Board Members

Mickey Cafagna, Chair
Mayor, Poway
(Representing North County Inland)

Mary Teresa Sessom, First Vice Chair
Mayor, Lemon Grove
(Representing North East County)

Lori Holt Pfeiler, Second Vice Chair
Mayor, Escondido
(Representing North County Inland)

Christy Guerin
Mayor, Encinitas
(Representing North County Coastal)

Jim Madaffer
Mayor Pro Tem, City of San Diego

Ron Morrison
Vice Mayor, National City
(Representing South County)

Pam Slater-Price
Chairwoman, County of San Diego

Board Alternates

Vacant
(Representing North County Inland)

Hal Ryan
Councilmember, Santee
(Representing East County)

David Powell
Deputy Mayor, Solana Beach
(Representing North County Coastal)

Scott Peters
Councilmember, City of San Diego

Steve Padilla
Mayor, Chula Vista
(Representing South County)

Dianne Jacob
Supervisor, County of San Diego

Gary L. Gallegos
Executive Director, SANDAG

EXECUTIVE COMMITTEE AGENDA

Friday, January 13, 2006
8 to 9 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

• DRAFT 2006 LEGISLATIVE PROGRAM
• FY 2007 OVERALL WORK PROGRAM PRIORITIES
• 2006 TRIBAL SUMMIT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

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, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.

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Welcome to SANDAG. Members of the public may speak to the Executive Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Executive Committee may take action on any item appearing on the agenda.

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## EXECUTIVE COMMITTEE
Friday, January 13, 2006

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### APPROVAL OF DECEMBER 2, 2005, MEETING MINUTES

### PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

### CONSENT ITEM (3 through 4)

### +3. FY 2006 OVERALL WORK PROGRAM (OWP) AND PROGRAM BUDGET AMENDMENT: I-15 MANAGED LANES IMPLEMENTATION STUDY (Alex Estrella)

The I-15 Managed Lanes Implementation Study (FY 2006 Overall Work Program (OWP) Work Element 11092) includes the completion of various planning and operational studies leading to the implementation of managed lanes in the I-15 corridor. The purpose of this amendment is to incorporate the development of the I-15 Managed Lanes Operations and Incident Management Plan into the existing work element. Caltrans has awarded SANDAG a $240,000 State Planning & Research grant to undertake the development of the Operations and Incident Management Plan. The Executive Committee is asked to amend the FY 2006 OWP and Program Budget to accept the $240,000 state grant and to budget the required $60,000 local match.

### +4. STATUS REPORT ON THE DISTRIBUTION OF BOARD OF DIRECTORS AND POLICY ADVISORY COMMITTEE AGENDA MATERIALS (Leslie Campbell)

In January 2005, SANDAG implemented new distribution methods for Board of Directors and Policy Advisory Committee (PAC) agenda materials. Many interested parties now receive agenda materials via e-mail notification. The SANDAG Web site also includes the Board and PAC agenda materials, Board Actions, meeting minutes, handouts, and voting results. Traditional hard copies of agenda materials also are made available to interested parties on an annual subscription basis. This item provides a status report on the Board and PAC agenda distribution process.
The proposed legislative program for calendar year 2006 includes policies and proposals for possible federal and state legislation and local activities. The Executive Committee is asked to develop legislative goals and objectives for the 2006 Legislative Program and recommend that the Board of Directors approve the 2006 Legislative Program at its January 27, 2006, meeting.

Proposed priorities for the FY 2007 Overall Work Program (OWP) include implementation of the TransNet Early Action Program, Strategic Initiatives from the Regional Comprehensive Plan, and ongoing mandates and commitments. The Executive Committee is asked to review and provide direction regarding the proposed prioritization process for the FY 2007 OWP.

A summit of the SANDAG Board of Directors and elected tribal government leaders is currently planned for March 10, 2006, at the Pala Reservation in northeastern San Diego County. The focus of the summit will be on tribal transportation issues to be considered in the Comprehensive 2007 Regional Transportation Plan update. The Executive Committee is asked to approve the proposed date, location, and agenda content for the 2006 Tribal Summit.

By December 31, 2005, the Legislative Analyst’s Office (LAO) is required to submit to the Governor and the Legislature a report that evaluates and makes recommendations regarding the effectiveness of SANDAG as the consolidated agency. The LAO report is expected to address the effectiveness of the current governance structure and regional decision-making as well as the agency’s effectiveness in addressing regional transportation needs and other quality of life indicators. Staff will brief the Executive Committee about the various activities that are planned to address the LAO report.

The next meeting of the Executive Committee is scheduled for Friday, February 10, 2006, at 8 a.m.

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE
January 13, 2006

EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
DECEMBER 2, 2005

Chairman Mickey Cafagna (North County Inland) called the Executive Committee meeting to order at 9:11 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Councilmember Jim Madaffer (City of San Diego) and a second by Deputy Mayor Christy Guerin (North County Coastal), the minutes of the November 4, 2005, Executive Committee meeting were unanimously approved. Chair Cafagna and First Vice Chair Mary Sessom (East County) abstained.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no public comments, communications, or Board member comments.

REPORTS (3 through 7)

3. PROPOSED AMENDMENTS TO BOARD BYLAWS AND POLICIES (RECOMMEND)

Julie Wiley, General Counsel, reported that the Bylaws and Board Policies are reviewed on an annual basis for any changes that need to be made. She has kept a running list of potential changes. She noted that the amendments and changes discussed at the last meeting will not be reviewed again. She reviewed the proposed changes not previously discussed.

On page 5 in the Bylaws, there is a change proposed to Section 3a where the word “regular” was deleted and the words “including alternates” were added. This would mean that all Board members and alternates from each subregion would be given an opportunity to participate in the subregional appointment selection process. She clarified that this provides notice to alternates, but it doesn’t allow alternates to vote; it gives an opportunity for alternates to provide input. She quoted the following from the Bylaws, “That a majority of the members present at the subregion meeting shall make a selection by January 31; an alternate member may vote in the absence of the regular member.”

First Vice Chair Sessom clarified that there is no requirement that a majority of the voting members be present before action can be taken. Ms. Wiley agreed that there is no requirement that a majority of the subregional representatives and alternates have to
attend this selection process meeting. However, if the primary representative was absent, the alternate could vote in his/her place. The selection would be based on a majority of the members present at this subregional meeting.

Chair Cafagna asked who would send out the meeting notifications. Ms. Wiley replied that the subregions could send out the notice for their individual meetings or that staff could send it out.

Gary Gallegos, Executive Director, suggested that Board members rely on staff to notify the subregions’ representatives as we have the structure in place to do this.

Mayor Lori Holt Pfeiler (North County Inland) stated that one of the subregion’s representatives would have to notify SANDAG staff of the date/time of the meeting. She wondered who would choose that date/time.

Deputy Mayor Guerin said that one member of the North County Coastal subregion felt that the current process wasn’t working. She thought that if there are issues in the subregions, they should work them out. She didn’t feel the policy should be changed for this selection process.

Ms. Wiley clarified that there would be no change to the language in the Bylaws; the Bylaws already indicate there should be a formal noticed process for selection of the subregional appointments. The only change is the notice of this meeting to alternates.

Deputy Mayor Guerin said it is difficult to get 15 people together. They try to do this by consensus, but it can sometimes take 3-4 weeks to determine a meeting date/time, or they reach consensus via conference call.

Councilmember Madaffer said he had talked with Deputy Mayor Crystal Crawford (Del Mar) about this. It is an issue of the subregions being able to manage their affairs. It’s already been provided for in the Bylaws. We are just providing policy direction that staff would be notified by the primary members of each subregion of the date and time of these selection meetings and, in turn, staff would notify the subregions’ alternates.

**Action:** Upon a motion by Councilmember Madaffer and a second by Supervisor Pam Slater-Price (County of San Diego), the Executive Committee voted to amend Section 3a of the Bylaws to indicate that the primary members of each of the subregions will notify SANDAG staff of the date and time of the subregional appointment selection meeting. SANDAG staff will, in turn, notify the subregions’ alternate representatives of the date and time of this selection meeting.

Deputy Mayor Crawford clarified that she didn’t believe there has been a big problem. There have been different ways of handling this, which has sometimes included alternates and sometimes not. She suggested that alternates be notified so they have an opportunity to participate. We are asking alternates to participate in Policy Advisory Committees (PACs), we expect them to participate, and we pay them to attend the PAC meetings. However, there is one alternate that has not attended a single PAC meeting this year. She would like a frank discussion among the subregions’ members and alternates about the appointments.
Providing PAC meeting attendance information helps the selection process. Her notion is to ensure the opportunity and the most participation possible.

Chair Cafagna suggested that Councilmember Madaffer add to this motion the development of a matrix on a rotating basis so that one of the cities in each subregion becomes the responsible party for scheduling this selection meeting every year.

Councilmember Madaffer expressed concern about the added structure if an individual does not take this responsibility. Mr. Gallegos said that SANDAG has a capable staff that could help with this effort in concert with one or all of the members of the subregion.

Councilmember Madaffer said that at the beginning of the year staff could notify the subregions’ alternates in concert with the subregions’ primary representatives. He had no quarrel with the suggestion of a designee to take responsibility for scheduling this meeting, but that person should be decided upon by the subregion.

Supervisor Slater-Price noted that the meeting location should be determined by the subregion.

First Vice Chair Sessom asked about the impacts if a subregion wanted to handle this on an informal basis. Ms. Wiley said a change to the Bylaws would be needed because the Bylaws mentions a formal notification process.

Second Vice Chair Jack Dale suggested that there could be a formal process in writing from SANDAG staff that there is a PAC opening, and the person having interest would notify their subregion’s representative. He also stated that an alternate should not be ruled out from serving because he/she is not able to attend all of the PAC meetings.

**Action:** The Executive Committee approved the motion to direct staff to handle the notification of subregional alternate members of the date, time, and location of a meeting for subregional Policy Advisory Committee appointments. First Vice Chair Sessom abstained.

Ms. Wiley said that on page 10 is a change proposed to Sections 3a and 3b by the Nominating Committee related to the process for nominations for the Chair and two Vice Chair positions. She read the change to Section 3a, but noted an additional change of the word “directors” to “primary members” in the fourth line.

Ms. Wiley said that in Section 3b, she added the following language; “However, the Nominating Committee shall not include Board members from jurisdictions that have applicants for the Chair or Vice Chair position on the Board of Directors.” If this language is agreeable, then she would have to modify the sentence indicating the number of members on the Nominating Committee from five members to “up to six members.”

Chair Cafagna stated that up to this point the Chairman has made the nominations for the Nominating Committee. Included in this section is language indicating that the Chair should make every attempt to appoint a Nominating Committee that would not have conflict with the applicants for the three Board leadership positions (Chair, First Vice Chair, and Second Vice Chair).
Supervisor Slater-Price asked if there would be a paper screening process to reach a recommendation. She stated that geographic representation ought to be considered. Also, those interested in these positions ought to make a commitment to serve.

Chair Cafagna noted that there is a guideline to spread out the representation geographically. He added that a person with the desire to be nominated usually has demonstrated interest by attending meetings.

Councilmember Madaffer stated that as Chair of this year’s Nominating Committee he found there to be little structure. We should have the greatest degree of transparency in the selection of Board officers. That’s why he wanted to go to an application process for future selections. It should be mandated that the Nominating Committee meet and conduct interviews of interested applicants. These interviews should be in closed session. Ms. Wiley said that since there is less than a quorum, there are no Brown Act requirements.

Councilmember Madaffer wanted to make sure that in future years, interviews such as this are afforded some degree of frankness and privacy. He also wanted to make sure that Nominating Committee members cannot nominate another member of the Committee for one of the positions. Ms. Wiley said she would take add language to prohibit that from occurring. She commented that the Nominating Committee Chair would have the applications and would know who would be applying for these positions before the Nominating Committee was appointed.

Supervisor Slater-Price asked if the applications for these positions would be open to the public. Ms. Wiley replied that they would be.

Ms. Wiley suggested a sentence be added at the end of the paragraph to indicate that applications shall be due within 30 days after the application forms are posted, and then only those applications submitted by the deadline or nominations from the floor on the day of selection will be considered.

Vice Mayor Ron Morrison (South County) suggested that it be clarified that nominations be selected only from those who submitted timely applications.

First Vice Chair Sessom expressed concern about who will draft the interview questions, and who will approve the questions.

Ms. Wiley said that an application would have to be drafted. The Chair could appoint a small subcommittee to work with staff to develop the application, and then the application should be brought to the Executive Committee for discussion and recommendation to the Board.

Supervisor Slater-Price said that the application should be approved by the Board in open session.
Councilmember Madaffer agreed that the form and the questions on the application should be approved by the Board, and we should be able to finalize this recommendation for the December Board meeting.

Ms. Wiley said this item is currently listed on the Consent Calendar on the December 16 Board agenda. Eric Pahlke, Chief Deputy Executive Director, suggested that it be moved to the “Reports” section of the Board’s meeting agenda.

Supervisor Slater-Price thought the fact that we are changing our Bylaws to make this selection process more open, public, and transparent was a good news story.

Deputy Mayor Guerin asked if a single nomination would be brought to the Board following the candidate interviews. Chair Cafagna replied that a single slate of officers would be recommended to the Board.

Supervisor Slater-Price commented that she has never seen the recommendations of the Nominating Committee challenged.

Chair Cafagna noted that the selection of Board officers is ultimately the Board’s choice.

Councilmember Madaffer reiterated that the Nominating Committee will present a report recommending one person for each of the three Board leadership positions (Chair, First Vice Chair, and Second Vice Chair). A person who was not recommended but was interested could be nominated from the floor. The Board could accept nominations from the floor as permitted in our Bylaws.

Deputy Mayor Guerin suggested that language be added that a slate of officers will be recommended by the Nominating Committee.

**Action:** Upon a motion by Councilmember Madaffer, and a second by Supervisor Slater-Price, Section 3a of the Bylaws would be amended to inserted the words “primary members” in lieu of “directors,” and Section 3b would be amended as proposed and include the additional amendments. The Nominating Committee will: (1) be appointed following the receipt of applications from interested candidates, (2) conduct interviews of the interested candidates, and (3) shall submit a slate of nominees for the three Board officers from the timely applications received or nominations from the floor. This motion was unanimously approved.

Ms. Wiley stated that Board Policy No. 001 had no new changes. Related to Board Policy No. 002, Policies and Procedures for Policy Advisory Committees, she had been contacted by the San Diego City Attorney’s office regarding clarification on how the strong mayor position would affect the City of San Diego’s representation on the PACs. The City Attorney’s Office plans to take the position that the Mayor of the City of San Diego is no longer a member of the “governing board,” and SANDAG’s policy references “members of the governing board of the member agencies.” Ms. Wiley said that it is up to the City of San Diego to choose its representative(s). She can add language to this Board Policy to maintain the status quo and allow the Mayor of the City of San Diego to serve as a representative to the PACs. However, she cannot make a change related to service on the
Board of Directors or the Executive Committee by changing Board Policy only. SANDAG’s legislation (SB 1703) indicates that the Board shall be composed of one primary representative selected by the governing body of each city in the county and a member of the County Board of Supervisors. Later in that same paragraph it says each director shall be a mayor, council person, or supervisor. Because it specifically calls out “mayor,” the Mayor of the City of San Diego could serve on the SANDAG Board, but cannot be involved in approving the City’s representative(s) to SANDAG according to the San Diego City Attorney’s opinion.

Councilmember Madaffer reiterated that the Mayor of the City of San Diego can serve as a representative to the SANDAG Board, but because the governing body is the San Diego City Council, the Mayor could not vote on the SANDAG representatives. Ms. Wiley agreed that was correct.

Ms. Wiley noted that the state Attorney General Counsel’s office has opined that if a mayor or councilmember would be getting an additional stipend to serve on another body, he/she cannot vote to be selected for that position. So, the mayor would not be able to vote for him or herself to be appointed to that position. She suggested that SANDAG representatives check with their individual city attorneys on this opinion. She noted that the Executive Committee is not affected the same as the PACs because the language for the Executive Committee states that whoever sits on the Executive Committee is the representative to the SANDAG Board.

Mr. Gallegos commented that SB 1703 says “the governing body.” It is the City Attorney's interpretation as to what that governing body is.

Chair Cafagna asked how the selection has been made at the City of San Diego in the past. Councilmember Madaffer responded that the Mayor has made the nominations, and the City Council has always confirmed those appointments.

Mr. Gallegos asked if the Attorney General’s opinion is a new ruling. Ms. Wiley stated that it is a new ruling from a few years ago.

Supervisor Slater-Price asked for clarification for how many PACs the County representative can serve on. Ms. Wiley replied that the primary representative can serve on the Board of Directors and up to two PACs.

Ms. Wiley reviewed the actual language proposed to amend the policy for the four PACs to include the mayor or a council person from the City of San Diego, a member of the County Board of Supervisors, and a member and alternate from each subregion. This is not a change in procedure from SANDAG’s perspective.

Ms. Wiley noted that in Section 1.1, the language states that Executive Committee members include the City and County of San Diego; however, only one of the City of San Diego members would serve on the Executive Committee, not both of them. She will clarify that limit.
Second Vice Chair Dale brought up the issue of the two transit operator representatives on the Transportation Committee representing only transit issues and not highway ones. Those representatives are in a difficult situation to vote against transit. He wondered why they are on the Transportation Committee if they can only vote on transit. Mr. Gallegos reminded Committee members that transit agency representation was included in SB 1703.

There was further discussion about Board members representing different interests. Deputy Mayor Guerin said that councilmembers routinely represent different issues when serving on various boards and commissions. We have to trust the discretion of the Board members to understand who they are representing.

Mr. Gallegos acknowledged that besides the Transportation Committee members who are appointed by the North County Transit District (NCTD) and Metropolitan Transit System (MTS), there are four additional Transportation Committee members that also serve on the transit operator boards: Jerome Stocks and Judy Ritter (NCTD), and Ron Roberts and Jerry Rindone (MTS).

