

Attachment 14

*Studies
of traffic*

**EXHIBIT A.1
SCOPE OF SERVICES
PHASE I**

Task 1: Engineering

Task 1.1: Data Collection

Task 1.1.1: City staff to provide consultant existing utility and road plans and studies for road improvements within Golden Triangle as defined below:

- Genesee from I-5 to SR-52
- Regents Road from Genesee to SR-52
- Governor Drive from Regents to I-805
- Nobel Drive from I-5 to Miramar Road
- La Jolla Village Drive from I-5 to I-805
- Town Center Drive from Nobel to Eastgate Mall
- SR-52 from I-5 to I-805
- I-5 from SR-52 to Genesee
- I-805 from SR-52 to Eastgate Mall
- Millikin Ave.
- Lahitte Court

Task 1.1.2: Plot existing utilities within project (Genesee Avenue, Regents Road, Lahitte Court, Millikin Ave., La Jolla Village Drive, I-5, SR-52, I - 805, Nobel Drive and Governor Drive).

Task 1.1.3: City staff to provide consultant existing engineering studies in the University City Planning Area including geotechnical reports, hydrology, and current and proposed development plans.

10 Alternatives
to Start

Task 1.2: Mapping: City to provide 2002 digital aerial orthophotography of current land use in Golden Triangle area. Update of existing SANGIS 1999 aerial topographic information to reflect substantial changes in current conditions will be performed as additional services.

Task 1.3: Geotechnical Studies

Task 1.3.1: Preliminary Geotechnical report including a site reconnaissance to look for exposures, preparing a geologic map and authoring a preliminary report.

Task 1.3.2: Perform a site reconnaissance and preliminary research to estimate the potential for existing impact to the Site(s) (i.e., levels of hazardous materials/wastes likely to warrant mitigation pursuant to current regulatory guidelines) from the presence of hazardous materials/wastes on or within the vicinity of the Site. The Site is defined as follows:

- Genesee from I-5 to SR-52
- Regents Road from Genesee to SR-52
- Governor Drive from Regents to I-805

Prepare a report summarizing results and recommendations. The City will be responsible for obtaining permission for Geocon personnel and support to enter the entire site area prior to our visit. Provisions for an assessment of wetlands, earthquake faults, asbestos, lead-based paint, lead in drinking water, radon gas, and methane gas are not included in this scope of services. ~~The review will not include or address earthquake faults on the Site or in the Site.~~ Title information dating back at least 50 years must be obtained from a title company by the City and at the City's discretion and expense. The City shall provide the names and telephone numbers of the contacts for the present and past property tenants/owners.

Task 1.4: Alternative Analysis

Task 1.4.1: Identify and define up to ten (10) alternatives – conduct one day workshop with the project team and stakeholders to identify and define possible alternatives or combinations of alternatives, such as the following:

- No project

Community
Support
2 bridge
designs

- Widened Genesee
- New Regents Road bridge
- Widened Genesee and Regents Road bridge
- Use Genesee median as reversible lane
- Grade separation at Genesee/Governor Drive
- Roundabouts at congested intersections
- ITS option
- Transit option

Task 1.4.2: Summary of Alternatives: Summarize results of one-day workshop in brief memo containing, a description and sketch of each alternative.

Task 1.4.3: Identify relative opportunity and constraints of each identified alternative including R/W impacts, traffic impacts, environmental constraints, and community support. Based on discussions within project team, a qualitative assessment will be made of each alternative and summarized in a matrix.

Task 1.4.4: Select up to six (6) alternatives for further analysis. Team and stakeholder meeting to refine alternatives and select up to six alternatives for further analysis.

Task 1.5: Bridges and Structures Alternatives

Task 1.5.1: Coordinate and review Regents Road and Genesee Avenue preliminary roadway geometrics.

Task 1.5.2: Review existing geotechnical and foundation data. Geocon to provide consultation to TYLIN during their preparation of type selection, the general plan and foundation plans.

Task 1.5.3: ~~Prepare two bridge Advance Planning Studies (APS)~~ for the Regents Road Bridge to be selected following discussions with the Community Working Group, one APS for the Genesee/Governor grade separation and one APS for the Genesee Avenue bridge widening (deck over and widen on the west side only) to address bridge alternatives and options. Each APS will include a drawing showing bridge plan, elevation and typical section views and an itemized cost estimate (engineer's opinion of probable construction cost).

2 Bridge alternatives
Cost estimate

- Task 1.5.4: Perform aesthetic studies and develop architectural concepts for the Regents Road Bridge. Prepare photo simulations for two bridge design alternatives based on an overall view of the bridge site.
- Task 1.5.5: Prepare a written summary of potential temporary and permanent effects of bridge construction on the site for each significantly differing bridge alternative (two at Regents and one at Genesee) with an accompanying map showing the footprint of these effects (for environmental coordination).
- Task 1.5.6: Prepare a bridge alternatives report for the Regents Road Bridge, Genesee/Governor grade separation and the Genesee Avenue Bridge widening. This report will include a discussion of bridge design and construction issues, alternatives considered, and conclusions and recommendations.
- Task 1.5.7: Prepare cost estimates (engineer's opinion of probable construction cost) for earth retaining structures along Regents Road and Genesee Avenue.
- Task 1.5.8: Meeting support
- Task 1.6: Analyze Alternatives
- Task 1.6.1: Prepare Plan and Profile at 200-scale for up to six (6) alternatives or combinations of alternatives. The plans will show the limits of improvements, proposed R/W, major utility relocations and major drainage structures. Candidate alternatives include:
- Task 1.6.1.1: Widened Genesee
- Task 1.6.1.2: New Regents Road Bridge
- Task 1.6.1.3: Genesee Median as reversible lane
- Task 1.6.1.4: Grade separation of Governor/Genesee
- Task 1.6.1.5: Roundabouts at congested intersections
- Task 1.6.1.6: Transit Option (Review and incorporate MTDB's proposed plan at time of UC build out)
- Task 1.6.2: Prepare planning level construction cost estimate for up to 6 alternatives. For purpose of establishing a level of effort, the following alternatives were assumed:

- Task 1.6.2.1: Widened Genesee
- Task 1.6.2.2: New Regents Road bridge
- Task 1.6.2.3: Genesee median as Reversible Lane
- Task 1.6.2.4: Grade separation Governor/Genesee
- Task 1.6.2.5: Roundabouts at congested intersections
- Task 1.6.2.6: Transit Option (Review and incorporate MTDB's proposed Plan at time of build out of UC)
- Task 1.6.3: One Meeting with City to review and finalize alternatives. (Assumes review will be in place of one monthly meeting with City)
- Task 1.6.4: Additional alternative analysis (TBD - if necessary will be performed as additional services).
- Task 1.7: Prepare Draft Constraints Report and Conceptual Plans for up to six alternatives.
 - Task 1.7.1: Prepare Draft Constraints Report which will include the following information:
 - Introduction – background and purpose of study
 - Existing Road network
 - Traffic Data – existing and future
 - Deficiencies – existing and future
 - Alternatives –
 - Description
 - Plan and Profile Drawings
 - Cost Estimate
 - Community Input
 - Comparison of Alternatives
 - Alternatives considered but rejected
 - Aesthetics
 - Task 1.7.2: Review Draft Constraints Report with City Staff
 - Task 1.7.3: Prepare Final Constraints Report.
- Task 1.8: Identify components of "Early Action Plan". Consultant to work with City Staff to identify any early action items to provide some congestion relief that can be implemented without major capital

Traffic (env)
Traffic Calming

costs or environmental documentation. Preparation of contract documents will be additional services.

