**Board Members**

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

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

Jerome Stocks, Second Vice Chair  
Deputy Mayor, Encinitas  
(Representing North County Coastal)

Ron Morrison  
Mayor, National City  
(Representing South County)

Jerry Sanders  
Mayor, City of San Diego

Ron Roberts  
Chairman, County of San Diego

**Board Alternates**

Hal Ryan  
Councilmember, Santee  
(Representing East County)

Mickey Cafagna  
Mayor, Poway  
(Representing North County Inland)

Matt Hall  
Councilmember, Carlsbad  
(Representing North County Coastal)

Cheryl Cox  
Mayor, Chula Vista  
(Representing South County)

Jim Madaffer  
Councilmember, City of San Diego

Toni Atkins  
Councilmember, City of San Diego

Greg Cox  
Vice Chairman, County of San Diego

Bill Horn  
Supervisor, County of San Diego

Gary L. Gallegos  
Executive Director, SANDAG

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**EXECUTIVE COMMITTEE AGENDA**

**Friday, February 9, 2007**  
9 to 10 a.m.  
SANDAG, 7th Floor Conference Room  
401 B Street  
San Diego

**AGENDA HIGHLIGHTS**

- FY 2008 PROGRAM BUDGET
- LEGISLATIVE STATUS REPORT

**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.
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.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Executive Committee meeting.

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SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
### EXECUTIVE COMMITTEE
Friday, February 9, 2007

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>+1.</td>
<td>APPROVAL OF JANUARY 12, 2007, MEETING MINUTES</td>
</tr>
<tr>
<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
</tr>
</tbody>
</table>

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)

+3. AUTHORIZE AGENCY TO OBTAIN SUMMARY CRIMINAL HISTORY INFORMATION OF EMPLOYEES AND JOB APPLICANTS (Lisa Scott) | APPROVE

Staff routinely conducts pre-employment screening in accordance with federal and state statutes and proper business practice. Due to the confidential and sensitive nature of agency work in Criminal Justice (CJ) and Research and Automated Regional Justice Information System (ARJIS), criminal background checks are recommended for key CJ and ARJIS positions. The Executive Committee is asked to approve Resolution No. 2007-16 authorizing staff to access state and federal summary criminal history information for employment purposes.

### REPORTS (4 through 6)

+4. FY 2008 BUDGET (INCLUDING OVERALL WORK PROGRAM) (Tim Watson) | DISCUSSION/POSSIBLE ACTION

This item provides an update to progress made in the development of the FY 2008 Program Budget. The Executive Committee is asked to discuss and provide feedback on the preliminary FY 2008 OWP elements, including the proposed balance amongst the strategic goals and priorities.

5. LEGISLATIVE STATUS REPORT (Kim Kawada) | INFORMATION

Staff will provide an oral report on state and federal legislative activities for information.

+6. REVIEW OF FEBRUARY 23, 2007, DRAFT BOARD AGENDA | APPROVE

7. UPCOMING MEETINGS | INFORMATION

The next meeting of the Executive Committee is scheduled for March 9, 2007, at 9 a.m.

8. ADJOURNMENT

+ next to an agenda item indicates an attachment
Chair Mary Sessom (East County) called the Executive Committee meeting to order at 9:03 a.m. The attendance sheet for the meeting is attached.

1. **APPROVAL OF MINUTES**

   Upon a motion by First Vice Chair Lori Holt Pfeiler (North County Inland) and a second by Mayor Ron Morrison (South County), the minutes of the December 1, 2006, Executive Committee meeting were approved. Second Vice Chair Jerome Stocks (North County Coastal) abstained from this vote.

2. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS**

   Clive Richard, a member of the public, wished Committee members a Happy New Year, and said he was eager to get started with the tasks ahead. He also wished Chair Sessom good luck in her new position.

**CONSENT (3)**

3. **LEGISLATIVE STATUS REPORT (INFORMATION)**

   This item provides a status report on state and federal legislative activities for information.

   **Action:** Upon a motion by Mayor Jerry Sanders (City of San Diego) and a second by Mayor Morrison, the Executive Committee voted to approve Consent Item No. 3.

**CHAIR’S REPORT (4)**

4. **U.S. MARINE CORPS AND NAVY REPRESENTATION ON SANDAG (DISCUSSION/POSSIBLE ACTION)**

   Garry Bonelli, Communications Director, reported that in October 2006, Marine Corps Major General Michael Lehnert made a presentation to the SANDAG Board of Directors. SANDAG has had an ongoing relationship with the Department of Defense (DOD), and SANDAG has had an agreement with DOD since 1980 for representation on the SANDAG Board. The Memorandum of Agreement with DOD is attached to the agenda report. SANDAG is being asked to consider the request of the Marine Corps and the Navy for both of them to be advisory members of the SANDAG Board. SANDAG Board Policy No. 004 delineates procedures
for advisory members. There are mutual benefits to the Marine Corps and Navy, and to residents of the region, to have this dual representation. Action would be to discuss this proposal and possibly move it on to the full Board.

Councilmember Jim Madaffer (City of San Diego) thought we should hear statements from the Marine Corps and Navy representatives present.

Captain Michael Giorgione, United States Navy, said that one character of the SANDAG Board is how inclusive it is. The Marine Corps is a part of the Department of the Navy, but the Marine Corps and the Navy have different missions. Having dual representation would help to bring in different perspectives to the SANDAG Board and give SANDAG an angle on what is important to the Marine Corps and its installations. He urged adoption of the proposal.

Colonel Joe Wendell, Government Relations Officer, United States Marine Corps, said that they look forward to working with the SANDAG Board. The Marine Corps is a major land owner in the County. It is in the best interests of the Marine Corps and the civilian community to become equal stakeholders. He hoped the Board would consider this proposal favorably.

Councilmember Madaffer said that it would be outstanding to have both the Marine Corps and Navy involved on the SANDAG Board. They are very crucial partners in the region and have done an outstanding job working with the City of San Diego. It is a wonderful opportunity to expand that dialogue.

Mayor Morrison commented that SANDAG just went through this representation discussion with the tribal governments. Each tribe is a separate entity and has different concerns. When SANDAG addressed the tribes regarding representation, SANDAG told them that they needed to come up with one person to represent them. He wasn't sure how this situation with the military is different from the issue of tribal representation. He suggested that perhaps the DOD could alternate its representation between the Marine Corps and the Navy.

Chair Sessom said that she also had those same initial concerns. She has had several discussions about why sharing a seat and alternating would not work for the two military services. One observation is that there is excellent communication between the two branches of service. Another is that they have different missions, between the two of them they are major land holders in San Diego County, and they host major infrastructure for the civilian population in this county. She supported having both of them at the table. The difference between them and the tribes is the amount of urban land controlled by the two services and the potential effects on smart growth development in the region.

Second Vice Chair Stocks agreed that Chair Sessom makes some excellent points but noted that Mayor Morrison’s points also are valid. He noted that the military is a major employer and traffic generator as well as a major land holder and infrastructure provider. Local and regional land use and infrastructure decisions will affect them, and their land use decisions also will affect SANDAG member agencies.