Supervisor Slater-Price noted that this is a concern to her with more decisions being made at the Transportation Committee.

First Vice Chair Sessom said that representation on the various PACs is up to each subregion to consider. If the County Board of Supervisors doesn’t want its transit board member to serve on the Transportation Committee, then it should choose another representative.

Deputy Mayor Guerin agreed that we should all pay attention to that issue when making PAC assignments in our subregion. The North County Coastal subregion tries to keep the SANDAG and the NCTD representatives separate. We need to discuss this with our subregional areas.

Ms. Wiley said that there was one more change to Board Policy No. 0.002. On page 20, Section 4.1.2, the language reiterates that all Board members (including alternates) from each subregion shall be provided advance notice of the PAC selection meeting, and deleted the section of that sentence that stated, “and the opportunity to participate in the selection process.”

Ms. Wiley stated that other changes to Section 4 have been made for formatting purposes only. On page 21, Section 7.2, related to attendance and notification of absences, the Public Safety Committee (PSC) includes more than city or county representatives. A proposed change would clarify that the attendance section would apply only to “an organization with voting rights.” Section 7.3 is a repetition of the change to the Bylaws regarding members who are eligible for compensation for attendance at SANDAG meetings and the requirement that the member must be present for at least half of the time set for the meeting or the duration, whichever is less.

The change to Section 4.14 of Board Policy 004, page 30, is a statutory change effective January 1, 2006. Assembly Bill (AB) 1234 requires that Board members attend two hours of ethics training by January 2007 and then every two years thereafter. Members will be provided with a completion certificate, which they must provide to SANDAG.
have submitted requests to the Attorney General’s office to be certified to provide this training and the completion certificates. There was also discussion about online training.

Councilmember Madaffer suggested that Ms Wile y contact Joanne Spear at the League of California Cities, which he believed has an online ethics training program.

Ms. Wiley said that another change to Board Policy No. 004 is a new Section 7 on page 34. This change is in response to a Board member who expressed a concern about receiving last-minute handouts at a meeting. She added language that encourages efforts to provide information at least 24 hours in advance of a meeting.

Chair Cafagna stated that Board members can decide whether the information distributed will influence their vote or not.

Deputy Mayor Guerin said that sometimes the last-minute information is critical to a decision and should be allowed. Chair Cafagna clarified that the proposed amendment indicates that members shall make every effort to provide materials in a timely manner.

Supervisor Slater-Price thought it was good to have an agency representative (regular, alternate, and advisory) provide materials in a timely fashion. However, she was less inclined to require this advance notice from a member of the public.

Councilmember Madaffer agreed that this would add another burden on staff.

Second Vice Chair Dale thought this matter should be discussed further. He wanted to make sure that everyone was on the same footing at the meetings.

Chair Cafagna suggested that PAC chairs could encourage their members to provide materials 24 hours in advance of a meeting.

Vice Mayor Morrison thought this should apply to all groups.

Chair Cafagna noted that it would be up to a particular entity to provide information in a timely manner.

Mayor Art Madrid (La Mesa) said that everyone has been the recipient at respective council meetings of information intended to lobby a vote on a particular issue. The material presented at the last Transportation Committee meeting by MTS and NCTD was an insult to staff and Transportation Committee members.

Chair Cafagna stated that the problem is trying to set an appropriate policy for everyone.

Mayor Madrid said that he doesn’t want tacit approval of issues if materials are not provided in a timely manner.

**Action:** Upon a motion by First Vice Chair Sessom and a second by Deputy Mayor Guerin the Executive Committee unanimously approved deleting the proposed amendment to encourage 24-hour advance notice of materials at meetings.
Ms. Wiley said that on Section 6.6 of Policy No. 004, on page 33, a change is proposed that all new ad hoc (temporary) committees or working groups be subject to the approval of the specific Policy Advisory Committee rather than just the Executive Committee, and a report on the status of these groups should be provided on a biannual versus a quarterly basis.

Ms. Wiley stated that on page 36 of Policy No. 011, Sections 1.7 and 1.8 clarify the requirements and penalties from AB 1234 related to expense reports. On page 37, Section 2.5, AB 1234 requires a published schedule for travel expense reimbursement, or use the Internal Revenue Service (IRS) schedule. She looked at the IRS schedule, and for meals and incidental expenses, Board members would receive $58 dollars a day and $226 for a total amount for hotel and incidental expenses in the cities listed, and then $141 a day for other cities not listed. This IRS table seemed to be reasonable with the exception of Sacramento and Washington, D.C. Hotels near those two capitol is more expensive. She is recommending that we use the IRS publication except that Board members would be reimbursed up to a maximum of $300 rather than the IRS suggested amounts for those two cities. She talked with several other jurisdictions and agencies about what they are doing. Several of the cities are in the process of updating their policies to comply with AB 1234.

Mayor Holt Pfeiler asked if we have measured the IRS schedule against our practice. Ms. Wiley indicated that the Director of Finance pointed out that AB 1234 includes a provision that requires a Board member to stay at a conference hotel and pay the group rate for that particular conference. Section 2.5.9, on page 38, is where this is discussed. Since most of SANDAG travel is typically associated with a specific conference, there would not be conflict with the reimbursement rate limits in the IRS schedule. Ms. Wiley also noted that Section 2.5.15 excludes reimbursement for alcohol.

Board Policy No. 017, related to the Delegation of Authority, includes a change proposed on Section 4, page 43, indicating that the Executive Director does not need to report routine actions that concern transactions with utilities or the transit operators.

Section 4.5 is being proposed to allow the Executive Director to approve administrative amendments to the Regional Transportation Improvement Program (RTIP). Kim Kawada, Executive Program Manager, noted that this proposed change relates to minor technical revisions to project schedules and phases, and does not include money transfers between projects.

Chair Cafagna asked that a report describing these two changes be brought back. Mr. Gallegos asked that these two proposed amendments be deleted as he felt they were unnecessary.

Ms. Wiley stated that in Board Policy No. 025, on page 50, Section 1.2, under D, all notice requirements are 15 days except for the Take One rider alerts, which have a 21-day notice period. An amendment to this section would make the notice requirements consistent.

**Action:** Upon a motion by Councilmember Madaffer, and a second by Vice Mayor Morrison, the Executive Committee voted to approve those proposed amendments to the Bylaws and Board Policies not previously acted upon.
4. **ANNUAL 2006 SANDAG RETREAT (APPROVE)**

Garry Bonelli, Communications Director, reported that the Executive Committee had agreed to serve as the working group for setting the agenda for the Board’s retreat, scheduled for February 1-3, 2006, at La Casa Del Zorro in Borrego Springs. He reviewed the suggested agenda topics including reviewing/changing/affirming the agency’s vision, mission, and values statements; developing potential responses and actions to the California Legislative Analyst’s Office (LAO) report; discussing how to proceed with our commitment to act on additional regional funding to meet long-term requirements for implementing our TransNet habitat conservation plans; assessing the policy implications of the draft Smart Growth Concept Map and Independent Transit Planning Review; determining how to use technology innovations as a tool for making more informed public policy decisions and provide improved transportation and public safety services; evaluating the agency’s work during calendar year 2005, and identifying critical issues and building consensus on the 2006 priorities.

Mr. Bonelli added that our new federal lobby firm has been invited to attend the retreat. With regard to retreat speakers, invitations have been sent to Sunne Wright McPeak, California Business Transportation and Housing Secretary; public opinion research pioneer, Daniel Yankelovich; and Harvard Professor Herman “Dutch” Leonard. As of this date, Mr. Yankelovich has agreed to attend. Mr. Bonelli indicated that retreat agenda materials will be transmitted in mid-January.

Second Vice Chair Dale suggested that we discuss the additional financial responsibilities that SANDAG will be taking on with regard to the TransNet Extension.

Vice Mayor Morrison stated that the retreat has been an excellent opportunity to nurture new relationships, and he suggested that we invite the Mayor of Tijuana to this event.

Mr. Gallegos also suggested that at the retreat the Board discuss Senate Bill 1024, a public works and improvements bond measure that is proposed as a statewide infrastructure bond. He said that this infrastructure funding proposal may be a combination of bond money, revenue generators, and matching funds. He thought staff should stay flexible to be able to add time-sensitive items to the retreat agenda.

Supervisor Slater-Price suggested the Board discuss the possibility of a park bond. Mr. Gallegos agreed and noted that a good example of this is the discussions in Sacramento on coastal preservation. Our regional analysis revealed that we should invest $10 million to $20 million a year putting sand on our beaches, but we will need to bring this specific issue up in Sacramento. Supervisor Slater-Price suggested that this item be added to the retreat agenda.

**Action:** Upon a motion by Supervisor Slater-Price, and a second by Deputy Mayor Guerin, the Executive Committee approved the topics noted above as the basis for developing the retreat agenda and format, and will seek the concurrence of the SANDAG Board of Directors at its December 16 meeting.
5. **DRAFT 2006 LEGISLATIVE PROGRAM (DISCUSSION/POSSIBLE ACTION)**

Due to the lateness of the hour, Chair Cafagna postponed this item to the January 2006 Executive Committee meeting.

6. **UPDATE ON THE LEGISLATIVE ANALYST’S OFFICE (LAO) REPORT (INFORMATION/POSSIBLE ACTION)**

This item was postponed to the January 2006 Executive Committee meeting as well.


Mr. Pahlke stated that the first item on Consent is related to the proposed amendments to Board Policies and Bylaws and it will be moved to the Reports section of the agenda. The second Consent item on the 2006 Legislative Program will be postponed until January 2006. A new item will be added under Consent related to the Transportation Committee-approved Memorandum of Understanding (MOU) with MTS and NCTD on funding the consolidation activities through the Transportation Development Act (TDA). NCTD thought it should be calculated another way.

Under the Chair’s Report, we will be recognizing Leon Williams, Chair of the MTS Board, who is retiring; hold the election of SANDAG Board officers; act on the 2006 Board Retreat agenda; and introduce Rear Admiral Len Hering USN, Commander of the Navy Region Southwest. Mr. Pahlke suggested that another item be added under the Chair’s Report to allow Tijuana Mayor Jorge Hank to review accomplishments and cross-border issues.

The items under Reports will be: the TransNet Plan of Finance for the Early Action Program, the 2006 State Transportation Improvement Program (STIP), the FY 2006 Funding Recommendations for the TransNet Regional Habitat Conservation Fund Program and Procedures, and the Proposed Amendments to Board Policies and Bylaws.

Mr. Gallegos suggested that an item on SB 1024 also be added to the agenda to discuss the process and schedule for dealing with this statewide infrastructure bond issue. The strategy is for the SANDAG Board to agree to the overall process and schedule, then at the January 2006 Policy Board meetings the Board should determine the needs for the San Diego region. In February, we would follow with another meeting and invite the San Diego legislative delegation to discuss our regional needs. The goal would be to present a united front on this statewide infrastructure proposal. He said that he has called the members our legislative delegation, and Senator Christine Kehoe thought this joint meeting was a good idea.

**Action:** Upon a motion by Supervisor Slater-Price, and a second by Councilmember Madaffer, the Executive Committee voted to approve the proposed agenda as revised for the December 16, 2005, Board of Directors meeting.

8. **UPCOMING MEETINGS**

The next Executive Committee meeting is scheduled for Friday, January 13, 2006, at 8 a.m.
9. ADJOURNMENT

Chair Cafagna adjourned the meeting at 11:12 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE

### SANDAG EXECUTIVE COMMITTEE MEETING

**DECEMBER 2, 2005**

<table>
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<th>JURISDICTION</th>
<th>NAME</th>
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<td>Jack Dale</td>
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FY 2006 OVERALL WORK PROGRAM (OWP) AND PROGRAM BUDGET AMENDMENT: I-15 MANAGED LANES IMPLEMENTATION STUDY

Introduction

The Interstate 15 (I-15) Managed Lanes Implementation Study (FY 2006 OWP Work Element 11092) includes the completion of various planning and operational studies leading to the implementation of managed lanes in the I-15 corridor. The purpose of this amendment is to incorporate the development of the I-15 Managed Lanes Operations and Incident Management Plan into the existing FY 2006 work element. The completion of the plan is necessary to ensure reliable, safe, and efficient operations of the Managed Lanes movable barrier system, especially during major incidents. The development of the Operations and Incident Management Plan is being funded through a Caltrans State Planning and Research (SP&R) grant in the amount of $240,000; SANDAG must provide a 20 percent local match ($60,000) using funds already programmed on the I-15 Managed Lanes corridor. The Executive Committee is asked to approve this proposed amendment to the FY 2006 OWP so that SANDAG can accept the grant funds and begin work on the plan.

Discussion

The purpose of the I-15 Operations and Incident Management Plan is to ensure that the operations and management of the I-15 Managed Lane system is integrated and coordinated among emergency responders, transit operators, and other public safety agencies during times of emergency or major incidents. The I-15 Managed Lanes system includes the use of a movable concrete barrier that is used for managing and maximizing throughput along the I-15 corridor. The need for the I-15 Operations and Incident Management Plan is critical to the successful implementation and operation of the movable barrier system.

Specific emphasis of the I-15 Operations and Incident Management Plan will be placed on identifying and bringing together key stakeholders that are participants in the ongoing operations and management of the I-15 Managed Lanes to develop protocols and procedures that address the roles and responsibilities during incident detection, notification, dispatch, and management activities that will be required for operating the managed lane system. Key stakeholders will include: Caltrans, SANDAG, transit operators, California Highway Patrol, and other emergency responders as applicable. A key component of the plan also will also include the development of a
Movable Barrier Operational Analysis that will identify and assess maintenance and staffing requirements of the barrier system components to ensure that the I-15 Managed Lanes system is used to its maximum capabilities. SANDAG will serve as co-project manager with Caltrans and will provide administrative oversight of this grant.

JACK BODA  
Director of Mobility Management and Project Implementation  

Attachment: 1. Program Work Element 11092: I-15 Managed Lanes Implementation Study  

Key Staff Contact: Alex Estrella, (619) 699-1928, aes@sandag.org
### BUDGET SUMMARY FOR OWP NO. 11092.1

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* FHWA Congestion/Value Pricing Pilot Programs
** State Planning and Research Grant
*** TransNet Major Corridor Funding (2004 Regional Transportation Improvement Program Project No. 18B)
**** Toll Revenue
OBJECTIVE

The objective of this job is to design the electronic toll collection (ETC) and violation enforcement (VES) systems for the future I-15 Managed Lanes facility between State Route 163 and State Route 78. This study will build upon the recommendations from the I-15 Managed Lanes Value Pricing Study, completed in FY 2003, which evaluated the feasibility of allowing single-occupant vehicles to use the excess capacity of the Managed Lanes (pending FHWA grant approval). In FY 2006, emphasis will be on completing various pre-implementation studies and procuring the contractor for the implementation phase of the middle segment.

PREVIOUS AND ONGOING WORK

Between December 1996 and December 1999, SANDAG conducted a value pricing demonstration project on the I-15 Express Lanes known as the I-15 FasTrak™ program. As of January 2000, the program has been self-supporting (OWP work element 60002, I-15 FasTrak™ Program). In November 2001, SANDAG secured special legislation that eliminated the pricing program’s sunset date and allows SANDAG to operate the I-15 FasTrak™ program indefinitely.

During FY 2002, SANDAG completed the I-15 Managed Lanes Value Pricing Study Draft Concept Plan, and the SANDAG Board of Directors approved a preferred pricing alternative for the Managed Lanes. A Draft Systems Requirement Plan (SRP) was completed in FY 2003, which outlines the capital and operating costs for implementing the preferred alternative, including the hardware and software requirements for the electronic toll collection system. In 2004, SANDAG was awarded a Value Pricing Program grant for the development of an automated Violation Enforcement System for the Managed Lanes.

TASKS

01 Continue project development/management, including overseeing consultant work and making periodic progress reports to the I-15 Project Management Team (PMT), Transportation Committee, and SANDAG Board. (Ongoing – 15%)

02 Develop Request for Proposals (RFP) I-15 Managed Lanes Value Pricing Implementation. (October 2005 – 15%)

03 Initiate procurement of implementation contractor for the design-build of the electronic toll collection and violation enforcement system. (November 2005 – 10%)

04 Complete preliminary engineering for electronic toll collection and violation enforcement system (Phase 1 segment). (December 2005 – 30%)

05 Complete pre-implementation studies. (March 2006 – 25%)

06 Complete I-15 Operations and Incident Management Plan for Managed Lanes (Stage One). (June 2006 – 5%)

Committee(s): Transportation Committee; Working Group: I-15 Project Management Team; Project Manager – Ray Traynor
PRODUCTS

- RFP for Consultant Services for I-15 Managed Lanes Value Pricing Implementation. (October 2005)
- Various pre-implementation studies. (March-June 2006)

FUTURE ACTIVITIES

- Complete final design and implementation of the electronic toll collection and violation enforcement subsystems.
- Develop Public Outreach Program and Program Marketing Plan.
- Conduct Baseline Traffic, Traffic Forecasts, and Travel Behavior Survey.
- Implement Variable Pricing/Electronic Toll Collection System on the Managed Lanes.
- Implement Violation Enforcement System on the Managed Lanes.
- Evaluation and Monitoring Program.
- System refinement/modification (if necessary).
- Preliminary engineering for Phase 2 and 3 segments of the I-15 managed lanes.
- Complete I-15 Operations and Incident Management Plan for Managed Lanes (Stage Two).
San Diego Association of Governments

EXECUTIVE COMMITTEE

January 13, 2006

AGENDA ITEM NO.: 4

Action Requested: INFORMATION

STATUS REPORT ON THE DISTRIBUTION OF BOARD OF DIRECTORS
AND POLICY ADVISORY COMMITTEE AGENDA MATERIALS

File Number 8000100

Introduction

In January 2005, SANDAG implemented new distribution methods for Board of Directors and Policy Advisory Committee (PAC) agenda materials. Interested parties currently receive agenda materials via an e-mail notification. The SANDAG Web site also includes the Board and PAC agenda materials, Board Actions, meeting minutes, handouts, and voting results. Printed copies of these materials are also made available to interested parties, if necessary. This item provides a status report on the Board and PAC agenda distribution process.

