in this report. Legal staff has drafted amendments to the legal documents. Building security issues have been addressed in the office space plan, which would house ARJIS on the 5th floor at 401 B. Street, the current location of SANDAG. ARJIS continues to work with SANDAG IT staff to ensure continuation of appropriate measures related to data integrity and security

A summary of key implementation and transition tasks, and status to date shown on page 26 also represents significant progress in support of the consolidation. Major administrative implementation tasks include:

1) ARJIS Organization and staffing
2) ARJIS financial and budget
3) ARJIS administrative function moving to SANDAG

ARJIS is working with SANDAG Finance and Administrative staff on Management Control Agreements and ARJIS personnel and financial responsibilities. ARJIS, SANDAG, and the City of San Diego are addressing financial and budget responsibilities that will transfer from the City of San Diego to SANDAG. The ARJIS program and related budget will be incorporated into the SANDAG FY05 Work Program and Budget.
Draft Scope of Work for ARJIS/SANDAG Consolidation 10/16/03

(Tasks may not necessarily be performed in a sequential order)

1. **(Completed)** Form ARJIS Board of Directors, Police Chiefs/Sheriff, Federal public safety agencies, SANDAG staff, and ARJIS staff into an ARJIS/SANDAG consolidation team to prepare consolidation plan, scope of work and schedule. The consolidation team would meet as needed on a monthly basis to complete the consolidation plan and oversee the implementation.

   The composition of the consolidation team includes: 1) Members from the Board of Directors: Art Madrid, Christy Guerin, Mark Lewis, Lori Holt Pfeiler, Phil Monroe, Ramona Fennila, and Pam Slater; 2) Members from the ARJIS Chief’s: Chief Jim Davis (El Cajon), Chief Robert Hutton (Coronado), Commander Robert Apostolos (SD Sheriff) Chief John Welter (SD Police) and one or two representative from DA, US Attorney, FBI, or other federal agency; 3) Members from SANDAG staff: Tom Larwin, Debra Greenfield, and Cindy Burke, and 4) Pam Scanlon from ARJIS staff.

2. **(Completed)** The Consolidation Team would meet as needed to complete the tasks outlined in the scope of work. Monthly meetings of the Consolidation Team will be held on the 1st Wednesday of each month at 8:00 a.m. at the Western Division offices of SDPD, 5215 Gaines Street. The first meeting is scheduled for Wednesday June 4th (June)

3. **(Completed)** ARJIS staff prepare resource guide for each member of the consolidation team with ARJIS work program and projects (current and planned), budget, current contracts and planned contracts, staff organization chart, description of current committees and working groups, recent Board agendas representing issues bought before the ARJIS Board, and information systems being used. (Review at June 4th meeting of consolidation team)

4. **(Completed)** Discussion by consolidation team on advantages, disadvantages, and issues of the ARJIS/SANDAG consolidation to both agencies. The advantages and disadvantages, and transitions issues should be documented along with a recommendation by the team to the ARJIS Board of Directors. (August 6th)

5. **(Completed)** ARJIS Chiefs provide their vision 2008 for ARJIS. The ARJIS Strategic Plan goals and objectives will also be provided for consideration of consolidation into a common strategy. At September meeting team will confirm common vision, elements, goals and objectives for ARJIS that should be considered as part of the consolidation. (August –October)

6. **(In-Progress)** Consolidation Team will identify issues and options to address each of the issues. Bring in necessary outside parties to help develop solutions. Where appropriate obtain policy direction from the ARJIS Board of Directors. (June – November)

7. **(In-Progress)** Identify appropriate committee and working group make-up under the SANDAG Board, including membership and selection of members. (September)

8. **(In-Progress)** Identify needed changes to ARJIS JPA and Bylaws to address identified implementation and policy issues related to consolidation, and to help achieve vision, goals and objectives (October)

9. **(Completed)** Prepare Draft Consolidation Plan for review and action by the ARJIS Management Committee, ARJIS Board of Directors, and SANDAG Board of Directors. (October - December)

10. Develop ARJIS work program that addresses agreed upon vision, goals and objectives for incorporation into SANDAG Overall Work Program and Budget. (November – May)