Motion Made

Second Vice Chair Stocks moved that SANDAG send this item to the full Board for discussion and action. He is supportive of the recommendation. Mayor Sanders seconded the motion.
Mayor Morrison said there was a practical thing to consider with this request and that is one of space around the Board Room table. He also mentioned that SANDAG didn't have anyone representing education at the table and they have more land than the Navy. He wondered if there are others we are not including.

Councilmember Madaffer recognized the land ownership of schools, but the military is an arm of the United States government and San Diego is essentially the largest naval base in the world. It would be helpful to us to be able to call on the abilities of the DOD, especially when dealing with transportation funding, in Washington, D.C., or in Sacramento. To the extent we can employ that relationship to bring more funds back to the region is a good thing.

Mayor Sanders noted that the major land use issues that we have dealt with or will deal with are related to military bases. It is important that we have both of these entities at the table. He understood the concerns expressed by Mayor Morrison and Second Vice Chair Stocks. He supported having both the Marines and Navy as advisory members to the SANDAG Board.

**Action:** Upon a motion by Second Vice Chair Stocks and a second by Mayor Sanders, the Executive Committee voted to recommend that the SANDAG Board of Directors at its January 26, 2007, meeting consider Marine Corps and Navy representation on the SANDAG Board. Mayor Morrison voted against this motion.

**REPORTS (5 through 6)**

**5. FY 2008 BUDGET PROCESS (APPROVE)**

Tim Watson, Budget Program Manager, said that the purpose of this item is to engage the Executive Committee in a strategic review of the budget assumptions as early as possible in order to meet the agency’s priorities. He reviewed the FY 2008 budget process and asked for approval of the proposed priorities for budget development. He stated that staff’s evaluation of the work elements has included whether individual tasks support the priorities, the extent to which an agency mandate or commitment is supported, and whether dedicated funds are currently in place.

The four broad strategic goals for the budget are: to improve mobility, encourage quality of life improvements, ensure public safety, and enhance organizational effectiveness. The goals are meant to be long-term areas of achievement that change little on an annual basis; whereas the priorities are intended to be reevaluated annually and highlight the focus of work for the coming year. SANDAG mandates are agency designations that constitute legislative or Board approvals of a long-term nature. Dedicated funds are grants, fees, or specific fund designations already approved for an existing Overall Work Program (OWP) activity. To the extent a project has dedicated funding and supports a strategic goal, it is set aside from further resource allocation discussions.

Mr. Watson noted that more than 80 percent of the approximate 500 tasks have been assigned one of the seven priorities. He noted that 85 percent of tasks support a mandate or a commitment, and about 50 percent of projects have some sort of dedicated funding. We are now in the process of reviewing each of the individual project tasks and ranking their priority.
With regard to revenue estimates, last year SANDAG had robust growth and SANDAG is expecting a more modest growth this year.

Each of the department directors highlighted key FY 2007 accomplishments from their departments, ongoing core activities, and new activities proposed for FY 2008.

Gary Gallegos, Executive Director, said that he recently had an opportunity to share the Smart Growth Concept Map with state Senator Perata’s staff. There is a tremendous amount of interest in the map and the SANDAG approach to smart growth. They liked that it showed both existing and planned smart growth areas as well as potential smart growth areas.

Councilmember Madaffer stated that the League of California Cities recently had a discussion about implementing the infrastructure bonds. The new Assembly Chair for Housing is Lori Saldana. SANDAG will try to schedule a briefing with her within the next 30 to 45 days about the Regional Comprehensive Plan. It would be a good opportunity for state officials to see this plan and how the region is implementing it. Councilmember Madaffer has been pushing the incentive approach for smart growth. He and the League will work with Mr. Gallegos to set something up.

Mr. Watson reviewed the next steps for the FY 2008 Budget process. Staff will bring budget choices to the Executive Committee at the February 9 Committee meeting, with a draft budget going before the Committee in March.

Councilmember Madaffer commended staff on a great job.

**Action:** Upon a motion by Second Vice Chair Stocks, and a second by Councilmember Madaffer, the Executive Committee voted to approve the proposed priorities to use as a framework in developing the FY 2008 Budget (including the OWP).

6. **REVIEW OF JANUARY 26, 2007, DRAFT BOARD AGENDA (APPROVE)**

Diane Eidam, Chief Deputy Executive Director, reviewed the draft agenda for the January 26 Board meeting. She suggested moving up Item No. 13, Signing of the Memorandum of Understanding with Southern California Tribal Chairmen’s Association, to follow Item No. 2, Public Comments/Communications/Member Comments. She reviewed the proposed consent items and the items under the Chair’s Report. She noted that SANDAG will move the recognition of Senator Christine Kehoe to the Board Retreat, and the recognition for Senator Denise Ducheny will be moved to February as she is not available on this date in January. There is only one discussion report and that is the Quarterly Progress Report on Transportation Projects.

First Vice Chair Pfeiler suggested that the tribal signing occur before approval of the minutes so that Chairman Smith can take his seat for the remainder of the meeting. Ms. Eidam agreed to make that change on the agenda.

Mayor Mickey Cafagna (Poway) noted that he will not be at the January 26 SANDAG Board meeting (related to Item No. 15, Recognition of Past Board of Directors Chair).
Action: Upon a motion by First Vice Chair Pfeiler, and a second by Second Vice Chair Stocks, the Executive Committee voted to approve the Board agenda for the January 26, 2007, meeting as revised.

7. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled at 9 a.m. for Friday, February 9, 2007.

8. ADJOURNMENT

Chair Sessom adjourned the meeting at 10:05 a.m.

Attachment: Attendance Sheet
### CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
### JANUARY 12, 2007

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<th>ATTENDING</th>
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<td>Jerome Stocks, 2nd Vice Chair</td>
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<td>City of Escondido</td>
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<td>Ron Morrison</td>
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<td>City of Chula Vista</td>
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<td>City of San Diego</td>
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<td></td>
<td>----</td>
<td>Jim Madaffer</td>
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<td>Toni Atkins</td>
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<td>----</td>
<td>Ron Roberts</td>
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<td></td>
<td>----</td>
<td>Greg Cox</td>
<td>1st Alternate</td>
<td>No</td>
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<td></td>
<td>----</td>
<td>Bill Horn</td>
<td>2nd Alternate</td>
<td>No</td>
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EXECUTIVE COMMITTEE

February 9, 2007

AGENDA ITEM NO.: 3

Action Requested: APPROVE

AUTHORIZE AGENCY TO OBTAIN SUMMARY CRIMINAL HISTORY INFORMATION OF EMPLOYEES AND JOB APPLICANTS

File Number 8000100

Introduction

SANDAG has relied upon staff to check the background, qualifications, and references of job applicants. The elements of the current process include employment and education verification, professional reference checks, and verification of professional licenses and certifications. To staff’s knowledge, there have been no reported crimes by any employee to date. However, a review of a potential employee’s criminal history can reduce the likelihood of hiring an employee who will later act negligently, which could result in a criminal act and/or agency liability. Additionally, the SANDAG Criminal Justice and Automated Regional Justice Information System (ARJIS) divisions are required to take adequate precautions to ensure administrative and physical security of identifiable data and to preserve the confidentiality of the personally identifiable information collected in the course of their work.