Status of New Distribution Methods

During the past year, the new distribution methods for Board and PAC agenda materials have been successful in reducing the number of printed copies of these materials, thereby saving resources and staff time to produce the printed agenda materials. A collateral benefit of this change has been more satisfied customers.

While Board and PAC members continue to receive the agenda materials in printed form, all other interested parties were given a choice of options for receiving the agenda materials. The alternative of receiving the agenda materials on a compact disc had no response from interested parties and was dropped as an option. There was one request to receive the agenda materials in printed form for a subscription cost, and a small number of agenda materials are being sent out in printed form to those interested parties who do not have the ability to obtain the information electronically or who have a need to receive it in an alternative format. The option preferred by most of our constituents has been to receive the agenda materials by e-mail notification and Web site pointer.

As an example, the number of Board of Directors full agenda packages sent out in printed form has been cut in half by utilizing the e-mail notification and Web site pointer option. Prior to the update of the mailing list in January 2005, 223 full agenda packages were prepared and mailed for each Board of Directors meeting. Currently, we are mailing just over a hundred full agenda packages and sending e-mail notification to 119 recipients. The Executive Committee and other PAC agenda packages have comparable reductions in the number of mailed agendas and e-mailed agendas.

It is estimated that the annual cost savings has slightly exceeded the $64,000 we projected to save over the past year as a result of implementing these new Board of Directors and PAC agenda distribution methods. The change to the new distribution methods has been well received by agenda recipients, and the need for accommodation of special requests has been minimal.

LESLIE CAMPBELL
Director of Administration

Key Staff Contact: Leslie Campbell, (619) 699-1999, lca@sandag.org
Introduction

Each year, the Executive Committee recommends action on the legislative program for the next calendar year to the Board of Directors. Consistent with past programs, the proposed 2006 Legislative Program includes policies and proposals for possible federal and state legislation and local activities.

Discussion

The Executive Committee recommended the 2005 Legislative Program in December 2004. This program served as a road map for Board members and staff to follow when various positions and activities were requested. As you will recall, the format indicating Policy Advisory Committee jurisdiction was developed two years ago. Last year, the Executive Committee recommended a further refinement by distinguishing goals into levels of effort by categorizing them into three areas: (1) sponsor, (2) support/oppose, and (3) monitor. The eight goals listed as SANDAG-sponsored in the 2005 Legislative Program, along with a status report to date (in italics), are as follows.

Goal 1: FY 2005/2006 Federal Appropriation Funding Requests

Status: Based on a Transportation Committee recommendation, SANDAG staff submitted funding requests totaling $199 million for inclusion in the FY 2005/2006 Transportation Appropriations Act.

The House and the Senate approved the FY 2006 Transportation Treasury HUD Appropriations Bill on November 18, 2005. The bill is consistent with the authorized levels included in SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). It appropriates $36.8 billion for federal aid highways and 8.6 billion for transit. The bill also appropriates $1.3 billion to Amtrak and imposes new regulations, including separating capital improvements and operations assistance.

The bill also identifies $32.6 million in project earmarks for San Diego. The projects and approved funding levels are as follows:

Recommendation

The Executive Committee is asked to develop legislative goals and objectives for the 2006 Legislative Program and recommend that the Board of Directors approve the 2006 Legislative Program at its January 27, 2006, meeting.
**Funding Program** | **Project Description** | **Amount**
--- | --- | ---
Surface Transportation Program | Interstate 5/Sorrento Valley Genessee | $600,000
State Route 56/Interstate 5 Northbound | $400,000

Bus and Bus-Related | ADA Paratransit Vehicles | $500,000
Blue Line Trolley Shelter Improvements | $350,000
East County Bus Maintenance Facility | $1,000,000
Interstate 15 Managed Lanes (Bus) | $1,000,000
San Diego Bus Rapid Transportation | $700,000
San Luis Rey Transit Center, Oceanside | $500,000
Solana Beach Transit Center | $500,000

New Starts | Mid-Coast Trolley Extension | $7,160,000
Mission Valley East Trolley Extension | $7,700,000
Oceanside-Escondido Rail Project | $12,210,000
FY 2006 Total | **$32,620,000**

Goal 2: Reauthorization of a six-year transportation bill at highest levels of funding possible for highway and transit programs, railroad, and highway safety, goods movement, and other programs such as the New Starts and Smart Starts Program, Intelligent Transportation Systems, Borders, and Bus and Bus-Related, including the eligibility of Bus Rapid Transit (BRT). Support for inclusion of Board-adopted principles, including increased flexibility, environmental streamlining, change to the requirement for Regional Transportation Plans (RTPs) from three years to five years, requests for earmarks for projects, and flexibility for San Diego and Arizona Eastern (SD&AE) Railway funding.

**Status:** SAFETEA-LU was signed by the President on August 10, 2005, authorizing $286.45 billion over a six-year period, representing a 42 percent increase over TEA-21. Many of the Board’s principles were included in the bill, including the creation of a Small Starts program, the eligibility of BRT, changing the requirement of the RTP from every three years to every four years, funding flexibility, and environmental streamlining. Without a gas tax increase or another mechanism to increase revenues, providing higher levels of funding for all of the transportation needs could not be accomplished. The San Diego region received over $258 million in project earmarks, and a language change, to allow flexibility for the SD&AE Railway, was included in the bill.

Goal 3: Seek funds to implement the Regional Energy Strategy (RES) and respond to legislation related to energy consistent with RES principles.

**Status:** To continue the implementation of the RES and to support the Energy Working Group (EWG), San Diego Gas & Electric provided $100,000 in FY 2006 that was matched with SANDAG funding. The EWG has been working to identify sources of ongoing federal and state funds to continue its work beyond FY 2006. The EWG continues to respond to energy legislation and regulatory proceedings consistent with RES principles and within available funding.

**Status:** Over $2.6 million in Homeland Security funds was granted to the transit agencies in the San Diego region specifically for use on the buses and rail systems for FY 2005/2006. The Department of Homeland Security (DHS) also awarded ARJIS/SANDAG $875,000 to implement law enforcement data-sharing research findings throughout the southwest region and to expand the functionality of the wireless system, currently accessible through personal digital assistants.

Goal 5: Participating in activities related to legislative and administrative reform of the state housing element law.

**Status:** Last year, SANDAG Board and staff participated in various groups working towards these efforts. State legislation is anticipated in the next legislative session.

Goal 6: Allow for publication of an ordinance by summary.

**Status:** Language providing SANDAG with this authority was included in SB 966, the Local Government Omnibus Act of 2005.

Goal 7: Seek funds for the Regional Substance Abuse Monitoring Program (SAM) that collects, analyzes, and disseminates information about drug use and other risky behavior from adult juvenile inmates residing in local jails.

**Status:** Local funding totaling $75,000 was obtained to implement SAM for the current year. At its November 18, 2005, meeting, the Public Safety Committee recommended replacing Goal 7 with a broader goal: “Pursue funds to evaluate the effectiveness of adult and juvenile crime prevention programs and the impacts of drug use on crime and the success of treatment, especially methamphetamine.”

Goal 8: Authorize sales tax for quality of life improvements, including habitat preservation, beach sand replenishment, and water quality improvements.

**Status:** It is likely that SANDAG already has sufficient authority for a "quality of life" sales tax, and this goal may not be necessary. However, due to the importance of this issue, an outside legal opinion will be sought to confirm the opinion of the Office of General Counsel. If outside legal counsel has a different opinion, the goal would be brought back to the Executive Committee for proposed reinstatement in the Legislative Program.

The language that the Office of General Counsel believes provides the authority is shown below.

**Public Utilities Code Section 132320** - For the purposes of this article, the following terms have the following meanings:

(a) To "expand" the transactions and use tax means to expand the purposes for which the revenue derived from the tax may be expended to include covering the
costs of implementing measures to manage the impacts of regional transportation improvements, including, but not limited to, impacts related to growth, and to maximize the efficiency of regional transportation and transit systems. These measures may include, but need not be limited to, any or all of the following: (1) acquisition, management, maintenance, and monitoring of natural habitat and open space; (2) development and implementation of watershed management; (3) construction, repair, replacement, and maintenance of storm water conveyance systems.

(b) To “extend” the transactions and use tax means to extend the imposition of the tax beyond any term stated in the tax ordinance originally imposing the tax.

Development of the Draft 2006 Legislative Program

Staff has modified last year’s program to initiate discussion for the 2006 program. If a goal was accomplished or no longer determined to be needed, it is shown as a strike-out. A proposal for a new goal or a change to an existing goal is shown in bold Italics (see Attachment 1).

Proposed Public Safety Goals

To provide input into SANDAG’s 2006 Legislative Program, the Public Safety Committee (PSC) at its October 21, 2005, meeting, reviewed five proposed legislative goals that are consistent with its mission to promote public safety and justice through collaboration, information sharing, effective technology, and objective monitoring and assessment. At the meeting, the PSC proposed revisions to the five proposed goals and added an additional goal. The Committee approved the set of goals listed below at its November 18, 2005, meeting and recommended to the Executive Committee inclusion of these goals in SANDAG’s overall Legislative Program.

Goal 1: Aggressively pursue funding related to interoperability and communications, as well as other priority areas identified in the Regional Public Safety Needs Assessment.

Goal 2: Utilize existing legislative monitoring sources, such as the International Association of Chiefs of Police, National Sheriff’s Association, League of California Cities, California State Association of Counties, and National Association of Counties, to keep abreast of federal and state public safety legislation of interest to the region and the PSC, and support these organizations’ legislative programs where consistent with SANDAG’s Legislative Program.

Goal 3: Pursue Homeland Security funding at both the state and federal levels for prevention and emergency preparedness and response to catastrophic events in the San Diego region.

Goal 4: Endorse state legislative and funding initiatives that support and enhance public safety activities, including the California Law Enforcement Telecommunications System (CLETS) that provides the secure infrastructure and systems for public safety access to critical state and federal data.

Goal 5: Pursue funds to evaluate the effectiveness of adult and juvenile crime prevention programs and the impacts of drug use on crime and the success of treatment, especially methamphetamine.
Goal 6: Support state and federal legislation that focuses on youth and gang violence prevention and pursue funding for prevention and intervention efforts.

The PSC is unique because it is governed by the ARJIS Joint Powers Agreement and has the authority to act on legislative matters autonomously when acting in its role as the ARJIS governing board, so long as the actions are consistent with SANDAG’s policies and legislative program.

Also, consistent with previous years, SANDAG will incorporate the transit boards’ legislative programs into the regional program. The transit boards will be acting on their respective programs over the next few months. Their respective program documents will be presented to the Executive Committee when available.

Next Steps

As with last year, it is our intent to provide periodic status reports on legislative activity based on the goals recommended by the Executive Committee and approved by the Board of Directors. If legislation or regulation is introduced related to SANDAG’s mission that is not part of the Board’s established legislative goals, the item would be brought back to the Executive Committee for direction.

Finally, last January, the Board approved a listing of projects to submit for federal funding both in the reauthorization of the multi-year federal transportation bill and annual appropriations bill for the federal fiscal year 2005. Although the FY 2005/2006 Transportation Appropriations bill is still pending, the FY 2006/2007 cycle will begin early this year. To enable participation in the process, a funding proposal listing for this next cycle is under development and will be presented to the Transportation Committee for its recommendation to the Board of Directors in January 2006.

ELLEN ROUNDTREE
Director of Government Relations

Attachment: 1. Summary of Draft Legislative Goals for Calendar Year 2006

Key Staff Contact: Ellen Roundtree, (619) 699-6960, ero@sandag.org
## SUMMARY OF LEGISLATIVE GOALS FOR CALENDAR YEAR 2006

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<td>Reauthorization of a six-year transportation bill, including highest levels of funding for highway and transit programs, railroad and highway safety, goods movement and other programs such as the New Starts and Small Starts Program, Intelligent Transportation Systems (ITS), Borders, Bus and Bus Related, including the eligibility of Bus Rapid Transit. Support for inclusion of Board adopted principles, including increased flexibility, environmental streamlining, change to the requirement for Regional Transportation Plans from 3 years to 5 years, and requests for earmarks for projects as included in list of priority projects; flexibility for San Diego and Arizona Eastern Railway funding.</td>
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<td>Technical clean-up language to the multi-year transportation bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), such as, but not limited to, revising and clarifying earmark language and policy changes if deemed appropriate, and agreed upon follow-up State legislation, e.g., identifying the Border Infrastructure Program as a stand-alone program that is exempt from Senate Bill 45 funding distribution.</td>
<td>TBD</td>
<td>TBD</td>
<td>Sponsor/Support</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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</tr>
<tr>
<td>Seek funds to implement the Regional Energy Strategy (RES); respond to legislation related to energy consistent with RES Principles.</td>
<td>3</td>
<td>Higher</td>
<td>Sponsor</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Aggressively seek Homeland Security Funding for Automated Regional Justice Information System (ARJIS), transit, freight, regional public safety initiatives, and ports of entry.</td>
<td>4</td>
<td>High</td>
<td>Sponsor</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>Allow SANDAG to conduct public meetings in Mexico and other jurisdictions that border SANDAG’S jurisdiction for the purpose of addressing projects, programs, and issues that affect multiple jurisdictions, but which are currently</td>
<td>TBD</td>
<td>TBD</td>
<td>Sponsor</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>6</td>
<td>High</td>
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<td>2004</td>
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<td>2005</td>
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<tr>
<td>8</td>
<td>Medium</td>
<td>Sponsor/Support</td>
<td>2004</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
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<td>2005</td>
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<td>X</td>
<td></td>
<td></td>
<td>X</td>
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<td></td>
<td></td>
<td></td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>2005</td>
<td>X</td>
<td>X</td>
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<td>X</td>
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<td>X</td>
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<tr>
<th>GENERAL DESCRIPTION OF GOAL</th>
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<th>B</th>
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<tbody>
<tr>
<td>Fiscal reform initiatives enabling regions to develop their own fiscal strategies and oppose unfunded mandates on local government. Pursue initiatives that balance the fiscal influence that sales tax revenue has upon local land use decisions.</td>
<td>9</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Legislation that rewards jurisdictions that produce more housing, especially affordable and transit-oriented developments; supports regional fair-share allocation of housing funds; and provides additional funding for affordable housing with greater local/regional control over the allocation of those funds.</td>
<td>10</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
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<td>X</td>
</tr>
<tr>
<td>Legislation assisting in the implementation of the Regional Comprehensive Plan, especially through funding incentives for smart growth (including, but not necessarily limited to, mixed-use projects, transit-oriented development, and/or walkable communities).</td>
<td>11</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
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</tr>
<tr>
<td>Lower the current 2/3rds voter requirement for special purpose taxes, such as transportation and quality of life improvements, to a simple majority vote.</td>
<td>12</td>
<td>Highest</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Efforts that would reduce transportation funding or challenge existing regional decision-making authority</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Efforts consistent with financial strategies adopted in the Regional Transportation Plan, such as but not limited to, increase revenues for transportation and other related purposes through measures that would increase gas tax or equivalent revenue sources, bond measures, developer fees, and public/private partnerships; oppose efforts that reduce revenues for transportation and other related purposes such as the borrowing of Proposition 42; and maximize flexibility of federal and state funding.</td>
<td>13</td>
<td>Higher</td>
<td>TBD (based on activity)</td>
<td>2002/2002/2005</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Efforts to expand available methods of transportation project delivery, e.g., design-build, construction management at risk procurements, and other alternative delivery methods that expedite project delivery.</td>
<td>TBD</td>
<td>TBD</td>
<td>Support</td>
<td>2005</td>
<td>X</td>
<td></td>
<td></td>
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</thead>
<tbody>
<tr>
<td>Full funding of the Census Bureau’s American Community Survey Program to ensure timely release of critical demographic and economic information for our region.</td>
<td>TBD</td>
<td>TBD</td>
<td>Support</td>
<td>2005</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<td></td>
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</tr>
<tr>
<td>Efforts assisting in the implementation of key environmental efforts, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues.</td>
<td>14</td>
<td>Higher</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Mechanisms and funding providing for the implementation of MOBILITY 2030, including value pricing, Managed Lanes, high occupancy toll (HOT) Lanes; the alleviation of current constraints on transponder technology; use of freeway shoulder lanes by transit and other transit priority treatments; and other mechanisms that provide for more efficient use of highways and local roads.</td>
<td>15</td>
<td>Higher</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>Transit boards’ legislative programs consistent with SANDAG policy.</td>
<td>16</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Enhancing of border security and reducing border wait times; pursuit of funding, legislation, and other financing mechanisms supporting interregional partnerships and bi-national trade and border projects.</td>
<td>17</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Participate in efforts related to legislative and administrative reform of the state housing element law. <em>(Moved from Sponsor section to Support/Oppose section)</em></td>
<td>TBD</td>
<td>High</td>
<td>Support</td>
<td>2002</td>
<td>X</td>
<td></td>
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<tr>
<td>Generation of new revenue sources; maximize flexibility in use of federal and state dollars. <em>(Consolidated with goal number 13.)</em></td>
<td>18</td>
<td>High</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>Maintain and increase regional decision-making authority in areas consistent with SANDAG’s mission/policies.</td>
<td>19</td>
<td>Medium</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td></td>
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<tr>
<td>Legislation resulting in cost efficiencies and savings.</td>
<td>20</td>
<td>Lower</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>NO.</td>
<td>PRIORITY</td>
<td>BOARD POSITION</td>
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<td></td>
</tr>
<tr>
<td>21</td>
<td>Lower</td>
<td>Support</td>
<td>2003</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

Other organizations' legislative programs where consistent with SANDAG policy, i.e., CALCOG (California Association of Councils of Governments), APTA (American Public Transportation Association), AMPO (Association of Metropolitan Planning Organization), NARC (National Association of Regional Councils), and CTA (California Transit Association), **Self-Help Counties Coalition, League of California Cities, and California State Association of Counties, and Caltrans.**

| TBD | TBD     | Support | 2005 | X | X | X |   |     |       |       |

Utilize existing legislative monitoring sources, such as the International Association of Chiefs of Police, National Sheriffs’ Association, California Police Chiefs Association, California State Sheriffs’ Association, League of California Cities, California State Association of Counties, and National Association of Counties, to keep abreast of federal and state public safety legislation of interest to the region and the PSC, and support these organizations' legislative programs where consistent with SANDAG’s Legislative Program.

| TBD | TBD     | Support | 2005 | X |   |   | X |     |       |       |

Legislative and funding initiatives that support and enhance public safety activities, including the California Law Enforcement Telecommunications System (CLETS) that provides the secure infrastructure and systems for public safety access to critical state and federal data.
| Efforts that expand free access by single occupant vehicles (SOVs) to high occupancy toll (HOT) lanes. | 22 | Higher | Monitor/Respond | 2004 | X | X | X |
| Legislation relating to personnel matters, i.e., workers' compensation, Public Employee Retirement Systems (PERS), benefits, and other labor-related issues. | 23 | Lower | Monitor/Respond | 2003 | X | X | X |
| Legislation affecting solid waste, water supply, and storm water; Support of funding opportunities to assist in these areas. | 24 | Lower | Monitor/Respond | 2003 | X | X | X |
| Legislation requiring local agencies to implement new administrative compliance measures. | TBD | TBD | TBD | 2005 | X | X |
| Proposals that limit the use of eminent domain for public infrastructure projects | TBD | TBD | Monitor/Respond | 2005 |

Legend: T: Transportation; R: Regional Planning; P: Public Safety; B: Borders
FY 2007 OVERALL WORK PROGRAM AND BUDGET REVIEW

Introduction

SANDAG is currently in the process of developing the FY 2007 Overall Work Program (OWP) and Program Budget. The approach this year is somewhat different than in the past. The objective is to engage the Executive Committee in a strategic review early in the process, with the goal of achieving a balanced use of resources targeted more directly at the most important, urgent issues for the coming year.