11. Finalize Consolidation Plan and proceed with implementation steps. (November – June)
<table>
<thead>
<tr>
<th>Task</th>
<th>Detail</th>
<th>Responsible</th>
<th>Work Completed / Remaining</th>
</tr>
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<tbody>
<tr>
<td><strong>1. Legal Documents</strong></td>
<td>1) Amendments to the JPA</td>
<td>Larwin/Scanlon/Wiley/SANDAG/ARJIS</td>
<td>Proposed revisions completed – Exec Comm Review on 10/10</td>
</tr>
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<td></td>
<td>2) Amendments to Bylaws</td>
<td>Consolidation Committee</td>
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<tr>
<td><strong>2. Public Safety Policy Committee</strong></td>
<td>Develop Policy Committee:</td>
<td>Larwin/Scanlon/Wiley/SACC/Burke</td>
<td>Proposed Committee reviewed by Consolidation Committee, ARJIS Board of Directors. SANDAG Exec Comm review 10/10.</td>
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<tr>
<td></td>
<td>1) Mission</td>
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<td>2) Structure/Membership</td>
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<td>3) Roles/Responsibilities</td>
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<td>4) Voting Rights</td>
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<td>5) Meeting Frequency</td>
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<td>6) Chair/Vice Chair Selection</td>
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<td>7) Interface with Chiefs Management Committee</td>
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<td>1) ARJIS agency membership</td>
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<td></td>
<td>2) Determine if changes need to occur for non-SANDAG members</td>
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<td></td>
<td>1) Policies relating to DOJ/FBI compliance</td>
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<td></td>
<td>2) Management Control Agreements</td>
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<td></td>
<td>3) Data Integrity/Security</td>
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<td>4) Personnel-Public safety status</td>
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<tr>
<td>Task</td>
<td>Detail</td>
<td>Responsible</td>
<td>Work Needed/Completed - Remaining Tasks – Date</td>
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<tr>
<td><strong>1. ARJIS Organizational Structure</strong>&lt;br&gt;ADMIN</td>
<td>1) Modify ARJIS organizational chart&lt;br&gt;2) Document reporting structure, staff and other meetings, status and periodic updates.</td>
<td>Scanlon/Tayman</td>
<td>1) Org chart completed&lt;br&gt;2) Reporting structure identified status and updates consistent With SANDAG policy</td>
</tr>
<tr>
<td><strong>2. ARJIS Work Program</strong>&lt;br&gt;ADMIN</td>
<td>1) Incorporate ARJIS program/projects into SANDAG work program methodology&lt;br&gt;2) Adopt program metrics, reporting procedures, etc.</td>
<td>Scanlon/Tayman</td>
<td>1) Initial meeting with Admin held – to be implemented in conjunction with FY05 program</td>
</tr>
<tr>
<td><strong>3. ARJIS Staff</strong>&lt;br&gt;ADMIN</td>
<td>1) Determine Staffing Allocation – Public Safety vs. SANDAG (Vacant - ARJIS Technical Program Manager)&lt;br&gt;2) Review DOJ/FBI mandates for staffing.&lt;br&gt;3) Consolidate Benefit Package Requirements for transfer of contract employees.</td>
<td>Scanlon/Tayman/Campbell</td>
<td>1) Initial meeting held with Campbell.&lt;br&gt;2) Criminal Justice and ARJIS will conduct background checks on all personnel</td>
</tr>
<tr>
<td><strong>4. Contract Negotiation/Signing</strong>&lt;br&gt;ADMIN</td>
<td>1) Determine approval and signing authority for adding new member agencies and/or contracts&lt;br&gt;2) Implement new authority.</td>
<td>Scanlon/Tayman/Wiley/Campbell</td>
<td>1) Completed - SANDAG is signatory - SANDAG policies apply – implement in FY05 concurrent with budget</td>
</tr>
<tr>
<td><strong>5. ARJIS Ownership of</strong></td>
<td>1) Ensure ARJIS copyright is</td>
<td>Scanlon/Wiley/Campbell</td>
<td>2) Request to SDDPC 9/3 for</td>
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<td>Task</td>
<td>Detail</td>
<td>Responsible</td>
<td>Work Needed/Completed - Remaining Tasks – Date</td>
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<tr>
<td><strong>Data/Equipment/Programs</strong>&lt;br&gt; ADMIN</td>
<td>maintained&lt;br&gt; 2) Confirm ownership of hardware/software/equipment/ programs.</td>
<td></td>
<td>ownership clarification</td>
</tr>
<tr>
<td><strong>6. Physical Location</strong>&lt;br&gt; ADMIN</td>
<td>1) Ensure ARJIS meets DOJ/FBI security standards for physical location – locked doors&lt;br&gt; 2) Ensure secure data, etc.</td>
<td>Scanlon/Campbell/FBI -Kingston</td>
<td>1) Addressed in 5th floor move&lt;br&gt; 2) Separate ARJISNET network – SANDAG employees who access data will be go through background checks</td>
</tr>
<tr>
<td><strong>7. ARJIS Office Supplies</strong>&lt;br&gt; ADMIN</td>
<td>Migrate Office Supply Procurement from Corporate Express to SANDAG supplier.</td>
<td>BJHarris/Rose</td>
<td></td>
</tr>
<tr>
<td><strong>8. ARJIS Contracts</strong>&lt;br&gt; ADMIN</td>
<td>1) Determine if amendments or policy changes are needed for major contracts. Elisabeth Eisner’s continued review of IT contracts?&lt;br&gt; a) SDDPC&lt;br&gt; b) City of San Diego Auditor (Budget and financials)&lt;br&gt; c) Member agencies&lt;br&gt; d) U of Arizona – COPLINK</td>
<td>Scanlon/Campbell/ BMontgomery</td>
<td>Initial meetings held with Campbell and Wiley. Legal review of IT contracts in progress – COPLINK Completed 10/1</td>
</tr>
<tr>
<td><strong>9. ARJIS Phones</strong>&lt;br&gt; ADMIN</td>
<td>Research costs of migrating phone system to SANDAG.</td>
<td>B. Montgomery/Rose</td>
<td>Costs TBD</td>
</tr>
<tr>
<td><strong>10. ARJIS Procurement Policies</strong></td>
<td>1) Review SANDAG procurement practices for any need of policy</td>
<td>Scanlon/Tayman/Campbell</td>
<td>Initial Meeting held with Campbell</td>
</tr>
<tr>
<td>Task</td>
<td>Detail</td>
<td>Responsible</td>
<td>Work Needed/Completed - Remaining Tasks – Date</td>
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<tr>
<td>ADMIN</td>
<td>revision 2) Adopt SANDAG procurement policies.</td>
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<tr>
<td>11. ARJIS Budget BUDGET</td>
<td>Incorporate ARJIS budget into SANDAG budget.</td>
<td>Scanlon/Wasmund/B. Montgomery</td>
<td>Meeting held w/Wasmund ETA FY05</td>
</tr>
<tr>
<td>12. ARJIS Financials BUDGET</td>
<td>Incorporate ARJIS financials and invoicing for 50 member agencies.</td>
<td>Scanlon/Wasmund/B. Montgomery</td>
<td>Meeting scheduled with City and SANDAG staff</td>
</tr>
<tr>
<td>13. ARJIS Reserve Funds BUDGET</td>
<td>Determine best manner for protecting reserve funds and ensuring proper maintenance and disbursement of the fund balance.</td>
<td>Scanlon/Wiley/Wasmund</td>
<td>Initial meeting held with Wasmund</td>
</tr>
<tr>
<td>14. ARJISNET Network IT</td>
<td>Ensure ARJISNET secure network is in compliance with DOJ policies.</td>
<td>Scanlon/FBI/SDDPC/Kroninger</td>
<td>Completed – ARJIS will remain on ARJISNET</td>
</tr>
<tr>
<td>15. SANDAG Calendar IT</td>
<td>Enable ARJIS admin access to SANDAG meeting calendar.</td>
<td>Salus/Kroniger</td>
<td>Scanlon on SANDAG remote email/calendar</td>
</tr>
<tr>
<td>16. SANDAG Email System IT</td>
<td>Migrate ARJIS GroupWise email system to SANDAG Outlook email system. Convert archives, distribution lists, aliases, etc.</td>
<td>Salus/Kroniger</td>
<td>2 Meetings have been held</td>
</tr>
</tbody>
</table>
FINAL 2030 CITIES/COUNTY GROWTH FORECAST