Discussion

Hiring qualified individuals to fill positions contributes to the overall strategic success of the organization. Although there is no statutory obligation to conduct a criminal history or background check, positions that involve contact with the public increase the employer’s duty of care and warrants a reasonable inquiry into the fitness of an applicant. SANDAG employees are in positions that have significant responsibility and require public trust. Background checks, including criminal history information, serve as an important tool and a prudent precaution in the selection process as the additional applicant-related information obtained can be used to evaluate an individual’s suitability for employment. A conviction should not automatically disqualify someone from all positions, but the agency should know the applicant’s history so a reasoned decision can be made with regard to hire. Criminal records checks would occur during the reference check phase of the selection process.

The Department of Justice and other third-party vendors can provide a summary of records of convictions and any arrests pending final adjudication involving offenses that should be reviewed in order to deem an employee or applicant ineligible for employment with SANDAG. The Department of Justice requires a resolution from SANDAG before access to state and federal criminal history records is permitted.

Recommendation

The Executive Committee is asked to approve Resolution No. 2007-16 for authorized staff to access state and federal level summary criminal history information for employment, ensuring the protection of current employees, property, and information of the organization.
It should be noted that there are restrictions placed on employer access to criminal history records, military records, driving records, credit reports, and educational achievements. Applicants have legal protection against job discrimination, misappropriation of personal data for criminal purposes, and distribution of inaccurate information. Staff will take all necessary precautions to minimize risk of illegal access or disclosures by destroying criminal history record information once the agency’s business need is fulfilled.

**Fiscal Impact**

There are two basic fees associated with conducting criminal background checks. For example, the Department of Justice charges a $32 fee for each criminal history report, and a $12 to $20 “rolling fee” is charged to the individual at the time of fingerprinting. Staff estimates the need to request criminal history records for approximately 75 recruitment processes (new and part-time/temporary candidates) per fiscal year, pending no significant staffing or programming changes. All current and new Criminal Justice and ARJIS staff members will be subject to a Federal Bureau of Investigations (FBI) records check in addition to the Department of Justice records check for an extra fee of $24. Although SANDAG can require the applicant to be responsible for the rolling fee, staff considers these costs to be reasonable personnel recruitment expenditures and proposes reimbursing affected current employees and applicants for any out-of-pocket expenses. Total fiscal impact is estimated at under $5,000 annually.

LESLIE CAMPBELL
Director of Administration

Attachment: 1. Resolution No. 2007-16

Key Staff Contact: Lisa Scott, (619) 699-1962, lsc@sandag.org
RESOLUTION OF THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
TO ACCESS STATE AND FEDERAL LEVEL SUMMARY
CRIMINAL HISTORY INFORMATION FOR EMPLOYMENT

WHEREAS, Penal Code Sections 11105(b)(10) and 13300(b)(10) authorize cities, counties and districts to access state and local summary criminal history information for employment, licensing, or certification purposes; and

WHEREAS, Penal Code Section 11105(b)(10) authorizes cities, counties and districts to access federal level criminal history information by transmitting fingerprint images and related information to the Department of Justice to be transmitted to the Federal Bureau of Investigation; and

WHEREAS, Penal Code Sections 11105(b)(10) and 13300(b)(10) require that there be a requirement or exclusion from employment, licensing, or certification based on specific criminal conduct on the part of the subject of the record; and

WHEREAS, Penal Code Sections 11105(b)(10) and 13300(b)(10) require the city council, board of supervisors, or governing body of a city, county, or district to specifically authorize access to summary criminal history information for employment, licensing, or certification purposes;

NOW THEREFORE

BE IT RESOLVED that the San Diego Association of Governments is hereby authorized to access state and federal level summary criminal history information for employment purposes (including volunteers and contract employees) and may not disseminate the information to a private entity; and

BE IT FURTHER RESOLVED that the San Diego Association of Governments shall not consider a person who has been convicted of a felony or misdemeanor involving moral turpitude eligible for employment (including volunteers and contract employees); except that such conviction may be disregarded if it is determined that mitigating circumstances exist, or that the conviction is not related to the employment or volunteer in question.

PASSED AND ADOPTED this 9th day of February 2007.

______________________________           ATTEST: ________________________________
CHAIRPERSON                   SECRETARY

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

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, and Mexico.
FY 2008 BUDGET (INCLUDING OVERALL WORK PROGRAM)

**Introduction**

At its meeting on January 12, 2007, the Executive Committee reviewed the FY 2008 Budget process and approved the proposed Priorities to use as a framework in developing the FY 2008 Budget (includes the Overall Work Program). Since that time, staff has further developed the details of the FY 2008 Overall Work Program (OWP) elements.

**Recommendation**

The Executive Committee is asked to discuss and provide feedback on the preliminary FY 2008 OWP elements, including the proposed balance amongst the strategic goals and priorities.

**Discussion**

**Balancing OWP Components**

At last month’s Executive Committee meeting, it was agreed to use the four Strategic Goals and the seven Priorities as a framework in developing the FY 2008 OWP. The Strategic goals are meant to be long-term areas of achievement that change very little on an annual basis, whereas the Priorities are intended to be re-evaluated each year to highlight particular areas of focus for the coming year. Likewise, SANDAG Mandates and Commitments are agency designations that constitute legislative or Board approvals of a long-term nature. Dedicated funds are grants, fees, or specific fund designations already approved for an existing OWP activity.

We have evaluated (1) whether each work element advances one of the four Strategic Goals; (2) to what extent each task within each work element advances one of the seven Priorities; (3) the extent to which an Agency Mandate or Commitment is supported; and (4) whether dedicated funds are currently in place. This information is summarized, by work element, in Attachment 1. In addition, the paragraphs that describe the FY 2008 objectives for each proposed work element are included in Attachment 2.