Discussion

Budget Process Objectives

Upon the completion of the FY 2006 OWP and Program Budget approval process, staff embarked on a comprehensive look at the OWP and Program Budget processes. To achieve the goal of a more effective process, the following objectives have been established:

1. Communicate forward-looking, comprehensive priorities at the beginning of the process to help focus OWP and capital program submittals
2. Acknowledge those efforts with dedicated funding and clear mandates up front, making them relatively exempt from funding discussions
3. High-level strategic review by the Executive Committee
4. Combine a more concise, easily readable OWP document and Program Budget into one document and one review process

Prioritizing Budget Components

In order to create a set of comprehensive priorities for developing a well balanced and more focused budget, staff has attempted to integrate the views of the public, the SANDAG Board, and SANDAG staff. The latest public opinion survey, a review of Board directives, and collective staff knowledge were condensed into four broad priorities. These priorities can be directly traced to the five most important issues according to the public, as well as the seven SANDAG Priorities established following the FY 2006 OWP and Budget process (Attachment 1).

In the public opinion survey conducted in June 2005, respondents determined the most important issues facing the region are to ensure: a reliable infrastructure, including energy and water...
resources; reduce crime; make housing more affordable; reduce traffic congestion; protect the
environment; and encourage businesses to come to San Diego.

The public survey issues most relevant to SANDAG were combined and consolidated with the
current seven SANDAG Priorities (see Attachment 1) to become four SANDAG Priorities for FY 2007:

1. Improve mobility by providing better public transportation services and implementing TransNet
   Early Action Projects, transportation demand management (TDM), and traveler information
   services (57 percent of FY 2006 Budget)

2. Encourage quality of life improvements, as characterized by a strong economy, healthy
   environment, more housing, and more housing choices (6 percent of FY 2006 Budget)

3. Ensure public safety through the continued efforts of ARJIS and Criminal Justice research (12
   percent of FY 2006 Budget)

4. Enhance information services, technical capabilities, and organizational effectiveness (25 per-
   cent of FY 2006 budget)

The objective is to assure the OWP reflects a balance of effort across these priorities that achieve
the most effective work plan possible. For purposes of evaluating budget submittals, all of the four
priorities are considered of equal value. As the FY 07 budget process unfolds, the work plan will be
constantly evaluated against these priorities to ensure that a relative balance has been maintained.

Further Prioritizing of OWP Elements

After assigning every submitted OWP work element to one of the above priorities, work elements
were categorized in terms of their known funding source. In the past, extensive efforts have been
made to develop a ‘ground up’ or zero-based approach to allocating resources, only to find that it
results in a suboptimal use of available funding. Rather than sever the connection to purse strings
up front, only to re-tie them later, this year’s approach attempts to connect the strings in the
beginning, while also ensuring those efforts with dedicated funding are supportive of one of the
priorities. Having passed through that filter, those projects with dedicated funding were set aside
in terms of consideration for reduced resources.

Next, the ongoing and proposed efforts are segregated into what is deemed to be legislatively
mandated (“Mandated”) or contractually committed (“Committed”), recognizing the necessity of
proceeding at least minimally with these actions. If all the products and tasks within an individual
work element do not meet the mandated or committed criteria, then that work element is
segregated into a “Discretionary” group for further discussion. Taking these factors into
consideration, each Department Director was then asked to make a comprehensive assessment of
their work elements, tasks, and products by categorizing them as high, medium, or low priority.

The end result will be a list of proposed work elements, segregated between what we believe are
Mandated, Committed, and Discretionary. For the Discretionary elements, tasks, or products, a
high/medium/low prioritization assessment will be provided, as well as a measurement against the
four agency priorities discussed above. This list will be brought to the Executive Committee for
discussion of options in February in the context of available revenues.

Attachment 2 contains a summarized list of each proposed work element, which priority category it
supports, a designation in terms of dedicated funding, and whether the work element is a direct
response to a legislative mandate, a commitment based on a Board or Policy Advisory Committee
action or an interagency agreement, or is an optional element. This list represents the synthesis to date of the prioritization process described above. What comes next will be the final categorization of work elements and individual tasks and products into a “protected” group and a discretionary group, with high/medium/low priority assignments that will be subject to funding availability and Executive Committee review.

**OWP Objective Paragraphs**

The OWP objective paragraphs are included in Attachment 3 for Executive Committee reference. This executive summary captures the broad scope of work being planned for the coming fiscal year. Newly proposed work elements are shown at the end. The objective statements are listed in numerical order for easy reference. New to this section is a consolidation of the smaller Criminal Justice jobs into thematic groups, such as Adult Criminal Justice (work element #20033) and Youth Evaluation Projects (work element #20016).

**Recurring Revenue Estimates**

Preliminary revenue estimates are more promising than the past several years. With the passage of SAFETEA-LU, increases in federal planning program funds are forthcoming. The FY 2006 OWP totaled approximately $50 million. Current estimates are for recurring revenues of approximately $16 million for SANDAG in FY 2007, which is a 6.6 percent increase over FY 2006. Ongoing dedicated funds, fees, and assessments typically exceed $4 million. Other funds programmed or dedicated to specific projects totaled approximately $30 million for FY 2006. This group of dedicated funds is still being determined for FY 2007, but indications are the results will be similar.

**Next Steps**

Staff will return in February for a more in-depth discussion of the results of the prioritization process, providing a focused set of allocation choices for the Executive Committee to consider. On March 10, the Executive Committee then will be presented with a proposed balanced OWP budget, to be distributed to the funding agencies as the draft FY 2007 OWP. April and May will provide additional reviews as needed, culminating in a recommendation to the Board of Directors for approval of the FY 2007 OWP and Program Budget in May 2006.

This realistic, tiered approach to determining budget priorities offers a streamlined method of getting directly to those issues that need the most attention. Once resource decisions are made, achieving a balance with funding levels can be done more quickly and effectively. Additional rounds of refinement also will occur, as the annual FTA and FHWA planning fund estimates become more solid and new information about dedicated funding grants become available.

RENEE L. WASMUND  
Director of Finance

Attachments: 1. FY 2006 SANDAG Priorities  
2. FY 2007 OWP Categorization  
3. FY 2007 Preliminary OWP Objective Paragraphs

Key Staff Contact: Tim Watson, (619) 699-1966, twa@sandag.org
August 2005

PRIORITIES

- Implement the TransNet Early Action Projects
- Update the Regional Transportation Plan
- Implement the Regional Comprehensive Plan
- Operate & market the new Service Bureau
- Deploy technology to enhance public safety, information sharing, & decision making
- Strengthen relationships and partnerships
- Pursue resources to support regional priorities

Gary L. Gallegos
Executive Director
## SAN DIEGO ASSOCIATION OF GOVERNMENTS
### FY 2007 PROPOSED OWP CATEGORIZATION
### MANDATED/COMMITTED/DISCRETIONARY

<table>
<thead>
<tr>
<th>OWP #</th>
<th>PROJECT TITLE</th>
<th>PRIORITY #</th>
<th>DEDICATED FUNDING?</th>
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<td>11102</td>
<td>TransNet Financial Management</td>
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<td>TransNet Public Information Program</td>
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<td>30004</td>
<td>Regional Transportation Plan - RTP</td>
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<td>30013</td>
<td>Air Quality Planning/Conformity</td>
<td>1</td>
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<tr>
<td>30017</td>
<td>I-15 Bus Rapid Transit Services &amp; Park &amp; Ride Planning</td>
<td>1</td>
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<tr>
<td>30044</td>
<td>South I-805 Direct Access Ramps Study</td>
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<td>Regional Transit Fare Structure</td>
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<td>Independent Transit Planning Review</td>
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<td>Regional Transportation Perf. Monitoring</td>
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<td>Congestion Management Program</td>
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<td>Transportation Funding Administration</td>
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<td>Mid-Coast Super Loop Transit Proj Development</td>
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<td>South Bay Bus Rapid Transit Planning &amp; Development</td>
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<td>I-15 Fastrak™ Program</td>
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<td>Traveler Information-511 Service - ATIS</td>
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<td>CJ - Regional Criminal Justice Research</td>
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<td>Travel Behavior Survey</td>
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<td>ARJIS - Maintenance and Support</td>
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<td>ARJIS - Project Mgmt and Enhancements</td>
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<td>22005</td>
<td>ARJIS - Enterprise System</td>
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<td>22006</td>
<td>ARJIS - SRFERS (Enterprise Retrieval System) II</td>
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<td>22007</td>
<td>ARJIS - Regional Interoperability and Communications</td>
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<td>30047</td>
<td>Coordinated Transportation Service Agency-CTSA</td>
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<td>30051</td>
<td>SD - Riverside Interregional Partnership</td>
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<td>30053</td>
<td>Transit Planning Internship</td>
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<td>30054</td>
<td>Tribal Transit Feasibility Study</td>
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<td>30055</td>
<td>SD &amp; AE Railway Gateway Feasibility Study</td>
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<td>30056</td>
<td>Global Gateway Intermodal Access Improvements</td>
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<td>30057</td>
<td>Hillcrest Corridor Bus Rapid Transit Planning</td>
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<td>30058</td>
<td>Commercial and 22nd Street Mixed Use Project Plan</td>
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<td>30059</td>
<td>North/South Magnetic Levitation Study</td>
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<td>50003</td>
<td>Encinitas Pedestrian Crossing Study</td>
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<td>50010</td>
<td>Escondido BRT/Transit Priority Proj Dev</td>
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<td>Freeway Shoulder Lane Demonstration</td>
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<td>Freeway Service Patrol Program - FSP</td>
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<td>San Diego Station Car Pilot Program Study</td>
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<td>Automatic Vehicle Classification (AVC) Project</td>
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<td>210X2</td>
<td>NEW - I-Place’s Modeling for RCP</td>
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<td>220X2</td>
<td>ARJIS - UDC/DHS First Responder</td>
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### 2007 Proposed OWP Categorization

#### MANDATED/COMMITTED/DISCRETIONARY

<table>
<thead>
<tr>
<th>OWP #</th>
<th>Project Title</th>
<th>Priority #</th>
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#### Committed (continued)

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<tr>
<td>300X6</td>
<td>NEW - Otay Mesa Corridor Strategy</td>
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<td>300X7</td>
<td>NEW - Urban Design Guidelines</td>
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<td>300X9</td>
<td>NEW - Blueprint Planning Project</td>
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<td>60001</td>
<td>Transp Demand Management (TDM) Program</td>
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<td>600X1</td>
<td>NEW - Compass Card Program</td>
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<td>Various</td>
<td>CJ - Youth Evaluation Projects</td>
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<td>CJ - Substance Abuse Monitoring</td>
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<td>Various</td>
<td>CJ - Adult Criminal Justice Projects</td>
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<tr>
<td>Various</td>
<td>CJ - Public Health Evaluations</td>
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#### Mandated and Committed:

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<tr>
<td>30011</td>
<td>Transp Planning for Seniors &amp; Disabled</td>
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<td>40006</td>
<td>Regional Transportation Improvement Program - RTIP</td>
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<td>50004</td>
<td>Regional Intermodal Transp Mgmt System - IMTMS</td>
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<td>50017</td>
<td>Downtown San Diego Transit First Project Dev</td>
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<tr>
<td>70011</td>
<td>Regional Environmental Documentation</td>
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#### Partially Mandated (some discretionary products or tasks):

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<th>Priority #</th>
<th>Dedicated Funding?</th>
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<tbody>
<tr>
<td>11092</td>
<td>I-15 Managed Lanes Implementation Study</td>
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<tr>
<td>20003</td>
<td>Transp Model Application and Development</td>
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<td>20005</td>
<td>Demographic &amp; Economic Forecasts</td>
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<tr>
<td>20006</td>
<td>Geographic Info Systems Services</td>
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<td>20009</td>
<td>Performance Indicator Data Management</td>
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<tr>
<td>30001</td>
<td>Comprehensive Planning Coordination</td>
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<td>30009</td>
<td>Freight/Intermodal Planning</td>
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<tr>
<td>30023</td>
<td>Regional Short-Range Transit Service Plan</td>
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<tr>
<td>70001</td>
<td>Interagency Coordination &amp; OWP Program Mgmt</td>
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<td>70003</td>
<td>Intergovernmental Review Processing</td>
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<td>70009</td>
<td>Government Relations</td>
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<td>70013</td>
<td>Regional Intelligent Transp Systems Prog Mgmt</td>
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<td>300X8</td>
<td>NEW: RCP (Regional Comprehensive Plan) Monitoring</td>
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#### Partially Committed (some discretionary products or tasks)

<table>
<thead>
<tr>
<th>OWP #</th>
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<tr>
<td>11094</td>
<td>Regional Automated Vehicle Location System - RAVL</td>
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<td>Census and Product Coordination</td>
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<td>20007</td>
<td>Assistance to Transit Operations - ATO</td>
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<td>Regional Economic &amp; Municipal Finance Services</td>
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<td>30002</td>
<td>Regional Comp Plan Implementation - RCP</td>
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<td>Smart Growth Incentive Program</td>
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<td>30026</td>
<td>Regional Housing Planning and Coordination</td>
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<td>30028</td>
<td>Regional Shoreline Management</td>
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<td>30032</td>
<td>Borders Planning and Coordination</td>
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<td>30039</td>
<td>Subregional Planning and Coordination</td>
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<td>40001</td>
<td>Transportation Planning and Coordination</td>
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<tr>
<td>50006</td>
<td>Showcase Bus Rapid Transit Project Development</td>
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## SAN DIEGO ASSOCIATION OF GOVERNMENTS
### FY 2007 PROPOSED OWP CATEGORIZATION
### MANDATED/COMMITTED/DISCRETIONARY

<table>
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<th>OWP #</th>
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<tr>
<td>11091</td>
<td>Project Development and Oversight</td>
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<td>30005</td>
<td>Highway Development Plan</td>
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<td>Nonmotorized Transportation Planning &amp; Project Dev</td>
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<td>30027</td>
<td>Environmental Resource Planning &amp; Coordination</td>
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<td>Regional Energy Planning Coordination</td>
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<td>70004</td>
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<td>PC, Internet, and Database Applications</td>
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<td>Program Graphics and Printing Support</td>
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<td>InterCity Rail &amp; High-Speed Rail Planning</td>
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<td>40007</td>
<td>Performance Monitoring System</td>
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<td>Service Bureau</td>
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<td>NEW - Transit First Now; Spot Transit Priority Treatment</td>
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<td>NEW - Lindbergh Field/Pacific Hwy Transit Lane</td>
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<td>NEW - Short Term Transit Parking Enhancements Study</td>
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<tr>
<td>500X4</td>
<td>NEW - Smart Growth Trip Generation &amp; Pkg Demand Study</td>
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</tbody>
</table>

### KEY for Priorities

1. Improve Mobility
2. Quality of Life improvements
3. Enhance Public Safety
4. Enhance information services, technical capabilities, and organizational effectiveness

### KEY for Dedicated Funding

**Y** 80% or more funded with dedicated funds

**P** Between 50% and 80% funded with dedicated funds

**NO** Less than 50% dedicated funding
FY 2007 OWP WORK ELEMENT OBJECTIVES

PROGRAM WORK ELEMENT: 11091
TITLE: PROJECT DEVELOPMENT AND OVERSIGHT

OBJECTIVE

This job will provide ongoing coordination and liaison activities with sponsors of projects funded in the State Transportation Improvement Program – Regional Improvement Program (STIP-RIP); federal Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ programs; the TransNet Program; and other federal, state, and local programs. This job will include ongoing tracking and monitoring of expenditures of San Diego-Coronado Bridge toll revenues. General oversight will be exercised to ensure that the projects stay on schedule, keep within scope and budget, and meet all relevant federal, state, and local requirements regarding the timely use of funds. Emphasis in FY 2006 will continue to include review of environmental documents, monitoring of design and construction activities, administration of consultant contracts, and tracking of project expenditures and schedules to help ensure timely delivery of projects. Emphasis areas will be: (1) early implementation of TransNet projects, and (2) integrate and formalize the project management business processes of SANDAG, establishing agency-wide standards and practices for effective delivery of projects.