Background

The Cities/County Forecasts represent the best assessment of the changes we can anticipate for the region and its communities based on the most current available information and well-proven and verified computer models. They are meant to help policy and decision-makers prepare for the future and are not an expression for or against growth.

SANDAG’s forecasts are developed through a collaborative effort with experts in demography, housing, the economy and other disciplines, and the close cooperation of the local planning directors and their staffs. Each jurisdiction had several opportunities to provide and corroborate their forecast inputs as well as review and comment on the forecast results.

The forecast process includes two iterative phases. First, a forecast for the entire region is produced, based largely on economic trends and the associated demographic characteristics. The second phase allocates the regional forecast to jurisdictions and smaller geographic areas based on the region’s general and community plans.

It has been apparent since the mid-1990s that our local land use plans and policies, in aggregate, cannot support the long-range economic and population growth that is anticipated for the region. In part, this is because the local plans typically have a shorter horizon year than the forecast does. They are intended to guide development over a certain period of time, and then be updated to reflect changing conditions.

In October 2002 the SANDAG Board of Directors accepted the Preliminary 2030 Cities/County Forecast for distribution, review, and use in planning and other studies. That forecast, like the two forecasts that preceded it, included some assumptions regarding how local general and community plans might evolve over time in response to continuing job and population growth. The jurisdictions were asked to identify areas within their planning boundaries where they thought future smart growth development and redevelopment would be appropriate.

Although this process resulted in some additional capacity for housing units within the region’s boundaries, it was insufficient to stem interregional commuting. The Preliminary Forecast indicated that over time, an increasing number of people would opt to work within the region, but live outside its boundaries. By 2030 approximately 47,000 additional households would be, in effect, “exported,” mostly to southwestern Riverside County and northern Baja California.

Long-range forecasts that include assumptions about how the local plans might change over time allow us to simulate various land use alternatives and test different scenarios. On the other hand, such forecasts may mask the likely impacts and outcomes of our current plans and policies.

The creation of the first Regional Comprehensive Plan (RCP) is one of the catalysts for taking a different approach to the Final 2030 Forecast. Rather than including assumptions regarding potential future plan changes, this forecast is based solely on the general and community plans of the 18 cities as they stand today. For the unincorporated area, the forecast is based on the most recent (December 2002) version of the County’s
GP2020 plan update, as the Board of Supervisors feels that it most accurately reflects the County’s future direction. Hence, the Final 2030 Cities/County Forecast provides an assessment of where our plans of today, if left unchanged, will likely take us over the upcoming decades.