The following charts summarize how the number of work elements are distributed across the four Strategic Goals and how the number of tasks within the work elements are distributed across the seven Priorities. We will have these same statistics expressed in terms of budgeted dollars when we return with the draft budget in March.
<table>
<thead>
<tr>
<th>Strategic Goals</th>
<th>FY 2006</th>
<th>FY 2007</th>
<th>FY 2008</th>
</tr>
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<tbody>
<tr>
<td>Improve mobility by providing better public transportation services and</td>
<td>57%</td>
<td>64%</td>
<td>47%</td>
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<tr>
<td>implementing TransNet Early Action Program (EAP) projects, transportation</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>demand management (TDM), and traveler information services</td>
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<tr>
<td>Encourage quality of life improvements, as characterized by a strong economy,</td>
<td>6%</td>
<td>7%</td>
<td>15%</td>
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<tr>
<td>healthy environment, more housing, and more housing choices</td>
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<tr>
<td>Ensure public safety through the continued efforts of ARJIS and Criminal</td>
<td>12%</td>
<td>13%</td>
<td>16%</td>
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<tr>
<td>Justice research</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Enhance information services, technical capabilities, and organizational</td>
<td>25%</td>
<td>16%</td>
<td>22%</td>
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<tr>
<td>effectiveness</td>
<td></td>
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<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Priorities</th>
<th>Percent of OWP</th>
</tr>
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<tbody>
<tr>
<td>Deliver Projects</td>
<td>Use TransNet and California Infrastructure Bonds for early delivery of</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>projects</td>
<td></td>
</tr>
<tr>
<td>RCP</td>
<td>Implement the Regional Comprehensive Plan with member agencies and</td>
<td>6%</td>
</tr>
<tr>
<td></td>
<td>monitor and report on the plan’s progress</td>
<td></td>
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<tr>
<td>RTP</td>
<td>Update the MOBILITY 2030 Regional Transportation Plan</td>
<td>18%</td>
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<tr>
<td>Technology</td>
<td>Use research, information, state-of-the-art technologies, and planning</td>
<td>30%</td>
</tr>
<tr>
<td></td>
<td>to improve mobility, interoperability, public safety, and communications</td>
<td></td>
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<tr>
<td>Goods Movement</td>
<td>Advance mobility and goods movement infrastructure within San Diego and</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>among neighboring counties and Mexico</td>
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<tr>
<td>Business Decisions</td>
<td>Optimize and continually evaluate agency business decisions and internal</td>
<td>15%</td>
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<tr>
<td></td>
<td>practices for transit station joint developments, FasTrak, 511, Compass</td>
<td></td>
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<tr>
<td></td>
<td>Card, RideLink, Freeway Service Patrol, and our Service Bureau</td>
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<tr>
<td>Accountability</td>
<td>Support initiatives that improve services to member agencies and enhance</td>
<td>11%</td>
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<tr>
<td></td>
<td>accountability for regional public policy decisions</td>
<td></td>
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<tr>
<td>None</td>
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</table>
The lower percentage of efforts for the ‘Improve Mobility’ Strategic Goal, and the ‘Deliver Projects’ Priority reflects the shift of resources into the Capital Program to focus on the implementation of TransNet EAP and bond infrastructure projects.

**Further Prioritizing of the OWP**

After several iterations, we have achieved a balance of revenues and expenses and are proposing a work program that we believe is in line with the four Strategic Goals and seven Priorities. A description of the objectives for each of the proposed work elements can be found in Attachment 2. There are several new work elements included in the Preliminary FY 2008 OWP list of work elements, as follows:

- **Interstate 5 South Corridor Study (OWP #30aaa)** to evaluate multimodal improvements to accommodate current and future demand in the I-5 South Corridor

- **State Route 11 and East Otay Mesa Port of Entry Planning (OWP #30bbb)** which will continue efforts toward the implementation of strategies approved in the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan related to advancing the future State Route 11 and the proposed East Otay Mesa Port of Entry.

- **Regional Facilities Planning and Financing (OWP #30ccc)** which will refine and implement the Integrated Regional Infrastructure Strategy (IRIS). The IRIS specifically identifies habitat preservation, shoreline management, and stormwater management areas where SANDAG could have a role with implementation and/or funding.

- **Development of SANDAG Rail, Bus Rapid Transit (BRT), and Bus Transit Design Criteria (OWP #5000c)** to serve as guidance for conceptual, preliminary, and final design of regional transit capital projects.

- **Intelligent Transportation System (ITS) Operations (OWP #50bbb)** which will address the ongoing operations, system administration, communications, and maintenance needs of regional ITS deployments.

- **Marketing Coordination and Implementation (OWP #70aaa)** which will develop and implement a marketing program to support major work efforts such as 511, FasTrak, I-15 BRT Service and Joint Station Developments, Compass Card, Super Loop, and South Bay BRT.

Several activities that lacked certainty in terms of scope, timing, or cost estimates have not been included in the proposed work program. As the year unfolds, if any of these activities become urgent, the Executive Committee will be engaged in a discussion of priorities, particularly if the activities are candidates for use of the contingency reserve. Examples of potential future activities include:

- an Airport to Old Town transit study
- various subregional transportation planning studies
- funding for a consultant to assist in developing a workforce housing plan in collaboration with one or more major employers located along the SPRINTER corridor
Update on Recurring Revenue Estimates

As indicated last month, we were expecting the FY 2008 preliminary revenue estimates to be relatively flat, with an average growth of 3 percent. Since then, we have been informed that the Federal Highway Administration planning funds will be approximately $450,000 lower in FY 2008 (8.7 percent reduction). This decrease is due to a reduction in the level of federal funding flowing to recipients and has been factored into the preliminary FY 2008 OWP.

In addition, our preliminary estimates are that SANDAG is due some one-time retroactive state planning funds. However, we have been unable to get confirmation of this from the state. If these funds come to fruition, we would use these funds for one-time efforts, freeing up flexible funding of the same amount to be placed into the contingency reserve fund for future consideration. The balance of the contingency reserve at the end of FY 2007 is projected to be approximately $4.7 million.

Next Steps

On March 9, the Executive Committee will be asked to accept the Draft FY 2008 Budget (reflecting comments and direction received at today’s meeting), authorize distribution of the document to the funding agencies for review, and recommend that the SANDAG Board of Directors approve the Draft FY 2008 Budget at its March 23 meeting. April and May will provide additional reviews as needed, culminating in a recommendation to the Board of Directors for approval of the Final FY 2008 OWP and Program Budget in May 2007.

RENEE WASMUND
Director of Finance

Attachments: 1. FY 2008 Work Program by Mandate, including Strategic Goal
2. FY 2008 Preliminary OWP Objective Paragraphs

Key Staff Contact: Tim Watson, (619) 699-1966, twa@sandag.org
## Level of Mandate: All

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FY 2008 Preliminary Overall Work Program

Work Element Objectives

as of January 29, 2007

WORK ELEMENTS CONTINUING IN FY 2008

11091  Project Development and Oversight (Nuncio)  

Strategic Goal: Improve Mobility

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); Prop 1-B (SB1266 - Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006); 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 2007 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. Additional emphasis will be: (1) early implementation of TransNet projects; and (2) implementation of Prop 1-B projects.

11092  I-15 Managed Lanes Implementation Study (Toups)  

Strategic Goal: Improve Mobility

The objective of this work element is to deliver a new electronic toll collection system (ETCS) for the expanding I-15 Managed Lanes facility between State Route 163 and State Route 78. This project 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. In FY 2008 emphasis will be on completing final design and systems engineering of the ETCS and on deploying the toll system. Additionally, emphasis this year will include training for I-15 Managed Lanes incident management and implementation of a violation enforcement systems (VES) field operational test.

11093  Regional Arterial Management System (Thompson)  

Strategic Goal: Improve Mobility

The purpose of this project is to enhance the traffic signal systems used by each of the SANTEC Member Cities, the County, and Caltrans, to ensure that the existing systems become interconnected enabling each city or agency to work cooperatively on achieving regional arterial management performance goals and performance objectives. The outcome from this work element is to provide an upgraded software and communications network for the purpose of developing inter-jurisdictional timing plans along major arterial corridors.
Regional Automated Vehicle Location System (Thompson)  
**Strategic Goal:** Improve Mobility

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 2008 emphasis will be on monitoring the demonstration phase of this project and integrating the AVL project into ongoing Caltrans operations and regional freeway management systems.

Traveler Information Service - 511 (Bruccoleri)  
**Strategic Goal:** Improve Mobility

The objective of this work element is maintain, operate, and enhance the advanced traveler information system (ATIS/511) for the region. During FY 2008 emphasis will be on developing a business service and revenue plan, improving and expanding relationships with partner agencies, developing additional 511 services, and marketing the regional ATIS/511 system. The 511 service includes telephone, Web-based, and CommunityView travel information services that deliver real-time travel information for freeways and transit, roadside assistance, and various other transportation-related information using various media sources (e.g., television, telephone, cell phone, Internet, and wireless Internet).