Task 2: Traffic

- Task 2.1: Collect and review previous city and new UTC expansion traffic studies.
- Task 2.2: Review and identify assumptions for previous city and new UTC expansion travel forecasts.
- Task 2.3: Update traffic counts for each corridor and for up to 10 key intersections based on agreed study boundary and review, and summarize previous city traffic analysis. Additional traffic counts to be provided by City or as additional services.
- Task 2.4: Review UTC expansion transit forecasts and assumptions for reasonableness.
- Task 2.5: Determine most reasonable corridor ADT's and intersection peak hour volumes for up to six (6) alternative concepts.
- Task 2.6: Alternatives analysis using HCS 2000 and PASSER. VISSIM will be used to model up to 20 intersection scenarios. Additional modeling will be performed as additional services.
- Task 2.7: Review of transit model input and output. Others will perform transit analysis and forecasting.
- Task 2.8: Community Outreach support.
- Task 2.9: Prepare traffic calming study for up to three neighborhood schools to be identified by the City.

Task 3: Environmental Process

Task 3.1: Environmental Baseline and Constraints Analysis¹

- Task 3.1.1: Conduct baseline biological survey and research including wetland delineation, mapping and resource evaluation. Prepare constraints letter summarizing results. (Excludes protocol sensitive species survey.)
- Task 3.1.2: Conduct cultural resource survey and prepare constraints letter. (Includes record search and field survey and mapping. Excludes testing).
- Task 3.1.3: Conduct noise analysis and prepare constraints letter. (Includes ambient noise measurements, estimates of potential noise contours from future roadways and

¹ Constraints studies will be based on 500-foot wide corridor over Genesee Avenue between a point 1,000 feet south of the eastbound onramp to SR 52 and a point 500 feet north of Nobel Drive. Information for Regents Road will be collected along a 500-foot corridor extending from Arriba Road to Governor Drive.

Env
Issues

preliminary identification of noise attenuation options.)

Task 3.1.4: Conduct a land use inventory and land planning and policy review to document the nature of existing and planned uses along the study corridors. Identify land uses sensitive to traffic noise and safety issues. Prepare constraints letter and map.

Task 3.1.5: Consider visual issues and identify viewsheds. Prepare constraints letter.

Task 3.1.6: Conduct a field meeting and follow up coordination with California Department of Fish and Game, California Regional Water Quality Review Board, and U.S. Corps of Engineers regarding wetland issues.

Task 3.1.7: Review technical studies and coordinate with consultants.

Task 3.2: Alternatives Analysis for up to six (6) alternatives

Task 3.2.1: Evaluate up to 6 alternatives and recommend design changes.

Task 3.2.2: Prepare letter report and matrix summarizing results of evaluation.

Task 4: Public Participation

Task 4.1: Program Management

Task 4.1.1: Support for Team meetings with City. Assumes up to six meetings.

Task 4.1.2: Conduct internal K&A planning sessions. Assumes up to 14 meetings.

Task 4.1.3: Participate in conference calls, workshops, planning sessions, contract management and coordination, etc. Assumes up to eight hours per month for six months.

Task 4.2: Community Relations

Task 4.2.1: Plan for and implement open houses/presentations regarding transportation issues. Assumes two sessions (One in North University City and one in South University City) at 40 hours each. Includes \$1500 for each event's expenses. City to advertise event.

WKS Group

Task 4.2.2: Email database management. Assumes list of interested parties will be developed and managed - postings of key information, meetings, media releases, etc. for six months.

Task 4.3: Materials Development

Task 4.3.1: Draft and manage production of UC transportation bulletins. Allows for two bulletins, posting on Web and other useful links as well as distribution to database. Printing and postage provided by City.

Task 4.3.2: Draft and produce up to two 8.5"x11" fact sheets/questions & answer materials for information kits. Printing and postage provided by City.

Task 4.3.3: Draft and distribute template articles for area newsletters and publications. Assumes two articles will be developed for weekly/monthly publications.

Task 4.3.4: Draft and produce general information piece on UC transportation criteria and process (interim brochure). Assumes eight pages with graphics. Only graphics included in budget. City of San Diego to pay for printing and postage.

Task 4.3.5: Web site support includes 4 hours per month to support web site for six months.

Task 4.3.6: Traffic Cam (not included) - if implemented will be paid for under additional services.

Task 4.3.7: Information kiosks (not included) - if implemented will be paid for under additional services.

Task 4.4: Media Relations - Katz & Associates will serve at the single point of contact for the media and public. Provides 8 hours per month for 18 months.

Task 4.5: Public Participation/Working Group Committee

Task 4.5.1: Design stakeholder survey questionnaire and conduct up to 6 interviews. Provide summary report.

Task 4.5.2: Provide strategic counsel; attend planning sessions, committee infrastructure development/support. Allows for up to 12 hours per month over 18 months (6 months in Phase I and 12 months in Phase II).

Task 4.5.3: Public Working Group meeting planning and facilitation. Assumes nine meeting over 7 months including eight hours of planning preparation and six hours for facilitation strategic counsel per meeting.

Task 4.5.4: Public Working Group meeting support and coordination. Provides staffing support for all PWC meetings before/during/in-between meetings. Assumes 9 meetings @ 25 hours per meeting with the City providing space, presentation equipment and reproduction.

Task 4.5.5: Working Group materials/report development – research, draft, produce, format and prepare summary of working group meetings. Report will include an executive summary. (Report distribution to be paid by the City.)

Task 5: Project Management

Task 5.1: Monthly Invoicing and Progress Reports for six months.

Task 5.2: Meetings

Task 5.2.1: Monthly meeting with City for six months.

Task 5.2.2: Transportation Issues Open Houses (2)

Task 5.2.3: Working Group (9)

Task 5.3: Provide project website and maintain site for six months.

**EXHIBIT A.2
SCOPE OF SERVICES
PHASE II**

Phase II

Task 1: Traffic

Task 1.1: Hearing Support.

Task 1.2: Preparation of DEIR traffic analysis technical report.

Task 1.3: Draft replies to public review comments on DEIR regarding traffic issues.

Task 2: Environmental Process

Task 2.1: Environmental Review Process

Task 2.1.1: Prepare Notice of Preparation (Excludes distribution and mailing).

Task 2.1.2: Organize and conduct two Scoping Meetings in accordance CEQA requirement.

Task 2.1.3: Prepare First Screencheck EIR to address the four primary alternatives equally. Any other alternatives identified during Part A would be completed under the additional services. Document will include the following sections:

Task 2.1.3.1: Project Description/Introduction/
Summary/Setting

Task 2.1.3.2: Air Quality

Task 2.1.3.3: Biology - includes the identification of mitigation site within Rose Canyon. The identification of mitigation sites outside of Rose Canyon will be additional services.