However, general plans do and will change over time. While the forecast looks out to the year 2030, the horizon year of current local plans is typically 2010 or 2020. As those plans evolve, future forecasts may result in different outcomes. The RCP is intended to provide guidance for future plan changes. Basing our forecasts on existing plans and policies provides us with an important tool to help monitor the RCP’s progress in maintaining and improving the region’s quality of life.

Forecast Results

By 2030 the region is expected to add about one million more people, over 300,000 new homes, and more than 400,000 additional jobs. However, the region’s growth rate has slowed markedly over the last 10 to 12 years, and that pattern will continue. By the mid-2020s, our growth rate is expected to fall below that of the nation as a whole. The attached tables present summary forecast data by jurisdiction. The forecast has several implications:

- The 314,000 new homes needed by 2030 is roughly equivalent to the entire remaining housing capacity of the region under today’s general and community plans and County GP2020. Furthermore, almost one-quarter of the remaining capacity is in the form of redevelopment and residential infilling on land that is already developed. On currently vacant land, the remaining housing unit capacity of the region in 2000 was about 244,000 homes. Today, just three years later, the remaining capacity on currently vacant land is down to approximately 200,000 homes.

- Over the next 15 to 20 years, most cities fully develop under their current plans. Between 2020 and 2030, most of the growth in housing units (about 86 percent), occurs in just two areas: within the higher density central areas of the City of San Diego, and in the very low density unincorporated areas well outside of the cities.

- Interregional commuting increases substantially. In this forecast, about 93,000 additional households are “exported” to Riverside County, Baja California, and even Imperial County over the 30 years. People will seek lower-cost housing elsewhere, but continue to work within the region.

- Household size (the number of persons per household) rises by about five percent between 2000 and 2030, from 2.73 to 2.88. This small increase accounts for an additional 200,000 people living in the region.

It is important to note that the Final 2030 Cities/County Forecast is not a prescription for the future. It simply portrays the likely outcomes if we continue operating under our current plans and policies. As a region, we can choose another path. The draft Regional Comprehensive Plan addresses these possible outcomes in further detail, and sets forth a planning and policy framework for addressing these issues.

GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Paul Kavanaugh, (619) 595-5349; pka@sandag.org
Table 1
Final 2030 Cities/County Forecast
Total Population
By Jurisdiction

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>78,247</td>
<td>107,217</td>
<td>120,597</td>
<td>128,723</td>
<td>50,476</td>
<td>65%</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>173,556</td>
<td>247,649</td>
<td>268,853</td>
<td>278,307</td>
<td>104,751</td>
<td>60%</td>
</tr>
<tr>
<td>Coronado</td>
<td>24,100</td>
<td>24,759</td>
<td>25,146</td>
<td>25,530</td>
<td>1,430</td>
<td>6%</td>
</tr>
<tr>
<td>Del Mar</td>
<td>4,389</td>
<td>4,561</td>
<td>4,678</td>
<td>4,721</td>
<td>332</td>
<td>8%</td>
</tr>
<tr>
<td>El Cajon</td>
<td>94,869</td>
<td>98,535</td>
<td>103,706</td>
<td>109,096</td>
<td>14,227</td>
<td>15%</td>
</tr>
<tr>
<td>Encinitas</td>
<td>58,014</td>
<td>64,849</td>
<td>68,344</td>
<td>70,854</td>
<td>12,840</td>
<td>22%</td>
</tr>
<tr>
<td>Escondido</td>
<td>133,559</td>
<td>144,504</td>
<td>153,308</td>
<td>163,342</td>
<td>29,783</td>
<td>22%</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>26,992</td>
<td>27,810</td>
<td>29,946</td>
<td>32,730</td>
<td>5,738</td>
<td>21%</td>
</tr>
<tr>
<td>La Mesa</td>
<td>54,749</td>
<td>56,987</td>
<td>59,814</td>
<td>62,432</td>
<td>7,683</td>
<td>14%</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>24,918</td>
<td>26,108</td>
<td>27,777</td>
<td>29,653</td>
<td>4,735</td>
<td>19%</td>
</tr>
<tr>
<td>National City</td>
<td>54,260</td>
<td>56,036</td>
<td>58,990</td>
<td>62,843</td>
<td>8,583</td>
<td>16%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>161,029</td>
<td>188,684</td>
<td>201,325</td>
<td>208,434</td>
<td>47,405</td>
<td>29%</td>
</tr>
<tr>
<td>Poway</td>
<td>48,044</td>
<td>51,619</td>
<td>54,290</td>
<td>55,926</td>
<td>7,882</td>
<td>16%</td>
</tr>
<tr>
<td>San Diego</td>
<td>1,223,400</td>
<td>1,372,584</td>
<td>1,509,021</td>
<td>1,657,113</td>
<td>433,713</td>
<td>35%</td>
</tr>
<tr>
<td>San Marcos</td>
<td>54,977</td>
<td>77,574</td>
<td>82,398</td>
<td>86,072</td>
<td>31,095</td>
<td>57%</td>
</tr>
<tr>
<td>Santee</td>
<td>52,975</td>
<td>55,241</td>
<td>60,926</td>
<td>71,013</td>
<td>18,038</td>
<td>34%</td>
</tr>
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<td>Solana Beach</td>
<td>12,979</td>
<td>13,438</td>
<td>13,560</td>
<td>13,678</td>
<td>699</td>
<td>5%</td>
</tr>
<tr>
<td>Vista</td>
<td>89,857</td>
<td>97,464</td>
<td>104,459</td>
<td>111,513</td>
<td>21,656</td>
<td>24%</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>442,919</td>
<td>496,102</td>
<td>581,467</td>
<td>683,105</td>
<td>240,186</td>
<td>54%</td>
</tr>
</tbody>
</table>