TransNet Financial Management (Scott)  
**Strategic Goal:** Improve Mobility

The objective of this work element is to manage and administer the local transportation sales tax funds in order to efficiently implement the TransNet Ordinance and Expenditure Plan. Activities include policy development, 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 2008 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), including the first major bond issue under the new TransNet Extension.

TransNet Public Information Program (Anderson)  
**Strategic Goal:** Improve Mobility

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 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 2008 emphasis will be placed on providing the public with timely and accurate information about TransNet and the Early Action Program, made possible when 67 percent of the voters extended TransNet until 2048.

Information Systems Management (Mount)  
**Strategic Goal:** Improve Organizational Effectiveness

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 2008 is to: (1) upgrade to Office 2007; (2) upgrade desktop operating system to Vista; and (3) upgrade to Exchange 2007.
20002  PC, Internet, and Database Applications (Sutherland)

Strategic Goal: Improve Organizational Effectiveness

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 the Overall Work Program, finance, and administrative functions. We also provide direct, comprehensive technical support to SDCommute, RideLink, ARJIS and SANDAG Web sites and the SANDAG Intranet. Emphasis for FY 2008 is to: (1) research and develop online interactive mapping application capabilities utilizing ArcSDE and ArcGIS Server; (2) re-develop RideLink.org to provide integration into the 511sd.com portal; and (3) migrate legacy Internet applications to more modern Web service technologies.

20003 Transportation Model Application and Development (McFarlane)

Strategic Goal: Improve Mobility

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; (3) analyze and disseminate travel demand information; and (4) evaluate new technologies for storing, processing, and presenting transportation model information. In FY 2008 emphasis will be given to: (1) creating a commercial vehicle model component; (2) updating model parameters to incorporate the results of the 2006 Travel Behavior Survey; (3) converting model programs to a more current programming language used within SANDAG; (4) evaluating new software for traffic simulation studies; and (5) investigating improved procedures for maintaining the master transportation network.

20004 Census and Product Coordination (Rohanna)

Strategic Goal: Improve Organizational Effectiveness

The objectives of this work element are to ensure a coordinated approach to product design and development in the Technical Services Department and to increase efficiencies in data analysis and dissemination 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 2008 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) coordinate local Census Bureau 2010 Census planning activities, 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.
20005 Demographic and Economic Strategic Goal: Improve Organizational Effectiveness
Forecasts (Schafer)

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) identify and research national, state, and regional demographic and economic trends that affect 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 FY 2008 will be: (1) begin the task of modernizing SANDAG's forecasting models; (2) develop and test a synthetic population model for use in the demographic and economic estimates program and eventually the new forecasting model; and (3) develop an application for producing population and economic estimate profiles.

20006 Geographic Information Systems Strategic Goal: Improve Organizational Effectiveness Services (Kunkel)

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 while optimizing funding and inter-agency planning efforts; and (3) develop visualization tools for presentations. During FY 2008 emphasis will be placed on improving animation, 3D, and time series visualization tools; providing data support for the I-PLACE³S planning model and for a land economic-based small-area forecasting model; and enhancing GIS support to other SANDAG departments.

20007 Assistance to Transit Operations and Planning (Martin) Strategic Goal: Improve Mobility

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; and (3) provide technical assistance and training on SANDAG data and analysis tools. During FY 2008 emphasis will be placed on increasing the functionality of the Passenger Counting Program through the development of new program software and improving our understanding of how the transit system is being used by conducting a region-wide survey of transit passengers.

20009 Performance Indicator Data Management (Jarosz) Strategic Goal: Enhance Quality of Life

This work element combines performance indicator data management for two major subject areas: indicators for the Regional Comprehensive Plan (RCP) 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, State of the Commute Report, and Sustainable Competitiveness Index; (2) enhance the Performance Indicator Data Management 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 surveys.

Emphasis in FY 2008 is to: (1) update and document performance indicators; (2) produce estimates of auto and transit travel times in key travel corridors; (3) update the annual traffic count reports.
20011 Regional Economic and Municipal Finance Services (Cox) Strategic Goal: Enhance Quality of Life

The objectives of this work element are to: (1) provide economic and fiscal analysis to support SANDAG projects and program, including implementation of the Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and TransNet; and (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 2008 is on: (1) analyzing the economic impacts of the RTP; and (2) investigating innovative financing strategies for implementing the RTP and other regional infrastructure components.

20014 Regional Criminal Justice Research and Clearinghouse (Burke) Strategic Goal: Enhance Public Safety

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 (PSC). During FY 2008 emphasis will be placed on seeking funding to support initiatives of regional interest and informing and supporting regional gang task forces and gang prevention and intervention strategies.

20016 Youth Evaluation Projects (20016, 19, 41, 44, 46, 47, 54, 56, 57) (Burke) Strategic Goal: Enhance Public Safety

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. Emphasis in FY 2008 will be on completing annual and final reports that provide useful information to local practitioners and policy makers regarding the most effective strategies in addressing juvenile crime.

20026 Substance Abuse Monitoring (Burke) Strategic Goal: Enhance Public Safety

The objectives of this work element are to: (1) measure drug use and other behavior trends among arrested adults and juveniles; and (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 2008 is to conduct at least 800 interviews.
20031  Creative Graphic and Services Program (Albers)  
Strategic Goal: Improve Organizational Effectiveness

This element provides a full range of graphics and printing support services for the agency’s plans, programs, and projects. The services include in-house graphic 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 2008 will be to continue to obtain work order agreements for large tasks, charging graphics support directly to the requesting job.

20033  Adult Criminal Justice Projects (20033, 55) (Burke)  
Strategic Goal: Enhance Public Safety

The objectives of this work element are to: (1) conduct both process and impact evaluations of a re-entry program targeting adults exiting the state prison system; and (2) develop a local media campaign as part of a national strategy, Project Safe Neighborhoods (PSN), to help reduce gun crime. During FY 2008 emphasis will be placed on completing the first of a series of reports for the re-entry project.

20036  Public Health Evaluations (20023, 36, 38, 39, 58) (Keaton)  
Strategic Goal: Enhance Public Safety

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 Human Immunodeficiency Virus (HIV) or Hepatitis; (2) provide technical assistance for evaluation considerations related to other public health-related efforts; (3) assist Vista Community Clinic in evaluating a project aimed at promoting responsible fatherhood; and (4) analyze and summarize results in written reports. During FY 2008 emphasis will be placed on implementing new research methodologies and preparing final reports.

21002  I-PLACE³S Modeling for Community, Environmental, and Energy Sustainability (Schafer)  
Strategic Goal: Enhance Quality of Life

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 emphasis in FY 2008 is to: (1) provide 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 with special emphasis given to transportation and energy outcomes based upon changing land uses; and (3) refresh the I-PLACE³S database with new information as it is made available.
### 21003  Identifying Crime Patterns at Transit Stations (Martin)

**Strategic Goal:** Enhance Public Safety

The objectives of this work program are to: (1) obtain a better understanding of crimes and crime patterns at transit stations; (2) improve crime prevention techniques to increase transit ridership; and (3) create a geographic information system (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.