PROGRAM WORK ELEMENT: 11092
TITLE: I-15 MANAGED LANES IMPLEMENTATION STUDY

OBJECTIVE

The objectives of this work element are to design the electronic toll collection (ETC) and violation enforcement (VES) systems for the future I-15 Managed Lanes facility between SR 163 and SR 78. This study will build upon the recommendations from the I-15 Managed Lanes Value Pricing Study, completed in FY 2003, which evaluated the feasibility of allowing single-occupant vehicles to use the excess capacity of the Managed Lanes (pending FHWA grant approval). In FY 2007, emphasis will be on completing various pre-implementation studies and procuring the contractor for the implementation phase.

PROGRAM WORK ELEMENT: 11093
TITLE: REGIONAL ARTERIAL MANAGEMENT SYSTEM (RAMS)

OBJECTIVE

The objectives of this work element are to: (1) provide software and communications network for the purpose of developing inter-jurisdictional timing plans along arterial corridors.

PROGRAM WORK ELEMENT: 11094
TITLE: REGIONAL AUTOMATED VEHICLE LOCATION SYSTEM

OBJECTIVE

The objective of this project is to assist local agencies in implementing the Automated Vehicle Location (AVL) projects for the California Highway Patrol’s Freeway Service Patrol (FSP). During FY 2007, emphasis will be on monitoring the demonstration phase of this project, implemented in FY 2006, and integrating the AVL project into ongoing Caltrans operations and regional freeway management systems.
PROGRAM WORK ELEMENT: 11095
TITLE: TRAVELER INFORMATION SERVICE - 511

OBJECTIVE

The objective of this work element is to implement an advanced traveler information system (ATIS/511) for the region. During FY 2007, emphasis will be on launching the regional ATIS/511 system which will include telephone and web-based travel information services that will deliver real-time travel information for freeways, regional arterials, transit, and commercial vehicles using various media sources (e.g., television, radio, telephone, cell phone, Internet, and wireless Internet).

PROGRAM WORK ELEMENT: 11102
TITLE: TRANSNET FINANCIAL MANAGEMENT

OBJECTIVE

The objective of this work element is to manage and administer the local sales tax funds in order to efficiently implement the TransNet Ordinance and Expenditure Plan. Activities include revenue forecasting, cash flow analysis and financial planning, bonding evaluation, fund investments, disbursements, program and fiscal accounting, auditing, reporting, and legal services. Emphasis in FY 2007 will be on the ongoing implementation of the current TransNet program and activities related to the accelerated implementation of the TransNet Extension consistent with the Plan of Finance for the Early Action Program (EAP).

PROGRAM WORK ELEMENT: 11103
TITLE: TRANSNET PUBLIC INFORMATION PROGRAM

OBJECTIVE

The objective of the TransNet Public Information program is to provide an accurate, timely, accessible, and consistent flow of easily-understood information on the progress of the existing local transportation sales tax program. The program is designed to heighten awareness among audiences and stakeholders about how their half-cent transportation sales tax dollars are being spent to improve this region’s highway, transit, local roads, and bicycle and pedestrian facilities. During FY 2007, emphasis will be placed on providing the public with timely and accurate information about the TransNet Early Action Program, made possible when 67% of the voters extended TransNet until 2048.

PROGRAM WORK ELEMENT: 20001
TITLE: INFORMATION SYSTEMS MANAGEMENT

OBJECTIVE

The objectives of this work element are to: (1) provide computer hardware, software, network, Internet, and information systems support for the Overall Work Program and administrative and financial functions; (2) ensure strong network security to protect those systems and the information stored and processed thereon; and (3) optimize the delivery and accessibility of information to member agencies, partners, the public, and SANDAG staff. Emphasis in FY 2007 is to: (1) reduce “spam” and other unwanted e-mail through improved e-mail filtering methods; (2) phase out all CRT (tube) monitors and replace with LCD (flat panel) monitors resulting in reduced energy and hazardous waste costs and improved office ergonomics; (3) upgrade SANDAG’s relational databases
to SQL Server 2005, resulting in improved performance of SANDAG’s Web sites, GIS, modeling, and data warehouse; and (4) retire RCMS (SANDAG’s pre-consolidation accounting system) eliminating annual maintenance costs and freeing up server resources.

PROGRAM WORK ELEMENT: 20002
TITLE: PC, INTERNET, AND DATABASE APPLICATIONS

OBJECTIVE

The objectives of this work element are to improve work and productivity through the application of database and programming technologies and to increase the accessibility of the Regional Information System by developing, enhancing, and documenting custom software and database solutions for Overall Work Program, finance, and administration functions. We also provide direct, comprehensive technical support to SDCOMMUTE, STRIDESD, RIDELINK, ARJIS and SANDAG Websites and the SANDAG Intranet. Emphasis for FY 2007 is to: (1) enable hand-held mobile device public transportation trip planning; (2) design, implement, and support Web based Smart Growth Opportunity Area mapping; (3) update interactive mapping application REDI to utilize ARCSDE and ARCIMS; and (4) migrate legacy Internet applications to more modern Web service technologies.

PROGRAM WORK ELEMENT: 20003
TITLE: TRANSPORTATION MODEL APPLICATION AND DEVELOPEMENT

OBJECTIVE

The objectives of this work element are to: (1) improve SANDAG’s transportation modeling procedures and maintain up-to-date documentation; (2) support travel demand forecasts for the Regional Transportation Plan (RTP), other SANDAG planning and implementation studies, and studies conducted for outside agencies through the Service Bureau program; and (3) analyze and disseminate travel demand information. In FY 2007 emphasis will be given to (1) modifying modeling procedures as necessary for use in developing the 2007 RTP; (2) updating model parameters to incorporate the results of the 2006 Travel Behavior Survey; (3) continuing to implement recommendations from the 2005 transportation model peer review; and (4) recommending an approach for traffic simulation studies in the region.

PROGRAM WORK ELEMENT: 20004
TITLE: CENSUS AND PRODUCT COORDINATION

OBJECTIVE

The objective of this work element is to ensure a coordinated approach to product design and development in the Technical Services Department and to increase efficiencies in data analysis and dissemination in order to support effective decision making. The agency’s technical workshops and the functions and responsibilities of the Regional Census Data Center (RCDC) program are included in this element. Through the RCDC, we increase the accuracy, availability, and use of census data by coordinating with the Census Bureau, the State Census Data Center network, and local agencies in all aspects of census planning and data analysis. Emphasis in FY 2007 is to: (1) deliver products and prepare tools that make the vast amount of information we create and maintain easy to access and understand; (2) increase member agency and public understanding of the proper use of census and other demographic data; (3) promote and carry out the activities of the Regional Census Data Center, including initial planning efforts for the 2010 Census; and (4) present technical workshops to educate SANDAG and member agency staff in the use of PC-based tools to access and use this information.
PROGRAM WORK ELEMENT: 20005
TITLE: ESTIMATES AND FORECASTS

OBJECTIVE

The objectives of this work element are to: (1) Develop, maintain and document a set of models for estimating and forecasting demographic and economic activity within the San Diego region, (2) produce a series of annual demographic and economic estimates for the San Diego region, (3) as needed, produce the Regional Growth Forecast, (4) research and identify national, state and regional demographic and economic trends that potentially effect the San Diego region, and (5) provide demographic and economic expertise to the SANDAG Board of Directors, other elected officials, and the public. Emphasis in FY2007 will be on finalizing, documenting and gaining Board of Director’s approval of the Series 11 Regional Growth Forecast; (2) creating a smart growth land use forecast alternative for the 2007 RTP (2) finalizing and gaining management acceptance of a forecasting model evolution plan and (3) identifying the data and estimation techniques required for a land economic-based small-area forecasting model.

PROGRAM WORK ELEMENT: 20006
TITLE: GEOGRAPHIC INFORMATION SYSTEMS SERVICES

OBJECTIVE

The objectives of this work element are to: (1) create, update, and disseminate geographic information system (GIS) databases, imagery, applications, and documentation to support many of SANDAG’s work programs; (2) coordinate GIS projects with federal, state and local agencies to reduce data redundancy and optimize funding; and (3) develop better visualization tools for presentations. During FY 2007, emphasis will be placed on improving visualization tools for presentations, providing data support for the IPlace’s planning model; and improving GIS support to other SANDAG departments.

PROGRAM WORK ELEMENT: 20007
TITLE: ASSISTANCE TO TRANSIT OPERATIONS AND PLANNING

OBJECTIVE

The objectives of this work element are to: (1) monitor the performance of the region’s transit service; (2) provide assistance on transit-related projects identified in this work element; (3) increase the awareness and use of SANDAG’s information and analysis tools. During FY 2007 emphasis will be placed on updating the Passenger Counting Program through the use of Automatic Passenger Counters and improved integration with associated programs.

PROGRAM WORK ELEMENT: 20009
TITLE: PERFORMANCE INDICATOR DATA MANAGEMENT

OBJECTIVE

This work element combines performance indicator data management for two major subject areas: indicators for the Regional Comprehensive plan and other regional reports, and indicators related to performance of the regional transportation network. The objectives of this work element are to: (1) Update and maintain performance monitoring data for the RCP, RTP, State of the Commute Report, and Sustainable Competitiveness Index; (2) Enhance the Performance Indicator Information System; (3) Research, obtain, and report travel indicators for various modes of transportation including trip generation rates, traffic counts, travel times, bicycle
and pedestrian counts, and Vehicle Occupancy Survey. Emphasis in FY 2007 is to: (1) update and document performance indicators; (2) produce initial estimates of auto and transit travel times in key travel corridors; (3) complete of the Vehicle Occupancy Survey; and (4) Conduct research on trip generation and parking characteristics in smart growth areas.

PROGRAM WORK ELEMENT: 20011
TITLE: REGIONAL ECONOMIC AND MUNICIPAL FINANCE SERVICES

OBJECTIVE

The objectives of this work element are to: (1) Provide economic and fiscal analysis to support SANDAG work program projects including implementation of the Regional Comprehensive Plan, the Regional Transportation Plan, and TransNet; (2) Provide technical assistance and support to local jurisdictions, economic development organizations, and other agencies to address issues that impact the regional and local economies and that impact municipal budgets and financial conditions.

Emphasis in FY 2007 is on completing the Regional Economic Prosperity Strategy update, on investigating innovative financing strategies for implementing the Regional Transportation plan and other infrastructure improvements, and on reassessing fiscal reform strategies.

PROGRAM WORK ELEMENT: 20014
TITLE: REGIONAL CRIMINAL JUSTICE RESEARCH AND CLEARINGHOUSE

OBJECTIVE

The objectives of this work element are to: (1) support local criminal justice planning and policy making by providing analyses of crime and other public safety statistics; (2) maintain current and historical information about crime and public safety strategies; (3) serve as the infrastructure for developing research designs to evaluate the effectiveness of crime prevention and reduction strategies; and (4) support the Public Safety Committee. During FY 2007, emphasis will be placed on seeking funding to support initiatives of regional interest, including the Substance Abuse Monitoring (SAM) project and informing and supporting regional gang task forces and gang prevention and intervention strategies.

PROGRAM WORK ELEMENT: 20016
TITLE: YOUTH EVALUATION PROJECTS

OBJECTIVE

The objectives of this work element are to: (1) conduct, within local, state, and federal guidelines, impact and process evaluations of programs that provide services for at-risk juveniles in San Diego County; (2) assist contracted partners, including the San Diego County Probation Department, community-based organizations, and the San Diego Unified School District (SDUSD), in meeting their grant reporting requirements by acting as an outside program evaluator; (3) design effective research methodologies to document implementation and outcome deliverables; and (4) analyze and summarize evaluation results on a quarterly, bi-annual, and annual basis as dictated by the specific project.
PROGRAM WORK ELEMENT: 20026
TITLE: SUBSTANCE ABUSE MONITORING (SAM)

OBJECTIVE

The objectives of this work element are to: (1) measure drug use and other behavior trends among arrested adults and juveniles; (2) conduct interviews with adults booked into three San Diego County detention facilities and juveniles booked into San Diego County’s Juvenile Hall on a bi-annual basis about their alcohol and drug use history. Emphasis during FY 2007 is to conduct at least 800 interviews.

PROGRAM WORK ELEMENT: 20031
TITLE: PROGRAM GRAPHICS AND PRINTING SUPPORT

OBJECTIVE

This element provides a full range of graphics and printing support services for the agency's plans, programs, and projects. The services include all in-house graphics design and production of maps, business and display graphics, brochures, photography, Web-based products, and other printed, as well as audio/visual materials. Graphics and related support services are essential to the quality, understanding, and readability of the agency’s reports, presentations, and public communications. Maps and artwork, together with appropriate layouts and graphic illustrations, help to explain complex technical and policy issues. In-house graphics maximize product quality control and efficiency. Emphasis in FY 2007 will be to continue to obtain work order agreements for large tasks, charging graphics support directly to the requesting job. New equipment has been purchased to reduce outsourcing of design and bindery work.

PROGRAM WORK ELEMENT: 20033
TITLE: ADULT CRIMINAL JUSTICE PROJECTS

OBJECTIVE

The objectives of this work element are to: (1) apply various research designs to help inform and improve local justice systems response to crime; (2) conduct a quality assurance study of crime data entered into ARJIS; (3) conduct both a process and impact evaluation of a reentry program targeting adults exiting local detention facilities; and (4) develop a local media campaign as part of a national strategy (Project Safe Neighborhoods - PSN) to help reduce gun crime. During FY 2007, emphasis will be placed on completing the final year of the Family TIES study (prisoner reentry into the community), as well as the third ARJIS quality assurance study, and disseminating an adult media outreach message.

PROGRAM WORK ELEMENT: 20036
TITLE: PUBLIC HEALTH EVALUATIONS

OBJECTIVE

The objectives of this work element are to: (1) assist the Family Health Centers of San Diego (FHCSD) to meet all federal reporting requirements for three health prevention projects targeting men at risk for HIV or Hepatitis; (2) document program services and social marketing outreach efforts; (3) conduct formative research to assist FHCSD in developing, updating, and evaluating three social marketing campaigns; and (4) analyze and summarize results in written reports. During FY 2007 emphasis will be placed on evaluating the second phase of the revised social marketing messages and reporting outcome results.
PROGRAM WORK ELEMENT: 21001  
TITLE: HOUSEHOLD TRAVEL BEHAVIOR SURVEY  

OBJECTIVE  
The objective of this work element is to collect travel behavior information from a sample of households in the San Diego region along with information on persons traveling into the San Diego region from Orange, Riverside and Imperial counties and Baja California. Survey results will be used to calibrate SANDAG transportation, air quality, and inter-regional commute models and support our interregional planning efforts. Emphasis in FY 2007 is to: (1) analyze travel behavior data that was collected during FY 2006; (2) document survey results and methodology; and (3) develop a final report and make this information available to interested agencies.

PROGRAM WORK ELEMENT: 22001  
TITLE: ARJIS: MAINTENANCE AND SUPPORT  

OBJECTIVE  
The objective of this work element is to provide ongoing support and maintenance for the ARJISNET network and applications used by ARJIS agencies. Included is customer support for these initiatives via help desk services, troubleshooting, problem tracking and reporting and minor system and program modifications. On going emphasis and priorities include support of (1) the secure network known as ARJISNET, with nodes at 72 ARJIS agency sites; (2) the ARJIS legacy application that provides real-time law enforcement data to 11,000 law enforcement users; and (3) ARJIS web-based applications such as Cal-Photo (statewide mugshots and DMV photos) and crime mapping.

PROGRAM WORK ELEMENT: 22002  
TITLE: ARJIS: PROJECT MANAGEMENT AND ENHANCEMENTS  

OBJECTIVE  
The objective of this work element is to enhance ARJIS systems according to priorities set by the Public Safety Committee (PSC) and Chief's/Sheriff’s Management Committee (CSMC). This element also includes project management and executive oversight for the ARJIS program and staffing the PSC, CSMC, and other working groups that help guide ARJIS. Specific tasks and projects will be developed, prioritized, and approved by the CSMC and PSC in September 2006 and could include: eWatch public mapping, enhancement to the RDelx federal information sharing project to include the exchange of structured data elements, and continued development of data input and export interfaces.

PROGRAM WORK ELEMENT: 22004  
TITLE: ARJIS: BORDERSAFE III  

OBJECTIVE  
The objective of this work element is to enable information sharing between federal and local justice agencies in San Diego, Imperial Counties and Arizona in order to prevent terrorism and serious crimes. This project represents Phase 3 of the Border Safe Grant initially funded in FY 2005. Emphasis in FY 2007 is to: (1) increase the number of hand held devices that provide critical law enforcement data to field personnel; (2) add additional ARJIS and other public safety data sources accessible from the field; (3) automate officer notification functions on a “near
real-time” basis with notifications delivered via email, voice mail, or page; (4) complete a privacy impact assessment and (5) begin the development of an interstate governance model.

PROGRAM WORK ELEMENT: 22005  
TITLE: ARJIS: ENTERPRISE SYSTEM  
OBJECTIVE  
The objective of this work element is the replacement of the legacy ARJIS system and development of the ARJIS Enterprise. Emphasis in FY 2007 is to (1) document functional requirements; (2) explore and recommend technical enterprise solutions; and (3) complete privacy and security Assessments; and (4) complete and release the RFP; and (5) develop vendor evaluation and selection criteria.

PROGRAM WORK ELEMENT: 22006  
TITLE: ARJIS: SRFERS II GRANT  
OBJECTIVE  
The objective of this work element is to develop and implement Phase II of the State Regional Federal Enterprise Retrieval System (SRFERS) grant. The goal of the SRFERS Project is to develop the infrastructure, applications, inter-state governance, and policies to enable data sharing between multi-jurisdictional public safety agencies in the western region of the U.S. Emphasis in FY 2007 is to: (1) provide direct access to information services at various levels of government using the National Law Enforcement Telecommunication System (NLETS) network and web services; (2) develop a Concept of Operations that will include a comprehensive comparison of distributed access models including brokers, direct access models and the use of indices; (3) assess the effectiveness of the “Noogle” smart search capability; and (4) complete a privacy impact assessment on new data sources.