REGION          | 2,813,833| 3,211,721| 3,528,605| 3,855,085| 1,041,252| 37%  |

Source: SANDAG, November 2003
<table>
<thead>
<tr>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>33,798</td>
<td>45,321</td>
<td>48,975</td>
<td>50,728</td>
<td>16,930</td>
<td>50%</td>
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<tr>
<td>Chula Vista</td>
<td>59,495</td>
<td>81,465</td>
<td>86,404</td>
<td>87,537</td>
<td>28,042</td>
<td>47%</td>
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<tr>
<td>Coronado</td>
<td>9,494</td>
<td>9,564</td>
<td>9,746</td>
<td>9,908</td>
<td>414</td>
<td>4%</td>
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<tr>
<td>Del Mar</td>
<td>2,557</td>
<td>2,577</td>
<td>2,597</td>
<td>2,611</td>
<td>54</td>
<td>2%</td>
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<tr>
<td>El Cajon</td>
<td>35,190</td>
<td>35,772</td>
<td>36,593</td>
<td>37,526</td>
<td>2,336</td>
<td>7%</td>
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<td>Encinitas</td>
<td>23,843</td>
<td>26,243</td>
<td>26,934</td>
<td>27,175</td>
<td>3,332</td>
<td>14%</td>
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<tr>
<td>Escondido</td>
<td>45,050</td>
<td>47,973</td>
<td>49,623</td>
<td>51,646</td>
<td>6,596</td>
<td>15%</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>9,739</td>
<td>9,802</td>
<td>10,260</td>
<td>10,919</td>
<td>1,180</td>
<td>12%</td>
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<td>La Mesa</td>
<td>24,943</td>
<td>25,316</td>
<td>25,685</td>
<td>26,015</td>
<td>1,072</td>
<td>4%</td>
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<tr>
<td>Lemon Grove</td>
<td>8,722</td>
<td>8,958</td>
<td>9,289</td>
<td>9,679</td>
<td>957</td>
<td>11%</td>
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<td>15,724</td>
<td>16,230</td>
<td>17,029</td>
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<td>10%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>59,581</td>
<td>67,829</td>
<td>69,840</td>
<td>70,677</td>
<td>11,096</td>
<td>19%</td>
</tr>
<tr>
<td>Poway</td>
<td>15,714</td>
<td>16,678</td>
<td>17,086</td>
<td>17,245</td>
<td>1,531</td>
<td>10%</td>
</tr>
<tr>
<td>San Diego</td>
<td>469,689</td>
<td>519,998</td>
<td>558,023</td>
<td>604,337</td>
<td>134,648</td>
<td>29%</td>
</tr>
<tr>
<td>San Marcos</td>
<td>18,862</td>
<td>27,230</td>
<td>28,595</td>
<td>29,182</td>
<td>10,320</td>
<td>55%</td>
</tr>
<tr>
<td>Santee</td>
<td>18,833</td>
<td>19,387</td>
<td>20,842</td>
<td>23,723</td>
<td>4,890</td>
<td>26%</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>6,456</td>
<td>6,527</td>
<td>6,564</td>
<td>6,593</td>
<td>137</td>
<td>2%</td>
</tr>
<tr>
<td>Vista</td>
<td>29,814</td>
<td>31,880</td>
<td>33,280</td>
<td>34,637</td>
<td>4,823</td>
<td>16%</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>152,947</td>
<td>167,850</td>
<td>198,074</td>
<td>236,914</td>
<td>83,967</td>
<td>55%</td>
</tr>
<tr>
<td>REGION</td>
<td>1,040,149</td>
<td>1,166,094</td>
<td>1,254,640</td>
<td>1,354,081</td>
<td>313,932</td>
<td>30%</td>
</tr>
</tbody>
</table>

Source: SANDAG, November 2003
Table 3
Final 2030 Cities/County Forecast
Total Employment
By Jurisdiction