### 22001  ARJIS: Maintenance and Support (Montgomery)

**Strategic Goal:** Enhance Public Safety

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. Ongoing 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 the Crime Analysis Statistical System (CASS) used for statistics, crime analysis, and crime reporting; (3) the Domestic Violence Communication System (DVCS) that provides crime case information to law enforcement and domestic violence treatment providers; (4) ARJIS Web-based applications, such as Cal-Photo (statewide mugshots and Department of Motor Vehicles (DMV) photos) and crime mapping for the public and law enforcement users; and (5) Support 25+ servers with service and network monitoring and reporting, periodic backups, hardware and software configuration and upgrades, and disaster recovery.

### 22002  ARJIS: Project Management and Enhancements (Scanlon)

**Strategic Goal:** Enhance Public Safety

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 2007 and could include eWatch public mapping, enhancement to the Regional Data Exchange (RDex) federal information sharing project to include the exchange of structured data elements, and continued development of data input and export interfaces.

### 22005  ARJIS: Enterprise System (Scanlon)

**Strategic Goal:** Enhance Public Safety

The objective of this work element is the replacement of the legacy ARJIS system and development of the ARJIS Enterprise. Emphasis in FY 2008 is to: (1) upgrade the server, network, and security infrastructure of ARJIS; (2) begin to implement enterprise-enabling database, portal, and Web services; (3) continue to explore and recommend technical enterprise solutions; (4) procure the first phase of enterprise applications as identified in the 2007 strategic solution; and (5) continue to monitor system security.
The objective of this work element is to continue developing and implementing the State Regional and Federal Enterprise Retrieval System (SRFERS) project. The goal of the SRFERS project is to develop the infrastructure, applications, interstate governance, and policies to enable data sharing between multi-jurisdictional public safety agencies in the western region of the United States. Emphasis in FY 2008 is to: (1) add new data sources, including the Oregon Law Enforcement Data System (LEDS), the booking photo repository from WENET (Whatcom County, WA), and the California Department of Justice Cal-Photo system that includes both booking and driver’s license photos; (2) continue privacy impact assessments and security assessments and other documentation for the SRFERS toolkit; (3) maintain the SRFERS Web portal for the SRFERS toolkit (the portal will allow other information-sharing initiatives to access the artifacts in the SRFERS toolkit, such as technical specifications and model MOUs and will allow users to share lessons learned and best practices); and (4) build an alert notification system which will inform users when other users have queried the same individual or license plate.

Interoperability and Communications has been identified as the number one priority for both the Public Safety Committee (PSC) and the Chiefs/Sheriff’s Management Committee (CSMC). In the previous fiscal year three facilitated interoperability workshops were held which resulted in the development and approval by the PSC of a vision, framework, and action plan. The major focus of this work element is to assist with the implementation of the action plan and creation of the clearinghouse identified in the action plan.

The purpose of this work element is to enhance the San Diego Domestic Violence Communication System (DVCS). Since its implementation in 2002, the DVCS has enabled agencies in the San Diego region to share information about domestic violence crime case reports for public safety purposes. The emphasis in FY 2008 is to enhance the current application by: (1) adding a medically mandated reporting component to the system (this component will allow health practitioners to electronically submit reports to the law enforcement agencies when they suspect that a patient has an injury that was the result of a domestic violence assault); (2) developing a program to track offender statistics (ARJIS will collaborate with the Probation Department to build a program that will pull statistics from the DVCS Treatment Provider Progress Reports to track offender’s program status); (3) working with the courts to get them to utilize the system; (4) building a link to the on-line restraining order system that is currently being developed by the San Diego Sheriff’s Department; and (5) linking the DVCS to the Family Justice Center new intake system.
**30002 RCP Planning and Implementation (Gregor)  Strategic Goal: Enhance Quality of Life**

The objective of this work element is to implement key strategic initiatives 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 framework of smart growth and sustainability. Emphasis in FY 2008 will be to provide cutting-edge planning tools to assist local jurisdictions in implementing smart growth and sustainable development in the smart growth areas identified on the "Smart Growth Concept Map" developed last fiscal year. Major work activities include the development of a new "Smart Growth Planning Toolbox," the preparation of the Smart Growth Urban Design Guidelines, the production of the annual RCP Monitoring Report, and the implementation of the California Regional Blueprint Planning Grant, which focuses on funding strategies for the RCP's Integrated Regional Infrastructure Strategy (IRIS). This work element builds upon the principles of smart growth and sustainability included in the RCP. In this regard, the new Smart Growth Planning Toolbox includes researching planning practices that promote these concepts and integrate the newly evolving concepts of public health and new technologies into this framework. The Smart Growth Toolbox also includes a community education program, as called for in the RCP. This work element will be coordinated with numerous other work elements within the Overall Work Program (OWP).

**30004 Regional Mobility and Transportation Planning (Hix)  Strategic Goal: Improve Mobility**

The objective of this work element is to improve regional mobility and air quality by: (1) preparing and implementing the 2007 Update of the 2030 Regional Transportation Plan (RTP); (2) coordinating regionally with federal and state (Caltrans) agencies on highway planning, along with local agencies and tribal governments on arterial planning; (3) monitoring the Congestion Management Program (CMP) network and preparing the 2008 CMP update; and (4) complying with state and federal requirements for coordination of transportation and land use activities to improve the region's air quality. This element of the overall work program (OWP) includes completion of the 2007 RTP, interaction with OWP element 30002 (Regional Comprehensive Plan (RCP) Implementation), and air quality conformity analysis for the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). Efforts include conducting transportation and emissions analyses for the RTP and RTIP in support of conformity determinations and implementing the federal standard for 8-Hour Ozone and complying with updates to transportation conformity rules and procedures. Staff will also monitor the U.S. Environmental Protection Agency's guidelines on the implementation of the new particulate matter standard (PM2.5) and ARB's recommendation for designation of the San Diego region regarding attainment status. This work element is prepared in accordance with state and federal guidelines.

**30008 Nonmotorized Transportation Planning and Project Development (Vance)  Strategic Goal: Improve Mobility**

The objective of this work element is to support the agency's efforts to improve mobility and access by providing more travel choices through coordinated nonmotorized transportation planning and project development activities. This work element will focus on completing the Regional Bicycle Plan, developing new program guidelines and 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.
30009 Goods Movement Planning (Hix) Strategic Goal: Improve Mobility

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) coordinate with the region’s freight agencies to continue development and implementation of the regional freight strategy as outlined in the 2007 RTP; (3) complete the evaluation of the potential operation of trucks on the high occupancy vehicle (HOV)/Managed Lanes system in the region; and (4) complete the San Diego & Arizona Eastern Railway Gateway Feasibility and Improvements Study.