Task 2.1.3.4: Cultural Resources

Task 2.1.3.5: Geology

Task 2.1.3.6: Hydrology/Water Quality

Task 2.1.3.7: Land Use and Planning

Task 2.1.3.8: Noise

Task 2.1.3.9: Paleontology

Task 2.1.3.10: Population and Housing

- Task 2.1.3.11: Public Safety
- Task 2.1.3.12: Public Services/Utilities
- Task 2.1.3.13: Transportation/Circulation
- Task 2.1.3.14: Visual Quality
- Task 2.1.3.15: Cumulative Impacts
- Task 2.1.3.16: Growth Inducement
- Task 2.1.3.17: Alternatives (Additional Services)
- Task 2.1.3.18: Word Processing
- Task 2.1.3.19: Graphics
- Task 2.1.3.20: QA/QC
- Task 2.1.4: Prepare Second Screencheck EIR
- Task 2.1.5: Prepare Third Screencheck EIR
- Task 2.1.6: Prepare Draft EIR and Notice of Completion
- Task 2.1.7: Prepare Final EIR
 - Task 2.1.7.1: Responses to Comments
 - Task 2.1.7.2: Mitigation Monitoring and Reporting Program
 - Task 2.1.7.3: Findings
 - Task 2.1.7.4: Final EIR
 - Task 2.1.7.5: Notice of Determination
- Task 2.1.8: Prepare Technical Reports for EIR Appendices
 - Task 2.1.8.1: Air Quality
 - Task 2.1.8.2: Biology
 - Task 2.1.8.3: Cultural Resources
 - Task 2.1.8.4: Geology (1.3.2)
 - Task 2.1.8.5: Noise
 - Task 2.1.8.6: Traffic (2.10)
- Task 2.2: Print EIRs
 - Task 2.2.1: First Screencheck (15)
 - Task 2.2.2: Second Screencheck (15)
 - Task 2.2.3: Third Screencheck (15)
 - Task 2.2.4: Draft EIR (5) & Final EIR (5)–Assumes that the City will print the Draft and Final EIR copies.

Task 3: Public Participation

Task 3.1: Program Management

- Task 3.1.1: Support for Team meetings with City. Assumes up to 12 meetings.
- Task 3.1.2: Conduct internal K&A planning sessions. Assumes up to 22 meetings.
- Task 3.1.3: Participate in conference calls, workshops, planning sessions, contract management and coordination, etc. Assumes up to eight hours per month for 12 months.

Task 3.2: Community Relations

- Task 3.2.1: Plan for and implement two open houses/presentations regarding Working Group findings.
- Task 3.2.2: Prepare Public Participation Summary Document
- Task 3.2.3: Email database management. Assumes list of interested parties will be developed and managed - postings of key information, meetings, media releases, etc. for 12 months.

Task 3.3: Materials Development

- Task 3.3.1: Web site support includes 4 hours per month to support web site for 12 months.

Task 3.4: EIR Scoping-Coordinate and manage all aspects associated with the public process for EIR scoping and draft release.

- Task 3.4.1: Logistical support for public scoping meeting including staffing, meeting coordination and noticing, etc.
- Task 3.4.2: Facilitation of two public meetings for the scoping of the EIR.
- Task 3.4.3: Prepare summary report of two meetings
- Task 3.4.4: Logistical support for two public meetings during public review including staffing, meeting coordination and limited noticing.
- Task 3.4.5: Strategic counsel for Planning Commission/Council Meetings. (2)
- Task 3.4.6: Facilitation for the two public meetings of the release of the draft EIR.
- Task 3.4.7: Prepare summary report of two meetings.

Task 4: Project Management

Task 4.1: Monthly Invoicing and Progress Reports for 12 months.

Task 4.2: Meetings

Task 4.2.1: Monthly team meeting with City for 12 months.

Task 4.2.2: Community Working Group Open Houses (2)

Task 4.2.3: Public EIR Meetings (4)

Task 4.2.4: Planning Commission/Council (2)

Task 4.3: Provide project website and maintain site for 12 months.

EXHIBIT B.1

PHASE I COMPENSATION SCHEDULE

| <u>Task Description</u> | <u>Cost</u> |
|--|----------------------|
| 1.0 Engineering | \$ 24,650.00 |
| 1.1 Data Collection | 1,620.00 |
| 1.2 Mapping | 21,760.00 |
| 1.3 Geotechnical Studies | 31,250.00 |
| 1.4 Alternative Analysis | 134,150.00 |
| 1.5 Bridges and Structures Alternatives | 171,190.00 |
| 1.6 Alternatives Evaluation | 60,220.00 |
| 1.7 Project Report (6 Alternatives) | 7,980.00 |
| 1.8 Identify Early Action Plan Components | 164,010.00 |
| 2.0 Traffic | |
| 3.0 Environmental Process | 48,830.00 |
| 3.1 Environmental Baseline and Constraints | 26,190.00 |
| 3.2 Alternative Analysis | 186,000.00 |
| 4.0 Public Participation | 82,450.00 |
| 5.0 Project Management | |
| TOTAL | \$ 960,300.00 |

+ 100K
draft
Survey
phase I

EXHIBIT B.2

PHASE II COMPENSATION SCHEDULE

| <u>Task Description</u> | <u>Cost</u> |
|---|----------------------|
| 1.0 Traffic | \$ 27,370.00 |
| 2.0 Environmental Process | |
| 2.1 Environmental Review Process | 7,170.00 |
| 2.1.3 Prepare 1 st Screencheck EIR | 90,180.00 |
| 2.1.4 Prepare 2 nd Screencheck EIR | 27,760.00 |
| 2.1.5 Prepare 3 rd Screencheck EIR | 15,600.00 |
| 2.1.6 Prepare Draft EIR and NOC | 10,530.00 |
| 2.1.7 Prepare Final EIR | 38,440.00 |
| 2.1.8 Prepare Technical Reports for EIR | 51,860.00 |
| 2.2 Print EIRs (15 each screencheck, 5 for final) | 9,370.00 |
| 3.0 Public Participation | 101,370.00 |
| 4.0 Project Management | 123,350.00 |
| TOTAL | \$ 503,000.00 |

Attachment 15

DRAFT

EXHIBIT B
REGENTS ROAD BRIDGE/LIMITED ROADWAY CHANGES
GRAND TOTAL

DEC - 6 2002

REGENTS ROAD BRIDGE DESIGN COSTS

| Consultant | Cost |
|----------------------------|-----------------------|
| Project Design Consultants | \$1,183,191.00 |
| USA | \$67,362.75 |
| GEOCON | \$51,387.00 |
| Gallegos and Associates | \$926.10 |
| Merkel and Associates | \$10,629.15 |
| Katz and Associates | \$170,556.75 |
| TYLIN | \$1,270,872.75 |
| SRA | \$332,597.74 |
| Parsons Brinckerhoff | \$62,023.50 |
| Syska Hennessy | \$48,840.75 |
| DESIGN COSTS TOTAL | \$3,198,387.49 |

LIMITED ROADWAY CONSTRUCTION DESIGN COSTS

| Consultant | Cost |
|----------------------------|-----------------------|
| Project Design Consultants | \$738,520.00 |
| USA | \$169,758.75 |
| GEOCON | \$61,080.60 |
| Merkel and Associates | \$2,005.50 |
| TYLIN | \$302,683.50 |
| SRA | \$44,992.50 |
| Parsons Brinckerhoff | \$81,696.30 |
| Syska Hennessy | \$23,919.00 |
| DESIGN COSTS TOTAL | \$1,424,656.15 |

LIMITED ROADWAY CHANGES AND REGENTS ROAD BRIDGE
CEQA AND PERMIT PROCESSING COSTS

| Consultant | Cost |
|---|-----------------------|
| Project Design Consultants | \$455,851.00 |
| USA | \$60,375.00 |
| Gallegos and Associates | \$396,969.30 |
| Merkel and Associates | \$143,620.05 |
| TYLIN | \$100,348.50 |
| CEQA AND PERMIT PROCESSING COSTS TOTAL | \$1,157,163.85 |

| | |
|--------------------|-----------------------|
| GRAND TOTAL | \$5,780,207.49 |
|--------------------|-----------------------|

Attachment 16

From: John Tracanna
To: Williams, Cecilia
Date: 7/27/2006 2:30:07 PM
Subject: Re: UC FBA

Cecilia,

If the projects are removed from the community plan the proceeds projected to be collected for these two projects could be used for other eligible projects of a community wide nature and which support the Community Plan. Any future updates to the Community Plan could also necessitate the need for an update to the financing plan.