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>50,787</td>
<td>57,324</td>
<td>65,656</td>
<td>79,188</td>
<td>28,401</td>
<td>56%</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>53,731</td>
<td>59,805</td>
<td>68,891</td>
<td>79,442</td>
<td>25,711</td>
<td>48%</td>
</tr>
<tr>
<td>Coronado</td>
<td>29,913</td>
<td>30,091</td>
<td>30,244</td>
<td>30,326</td>
<td>413</td>
<td>1%</td>
</tr>
<tr>
<td>Del Mar</td>
<td>3,842</td>
<td>3,940</td>
<td>4,071</td>
<td>4,232</td>
<td>390</td>
<td>10%</td>
</tr>
<tr>
<td>El Cajon</td>
<td>41,341</td>
<td>42,771</td>
<td>44,518</td>
<td>47,518</td>
<td>6,177</td>
<td>15%</td>
</tr>
<tr>
<td>Encinitas</td>
<td>24,240</td>
<td>26,061</td>
<td>28,337</td>
<td>29,736</td>
<td>5,496</td>
<td>23%</td>
</tr>
<tr>
<td>Escondido</td>
<td>49,716</td>
<td>52,963</td>
<td>56,879</td>
<td>63,813</td>
<td>14,097</td>
<td>28%</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>3,931</td>
<td>4,397</td>
<td>4,753</td>
<td>4,886</td>
<td>955</td>
<td>24%</td>
</tr>
<tr>
<td>La Mesa</td>
<td>25,424</td>
<td>26,011</td>
<td>26,639</td>
<td>27,765</td>
<td>2,341</td>
<td>9%</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>8,582</td>
<td>8,910</td>
<td>9,353</td>
<td>9,802</td>
<td>1,220</td>
<td>14%</td>
</tr>
<tr>
<td>National City</td>
<td>24,763</td>
<td>25,192</td>
<td>25,745</td>
<td>27,263</td>
<td>2,500</td>
<td>10%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>39,610</td>
<td>44,540</td>
<td>51,381</td>
<td>62,409</td>
<td>22,799</td>
<td>58%</td>
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<tr>
<td>Poway</td>
<td>21,796</td>
<td>26,403</td>
<td>31,580</td>
<td>35,022</td>
<td>13,226</td>
<td>61%</td>
</tr>
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<td>San Diego</td>
<td>777,600</td>
<td>866,059</td>
<td>931,941</td>
<td>975,990</td>
<td>198,390</td>
<td>26%</td>
</tr>
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<td>San Marcos</td>
<td>30,353</td>
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<td>38,612</td>
<td>47,428</td>
<td>17,075</td>
<td>56%</td>
</tr>
<tr>
<td>Santee</td>
<td>16,088</td>
<td>17,416</td>
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<td>21,817</td>
<td>5,729</td>
<td>36%</td>
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<td>8,870</td>
<td>9,569</td>
<td>9,913</td>
<td>10,314</td>
<td>1,444</td>
<td>16%</td>
</tr>
<tr>
<td>Vista</td>
<td>33,820</td>
<td>39,885</td>
<td>47,031</td>
<td>55,843</td>
<td>22,023</td>
<td>65%</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>140,269</td>
<td>153,176</td>
<td>178,126</td>
<td>211,241</td>
<td>70,972</td>
<td>51%</td>
</tr>
</tbody>
</table>

REGION 1,384,676 1,528,522 1,672,883 1,824,035 439,359 32%

Source: SANDAG, November 2003
RESULTS OF COMMUNITY BASED OUTREACH FOR REGIONAL COMPREHENSIVE PLAN

Introduction

To help ensure diverse and extensive input into the Regional Comprehensive Plan (RCP) from communities throughout the region, SANDAG awarded grants to five community-based organizations. The organizations assisted SANDAG with outreach to residents and communities that typically are not well-represented and involved in regional planning processes. The five community-based organizations are established leaders within the communities that they serve and throughout the region. The organizations work directly with persons with disabilities, Hispanic, African-American, Asian, low-income, and other communities throughout the San Diego region.

To select the organizations, a request for proposals was issued in early 2003, and mini-grants were awarded based on innovativeness of proposal and community served, resulting in regional representation. The grants range from $5,000 to $7,000, and are funded through an Environmental Justice/Social Equity grant from Caltrans. Project reports from these community-based outreach efforts are being reviewed and feedback and recommendations will be incorporated into the RCP. A summary of the feedback is included in the attachment to this report.

Discussion

The objectives of the community-based outreach program are to:

- Collaborate with community based organizations to extend public outreach and involvement with groups that traditionally have not been involved in the regional planning process,
- Increase participation of minorities, low income communities, persons with disabilities, and other communities in the preparation of the RCP, and
- Identify and address issues in a broad range of communities in the RCP.

At the start of the project, organization representatives received orientation on key areas of the RCP, the RCP development process, and the issues where SANDAG was requesting feedback from the communities. SANDAG also worked with the agencies to develop presentation materials for the community outreach efforts.

The organizations conducted a variety of outreach activities from June through October 2003 to secure public involvement from stakeholders in their communities. Public workshops, small group meetings, computer-based surveys, and other activities resulted in feedback from more than 1,100 residents throughout the region.