30023 Regional Short Range Transit Service Planning (Levy) Strategic Goal: Improve Mobility

The objectives of this work element are to: (1) prepare the combined Regional Short-Range Transit Plan (RSRTP) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-mandated coordinated plan; (2) manage the competitive process for JARC and New Freedom projects; (3) provide transit planning assistance and support for North County Transit District (NCTD) and Metropolitan Transit System (MTS); (4) develop and administer the regional transit fare structure, levels, and policy; (5) manage and deliver SANDAG’s program for transportation for seniors and persons with disabilities; (6) develop a short-term strategy for increasing the available parking at Coaster and Trolley stations and monitor transit system performance in compliance with TDA requirements; (7) conduct sub-area transit analysis as required; (8) prepare the “after” component of the FTA-required before and after study of the SPRINTER; (9) prepare the program management plan for JARC and New Freedom and monitor the performance of the grantees, and; (10) provide transit operations planning for major capital projects being developed by SANDAG.

30026 Regional Housing and Smart Growth Development (Baldwin) Strategic Goal: Enhance Quality of Life

The objectives of this work element are to implement SANDAG’s housing and smart growth-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 and to continue work on integrating land use, housing, and transportation activities. The emphasis in FY 2008 will be on developing the TransNet Smart Growth Incentive Program and other financing strategies, obtaining additional housing-related resources for the region from Proposition 1C and other sources, providing support for housing and smart growth development at transit stations, monitoring local progress toward meeting housing element goals, initiating the 2010-2015 Regional Housing Needs Assessment process, and collaborating with other organizations in the region to undertake housing-related public education activities.

30027 Natural Resource Planning and Coordination (Greer) Strategic Goal: Improve Mobility

The first objective of this work element is to administer the Environmental Mitigation Program (EMP) 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; and (3) coordinating with the Department of Mobility Management and Project Implementation (MMPI) on take permits for MOBILITY 2030 projects pursuant to Multiple Species Conservation Program (MSCP) and Multiple Habitat Conservation Program (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. The third objective is to pursue funding through federal, state, and/or regional sources to meet the long-term requirements for various environmental programs.
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<th>Code</th>
<th>Title</th>
<th>Strategic Goal:</th>
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<td>30028</td>
<td>Regional Shoreline Management (Tucker)</td>
<td>Enhance Quality of Life</td>
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<td>The objectives of this work element are to: (1) develop funding</td>
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<td>strategies to implement the restoration of regional beaches</td>
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<td>through large-scale and opportunistic replenishment programs; (2)</td>
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<td>continue the implementation of the Regional Shoreline Monitoring</td>
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<td>Program; and (3) continue the work of the Shoreline Preservation</td>
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<td>30030</td>
<td>Regional Energy Planning (Freedman)</td>
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<td>The objectives of this work element are to: (1) coordinate</td>
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<td>implementation of the Regional Energy Strategy; (2) work with</td>
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<td>federal and state energy planning and regulating agencies to help the</td>
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<td>region attain energy self sufficiency; and (3) integrate</td>
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<td>transportation energy planning issues into Regional Energy Planning</td>
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<td>30032</td>
<td>Borders Planning and Coordination (Vanegas)</td>
<td>Enhance Quality of Life</td>
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<td>The objectives of this work element are to: (1) plan, coordinate,</td>
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<td>and oversee activities that impact the borders of the San Diego</td>
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<td>region (Orange, Riverside, and Imperial Counties, as well as Mexico</td>
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<td>and the Native American tribal governments); (2) strengthen</td>
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<td>collaboration with agencies and entities in a binational and</td>
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<td>interregional context; and (3) coordinate the Borders Committee and</td>
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<td>its working groups. Emphasis in FY 2008 will be on continuing to</td>
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<td>strengthen existing partnerships while developing new ones with</td>
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<td>neighboring jurisdictions following the Borders Strategic</td>
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<td>efforts toward the implementation of an effective binational planning</td>
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<td>partnership with Tijuana and other jurisdictions.</td>
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<td>30039</td>
<td>Subregional Transportation Planning and</td>
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<td>Coordination (Hix)</td>
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<td>The objective of this work element is to coordinate SANDAG’s Regional</td>
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<td>Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and</td>
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<td>Congestion Management Program (CMP) with the local land use and</td>
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<td>transportation planning processes in the 18 cities and the County of</td>
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<td>San Diego, transit agencies, Caltrans, and others. Coordination of</td>
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<td>subregional and local transportation and land use plans includes</td>
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<td>Transit Station Joint Development. A new study beginning in FY 2008</td>
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<td>will be the Interstate 8 corridor. This work element provides for</td>
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<td>the staff hours required to prepare a project scope and budget and</td>
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<td>to oversee subregional and corridor studies. Funds required to</td>
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<td>conduct subregional and corridor studies will need to be secured on</td>
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<td>a case-by-case basis in accordance with agency policies and amended</td>
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<td>into this work element accordingly.</td>
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<td>30057</td>
<td>Hillcrest Corridor Bus Rapid Transit Planning and Conceptual Design</td>
<td>Improve Mobility</td>
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<td>(Kirshner)</td>
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<td>The objectives of this work element are to: (1) conduct a planning</td>
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<td>and conceptual design study of pedestrian and transit improvements</td>
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<td>in the 4th and 5th Avenue corridors in Hillcrest; (2) prepare</td>
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<td>conceptual design of street improvements, including transit</td>
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<td>lanes, stations, and pedestrian improvements; (3) prepare an initial</td>
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<td>operating plan assuming the current level of operating resources;</td>
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<td>and (4) coordinate with the City of San Diego’s concurrent street</td>
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<td>design planning effort.</td>
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30062 Transit Priority Measures (Emerson)  
**Strategic Goal: Improve Mobility**

For both arterial streets and freeway shoulders, 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 shoulder lanes, bus stop relocation, signage, driver training, queue jumps, and signal priority) and identify the most effective and feasible sites and treatments to advance; (3) develop conceptual and/or preliminary designs of priority treatment for identified sites; and (4) partner with the transit agencies, Caltrans and/or local jurisdictions to implement these treatments in a cost-efficient and coordinated manner to minimize the cost and maximize the benefits.

The effectiveness of this program to date 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.

30063 Implementation of Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan (Arias)  
**Strategic Goal: Enhance Quality of Life**

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

40001 Transit Planning Administration and Coordination (Schumacher)  
**Strategic Goal: Improve Organizational Effectiveness**

The objectives of this work element are to: (1) provide administrative, coordination, and supervisory support for the Transit Planning Division; (2) act as liaison with member agencies, various federal and state agencies, transit operators, and other interested groups to advance transit projects and programs; 3) coordinate Intercity Rail/High-Speed Rail, including high-speed passenger rail planning, participation in work by the Riverside County Transportation Commission (RCTC) to evaluate future commuter rail service along the I-15 corridor; (4) coordinate planning and project development activities along the LOSSAN rail corridor; (5) and manage the Transit Planning Internship program that provides professional development opportunities for two interns in the Masters in City Planning graduate program at SDSU.

40005 Transportation Funding Administration (Kim)  
**Strategic Goal: Improve Organizational Effectiveness**

The objectives of this work element are to: (1) administer the various funding sources available to the region for transportation purposes; and (2) 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 this work element is to help improve the effectiveness, efficiency, and economic viability of transportation systems. The funding sources and respective administrative responsibilities include, but are not limited to, the state Consolidated Planning Grants (CPGs), the Transportation Development Act (TDA), State Transit Assistance (STA), TransNet, Federal Transit Administration (FTA) programs, and Federal Highway Administration (FHWA) programs.
Regional Transportation Improvement Program (Kim)  

**Strategic Goal:** Improve Mobility

The objective of this work element is the biennial preparation, adoption, and amendment, 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.