PROGRAM WORK ELEMENT: 22007  
TITLE: REGIONAL INTEROPERABILITY AND COMMUNICATIONS  
OBJECTIVE  
The objective of this work element is to develop a Regional Interoperability and Communications strategic plan and implementation strategy and gain regional consensus on that plan. Emphasis in FY 2007 is on: 1) approving the draft and final plan and implementation strategy; and 2) setting legislative goals and initiatives that will support regional interoperability and communications.

PROGRAM WORK ELEMENT: 30001  
TITLE: REGIONAL PLANNING COORDINATION  
OBJECTIVE  
The objective of this work element is to provide administrative oversight and support to the Land Use and Transportation Planning Department. The Department includes the Comprehensive Planning Division, which is responsible for Land Use Planning and Coordination, Long Range Transportation Planning, Environmental/Public Facilities Planning, and Borders Planning activities, and the Transit Planning Division, which is responsible for Transit Corridor Planning and Project Development, and Long Range Transit and Service Policy Planning activities.
The Department’s emphasis in FY 2007 will be on completing the comprehensive update to the Regional Transportation Plan (RTP) and continuing to coordinate implementation of the Regional Comprehensive Plan (RCP).

PROGRAM WORK ELEMENT: 30002
TITLE: REGIONAL COMPREHENSIVE PLAN (RCP) IMPLEMENTATION

OBJECTIVE

The objective of this work element is to coordinate the implementation of the Regional Comprehensive Plan (RCP) for the San Diego region. The RCP strengthens the integration of the local and regional plans for land use, transportation systems, infrastructure needs, and public investments within a regional smart growth framework. Emphasis in FY 2007 will be in the following areas: (1) Smart Growth Concept Map and related efforts; (2) Public Involvement; (3) Social Equity; (4) Strategic Initiatives; and (5) Grant Funding and Administration. This work element will be coordinated with numerous other work elements within the Overall Work Program (OWP).

PROGRAM WORK ELEMENT: 30004
TITLE: REGIONAL TRANSPORTATION PLAN

OBJECTIVE

The objective of this work element is to prepare the 2007 Comprehensive Update of the 2030 Regional Transportation Plan (RTP), focused on integration of the RTP and implementation of the Regional Comprehensive Plan, OWP 30002. This work element is prepared in accordance with state and federal guidelines.

PROGRAM WORK ELEMENT: 30005 (COMBINES 30005 AND 30007)
TITLE: REGIONAL ROADWAY PLANNING

OBJECTIVE

The objectives of this work element are to: (1) coordinate highway and arterial planning with federal, state, and local agencies, and tribal governments; (2) integrate highway and arterial planning activities with other regional planning activities; and (3) assess how best to standardize project evaluation criteria in relation to the Regional Transportation Plan.

PROGRAM WORK ELEMENT: 30008
TITLE: NONMOTORIZED TRANSPORTATION PLANNING AND DEVELOPMENT

OBJECTIVE

The objective of this work element is to support the agency’s efforts to provide more travel choices by coordinating nonmotorized transportation planning and project development activities. This work element includes developing annual recommendations for bicycle and pedestrian projects funded by the TransNet and Transportation Development Act (TDA) programs, and providing oversight of regional bikeway development projects. During FY 2007, work will focus on the on-going effort to develop project funding recommendations and support regional bikeway development, but support will also be provided for the development of the Regional Bikeway Plan, and an effort will be made to identify a workable method for monitoring nonmotorized travel.
PROGRAM WORK ELEMENT: 30009
TITLE: FREIGHT/INTERMODAL PLANNING

OBJECTIVE

The objectives of this work element are to: (1) collaborate with interregional, state and federal agencies and goods movement organizations to coordinate the development, operations, funding and legislation for goods movement transportation systems; (2) evaluate the potential operation of trucks on the HOV/Managed Lanes system in the region; and (3) coordinate with the region’s freight agencies to carry out and update the Freight/Intermodal component of the Regional Transportation Plan.

PROGRAM WORK ELEMENT: 30010
TITLE: INTERCITY RAIL & HIGH-SPEED RAIL PLANNING

OBJECTIVE

The objectives of this work element are to: (1) coordinate all planning and project development activities related to high-speed passenger rail planning along the I-15 corridor; (2) review and participate in work by the Riverside County Transportation Commission (RCTC) to evaluate future commuter rail service along the I-15 corridor; and (3) coordinate all planning and project development activities along the Los Angeles to San Diego to San Luis Obispo (LOSSAN) rail corridor.

PROGRAM WORK ELEMENT: 30011
TITLE: TRANSPORTATION PLANNING FOR SENIORS & PERSONS WITH DISABILITIES

OBJECTIVE

The objectives of this work element are to: (1) Coordinate transportation planning and programs for seniors and persons with disabilities in the San Diego region. (2) assist Caltrans with implementing the Section 5310 program (social service agency capital needs) in the region; (3) work with transit providers to implement the Americans with Disabilities Act; (4) develop a more streamlined approach for handling senior and disabled transportation issues in San Diego County and (5) continue to develop the framework to establish the TransNet extension mini-grant program to support planning and development of innovative services in accordance with the TransNet reauthorization.

PROGRAM WORK ELEMENT: 30013
TITLE: AIR QUALITY PLANNING/CONFORMITY

OBJECTIVE

The objective of this work element is to improve the region’s air quality by complying with state and federal requirements for coordination of transportation and land use activities. Efforts include: (1) coordinating transportation and air quality planning with local, state, and federal agencies in accordance with adopted Transportation Conformity Procedures and other statewide efforts; (2) conducting transportation and emissions analyses for the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) in support of conformity determinations; and (3) implementing the federal standard for 8-Hour Ozone, including completing the development of an attainment plan and complying with updates to transportation conformity rules and procedures as well as air quality and conformity provisions of the Safe, Accountable, Flexible, Efficient
Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Emphasis in FY 2007 includes: determining conformity of the 2004 RTIP to the new Carbon Monoxide (CO) emissions budget; participating in the development and completion of the State Implementation Plan (SIP) for the federal 8-Hour Ozone standard; and preparing conformity analyses for the 2006 RTIP and for the 2007 Comprehensive Update of the 2030 RTP.

PROGRAM WORK ELEMENT: 30017
TITLE: I-15 BUS RAPID TRANSIT PLANNING

OBJECTIVE

The objectives of this work element are to: (1) undertake operational and infrastructure planning for the I-15 Bus Rapid Transit (BRT) service between Escondido and downtown San Diego/Sorrento Valley, 2) facilitate the acquisition of purpose built vehicles, 3) develop a branding/marketing scheme, 4) establish protocols for station operations and maintenance, 5) coordinate with Caltrans on HOV/transit lanes and stations through Mid-City, and 6) conduct future parking needs analysis.

PROGRAM WORK ELEMENT: 30022
TITLE: SMART GROWTH INCENTIVE PROGRAM

OBJECTIVE

The objective of this work element is to implement and manage the Smart Growth Incentive Program (SGIP). The purpose of the program is to encourage local land use and transportation decisions that support the policies in the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan. Activities in FY 2007 will include oversight of project development for the projects approved in the pilot SGIP funded through the federal Transportation Enhancements program, refinement of the program administrative process, and development of the long-term TransNet funded incentive program.

PROGRAM WORK ELEMENT: 30023
TITLE: REGIONAL SHORT RANGE TRANSIT PLANNING

OBJECTIVE

The objectives of this work element are to: (1) prepare the annual Regional Short-Range Transit Plan that addresses regional transit service, facility needs, planning programs and funding priorities for transit operations for 2007 - 2011 for MTS and NCTD, including inputs for the annual budgets, (2) identify and address regional transit service issues, deficiencies and gaps and develop potential solutions in conjunction with MTS and NCTD for implementation by MTS and NCTD, (3) monitor transit service performance through the Performance Improvement Program as mandated by the Transportation Development Act, (4) facilitate and manage the RSTRP Working Group and the Regional Transit Management Committee, and (5) support transit agency service planning.
PROGRAM WORK ELEMENT: 30026
TITLE: REGIONAL HOUSING PLANNING AND COORDINATION

OBJECTIVE

The objectives of this work element are to implement SANDAG’s housing-related strategic initiatives in the Regional Comprehensive Plan (RCP), in order to assist in the provision of a variety of housing choices for residents of all income levels in the San Diego region. The emphasis in FY 07 will be on preparing the first annual report on progress made toward meeting Regional Housing Needs Assessment (RHNA) and housing element goals in the region, and on collaboration with other organizations in the region to undertake public education activities.

PROGRAM WORK ELEMENT: 30027
TITLE: ENVIRONMENTAL RESOURCE PLANNING AND COORDINATION

OBJECTIVE

The first objective of this work element is to administer the Environmental Mitigation Program as outlined in the TransNet Extension Ordinance and Expenditure Plan. This effort includes 1) administering the “Transportation Project Mitigation Fund” 2) administering the “Regional Habitat Conservation Fund” 3) coordinating with the Department of MMPI on take permits for MOBILITY 2030 projects pursuant to MSCP and MHCP standards, and developing guidelines for expedited processing of take permits.

The second objective of this work element is to advance planning and implementation of the region’s habitat preserve system, and the third objective of this work element is to pursue funding through federal, state, and/or regional sources to meet the long-term requirements for various environmental programs.

PROGRAM WORK ELEMENT: 30028
TITLE: REGIONAL SHORELINE MANAGEMENT

OBJECTIVE

The objectives of this work element are to: (1) develop funding strategies to enable continuing implementation of the restoration of eroded beaches on a regional basis; (2) continue the Regional Shoreline Monitoring Program; (3) develop an expenditure plan for long-term beach nourishment and other shoreline preservation activities; (4) continue involvement in regional water quality and water supply planning.

PROGRAM WORK ELEMENT: 30030
TITLE: REGIONAL ENERGY PLANNING

OBJECTIVE

The objectives of this work element are to: (1) coordinate implementation of the Regional Energy Strategy; (2) work with federal and state energy planning and regulating agencies to help the region attain energy self-sufficiency; and (3) integrate transportation energy planning issues into Regional Energy Planning efforts.
PROGRAM WORK ELEMENT: 30032
TITLE: BORDERS PROGRAM

OBJECTIVE

The objectives of this work element are (1) to plan, coordinate, and oversee activities that impact the borders of the San Diego region (Orange, Riverside, and Imperial Counties, the Republic of Mexico and the Native American tribal governments); (2) to collaborate with agencies and entities in a binational and interregional context; and (3) to provide administrative support to the Borders Committee and its working groups.

PROGRAM WORK ELEMENT: 30039
TITLE: SUBREGIONAL PLANNING AND COORDINATION

OBJECTIVE

The objective of this work element is to coordinate SANDAG’s Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP) with the local land use and transportation planning processes in the 18 cities and the County of San Diego, transit agencies, Caltrans, and others. Emphasis in FY 2007 will be in three key areas: (1) Subregional Planning and Local Land Use Planning Coordination; (2) Local Development Project Review; (3) Transit Station Joint Development Coordination.

PROGRAM WORK ELEMENT: 30044
TITLE: I-805 DIRECT ACCESS RAMPS (NORTH AND SOUTH SEGMENTS)

OBJECTIVE

The objectives of this work element are to: (1) provide planning staff support to Caltrans in the conceptual design of Direct Access ramps in the southern and northern segments of the I-805 corridor for the Early Action Program project environmental document, (2) provide staff support on the conceptual design of BRT/HOV stations in the southern and northern segments of the I-805 corridor for the Early Action Program project environmental document, and (3) provide on-going staff support on overall I-805 transit coordination.

PROGRAM WORK ELEMENT: 30047
TITLE: COORDINATED TRANSPORTATION SERVICES AGENCY (CTSA)

OBJECTIVE

The objectives of this work element are to: (1) assist the nonprofit sector with coordinating its specialized transportation programs and improving the management of these programs; (2) provide free training and technical assistance to providers of specialized transportation; (3) maintain a Web site that provides information about specialized transportation services for seniors and persons with disabilities in the San Diego region; and (3) refer members of the public via phone or email to appropriate specialized transportation services.
PROGRAM WORK ELEMENT: 30048  
**TITLE:** REGIONAL FARE ORDINANCE & POLICY

**OBJECTIVE**

The objectives of this work element are to: (1) maintain and update as required the Regional Comprehensive Fare Ordinance and Policy, (2) develop recommendations on the customer service and operational impacts of fare media and tariff changes, (3) conduct a consultant study designed to develop a new regional fare structure that will simplify the tariff and improve the ease of understand and use for customers and operators, (4) conduct revenue sharing analysis, (5) Facilitate and manage a Fare Structure Working Group, and (6) provide customer and operational oriented support to the implementation of the Compass Card program.

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PROGRAM WORK ELEMENT: 30051  
**TITLE:** SAN DIEGO-RIVERSIDE INTERREGIONAL PARTNERSHIP

**OBJECTIVE**

The objective of this work element is to continue work on Phase Two of the I-15 Interregional Partnership (I-15 IRP). Emphasis in FY 2007 will be on implementing specific economic development, transportation, and housing and land use strategies that were identified in the first phase of the project.

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PROGRAM WORK ELEMENT: 30052  
**TITLE:** INDEPENDENT TRANSIT PLANNING REVIEW

**OBJECTIVE**

The objective of this work element is to complete the Phase II work for the Independent Transit Planning Review. The Phase II work would involve completing small follow-up studies as needed, based on the results of the formal Independent Transit Planning Review effort completed in FY 06 (tied to one or more of the five issues areas summarized below, with work involving consultant assistance and/or additional meetings of the peer review panel) and 2) incorporating the ITPR findings from the Phase I work completed in FY 06 into the RTP update.

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PROGRAM WORK ELEMENT: 30053  
**TITLE:** TRANSIT PLANNING INTERNSHIP

**OBJECTIVE**

The objective of this work element is to provide professional development opportunities for two interns in the Masters in City Planning (MCP) graduate program at San Diego State University (SDSU) interested in pursuing careers in transportation planning. Interns will work on a variety of transit planning and operational tasks with daily supervision by senior planners at SANDAG.
PROGRAM WORK ELEMENT: 30054
TITLE: TRIBAL TRANSIT FEASIBILITY STUDY

OBJECTIVE

The objective of this work element is to conduct a study to determine the feasibility of implementing transit service in one or two key transportation corridors between selected tribal reservations and cities and/or urbanized community planning areas in the unincorporated area of San Diego County. The feasibility study would look at traditional public transit services, as well as the potential for non-traditional services that could be funded by private sources and/or public-private partnerships.

PROGRAM WORK ELEMENT: 30055
TITLE: SAN DIEGO & ARIZONA EASTERN RAILWAY GATEWAY FEASIBILITY AND IMPROVEMENTS STUDY

OBJECTIVE

The objectives of this multi-year work element are to: (1) to assess the economic viability and role of the SD&AE and the San Ysidro Intermodal Yard as an international trade gateway; (2) develop the preliminary engineering and obtain environmental clearance as part of early action improvements at the San Ysidro Intermodal Yard; (3) prepare a long-term strategy and improvements program for the region’s gateway intermodal freight facilities (rail, border and port) that interface with the San Ysidro Intermodal Yard; and (4) prepare a plan of finance.

PROGRAM WORK ELEMENT: 30056
TITLE: GLOBAL GATEWAY INTERMODAL ACCESS IMPROVEMENTS PROJECT

OBJECTIVE

The objectives of this work element are to: (1) identify the essential access and infrastructure necessary to link the San Diego Unified Port District (Port of San Diego) marine cargo terminals to the regional transportation network; and (2) adopt the final alignment and infrastructure requirements necessary to support freight movement through the Port of San Diego’s marine terminals. The San Diego Unified Port District will act as the lead agency for this multi-agency work element, funded by a Caltrans Partnership Grant.

PROGRAM WORK ELEMENT: 30057
TITLE: HILLCREST CORRIDOR BUS RAPID TRANSIT PLANNING AND CONCEPTUAL DESIGN

OBJECTIVE

The objectives of this work element are to: (1) conduct a planning and conceptual design study of pedestrian and transit improvements in the 4th and 5th Avenue corridors in Hillcrest (2) prepare conceptual design of street improvements, including transit lanes, stations, and pedestrian improvements (3) prepare an opening day transit operating plan assuming the current level of operating resources, and (4) coordinate with the City of San Diego’s concurrent street design planning effort.
PROGRAM WORK ELEMENT: 30058
TITLE: COMMERCIAL AND 22ND STREET MIXED USE PROJECT PLANNING AND OUTREACH

OBJECTIVE

The objective of this work element is to conduct planning and community outreach activities to support the development of an urban infill, mixed-use, transit-oriented development on a 3.45-acre site that responds to the unique physical, economic, and social needs of the Logan Heights community. This project is in coordination with other local community groups that have come together to redevelop this parcel, and will bring about a project that serves the community, provides space for business incubation, motivates further investment, promotes public transportation, and provides affordable housing. SANDAG will provide administrative oversight for this grant.

PROGRAM WORK ELEMENT: 30059
TITLE: NORTH/SOUTH MAGLEV STUDY

OBJECTIVE

The objective of this work element is to evaluate the feasibility of north/south Magnetic Levitation (Maglev) alignments in San Diego and Imperial Counties linking to the Southern California Association of Governments (SCAG) potential Maglev network to the north. The study will include a definition of the study area and current Maglev technology, an evaluation of potential alignments, station locations, and associated infrastructure, and the preparation of a draft and final report documenting the results of the evaluation as well as providing cost and ridership estimates and an identification of potential environmental issues or constraints.