While some groups’ recommendations focused on a particular challenge in a specific community, in most cases they could be applied to the region as a whole. However, comments and feedback emphasized that the high priority issues in the RCP may not respond to the immediate physical, social,
economic, and environmental challenges facing some of our communities. When the RCP policies and actions are implemented, it is important that the results positively improve the daily lives of the region’s residents.

A clear message from all the groups was to expand opportunities for community members to participate in planning and decision-making processes in their communities, with their schools, and with other elected officials and decision-makers.

Final Report and Recommendations

SANDAG will solicit additional comments on the RCP from the organizations after it has been accepted by the Board for distribution to ensure that the final RCP adequately represents the input received from their communities. All of the organizations have expressed interest in continuing their involvement with SANDAG beyond the RCP process.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Anne Steinberger
(619) 595-5337; ast@sandag.org

Funds are budgeted in Work Element #7000500

Attachment
SUMMARY DESCRIPTION OF ISSUES AND RECOMMENDATIONS FROM COMMUNITY-BASED OUTREACH PROGRAM

Introduction

Following is a description of each organization and the communities they serve, and a summary of comments received through the organizations’ public involvement efforts. Complete reports are available from SANDAG.

1. Able-Disabled Advocacy (A-DA)

Outreach to persons with disabilities in Central/Metro San Diego, South County, North County, and East County. A-DA received 131 responses to a survey prepared for the clientele they work with. A-DA surveyed clients at its four intake centers in the region and distributed the survey via the Internet to reach a wider audience. A-DA also conducted four focus groups at its intake centers to secure input on the RCP.

Recommendations

Transportation

Remote areas of North and East County provide challenges for residents with disabilities. North County residents must walk great distances to catch a bus. Many of those who do own cars cannot afford the current high gas prices. In East County, feedback from Native Americans showed that transportation “affordability” was secondary to public transportation “availability.” Native Americans living in Santa Ysabel have to drive into Ramona (more than 35 miles away) for services. Very few own cars. The lack of public transportation in rural communities severely affects their ability to find work, or to pursue higher education or advanced job training.

Healthcare

Most agreed that Healthcare should be a stand-alone Core Value. For individuals with severe disabilities, the lack of healthcare is the major deterrent to seeking work and becoming employed.

Telecommuting

Too few people have computers or access to computers to make this a reasonable option. They also do not have sufficient training to use a computer.

Employment

North and East County residents have difficulty accessing employment services. An electronic One-Stop employment center is not close to public transportation for rural folks. Many need computer experience.

Accessibility

Most felt Accessibility should be a stand-alone Core Value. Accessibility includes:

- Availability of services close to housing
- Physical barrier-free access for all
- Job site accommodations
- Transportation availability and technology to transport all disability groups
Recommendations

- As the plan evolves, continue to reach out to new audiences.
- Keep language simple.
- Make information accessible in alternative and bilingual formats.
- Establish a bilingual hotline. Many people are more comfortable voicing their opinions and concerns privately.

2. All Congregations Together (ACT)

Outreach to lower income communities in National City, Lemon Grove, and the City of San Diego neighborhoods of Webster, Lincoln Park, Oak Park, Chollas View, Emerald Hills, North Encanto, South Encanto, Valencia Park, and Mt. Hope.

ACT held community meetings with youth, seniors, and the general public. One of the key issues that emerged from the meetings was the need to have community “voices heard” by elected officials at the city, transit agencies, and school district. Participants at these workshops also reported an interest in hearing more directly from appropriate agencies about changes and plans for the community. The following are recommendations received through ACT’s outreach.

Summary of Recommendations

Housing

- Rent control
- Security deposits reduced for seniors
- Low income subsidized housing
- More housing
- Wheel chair access in housing
- Child play area/Larger recreation facilities staffed by city personnel
- Schools in community

Urban Form

- Community needs assessment surveys
- Transportation system to meet community needs
- More jobs in community
- Libraries with more computers
- Accessibility to public restrooms
- More restaurants and history museums, movie theaters, bowling alleys, motels, hotels in local communities

Economy/Public Facilities

- More Post Offices
- Livable wages on jobs
- Technical/Vocational schools in community
- High tech technology libraries in the community
Healthy Ecosystems

- Utilize recycled water for community greenery
- Maintain a healthy environmental balance
- Cleaner water
- Solar energy
- Cleaner fuel efficiency

Transportation

- Community survey to address transportation needs
- Increase peak hours of bus/trolley service
- Refurbish transportation hubs to include public restroom facilities, food courts, transit sites for purchasing bus passes, etc.
- Affordable transportation other than for medical
- More funding
- Additional benches at the bus stops

Borders

- Increase security
- Analyze traffic conditions to establish carpool lanes and/or toll roads
- Better water systems/more sewage plants (work with Mexico)
- Coordinate with Mexico for better sewage through education

3. Barrio Station

Outreach to residents in Barrio Logan, Logan Heights, and those involved in the Logan Heights Leadership Council, Guadalupe Area Residents Council, Guadalupe Parish Council, Padres Unidos del Barrio, Latino Youth Soccer League, Barrio Logan Cesar E. Chavez Committee, and Barrio Logan Project Advisory Committee (PAC). Outreach conducted in English and Spanish.