I want to point out that there is a misconception that all of the funds for these two projects have been collected already. The fact is, about \$6M has been collected for the bridge, with about \$25M projected to be collected during FY 2009 and FY 2010. For Genesee, about \$2M has been collected and another \$22M is projected to be collected from FY 2011 - FY 2014.

John E. Tracanna
Supervising Project Manager
Planning Dept., Facilities Financing
619-533-3682

>>> Cecilia Williams 7/27/2006 2:07:24 PM >>>
Hello all,

Dan Monroe & I are pulling together some background information for Bill Anderson. He has been asked to speak at Tuesday's Council hearing on the UC N/S Corridor Study. A question that Bill asked is whether the money earmarked in the FBA for Regents Road Bridge & the Genesee Avenue widening could be used or put towards anything else if these projects are taken out of the community plan and the financing plan? If not, what happens to the money?

Thanks! Your quick response on this is most helpful.
Cecilia

CC: Carroll, Jennifer; Gabriel, Charlene; Monroe, Daniel

Attachment 17

To: Lewis Michaelson
CC: Sara Katz
Re: Conflicts of interest
Date: August 17, 2003

Lewis,

You told me in our conversation last Friday that before the Public Working Committee meeting on Aug. 20 you and I will meet with Gordon Lutes and ask him whether or not his firm would bid on any construction project that results from this EIR. You said that is a very legitimate question to pose and to have on the table.

For those of us concerned about issues of conflict of interest in this process, I would like the question to be posed to at least two other companies involved: TY Lin and Safdie Rabines Architects, both subcontractors to PDC on bridge issues. Since the bridge is the biggest of the construction projects, it would potentially be very appealing to both city staff and contractors who might get a piece of the action. In fact, Patti Boekamp stated to Dan Arovas that she is in favor of building the bridge. Gordon Lutes indicated to both myself and Dan Arovas that being an engineer, he is inclined to like bridges. Yet throughout this study and evaluation phase and the EIR, both the city staff and the consultants are supposed to examine all alternatives without any bias.

To allay the perception of a conflict of interest, I would appreciate a letter from PDC, T.Y. Lin and Safdie Rabines Architects stating:

1. That they have no business interest in how various alternatives fare.
2. That to allay even the perception of a conflict of interest, they would not bid on, sub contract on, or in any way work on the proposed bridge or other construction project that results from this process, nor would they directly or indirectly try to influence the choice of contractors were the city to decide to proceed with the proposed bridge or another construction option.

I would also appreciate a letter from Patti Boekamp to the PWC stating up front whether or not she has any preferences or opinions about the outcome of the process.

Thank you for recognizing that the potential for a conflict of interest, or even the perception of a possible conflict of interest, is a proper subject of concern for members of the committee – and the general public - as we evaluate the information we receive and the alternatives.

Debby Knight
Friends of Rose Canyon

Attachment 18

From: Patti Boekamp
To: Kris Shackelford
Date: 2/3/06 1:23PM
Subject: Re: Fwd: SDHDA January 2006 Newsletter

Maybe I can ask them to stick to the general concept of the gaps and not focus on the environmental document, for this specific situation

>>> Kris Shackelford 02/03/06 6:40 AM >>>

No, it won't be me this time. Gordon asked if it would be O.K. for him to do it. I told him that it would be too risky. We are too close to the end and I can't afford for things to go south at this point. Gordon can easily be sucked into the debate because we have tons of information now. Yesterday I talked to Greg Gastelum who's putting this together and gave him some ideas of how he can stage this debate. I explained to him why I didn't think it would be a good idea for Gordon to be involved, even on his own time. If a "Project" is selected, PDC will get a large contract and the fact that the name "Highway Development Association" is already tainted the scene, I can't see how we can win this one as far as the public perception is concerned.

Kris

>>> Patti Boekamp 02/02/2006 4:21 PM >>>

Who are the lucky presenters on the UC North/South Connectors "Gap" presentation...you? Hey, Frank mentioned that he is going to be going to some of these meetings in his new job and wondered if he'd maybe see you there that day.

Patti

Attachment 19

From: Mike Mezey
To: Boekamp, Patti; Shackelford, Kris
Date: April 25, 2006 7:42 AM
Subject: UC N/S Presentation

Patti and Kris, attached is the revised outline for our meeting this morning.

Michael

UC North/South Transportation Corridor Management Briefing

1. Project Area Overview
 - North, South, East, West Quadrants
 - Size of the community
 - Existing Land Uses
 - Development Trends (up and up)
 - Project area dimensions
 - a. 3 miles E/W and 3.4 miles N/S
 - b. Genesee 17,570 LF and Regents 14,074 LF
2. Project History
 - CP roadway segments since 1984
 - Development assumed CP roadway system
 - 1994 Constraints Analysis (Dudek & Associates)
 - Continuous community controversy
 - a. no "middle ground"
 - b. community polarized
 - c. history of inaction (project "punted" each time)
3. Environmental Process
 - Initiated June 2002
 - Equal consideration of alternatives (NEPA-like document)
 - 23 Public Working Group Members (March 2003 to October 2003)
 - a. recommended 5 alternatives for study
 - Work on EIR began October 2003
 - Two additional alternatives evolved from the traffic study
 - Draft EIR public review began November 2004
 - City received 3,231 comments
 - FEIR in late April early May 2006
 - Remaining Steps
 - a. Mayor's recommendation
 - b. Council Hearing
4. Staff Recommendation
 - Community Plan
 - a. build the bridge first

Attachment 20

From: Kris Shackelford
To: Patti Boekamp
Date: Mon, May 22, 2006 3:52 PM
Subject: 1472 Schedule

Hi Patti,

Here is the tentative milestone for the UC N/S EIR,

FEIR out to the public: Currently Bruce is responding to DSD's comments. I think I can get Bruce to commit to this Friday (there are still small lingering things between Ann and Andy). I may need your help on getting DSD to commit to June 2 (4 days to review and sign). Then one week to print and distribute. The document can be ready for public to view the week of June 12.

1st Hearing to select an alternative: July 18 (Scott Peters wants 30 days viewing before the first hearing).