PROGRAM WORK ELEMENT: 40002
TITLE: REGIONAL TRANSPORTATION PERFORMANCE MONITORING

OBJECTIVE

The objectives of this work element are to: (1) coordinate performance monitoring activities with federal, state, local agencies, and oversight committees; (2) develop, oversee, refine, and integrate performance monitoring with long-range planning, project programming, project development, and operational decisions; (3) support and refine the “State of the Commute” report; (4) support Regional Transportation Information System and Comprehensive Performance monitoring activities. During FY 2007, emphasis will be placed on supporting the development of a “State of the Commute” Report update.

PROGRAM WORK ELEMENT: 40001
TITLE: TRANSIT PLANNING ADMINISTRATION AND COORDINATION

OBJECTIVE

The objectives of this work element are to provide coordination, management, administrative and supervisory functions for the Transit Planning Division including (1) coordination of the Transportation Committee, (2) preparation of the annual transit projects Overall Work Program, budgets and grant applications (3) coordination or and/or participation in Department, Division and Executive Team meetings, (4) general staff supervision, including preparation of performance evaluations, (5) liaison with member agencies, various federal and state agencies, transit operators and other interested groups to advance transportation and transit project and programs.
PROGRAM WORK ELEMENT: 40003  
TITLE: CONGESTION MANAGEMENT PROGRAM  

OBJECTIVE  
The purpose of this work element is to develop and implement a Congestion Management Program (CMP) that meets federal Congestion Management System (CMS) and state CMP requirements. In FY 2007, emphasis will be on monitoring CMP implementation, monitoring environmental documents for CMP compliance, and providing support to Deficiency Plan development. The efforts under this work element will be coordinated with OWP work elements 30004 (Regional Transportation Plan), 40002 (Regional Transportation Performance Monitoring), and 30039 (Subregional Planning and Coordination).

PROGRAM WORK ELEMENT: 40005  
TITLE: TRANSPORTATION FUNDING ADMINISTRATION  

OBJECTIVE  
The objectives of this work element are to: administer the various funding sources available to the region for transportation purposes and provide assistance to the local jurisdictions and transit operators on transportation funding issues. This assistance includes the provision of revenue forecasts to be used by the local agencies in the development of their operating and capital budgets. The intent of the OWP is to help improve the effectiveness, efficiency and economic viability of transportation systems receiving federal, state and local support. The funding sources and respective administrative responsibilities include, but are not limited to the Transportation Development Act, TransNet, Federal Transit Administration programs, and Federal Highway Administration programs.

PROGRAM WORK ELEMENT: 40006  
TITLE: REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  

OBJECTIVE  
The objectives of this work element is the biennial preparation, adoption, and amending, as needed, of a multi-year program of major transportation projects in the region. As the Metropolitan Planning Organization (MPO) for the San Diego region, SANDAG is required to develop the Regional Transportation Improvement Program (RTIP) which implements the long range Regional Transportation Plan (RTP). The RTIP includes projects funded with federal, state and local funds including TransNet.

PROGRAM WORK ELEMENT: 40007  
TITLE: PERFORMANCE MONITORING SYSTEM (PeMS)  

OBJECTIVE  
The objectives of this work element are to: (1) develop multi-modal (i.e., transit and arterial) components of the existing, freeway based, Performance Monitoring System (PeMS) developed by Caltrans and UC Berkeley; and (2) provide training for freeway planning and operations personnel.
PROGRAM WORK ELEMENT: 50003  
TITLE: ENCINITAS PEDESTRIAN CROSSINGS STUDY

OBJECTIVE

The purpose of this job is to work with the City of Encinitas in the development and analysis of alternatives for pedestrian grade-separated crossings of the Coastal Rail Corridor. Major products of this study include alternatives analysis; final plans, specifications, and estimates; and an environmental document that provides the needed approvals for the construction phase under a separate project. In FY 2007, emphasis will be on completing the Project Study Report and environmental documentation and initiating preliminary and final design.

PROGRAM WORK ELEMENT: 50004  
TITLE: INTER MODAL TRANSPORTATION MANAGEMENT SYSTEM

OBJECTIVE

The objective of the IMTMS project is to develop a comprehensive regional transportation management system, consistent with our Regional ITS Architecture, with specific application supporting various regional functions, including freeway traffic management, arterial management, incident management, transit management and traveler information. This project seeks to serve the needs of the local cities' traffic operations, provide Caltrans with freeway management tools, equip local law enforcement with incident management tools, and provide unified systems to transit operators.

The emphasis in FY 2007 is to bring additional partner agency systems online in support of the Advanced Traveler Information System. These include the integration of systems/functions of participating agencies and will allow data sharing and cooperative management of resources such as closed-circuit video and changeable message signs, arterial traffic signals, radio and weather advisory systems. This fiscal year, participating agencies will continue receiving integrated workstations to connect these functions to the regional network and allow for the next step towards coordinated operations.

PROGRAM WORK ELEMENT: 50005  
TITLE: MID-COAST SUPER LOOP TRANSIT PROJECT DEVELOPMENT

OBJECTIVE

The objective of this work element is to complete planning and engineering work needed to implement the Mid-Coast Super Loop Transit project, including the completion of engineering and procurement plans and specifications and environmental documentation necessary to move the project into construction and operations. The Super Loop Transit project is one of the TransNet Early Action projects. In FY 2007, emphasis will be on completing preliminary engineering, environmental documentation, and vehicle procurement specifications and initiating final design.

PROGRAM WORK ELEMENT: 50006  
TITLE: MID-CITY RAPID BUS PROJECT DEVELOPMENT

OBJECTIVE

The objectives of this work element are to: (1) complete service plans for Rapid Bus Service for Mid-City; (2) undertake preliminary engineering, final design, and environmental work for implementation of rapid bus
service in the Mid-City communities, and (3) develop a phasing plan to implement Rapid Bus and subsequent upgrading to Bus Rapid Transit.

PROGRAM WORK ELEMENT: 50009  
TITLE: SOUTH BAY BUS RAPID TRANSIT  
OBJECTIVE

The objectives of this work element are to: (1) continue advanced planning and preliminary engineering work associated with the implementation of stations, direct access ramps and transit lanes for the South Bay BRT project (2) begin environmental analysis and documentation to support the South Bay BRT (3) begin New Starts federal funding analysis (4) coordinate with I-805 environmental document and engineering work.

PROGRAM WORK ELEMENT: 50010  
TITLE: ESCONDIDO RAPID BUS / TRANSIT PRIORITY PROJECT DEVELOPMENT  
OBJECTIVE

The objective of this work element is to complete engineering and environmental studies on a preferred set of priority measures to improve speed and reliability for NCTD Route 350 operating between downtown Escondido and Westfield Shoppingtown North County.

PROGRAM WORK ELEMENT: 50011  
TITLE: MID-COAST CORRIDOR TRANSIT PROJECT  
OBJECTIVE

The objectives of this work element are to: (1) continue refinement of the light rail transit (LRT) alignment on the Mid-Coast Corridor from Old Town to University City; (2) perform engineering in support of the LRT alignment and environmental document; (3) initiate preparation of a Draft Supplemental Environmental Impact Statement/Report (SEIS/SEIR); (4) prepare and implement a public involvement program; (5) coordinate with agencies on the environmental and regulatory permit requirements; and (6) prepare annual federal New Starts application.

PROGRAM WORK ELEMENT: 50016  
TITLE: FREEWAY SHOULDER LANE DEMONSTRATION PROJECT  
OBJECTIVE

The objectives of this work element are to: (1) continue on-going operations of the Freeway Shoulder Lane Project, (2) continue on-going monitoring/surveying/training/review of performance measures, and (3) undertake an analysis of application of the freeway shoulder lane concept to other corridors.
PROGRAM WORK ELEMENT: 50017
TITLE: DOWNTOWN SAN DIEGO EARLY ACTION PROJECT ACCOMMODATIONS AND TRANSPORTATION FINANCING PLAN

OBJECTIVE

The objectives of this work element are 1) the development of short-range improvements needed to support the TransNet Early Action BRT/Rapid Bus projects (I-15, Showcase/El Cajon Blvd., and South Bay) as well as the proposed Hillcrest to Downtown via 4th and 5th Avenues and restructured local services being developed as part of MTS’ Comprehensive Transit Operational Analysis, 2) planning for long-range downtown public transit infrastructure in support of BRT services, including consideration of future transit priority in the B/C Street corridor in coordination with CCDC’s C Street Urban Design Master Plan Study, and 3) working with the CCDC, City of San Diego, Caltrans, and MTS to develop a Downtown Financing Plan as part of CCDC’s Downtown Community Plan Update. This work is coordinated with four other OWP work elements; Showcase BRT (50006), South Bay rapid Transit: (50009), Hillcrest/Downtown Rapid Bus (30057) and I-15 BRT (30017).

PROGRAM WORK ELEMENT: 60001
TITLE: TRANSPORTATION DEMAND MANAGEMENT

OBJECTIVE

The objective of this work element is to manage peak period demand on the regional transportation system by providing commuter and employer programs and services aimed at promoting use of alternatives to driving alone. Activities are carried out in cooperation with Caltrans, the Air Pollution Control District, transit providers, and local jurisdictions. Activities include promotion of vanpooling, employer outreach, and marketing. In FY 2007, special emphasis will be placed on demonstrating financial incentives that promote ridesharing, expanding participation in the regional vanpool program; and on coordinating the integration of the regional fare collection program with RideLink.

PROGRAM WORK ELEMENT: 60002
TITLE: I-15 FASTRAK™ PROGRAM

OBJECTIVE

The objectives of this work element are to: (1) ensure reliable commute times for I-15 commuters who carpool, vanpool, take transit, or choose to pay a per-trip fee (when driving alone) to use excess capacity on the high-occupancy vehicle (HOV) lanes on I-15 between State Route 163 and State Route 56; (2) to operate the existing HOV facility on I-15 as efficiently as possible using as much of the available capacity while maintaining a minimum level of service (LOS) for HOV lane users; (3) to increase throughput of the HOV lanes by effective transportation systems management (TSM) through successful management of the HOV lanes; and (4) to provide funding to subsidize express transit services in the I-15 corridor. During FY 2007, emphasis will be on preparing for the transition from the existing Express Lanes to the more expansive I-15 Managed Lanes which will open to traffic in FY 2008.
PROGRAM WORK ELEMENT: 60003
TITLE: FREEWAY SERVICE PATROL

OBJECTIVE

The objective of this program is to reduce freeway congestion by providing a roving motorist assistance service that patrols designated urban freeway and removes stranded or disabled vehicles during peak commute hours. The Freeway Service Patrol (FSP) is an ongoing effort operated by SANDAG in coordination with Caltrans and the California Highway Patrol. In FY 2007, emphasis will be placed on continued support for on going FSP towing services, including expansion of the roving truck demonstration project funded by the San Diego Service Authority for Freeway Services (SAFE), and initiation of FSP towing services along the SR 125 South Bay Expressway.

PROGRAM WORK ELEMENT: 60004
TITLE: SAN DIEGO STATION CAR PILOT PROGRAM STUDY PHASES I & II

OBJECTIVE

The objectives of this work element are to establish a pilot project that demonstrates car sharing as an extension of transit service for the Coaster commuter rail and Trolley light rail service. Phase I activities include market assessment and public outreach, and development of an operations plan for implementing a two-year pilot program. The Phase II project activities are similar, with a focus on expanding the demonstration project service area to include additional Coaster and Trolley stations, as well as developing an integrated service package that combines car sharing with transit services. In FY 2007, emphasis will be on securing on-street parking spaces for car share vehicles.

PROGRAM WORK ELEMENT: 60006
TITLE: AUTOMATED VEHICLE CLASSIFICATION (AVC) PROJECT

OBJECTIVE

The objectives of this work element are to automate and expand the type of data that is collected and processed utilizing existing in-pavement loop detection systems throughout the San Diego region. The primary use of the vehicle detection data collected is to supplement detection data that is used for transportation modeling, performance monitoring, and traveler information activities. The AVC project is a cooperative effort between Caltrans and SANDAG. During FY 2007, emphasis will be to initiate the data collection to identify traveling trends and determine the types of vehicles traveling from, to, and within the San Diego region. Additional efforts will include developing an AVC system performance and monitoring report, completing an AVC system assessment and AVC project Final Report.

PROGRAM WORK ELEMENT: 70001
TITLE: INTERAGENCY COORDINATION AND OWP PROGRAM MANAGEMENT

OBJECTIVE

This element provides the overall development, management, coordination, and direction for carrying out the Overall Work Program (OWP). The Overall Work Program is a required document outlining the regional planning efforts coordinated by SANDAG to ensure the continuation of MPO planning funds. It ensures that planned activities are completed effectively and efficiently, with continued emphasis on the use of technology and the coordination of activities, both within SANDAG and with other agencies, based upon approved Board policy. This
work element captures the efforts necessary to develop, monitor, and measure the agency’s effectiveness in meeting the objectives outlined in the work program. Emphasis in FY 2007 will be to continue an effective and well-defined implementation of the regional planning, programming, project development, and construction priorities outlined in the SANDAG OWP/Program Budget. Additional emphasis will be on completing the incorporation of ARJIS (Automated Regional Justice information System) into the SANDAG organizational and financial structure.

PROGRAM WORK ELEMENT:  70003  
TITLE:  INTERGOVERNMENTAL REVIEW PROCESSING  

OBJECTIVE  
The objective of this work element is to manage SANDAG’s intergovernmental review (IGR) processing, a system to coordinate with local jurisdictions, along with Caltrans, County Air Pollution Control District, and other agencies, in the review of plans and development projects affecting the implementation of Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP). During FY 07, the IGR process will move toward greater use of automated project screening criteria, tracking and clearinghouse functions, and web-based posting of projects and regional policy guidance.

PROGRAM WORK ELEMENT:  70004  
TITLE:  PUBLIC INVOLVEMENT PROGRAM  

OBJECTIVE  
The objectives of this work element are to: (1) inform and involve citizens in the agency’s various programs, projects, and work activities; (2) actively seek the involvement of interested citizens and stakeholders in SANDAG work through public workshops, fully noticed public hearings, and ongoing broad citizen/organization involvement in the planning and decision-making process; (3) implement comprehensive media relations program including regular press release and media advisory distribution about SANDAG issues, press conferences, and news media briefing sessions; (4) provide easy access to meeting notices and agendas, reports, and other information via the SANDAG Web site; (5) develop and produce written or Web-based reports, newsletters, press releases, and other publications; (6) work with member agencies to coordinate public information, public involvement, customer, community and intergovernmental relations, marketing, advertising, and Web site management; and (7) ensure meaningful involvement of low income, minority, disabled, senior, and other traditionally underrepresented communities. During FY 2007, emphasis will be placed on implementing a public involvement program to secure input on the comprehensive update of the Regional Transportation Plan (RTP).

PROGRAM WORK ELEMENT:  70006  
TITLE:  TRIBAL GOVERNMENT LIAISON  

OBJECTIVE  
The objectives of this work element are to: (1) build government-to-government relationships between SANDAG and the 17 tribal governments in the region; and (2) consult with tribal governments on major transportation and regional planning initiatives; and (3) coordinate on interregional land use and transportation planning activities of mutual concern. During FY 07, emphasis will be placed on engaging tribal governments in the update of the Regional Transportation Plan (RTP).
PROGRAM WORK ELEMENT: 70009
TITLE: GOVERNMENT RELATIONS

OBJECTIVE

The objectives of this work element are to: (1) Oversee federal and state legislative activity; 2) Develop the Joint Federal Transportation Agenda with the transit agencies 3) Actively seek federal funding for projects as approved by the Board of Directors; 4) Respond as appropriate to legislation sponsored, supported, opposed or monitored by SANDAG. 5) Perform liaison functions with other sister governmental agencies; 6) Coordinate activities related to the development of the state-mandated progress report on consolidation.

PROGRAM WORK ELEMENT: 70011
TITLE: REGIONAL ENVIRONMENTAL DOCUMENTATION

OBJECTIVE

The objectives of this work element are to: (1) coordinate with project managers on transit and highway development and implementation projects to determine the type of environmental documentation required for project approval; (2) determine the scope of the environmental document that is required; (3) coordinate with federal agencies on National Environmental Policy Act (NEPA) documentation; (4) coordinate with state and federal resource agencies to streamline environmental review processes.

PROGRAM WORK ELEMENT: 70013
TITLE: REGIONAL INTELLIGENT TRANSPORTATION SYSTEMS PROGRAM MANAGEMENT

OBJECTIVE

The objectives of this work element are to: 1) formalize the region’s ITS program and provide for strategic planning and committee/working group management. 2) Liaison and explore development opportunities with federal agencies, such as the Federal Transit and Federal Highways Administration, with local regional partners and Caltrans. 3) Provide oversight over the region’s various ITS deployments, ensuring consistency and compliance with our Regional ITS Architecture and federal mandates. Strategic planning, project management, and regional integration and collaboration are core to SANDAG’s mission in fulfilling the region’s vision and require resource allocations.

PROGRAM WORK ELEMENT: 75000
TITLE: SERVICE BUREAU

OBJECTIVE

The objective of this work program is to make our data and professional and technical services available to public and private sector clients while generating revenue to help maintain and enhance the Regional Information System (RIS), which is a valuable resource to our member agencies, decision makers, and the public. Emphasis in FY 2007 is to: (1) provide professional services to our established client base; and (2) develop and implement marketing and business development strategies to result in the optimal return in terms of projects and revenue.
PROGRAM WORK ELEMENT: 210X1
TITLE: IDENTIFYING CRIME PATTERNS AT TRANSIT STATIONS

OBJECTIVE

The objectives of this work element are to: (1) obtain a better understanding of crimes and crime patterns at transit stations; (2) improve crime prevention techniques to increase participation in public transit; and (3) create a GIS-based crime analysis methodology that will be replicable by transit agencies throughout the state of California to evaluate and monitor their own transit systems. During FY 2007, emphasis will be placed on building a spatial database, developing a methodology, and performing a retrospective analysis of crime at transit stations.