A committee was convened of stakeholders from the communities surrounding Barrio Station. They discussed and reviewed the draft vision and core values of the Regional Comprehensive Plan and developed recommendations that were discussed at a “Community Convention.” Following is a summary of the major recommendations.

Summary of Recommendations

Housing

- Rent control legislation
- Stricter penalties for slumlords
- Advocate for legislation to protect tenants from inhumane treatment, unlawful eviction, degenerating conditions
- Develop smaller complexes
- Establish funds and provide multilingual assistance to educate and assist first-time homebuyers
Transportation

- Deter I-5 corridor freeway development through Barrio Logan
- Freeze public transportation fares
- Discontinue 18-wheeler, gasoline, cement, and other trucks from entering Barrio Logan and Logan Heights

Urban Form

- Stronger monitoring, security, and maintenance of public parks and restrooms

4. National Association for the Advancement of Colored People (NAACP) North San Diego County

Outreach to African American, Latino, and low-income residents in Oceanside, Vista, San Marcos, and other North San Diego County communities. Outreach was conducted in English and Spanish. The NAACP established a team to work with minority-based organizations in Oceanside, Carlsbad, Vista, San Marcos, Escondido and Poway. The outreach team also solicited feedback from attendees and participants at community events.

Summary of Comments

Following are the summarized comments that were collected regarding the main RCP topic areas from the Hispanic community perspective. NAACP collected data from over 200 Spanish speaking community members.

Challenges/ issues

- Lack of affordable housing; high rents
- Unsafe conditions in our neighborhoods…sidewalks, crosswalks, bus lanes
- Slow or no housing approval
- Qualifying issues…understanding credit, requirements to buy, housing/rent conditions
- Rent control
- Not enough parks and recreation
- Traffic bad near schools
- Fines for bad housing upkeep in our neighborhoods
- Public transportation bad, not on time, not enough choices
- No businesses in Fallbrook and Vista communities

Solutions

- Offer incentives to developers to build affordable housing
- Increase tax credits to developers of affordable housing
- More housing near jobs
- Walkable neighborhoods
- More parks and recreation
- Incentives for carpooling
- More trees
- Hold landlords accountable for slums
- Create playgrounds
- Stop discrimination
- Offer small home business training
- Wages to reflect housing cost
- Toll roads

Following are the summarized comments from African American communities regarding the RCP topic areas. NAACP efforts reached 300 African-American residents.

Challenge/issues

- Lack of affordable housing
- Lack of rent control
- Lack of street cleaning
- Need for lowered security deposits for seniors
- Need for punctual, fast transportation
- Need for more parks, Recreation centers, Team sports
- Post office and DMV long lines
- Technical and computer training for our seniors

Solutions

- Provide home buying seminars in communities
- Subsidize low rent buildings
- Promote hiring in own communities
- Faster public transportation
- Rent control
- Raise wages to meet housing cost
- Plant trees
- Encourage working from home
- Ticket landlords, homeowners for slumming
- Build public libraries in community
- Encourage large stores to build in our neighborhoods
- 24 hour public transportation
- Free vocational training in our communities

5. Union of Pan Asian Communities (UPAC)

Outreach to Asian American and Pacific Islander communities including Cambodian, Chinese, Hmong, Lao, Pilipino, Samoan, and Vietnamese. Geographic areas include National City, City Heights, Linda Vista, Chollas View, Paradise Hills, Mira Mesa, and Kearny Mesa.

UPAC conducted seven community forums in six Asian languages; Cambodian, Chinese (Cantonese and Chieu Chau), Hmong, Lao, Tagalog, Vietnamese, and English. The forums were held in Mid-City, City Heights, College Area, Linda Vista, and National City, and attended by 144 San Diego residents. Outreach was conducted in English and Asian languages as appropriate.
Summary Comments

Safe communities

- Without gangs, drugs, police harassment
- All people are protected by our government leaders, communities where laws are respected and followed
- Security guards at parks
- Alcohol-free beaches

Beautiful communities

- More playgrounds, parks, blooming flowers, trees, recreational facilities
- No power lines
- Redevelop downtown San Diego
- No visible power lines in National City
- Preserve natural beauty of San Diego

Affordable communities

- Low cost housing
- Attainable jobs
- Senior housing
- Rent control
- Lower cost of living
- Affordable, high quality child care
- No additional cost for recycling

Social Equity

- More and better educational and job opportunities
- Interpreters to help people
- Homeless shelters and services
- Redevelop neighborhoods in decline
- Low cost housing
- Senior homes
- More hospitals in neighborhoods
- High quality childcare center
- Equal opportunity for the poor

Clean communities

- No smog
- Reduce traffic