2nd Hearing to certify document/adopt findings/approve project: August 8

NOD is filed (within 5 days after hearing) and clock starts: say August 16

35 days after NOD is filed is the period where lawsuit must be filed: say September 22

If project is allowed to proceed, we can begin design in October. First step is to do a consultant amendment for PDC. So a couple months to get to Council Hearing to approve consultant amendment. Technical work can start beginning of December.

I'm available most of the morning tomorrow (Tuesday) if you want me to stop by and provide more details.

Kris

CC: Mike Mezey

Attachment 21

Consultant report biased, say critics

By Jeanette Steele
STAFF WRITER

July 31, 2006

Opponents of building a Regents Road bridge say the consultant hired by the city to conduct an environmental review tried to steer the report's results, since the firm stands to get a contract to work on the \$36 million project if it is approved.

The company and the city deny any wrongdoing took place, saying that internal e-mails between consultants and city staff – obtained through a California Public Records Act request – are taken out of context.

"The assertion they have a conflict or that their work product in this particular case is in some way flawed or skewed is baloney and a red herring," said Fred Sainz, spokesman for Mayor Jerry Sanders.

Friends of Rose Canyon, a group formed to fight the bridge proposal, has registered complaints since 2003 that the process was tainted.

"We think the EIR is very deficient, and a number of those deficiencies underplay the environmental impacts of the bridge project," President Debby Knight said. "To me, that speaks to either incompetence or bias."

The consultant is San Diego-based Project Design Consultants. In April 2003, the firm got a \$1.5 million contract to study the environmental impacts of seven options to improve traffic in University City.

One option would be to connect two sides of Regents Road by building a bridge across Rose Canyon, an open space preserve. Another is widening Genesee Avenue from four to six lanes in the stretch that links University City's northern and southern halves.

The neighborhood's community plan, which is the accepted blueprint for growth, shows that both projects should be done. Knight said e-mails between Project Design Consultants and its subcontractors show there was discomfort within the group about the lead consultant's effort to interpret data as favoring a combined option to build the bridge and widen Genesee. Knight contends the firm wanted to make sure the bridge, which didn't fare as well in the data, was selected.

Sara Katz's firm, Katz & Associates, was hired to handle community relations for the environmental-study process. In an October 2004 e-mail, Katz seemed to object to the conclusion by Project Design Consultants Senior Vice President Gordon Lutes that the traffic results for the bridge-and-widening option are "clearly" the best.

Katz wrote: "I, too, have reviewed the doc(ument)s and am hard-pressed to make a compelling, attractive and passionate argument for the community plan. Given the history and emotion of the issue, 'clearly' needs to be clear to all – and an easy sell. THIS IS NOT an easy sell. The cumulative factors just do not tell the story we all thought it would. . . . And even with the traffic data, the reason to 'drive' the community plan as the recommendation is not that strong of an argument."

In the same e-mail exchange between consultants, Lewis Michaelson in Katz's office wrote: "I would have a hard time using the word 'clearly' in front of 'best.'"

Three months earlier, in July 2004, a city planner involved in the environmental study expressed concern that the consultant was trying to paint a too-happy picture of the traffic data.

Michael Mezey, senior environmental planner in the Engineering and Capital Projects Department, said in an e-mail to his colleagues and the consultants: "The purpose of CEQA (California Environmental Quality Act) is not to champion a project but to provide decision makers with an objective analysis. If the data is bad in all the variations, then the document must state that. We are getting too close to trying to make results fit into a 'rosy' picture rather than simply presenting objective data."

The consultant stands first in line for work if a project is chosen, a city official said. The bridge is the most expensive option, followed by the widening of Genesee, which would cost an estimated \$24 million.

The city's agreement with Project Design Consultants was to hire the firm for the environmental report and "any subsequent design services" the City Council approves, according to Patti Boekamp, Engineering and Capital Projects Department director.

The city did that to save money, Sainz said, as hiring another firm for the design work could result in major changes and more expense. Also, a new bidding process could delay the project six months, he said.

The city had similar agreements with other companies for work on the Friars Road-Highway 163 interchange, the Interstate 805-Nobel Drive interchange and improvements to Carmel Valley Road, Boekamp said.

Sainz said the city stands behind the consultant's work on the environmental report.

No conflict of interest exists because the City Council – not the consultant – will choose among the seven alternatives, and the environmental report does not offer a recommendation, he said.

■Jeanette Steele: (619) 293-1030; jen.steele@uniontrib.com

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http://www.signonsandiego.com/uniontrib/20060731/news_1m31consult.html

☒ Check the box to include the list of links referenced in the article.

Attachment 22

From: Mike Mezey
To:

GordonL@projectdesign.com, KShackelford@sandiego.gov, BruceM@ProjectDesign.co

m

Date: Fri, Jul 30, 2004 11:37 AM

Subject: RE: No Project Alternative

Hi everyone. We got back from Mammoth last night so I'm in town now. Kris, could you forward some of these e-mails regarding the no project alt. to Martha and Chris Zirkle. They should also have some input on this matter since legally the document belongs to them. I have a few comments on what I have read so far. I still think that the no project alternative should consist of what is currently in the community plans. Our project is not to build a bridge or a wider roadway, but to study a north/south transportation corridor in U.C. The bridge, in its various configurations is just one component of that. Secondly, I'm concerned by a comment in one of Bruce's e-mails which refers to our analysis as "program level". It has been my understanding that we are preparing a project level document which would allow any variation of components to go to construction. Has this changed since I went on vacation. Thirdly, I have expressed this concern a couple of times. The data in the traffic analysis is what it is. The purpose of CEQA is not to champion a project but to provide decision makers with an objective analysis. If the data is bad in all the variations then the document must state that. We are getting too close to trying to make results fit into a "rosy" picture rather than simply presenting objective data.

Michael J. Mezey
Senior Environmental Planner
Engineering and Capital Projects Dept.

>>> "Gordon Lutes" <GordonL@projectdesign.com> 07/28/04 14:51 PM >>>
The most important issue to me is how the naming of the alternative will impact the traffic analysis. If there is no impact on the traffic analysis, then I don't see where it makes much difference and I would go with whatever would be more traditional. It was my understanding that the change to calling the community plan the "no project" was done to obtain more reasonable traffic results/comparisons between alternatives. In summary, if there is a way to improve the reasonableness of the traffic analysis with the "naming", that option would be my suggestion as I think the ultimate decision on an alternative will depend largely on the traffic analysis.
Gordon

PS. One difference I would suggest between the "Bride and Genesee widening" alternative and the Community Plan may be all the improvements to the network and intersections not currently part of the Genesee Widening or Regents Road Bridge projects.

-----Original Message-----

From: Bruce McIntyre
Sent: Wednesday, July 28, 2004 1:32 PM
To: 'Patti Boekamp'
Cc: Kris Shackelford; Mike Mezey; Gordon Lutes
Subject: RE: No Project Alternative

Well, let's see what comments we get from the others. Then we should decide quickly so we can reformat the EIR headings.

-----Original Message-----

From: Patti Boekamp [mailto:PBoekamp@sandiego.gov]

Well, let's see what comments we get from the others. Then we should decide quickly so we can reformat the EIR headings.