PROGRAM WORK ELEMENT: 210X2
TITLE: I-PLACE³S MODELING FOR COMMUNITY, ENVIRONMENTAL, AND ENERGY SUSTAINABILITY

OBJECTIVE

SANDAG’s Regional Comprehensive Plan (RCP) calls for planning activities that lead to greater sustainability—a balance between economic prosperity, environmental health, and social equity—in the San Diego region. Toward this end, SANDAG has done the initial technical implementation of the I-Place³s model, a web-based urban planning tool that enables residents, planners, elected officials, and stakeholders to analyze and create "what if" planning scenarios for their communities and the region. This interactive tool, which analyzes data at small geographic resolution helps communities better understand how land use, zoning, and transportation infrastructure decisions impact measures of sustainability.

The emphases in FY 2007 are to: (1) provide internal staff and member agency planning professionals with the I-Place³s interactive tool to assess the land use, transportation, energy, and air quality implications of planning proposals and scenarios at regional and neighborhood scales, (2) further customize the I-Place³s model for use in the San Diego region and, (3) refresh the I-Place³s database with new information as it is made available.

PROGRAM WORK ELEMENT: 2200X
TITLE: ARJIS UDC-DHS FIRST RESPONDER:

OBJECTIVE

The objectives of this work element are to develop and implement a new GIS mapping system with desktop and wireless interfaces to expand information sharing to a broader-base of first responders beyond law enforcement; establish an agreed upon governance structure for regional public safety information sharing; and create a regional procurement and support plan for wireless technology for public safety agencies. A major focus in FY 2007 is to deploy handheld devices to non-law enforcement first responders. Other emphasis areas include developing: (1) mapping applications and collaboration tools to interface ARJIS information with other non-law enforcement, public safety agencies; (3) new data sources that include real-time photos and streaming video between public safety agencies; (4) a regional governance model with specific business rules and backend support business plan; and (5) a regional procurement and support model for hardware and broadband communication.
PROGRAM WORK ELEMENT: 300X1
TITLE: SMART GROWTH TRIP GENERATION RATES

OBJECTIVE

The objective of this work element is to update the San Diego Traffic Generators manual to support the development of smart growth urban design guidelines. Work efforts will build upon existing San Diego Traffic Generators and Institute of Traffic Engineers Trip Rates data, Trip Reduction Strategies identified through the Congestion Management Program (CMP), and research existing trip generation information on smart growth that have been used and applied throughout the United States. During FY 2007, emphasis will be placed on updating the San Diego Traffic Generators Manual to incorporate information on smart growth related development including, but not limited to, Transit Oriented Development and Urban Infill Development.

PROGRAM WORK ELEMENT: 300X2
TITLE: SMART GROWTH PARKING GUIDELINES

OBJECTIVE

The objective of this work element is to develop a Regional Smart Growth Parking Guidelines to be used as guidance on how parking reductions can be applied to support smart growth urban design related development. Work efforts will build upon existing local design guidelines that support Smart Growth development, Institute of Traffic Engineers Parking Generation Rates, and Travel Demand Management (TDM) Parking Strategies identified through the Congestion Management Program (CMP). During FY 2007, emphasis will be placed on developing a regional Smart Growth Parking Guidelines report.

PROGRAM WORK ELEMENT: 300X4
TITLE: TRANSIT FIRST NOW; SPOT TRANSIT PRIORITY TREATMENTS+

OBJECTIVE

The objectives of this work element are to: (1) evaluate traffic data and transit on-time performance data to identify locations which, as a result of recurring congestion, impact the reliability of transit services, 2) evaluate the feasibility of site specific strategies for transit priority treatments (including queue jumps and signal priority) and identify the most effective and feasible sites to advance, and 3) develop conceptual and/or preliminary designs of priority treatment for identified sites, 4) partner with local jurisdictions to implement these treatments in a cost-efficient and coordinated manner to minimize the cost and maximize the benefits, and (5) provide pass-thru monies to City of San Diego for SANDAG’s share of design for West Mission Bay Drive bridge that will include dedicated transit lanes.

The effectiveness of the Transit First Now program has been evidenced by the cooperation of local jurisdictions which have in many cases been able to implement transit priority treatments as part of required local street improvements projects, thereby limiting the cost to the transit agencies. These treatments improve existing transit operations, provide facilities for future Transit First services and give SANDAG, the transit operators and the local jurisdictions the opportunity to test and evaluate various transit priority measures for broader applications.
PROGRAM WORK ELEMENT: 300X6
TITLE: OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN

OBJECTIVE

The objectives of this work element are (1) to continue efforts toward the implementation of an effective binational planning partnership with Tijuana and Baja California; (2) complete the preparation of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan; and (3) Implement the early actions identified in the Plan.

PROGRAM WORK ELEMENT: 300X7
TITLE: REGIONAL URBAN DESIGN GUIDELINES

OBJECTIVE

The objective of this work element is to develop urban design guidelines for the San Diego region as called for in the Regional Comprehensive Plan (RCP). The purpose of the guidelines is to provide a reference on urban design best practices that local jurisdictions can use as a model for their zoning and development ordinances, particularly in smart growth areas. The guidelines also will provide a basis for SANDAG intergovernmental review, and would update Designing for Transit, the design guidelines used to ensure development projects properly provide for good public transit access.

PROGRAM WORK ELEMENT: 300X8
TITLE: REGIONAL COMPREHENSIVE PLAN (RCP) PERFORMANCE MONITORING

OBJECTIVE

The process for monitoring the region’s progress in implementing the Regional Comprehensive Plan (RCP) is laid out in Chapter 8 of the RCP. Performance monitoring is also mandated by AB 361. The objectives of this work element are to: (1) develop long-term and short-term targets for certain key indicators for the second annual RCP performance monitoring report, (2) analyze data and relate to targets, and (3) publish the report and present it to key stakeholders.

PROGRAM WORK ELEMENT: 300X9
TITLE: CALIFORNIA REGIONAL BLUEPRINT PLANNING PROJECTS

OBJECTIVE

In July 2004, the SANDAG Board unanimously adopted the Regional Comprehensive Plan (RCP) for the San Diego region. The Board’s action culminated a two year effort of unprecedented consensus-building and collaborative work with the public, stakeholders, community based organizations, member agencies, elected officials, and SANDAG staff. SANDAG is now focused on RCP implementation, in accordance with the list of RCP Strategic Initiatives approved by the Board.

The California Regional Blueprint Planning Grant Program provides funding to implement “regional blueprint plans” such as the RCP throughout the State. The objective of this work element is to implement the following activities, which have been identified as high priority RCP Strategic Initiatives, utilizing State Blueprint Planning Grant funds: Enhanced Energy and Air Quality Analysis, Integrated Regional Infrastructure Strategy (IRIS) Implementation, RCP Performance Monitoring, and Multi-County Goods Movement Action Plan Implementation.
PROGRAM WORK ELEMENT: 500X2
TITLE: LINDBERGH FIELD/PACIFIC HIGHWAY TRANSIT LANE

OBJECTIVE

The objectives of this work element are to: (1) prepare preliminary engineering designs for a transit lane connecting the Old Town Transit Center (OTTC) to Lindbergh Field for service to the airport, (2) pursue joint funding for a Old Town to Airport service with the Airport Authority that could mitigate traffic and parking impacts in and around the Lindbergh Field area, and (3) to analyze resultant parking demand at OTTC, and develop parking management strategies.

PROGRAM WORK ELEMENT: 500X3
TITLE: SHORT TERM TRANSIT PARKING ENHANCEMENT STRATEGIES STUDY

OBJECTIVE

The objectives of this work element are to: (1) assess the overall demand for transit and carpool park and ride along existing and future regional transit routes, (2) identify by station location the number of spaces that are required to meet existing and latent demand, (3) document existing problems with the current park and ride locations including access, size, neighborhood impacts, safety etc., and (4) identify low cost solutions to increase capacity at existing and new locations, and identify sites for new lots or parking structures. This study would begin in late FY 2007 after completion of the I-15 BRT station/park-and-ride plan and the Coaster Parking Management Strategies Study which will provide input for this study.

PROGRAM WORK ELEMENT: 500X4
TITLE: SMART GROWTH TRIP GENERATION AND PARKING DEMAND STUDY

OBJECTIVE

The objective of this work element is to document San Diego area trip generation rates and parking demand levels for smart growth areas around the region. This information will be used to update the San Diego Traffic Generators Manual and in developing the parking component of the urban design guidelines that will be developed under OWP. Work efforts will build upon existing San Diego Traffic Generators and Institute of Transportation Engineers trip rates and parking demand data, trip reduction strategies identified through the Congestion Management Program (CMP), and research into existing trip generation and parking information in smart growth areas that have been used and applied throughout the United States. During FY 07, emphasis will be placed on updating the San Diego Traffic Generators Manual to incorporate information on smart growth related development including, but not limited to, Transit Oriented Development and Urban Infill Development, and on establishing parking demand estimates for smart growth areas. This work directly supports the development of the key elements of the Urban Design Guidelines called for in the Regional Comprehensive Plan.

PROGRAM WORK ELEMENT: 600X1
TITLE: COMPASS CARD PROGRAM

OBJECTIVE

The objectives of this work element are to: (1) centralize and consolidate fare payment management for the San Diego region; (2) provide a transition path from the manual pass sales system to an automated system; (3) establish a regional customer service center for Compass Card customers; (4) establish a project office; and (5) develop brand identity and recognition for the new Compass Card.
2006 TRIBAL SUMMIT

Introduction

Federal legislation requires that federally recognized Tribal Governments be consulted in the development of regional transportation plans and programs (Title 23, U.S.C. 450.312). How this consultation should occur is left to the Metropolitan Planning Organizations (MPOs) and the Tribal Governments.

SANDAG is currently developing the next comprehensive update of the Regional Transportation Plan (RTP), providing an opportunity for tribal transportation-related needs, future plans, and issues of mutual concern to be discussed and addressed.

In August 2005, SANDAG and the Reservation Transportation Authority (RTA) entered into a Memorandum of Understanding (MOU) in which the RTA agreed to facilitate the involvement of San Diego tribal nations in the regional transportation planning process. As part of the MOU, the RTA agreed to work with SANDAG to coordinate a Tribal Summit between elected tribal leaders from the 17 tribes in San Diego County and the SANDAG Board of Directors.

The Borders Committee formed an ad hoc interagency group representing the RTA, SCTCA (Southern California Tribal Chairmen’s Association), County of San Diego, Caltrans, and SANDAG to plan the Tribal Summit. Three meetings have been held to identify a date, location, and topics to be discussed.

Discussion

During FY 2006, the Borders Committee has been working diligently on one of its strategic objectives related to implementation of the Regional Comprehensive Plan - improving communication and coordination on regional and transportation planning issues with tribal nations in the region. In June 2005, the SCTCA joined the Borders Committee as an ex officio member to facilitate communications with the elected tribal leadership in the region.

The purpose of the Tribal Summit is to bring together elected officials from the 17 tribal sovereign domestic nations in the San Diego region and the elected officials from the 18 cities and the County represented on the SANDAG Board of Directors to continue a dialogue on land use and transportation planning policy issues of mutual concern. In particular, with the comprehensive update to the RTP underway, the Tribal Summit provides an opportunity for input on this important regional transportation planning effort.

Recommendation

The Executive Committee is asked to approve the proposed date, location, and agenda content for the March 10, 2006 Tribal Summit.
Tribal leaders have stated an interest in the Summit being an opportunity for local government officials to learn more about tribal nations as well as an opportunity for tribal leaders to understand better the policy areas that SANDAG deals with as a regional planning forum.

Proposed Tribal Summit Date and Location

The Tribal Summit has been scheduled for March 10, 2006, in lieu of a Board Policy meeting. This has been agreed to by the SCTCA and the Borders Committee has accepted the invitation of the Chair of the SCTCA, Hon. Robert Smith, to host the summit at the Pala Reservation in North County.

Holding the Tribal Summit at Pala presents some logistical issues that staff would like the Executive Committee to discuss. The first issue is coordination with the Executive Committee meeting earlier that morning. The Executive Committee typically meets from 9 to 10 a.m. at SANDAG offices, except when Policy Board meetings are held. On days of Policy Board meetings, the Executive Committee typically meets an hour earlier from 8 to 9 a.m. Staff is seeking input on several options:

a. Keeping the Executive Committee meeting at SANDAG at 8:00 a.m. Board members would then meet at SANDAG and board buses at 9 a.m., and the Tribal Summit would begin at 10:30 a.m. at Pala;

b. holding the Executive Committee meeting at an alternate North County site, such as Escondido or the Pala Reservation itself. Depending on the selected location, the Executive Committee meeting could start either at 8 a.m. or at 9 a.m. The Tribal Summit would then start at 10 a.m. at Pala; or

c. holding the March Executive Committee meeting on another day.

The second issue to consider is the length of the agenda. The proposed agenda discussed below would require meeting from 10/10:30 a.m. to 3 p.m..

Proposed Agenda Content

The agenda involves three main components. First, elected tribal leaders would introduce their nation to the elected officials of local government in order to initiate a dialogue on issues of common concern in the region. Each tribal leader present would be asked to make a brief statement. Second, based on information received from the tribes through a joint survey recently conducted by Caltrans and SANDAG, the elected tribal leaders and the SANDAG Board would participate in an interactive exercise to analyze tribal transportation issues and establish priority concerns. Third, the event participants would participate in breakout sessions on policy areas of mutual interest such as regional planning, conservation and the environment, and public safety.

The Summit also would include a luncheon with a keynote speaker. SANDAG staff and the ad hoc Tribal Summit planning group are currently exploring various possibilities. Suggestions from the Executive Committee are welcome.

This Tribal Summit between elected tribal leaders of the 17 Native Nations in the San Diego region and SANDAG Board will be an important opportunity to discuss regional planning issues of mutual concern based on a format of government-to-government relations. The outcome and recommendations from the Summit will provide the basis for integrating tribal issues into the
comprehensive update of the RTP, while other issues raised will help guide the policy agenda for the Borders Committee and future SANDAG Tribal Summits.

BOB LEITER
Director of Land Use and Transportation Planning

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San Diego Association of Governments

EXECUTIVE COMMITTEE

January 13, 2006

AGENDA ITEM NO.: 9

Action Requested: APPROVE

REVIEW OF JANUARY 27, 2006, DRAFT BOARD AGENDA

+1. APPROVAL OF DECEMBER 16, 2005, MEETING MINUTES APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes. Board members also may provide information and announcements under this agenda item.

+3. ACTIONS FROM POLICY ADVISORY COMMITTEES APPROVE

This item summarizes the actions taken by the Executive Committee on January 13, and the Transportation and Public Safety Committees on January 20.

CONSENT ITEMS (4 through __)

+4. QUARTERLY REPORT ON COMMITTEES AND WORKING GROUPS (Kim Kawada) INFORMATION

As required by SANDAG Board Policy No. 4, this item provides a quarterly report on the status of all standing and ad hoc committees and working groups.

+5. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Renée Wasmund) INFORMATION

In accordance with SANDAG Board Policy Nos. 3 (Investment Policy) and 17 (Delegation of Authority), this report summarizes certain delegated actions taken by the Executive Director during November 2005.

6.

7.
CHAIR’S REPORTS (8 through __)

+8. APPOINTMENT OF POLICY ADVISORY COMMITTEE MEMBERS  
INFORMATION

SANDAG Board Policy No. 002 requires the City of San Diego, County of San Diego, and Board members from each of the four subregions (North County Coastal, North County Inland, East County, and South County) to make their appointments to the five Policy Advisory Committees by January 31 of each year. This item provides an update on the status of these PAC appointments.

9.

10.

REPORTS (11 through __)

+11. PUBLIC HEARING ON DRAFT 2030 REVENUE CONSTRAINED REGIONAL TRANSPORTATION PLAN (RTP): 2006 UPDATE (Mike Hix)

The SANDAG Board of Directors will accept public testimony on the Draft 2030 Revenue Constrained Regional Transportation Plan: 2006 Update. The close of public comment period is January 27, 2006.

+12. 2006 LEGISLATIVE PROGRAM (Ellen Roundtree)  
APPROVE

The proposed legislative program for calendar year 2006 includes policies and proposals for possible federal and state legislation and local activities. The Executive Committee recommends that the Board of Directors approve the 2006 Legislative Program.

+13. FISCAL YEAR 2007 FEDERAL APPROPRIATIONS REQUESTS FOR TRANSPORTATION PROJECTS (Ellen Roundtree)*  
APPROVE

The FY 2007 federal appropriations process is scheduled to begin in early February 2006. Pending action at its January 20, 2006, meeting, the Transportation Committee recommends that the Board approve a prioritized list of transportation funding requests for the FY 2007 federal appropriations cycle.
14. PROPOSED AMENDMENTS TO BOARD BYLAWS AND POLICIES

The proposed amendments to Board Bylaws and Policies were reviewed by the Executive Committee at its November and December meetings. The amendments to Board Policy No. 2 were discussed and approved at the December Board meeting, however, there was not sufficient time for the Board to finish its review. The remaining proposed amendments to the Board Bylaws and Policies are being brought back to the Board for review and approval.

15. REQUEST FROM THE TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (ITOC) FOR ADVANCE FUNDING FOR CONSULTING SERVICES (ITOC Chairman Mike Boyle)

At its December 7, 2005, meeting, the ITOC unanimously acted to request the Board of Directors’ approval to provide advance funding for the ITOC and the authorization to hire consultants as needed to carry out its oversight responsibilities as related to the implementation of the TransNet Early Action Program. Funding for the ITOC does not begin under the TransNet Extension Ordinance and Expenditure Plan until FY 2008-09.

16. 

17. 

18. UPCOMING MEETINGS

The next Policy Board of Directors meeting is scheduled for Friday, February 10, 2006, at 9 a.m., and the next Board of Directors Business meeting is scheduled for Friday, February 24, 2006, at 9 a.m.

19. ADJOURNMENT

+ next to an agenda item indicates an attachment

* next to an agenda item indicates a San Diego County Regional Transportation Commission item