-----Original Message-----

From: Patti Boekamp [mailto:PBoekamp@sandiego.gov]

Sent: Wednesday, July 28, 2004 1:14 PM

To: BruceM@ProjectDesign.com

Cc: Kris Shackelford; Mike Mezey

Subject: Re: No Project Alternative

the subject of our document is not to build or not to build the Regents Road Bridge - I think it is truly: what should be in the community plan to be built (to settle once and for all what is meant to be included in the network transportation system - money collected for and able to be accounted for when studying land use and development)....In fact, whatever is chosen will be in the community plan - whatever is not chosen would be removed from the community plan (Community Plan Amendment would result).

That said, it may be that what you show as your compromise might still be the approach to use...I'm not sure....

>>> "Bruce McIntyre" <BruceM@ProjectDesign.com> 7/28/04 10:13 >>>
Mike~

I spoke to Theresa about our decision to call the Community Plan alternative the No Project Alternative and convert the old No Project alternative to a Biologically Preferred Alternative. She expressed concern over this approach. She believes that the courts may be concerned about this because building or not building the Regents Bridge is the subject of our current project.

We came up with a compromise which I think makes sense. We suggest coming up with two variations on the No Project alternative. The first would be entitled: No Project: Full Community Plan Roadway Changes in the Genesee Avenue and Regents Road Corridors. The second would be called something like: No Project: No Roadway Changes in Genesee Avenue and Regents Road Corridors. This would allow us to have an alternative which is the "do nothing" alternative which people normally expect as well as the pure CEQA no project alternative.

What do you think?

Bruce

Bruce McIntyre<?xml:namespace prefix = o ns =
"urn:schemas-microsoft-com:office:office" />

ProjectDesign Consultants

Attachment 23

From: "Sara M. Katz" <SKatz@KatzandAssociates.com>
To: "Lewis Michaelson" <LMichaelson@KatzandAssociates.com>, "Gordon Lutes" <GordonL@projectdesign.com>, "Bruce McIntyre" <BruceM@ProjectDesign.com>, "Kris Shackelford" <kshackelford@sandiego.gov>, "Andy Schlaefli (E-mail)" <usal@urbansystems.net>, "Mike Mezey (E-mail)" <MMezey@sandiego.gov>
Date: Thu, Oct 21, 2004 9:33 AM
Subject: RE: Revised Traffic Comparison Tables

I too have reviewed the docs and am hard pressed to make a compelling, attractive and passionate argument for the community plan. Given the history and emotion of the issue, "clearly" needs to be clear to all - and an easy sell. THIS IS NOT an easy sell. The cumulative factors just do not tell the story we all thought it would. And, I would not want to be the person that has to defend the "intuition" justification before the community and the media. We have to look at all the factors, not just the traffic data. And even with the traffic data, the reason to "drive" the community plan as the recommendation is not that strong of an argument.

Remember, we have a very informed group of stakeholders and we have worked tirelessly to try and find the most compelling reasons and how best to show those. The "time savings" is not that impressive, no matter how you slice and dice the data. If we are using the data to tell the story, it is not a very good story. If the model is weak, then so be it. But, we have all been waiting to see the "facts" and now that they are here.....

-----Original Message-----

From: Lewis Michaelson
Sent: Wednesday, October 20, 2004 11:00 PM
To: Gordon Lutes; Bruce McIntyre; Kris Shackelford (E-mail); Andy Schlaefli (E-mail); Mike Mezey (E-mail); Sara M. Katz
Subject: RE: Revised Traffic Comparison Tables

I nominate Gordon to go to the meeting with Scott. I would have a hard time using the word "clearly" in front of "best." To me, the community plan is slightly better than widening in most cases from a traffic congestion relief standpoint. However, when one factors in cost, construction aggravation, and unmitigable significant environmental impacts (I know I didn't state those factors in my first email and Gordon wasn't using them either), will the small congestion relief advantage of the community plan overcome the downside tradeoffs that will probably be assigned to it for the other criteria the committee identified as important to evaluate in making the decision? I realize now I was taking those other factors into account when I said that widening "looks attractive."

It seems to me the only criteria for which widening probably will not fair better than the community plan will be for spreading the pain and safety (because the bridge would provide an alternative route).

Also, keep in mind that right now we are only comparing the "greens and reds." Will the data be available for people to do their own analysis, in which total trip time savings would be revealed, which as I recall, were underwhelming?

Is Kris' meeting tomorrow supposed to be the one in which she tells Scott what staff recommends?

Lewis

From: Gordon Lutes [mailto:GordonL@projectdesign.com]
Sent: Wed 10/20/2004 10:23 PM
To: Lewis Michaelson; Bruce McIntyre; Kris Shackelford (E-mail);
Gordon Lutes; Andy Schlaefli (E-mail); Mike Mezey (E-mail); Ann French
Gonsalves (E-mail); Martha Blake (E-mail); Sara M. Katz; Theresa McAteer
(E-mail)
Subject: RE: Revised Traffic Comparison Tables

Here is my take on the traffic tables:

- The Community Plan is clearly the best. It is the best in tables 6, 7 and 8. It ties with Genesee widening for the best in table 5.
 - Genesee Widening comes in second. As you would expect widening is a close second when considering segments LOS, but drops when considering intersection LOS. Widening in table 8 has the same benefit as the Bridge, Grade Separation and Combination Grade Separation/Bridge. Widening in Table 8 is behind the combination Grade Separation/Bridge and Grade Separation and has the same impact as the bridge..
 - The combination of Grade Separation/Bridge is in third place.
 - The bridge comes in a close fourth having the same impact as the Grade Separation/Bridge combination on tables 5, 6 & 7, but falls below in table 8.
 - The grade separation does poorly as you would expect when looking at the segment LOS in tables 5 and 7. Grade separation does well when looking at intersection LOS. Weighing the tables equally, I would put grade separation 5th, but if we only considered intersection LOS Grade Separation would be third..
- In summary, I think the traffic tables make the case for the community plan, but make it difficult to pick a second best alternative.

-----Original Message-----

From: Lewis Michaelson
[mailto:LMichaelson@KatzandAssociates.com]
Sent: Wednesday, October 20, 2004 8:21 PM
To: Bruce McIntyre; Kris Shackelford (E-mail); Gordon
Lutes; Andy Schlaefli (E-mail); Mike Mezey (E-mail); Ann French
Gonsalves (E-mail); Martha Blake (E-mail); Sara M. Katz; Theresa McAteer
(E-mail)
Subject: RE: Revised Traffic Comparison Tables

Here's what I would make of these tables if I was trying to cast a fairly unbiased eye on which alternatives made things better or worse for traffic congestion irrespective of other factors. People with biases will no doubt selectively focus on certain aspects that support their position.

1. Genesee Avenue Widening looks very attractive in Tables 4.2-5 and 4.2-7.
2. Grade separation holds its own in 4.2-6 but does not fare well at all in 4.2-5.
3. You can give a slight nod perhaps to widening plus the bridge in 4.2-6 over widening alone.
4. Table 4.2-8 probably lends the most support to the community plan solution because intersections 13, 14, 15, and 17 all generally get worse unless you do both major projects, but it's still far from definitive given that many intersection do no worse if you only do one project and intersection 4 is actually better off if you don't do both.

What is going to be the recommendation?

Lewis

From: Bruce McIntyre [mailto:BruceM@ProjectDesign.com]
Sent: Wednesday, October 20, 2004 7:17 PM
To: Kris Shackelford (E-mail); Gordon Lutes; Andy Schlaefli (E-mail); Mike Mezey (E-mail); Ann French Gonsalves (E-mail); Martha Blake (E-mail); Lewis Michaelson; Sara M. Katz; Theresa McAteer (E-mail)
Subject: Revised Traffic Comparison Tables

Here are copies of the tables that I will be providing to Kris tomorrow morning for her meeting with Councilman Peters. A comparison of environmental effects will follow.

Bruce McIntyre

ProjectDesign Consultants

701 B Street, Suite 800

San Diego, CA 92101

Attachment 24

**San Diego Region
Surface Transportation Infrastructure Report Card**

October 2004

*American Society of Civil Engineers
San Diego Chapter*

Lead Author: Clark Fernon, PE – Boyle Engineering Corporation
Contributors: See Committee Roster, Footnotes, and Bibliography

Surface Transportation Infrastructure Report Card

Surface Transportation Committee Roster

| | |
|---------------------|-------------------------------|
| Clark Fernon, Chair | Boyle Engineering Corporation |
| Alex Al-Agha | City of Chula Vista |
| Barry Bevier | Kleinfelder, Inc. |
| Jack Boda | SANDAG |
| Patti Boekamp | City of San Diego |
| Richard Chavez | SANDAG |
| Maureen Gardiner | City of San Diego |
| Dina Gartland | Leighton Geotechnical |
| Douglas Isbell | County of San Diego |
| Bob Johnson | City of Carlsbad |
| Allan Kosup | Caltrans, District 11 |
| Dennis Landaal | Kimley-Horn & Associates |
| Tom Larwin | SANDAG |
| Jim Linthicum | SANDAG |
| Gordon Lutes | Project Design Consultants |
| Robert Sergeant | Parsons Transportation Group |

Surface Transportation Infrastructure Report Card

Surface Transportation Infrastructure Report Card

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Surface Transportation Infrastructure Report Card

Regardless of the causal factors, this housing crisis has far-reaching implications for transportation. In recent years, tens of thousands of San Diego families have moved to more affordable homes farther away from major employment centers, spurring building booms in the farther reaches of San Diego County, southern Riverside County and now western Imperial County. This trend has greatly increased peak hour congestion on freeways while complicating the funding picture (i.e. who should pay for expansion of the infrastructure when demand crosses multiple city borders and county lines).

Gaps in the Transportation Network

San Diego's natural topography is both a blessing and a curse when considering quality of life issues. While the hillsides and canyons have preserved more open space here than in a typical American city, as San Diego grew those same topographic features often defeated the street grid system and created disconnected pockets of development that are not amenable to public transit and non-motorized transportation. In some cases, the steepness of the topography limits transportation planners' toolbox. For example, along the I-15 corridor the steep grade makes rail transit practically infeasible.

Several major gaps in the local street network have resulted from a combination of topography, environmental concerns, and politics. Local arterials that were planned decades ago to provide critical connections between developed areas were later eliminated from city plans or permanently stalled due to environmental concerns. These gaps still exist today and often cause significant out-of-direction travel while straining the capacity of alternate routes, adding to congestion.⁸

Lack of Funding Reliability

In general terms, transportation infrastructure funding suffers from a lack of reliable revenue streams. By comparison to other areas of the infrastructure such as water and wastewater, where fees collected from local ratepayers help fund infrastructure, transportation funding derives largely from federal and state transportation legislation, gas taxes, and similar sources. These funds are often subject to diversion based on political change and economic cycles. Gas taxes are not indexed to inflation and so their value decreases over time unless legislators intervene. Some funding derives from developer impact fees but this varies greatly between jurisdictions.⁹

Looking at the State funding trend, the chart contained in the Executive Summary shows the allocation of State funds to the San Diego region from 1980 through 2001 on the basis of annual dollars per average daily vehicle mile of travel. It is clear that State funding levels, measured against highway usage, have dropped significantly in two decades. This chart is not adjusted for inflation, so in real terms the drop is even greater.

⁸ *GAPS Report*, San Diego Highway Development Association. Regents Road in University City and Camino Ruiz in Mira Mesa/Rancho Penasquitos are two examples of gaps in the local street network exacerbated by environmental concerns.

⁹ While most local cities collect developer impact fees that partially fund transportation infrastructure, the fees vary considerably and the County of San Diego traditionally has not done so for the unincorporated areas. A TransNet extension may include a countywide developer impact fee that would partially fund local streets and roads.

Attachment 25

From: Patti Boekamp
To: Kris Shackelford
Date: 2/3/06 1:23PM
Subject: Re: Fwd: SDHDA January 2006 Newsletter

Maybe I can ask them to stick to the general concept of the gaps and not focus on the environmental document. for this specific situation

>>> Kris Shackelford 02/03/06 6:40 AM >>>

No, it won't be me this time. Gordon asked if it would be O.K. for him to do it. I told him that it would be too risky. We are too close to the end and I can't afford for things to go south at this point. Gordon can easily be sucked into the debate because we have tons of information now. Yesterday I talked to Greg Gastelum who's putting this together and gave him some ideas of how he can stage this debate. I explained to him why I didn't think it would be a good idea for Gordon to be involved, even on his own time. If a "Project" is selected, PDC will get a large contract and the fact that the name "Highway Development Association" is already tainted the scene, I can't see how we can win this one as far as the public perception is concerned.

Kris

>>> Patti Boekamp 02/02/2006 4:21 PM >>>

Who are the lucky presenters on the UC North/South Connectors "Gap" presentation...you? Hey, Frank mentioned that he is going to be going to some of these meetings in his new job and wondered if he'd maybe see you there that day.

Patti

Attachment 26

From: "Bruce McIntyre" <BruceM@ProjectDesign.com>
To: "Kris Shackelford (E-mail)" <kshackelford@sandiego.gov>, "Gordon Lutes" <GordonL@projectdesign.com>, "Andy Schlaefli (E-mail)" <usal@urbansystems.net>, "Ann French Gonsalves (E-mail)" <agonsalves@sandiego.gov>, "Martha Blake (E-mail)" <mblake@SanDiego.gov> "Mike Mezey (E-mail)" <MMezey@SanDiego.gov>, "Sarah Katz (E-mail)" <skatz@katzandassociates.com>
Date: Fri, Oct 15, 2004 2:08 PM
Subject: RE: Traffic Congestion Comparison

By the way, you will notice that we have done the exercise for the segments as well as intersections.

-----Original Message-----

From: Bruce McIntyre
Sent: Friday, October 15, 2004 2:03 PM
To: Kris Shackelford (E-mail); Gordon Lutes; Andy Schlaefli (E-mail); Ann French Gonsalves (E-mail); Martha Blake (E-mail); Mike Mezey (E-mail); Sarah Katz (E-mail)
Subject: Traffic Congestion Comparison

As we discussed, I have changed the orientation on the comparison graphics from change in delay to change in LOS. Please pardon the handwriting but I wanted to get these out as soon as possible. This resolves Gordon's concern over why the Grade Separation appeared as good as the Community Plan alt. It was because we were focusing on delay rather than LOS.

A full red dot means the LOS diminishes by two or more levels, a half red circle indicates a decline of one level. Yellow indicates no change. Full green indicates LOS improvement by 2 or more levels while a half green indicates an improvement of one level. An exclamation point indicates that the LOS would go from Acceptable to Unacceptable. A star indicates that the LOS would go from Unacceptable to Acceptable. So green circles and stars are good. Also, as you will see, this matrix correlates with the colored tables which were included in the EIR.

My thought would be to convert the consumer reports graphics to this information. I'm not sure if I want to include the matrix because it may set a precedent for doing a similar comparison for other issues which would be tough.

Please let me know your thoughts.

Bruce McIntyre

ProjectDesign Consultants

701 B Street, Suite 800

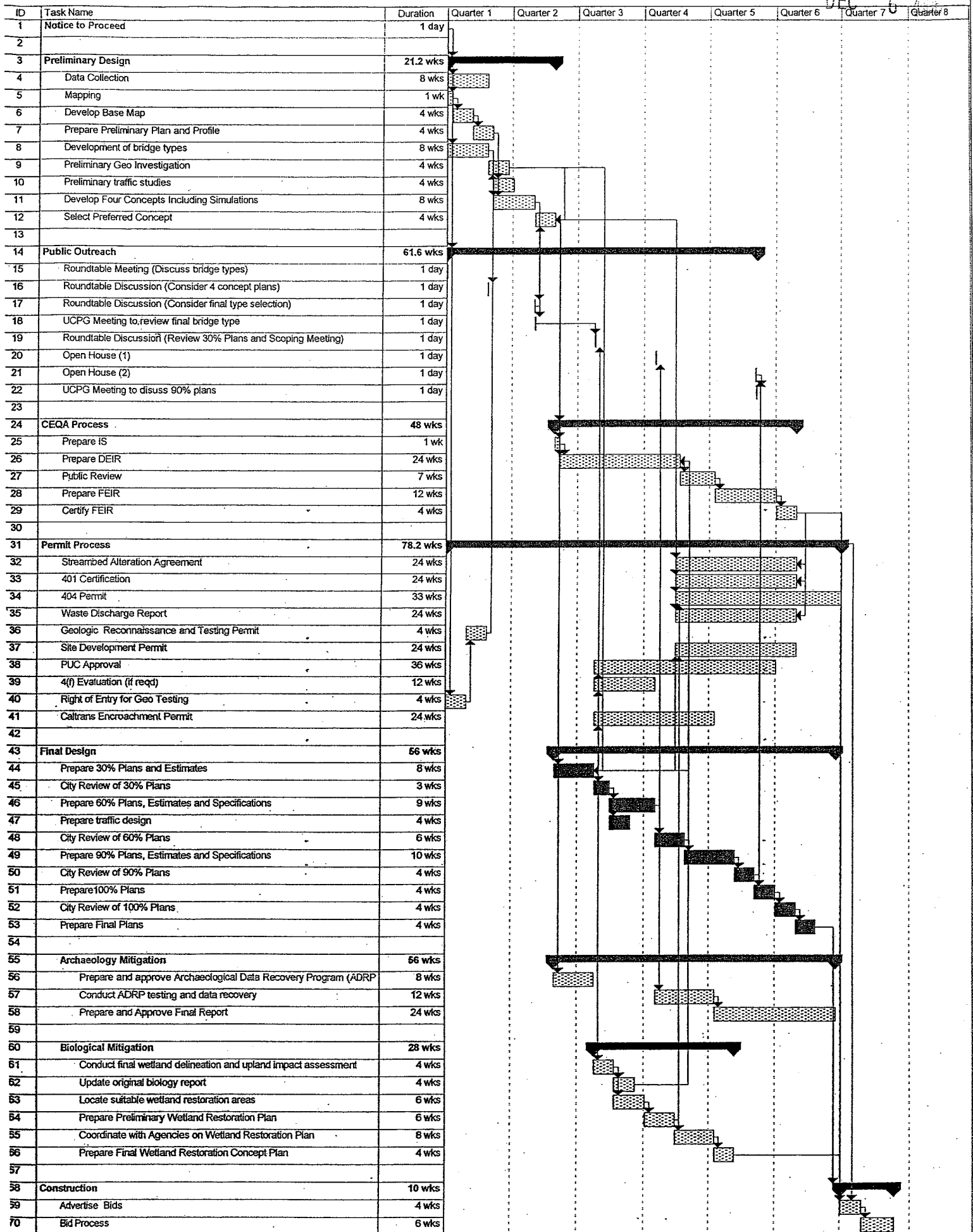
San Diego, CA 92101

619.881.3300 (direct line)

Attachment 27

EXHIBIT C TIME SCHEDULE

DRAFT



Attachment 28



State of California • The Resources Agency

Arnold Schwarzenegger, Governor

DEPARTMENT OF PARKS AND RECREATION • P.O. Box 94296 • Sacramento, CA 94296-0001
(916) 653-7423

Ruth Coleman, Director

AUG 04 2006

Mr. Ted Medina, Director
Parks and Recreation Department
202 C Street, MS-9B
San Diego, CA 92101

Re: DPR Project Number: HR 37-005 – ROSE CANYON OPEN SPACE PARK

Dear Mr. Medina,

This letter is to confirm the telephone conference call on July 24, 2006 that the Office of Grants and Local Services (OGALS) had with your staff regarding a pending issue on the above Habitat Conservation Fund (HCF) project. We were following up on a letter from the City of San Diego (City) dated October 24, 2005 requesting OGALS to review and provide direction for the City regarding the proposed Regents Road Bridge. My apologies for the time it took OGALS to get back to the City on this request.

OGALS also wants to use this letter to clarify California State Parks (CSP)' authority relative to any change in use of the grant project area, and CSP's continued oversight of any land which benefited from HCF program.

Contract Provision H (1), found on page 73 of the Procedural Guide for the Habitat Conservation Fund Program (Procedural Guide) states that the "Applicant agrees that the property acquired or developed with grant moneys under this agreement shall be used by the Applicant only for the purposes of the California Wildlife Protection Act of 1990 and no other use, sale, or other disposition of the area shall be permitted except by specific act of the Legislature." Therefore under the HCF, CSP does not have the authority to approve changes to the use, sale or disposition of any grant-funded property.

Contract Section H (2), also on page 73 of the Procedural Guide, outlines CSP's ongoing oversight of grant-funded property. This section states that "The Applicant agrees to maintain and operate in perpetuity the property acquired, developed, restored or enhanced with these funds." Based on this contractual agreement between the grantee and CSP, it is the grantee's responsibility to inform CSP of any changes to this agreement. Therefore, if the City decides to proceed with any proposals which would impact the Rose Canyon Open Space Park, it must inform CSP by letter to OGALS, the administrator of the HCF for CSP.

Mr. Ted Medina

AUG 04 2006

Page Two

Hopefully this addresses the City's questions regarding options associated with changes to grant-funded property. If you have further questions, please contact me at (916) 651-8597 or by email at pkeat@parks.ca.gov. We appreciate your interest in the HCF and for bringing the proposed Regents Bridge project to our attention.

Sincerely,



Patti Keating, Chief
Office of Grants and Local Services

Attachment

cc: April Penera, Deputy Director, San Diego DPR
Carol Wood, Grants Administrator, San Diego DPR
State Senator Kehoe
Assemblymember Saldana
Jean Lacher, Acting Manager, OGALS
Deborah Viney, Supervisor, OGALS
✓ Bill Boston, Project Officer, OGALS