Develop and Enhance Tools for Transportation Performance Monitoring (Estrella)  

**Strategic Goal:** Improve Mobility

The objective of this program is to undertake a pilot testing of the multi-modal Performance Monitoring System (PeMS) along key regional arterial and transit route corridors. The pilot testing will focus on the application of the A-PeMS and T-PeMS prototype components and development of the State of the Commute Report.

Encinitas Pedestrian Crossings Study (Oropeza)  

**Strategic Goal:** Improve Mobility

The objective of this work element is to work with the City of Encinitas in the development and analysis of alternatives for grade-separated, pedestrian 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 2008 emphasis will be on initiating and completing final design.

Intermodal Transportation Management System (Thompson)  

**Strategic Goal:** Improve Mobility

The objective of the Intermodal Transportation Management System (IMTMS) project is to develop a comprehensive regional transportation management system, consistent with our Regional Intelligent Transportation System (ITS) Architecture. The goals of this work element are to: (1) enhance Caltrans District 11's freeway management system; and (2) develop and implement software/hardware systems connecting various modal management systems, including freeway traffic management, arterial management, incident management, and transit management so that the data from the systems can be aggregated into a comprehensive management tool and feed into the region's 511 traveler information system.

This project seeks to serve the needs of the local agencies' 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 2008 is to bring additional partner agency systems online and to further enhance the operational capabilities of the 511 system.

Mid-City Rapid Bus Project Development (Kirshner)  

**Strategic Goal:** Improve Mobility

The objectives of this work element are to: (1) complete service and phasing plans for introduction of Rapid Bus Service for Mid-City; (2) undertake preliminary engineering (PE), final design, and environmental work for implementation of rapid bus service in the Mid-City communities; (3) outline PE/environmental work for the Park Boulevard segment; (4) coordinate with the Federal Transportation Administration (FTA) on pursuit of Very Small Starts funding for the project; and (5) develop a phasing plan for the future to upgrade to Bus Rapid Transit (BRT).
50010 **Escondido Rapid Bus/Transit Priority Project Development (Culp)**

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 North County Transit District (NCTD) Route 350 operating between downtown Escondido and Westfield Shoppingtown North County. (NOTE: There are components that are construction-related - we need to resolve funding with the Finance Department and hopefully move components of this study into a CIP budget.)

50018 **Integrated Corridor Management Using ITS (Bruccoleri)**

The objective of this work element is to implement the Integrated Corridor Management (ICM) Interstate 15 (I-15) project. The emphasis will be on establishing a cooperative and multi-agency philosophy for improving mobility, maximizing system efficiency, and providing traveler choices in the I-15 corridor. The purpose of this project is to demonstrate that Intelligent Transportation System (ITS) technologies and services can be used proactively to move people and goods efficiently in the I-15 corridor by integrating the management of all transportation-related networks in the corridor. The first phase of this project will be to work with the corridor's transportation agencies to develop a concept of operations and work with the U.S. Department of Transportation ITS Joint Program Office to develop performance measurement criteria.

60001 **Transportation Demand Management (Oropeza)**

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, Guaranteed Ride Home, employer and school district outreach, marketing, and self-service to allow greater information distribution to the general public. In FY 2008 special emphasis will be placed on public/private partnerships that promote awareness and participation in ridesharing, expanding participation in the regional vanpool program, implementing an on-line carpool ridematching system, and introducing transportation demand management (TDM) products designed for the Spanish-speaking population.

60002 **I-15 FasTrak™ Program (Toups)**

The objectives of this work element are to: (1) sell excess capacity of the high occupancy vehicle (HOV) expressway on Interstate 15 and provide a premium commuter service to single-occupant vehicle (SOV) drivers who pay a per-trip fee to use the HOV lanes; (2) manage a high-quality, customer-driven, and cost-efficient customer service center; (3) collect toll revenue and fees from FasTrak customers enrolled with SANDAG and interoperable agencies; (4) maintain a minimum level of service (LOS) "C" or better in the HOV lanes to ensure reliable commute times for I-15 commuters who carpool, vanpool, take transit, or FasTrak; and (5) increase throughput of the HOV lanes by effective transportation systems management (TSM). During FY 2008 emphasis will be completing the transition from the existing SANDAG FasTrak organization to a new SANDAG FasTrak organization that will manage an expanded I-15 Managed Lanes Electronic Toll Collection System operation.
60003 Freeway Service Patrol (Estrella)  
Strategic Goal: Improve Mobility

The objective of this program is to reduce freeway congestion by providing a roving motorist assistance service that patrols designated urban freeways 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 (CHP). In FY 2008 emphasis will be placed on continued support for ongoing FSP towing services, including conducting a service fleet operational analysis to determine possible FSP program expansion, possible expansion of the roving service trucks, and completion of a final performance report for the FSP roving service truck demonstration project funded by the San Diego Authority for Freeway Services (SAFE). Other efforts will include initiation of new FSP towing services along the South Bay Expressway on State Route 125 that is scheduled to open in summer 2007.

60004 San Diego Station Car Pilot Program Study - Phases I and II (Richards-Evensen)  
Strategic Goal: Improve Mobility

The objective of this work element is 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 was on initiating the on-street parking demonstration for carsharing vehicles.

60007 Compass Card Program (Dreishbach-Towle)  
Strategic Goal: Improve Mobility

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; (5) develop brand identity and recognition for the new Compass Card; and (6) provide a platform for creating a universal transportation account to include transit, toll, parking, and public private ventures.

70001 Interagency Coordination and OWP Program Management (Watson)  
Strategic Goal: Improve Organizational Effectiveness

This element provides the overall development, management, coordination, and direction for carrying out the Overall Work Program (OWP). The OWP is a required document outlining the regional planning efforts coordinated by SANDAG to ensure the continuation of various metropolitan planning organization (MPO) planning funds. Development and monitoring of the OWP 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. Emphasis in FY 2008 will be to continue to improve methods for implementing regional planning, programming, project development, and construction priorities outlined in the SANDAG Budget, including the OWP. Renewed emphasis will be placed on inter-agency collaboration to accomplish these regional priorities.
### 70003 Intergovernmental Review Processing (Clementson)

**Strategic Goal:** Improve Organizational Effectiveness

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, the County Air Pollution Control District, and other agencies, in the review of plans and development projects affecting the implementation of the Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP). During FY 2008 the IGR process will move toward greater use of automated project screening criteria, tracking and clearinghouse functions, Web-based posting of projects, and regional policy guidance, as well as focusing on local contributions toward regional impacts.

### 70004 Public Involvement Program (Steinberger)

**Strategic Goal:** Improve Organizational Effectiveness

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 a 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 2008 emphasis will be placed on implementing a public involvement program to secure input on the comprehensive update of the Regional Transportation Plan (RTP); assisting with launch of the new 511 ATIS system; collaborating with Caltrans, Metropolitan Transit System (MTS), and North County Transit District (NCTD) on regional transportation and transit events and projects; and ongoing support of FasTrak, Compass Card, and other Intelligent Transportation System (ITS) initiatives.

### 70006 Tribal Government Liaison (Clough-Riquelme)

**Strategic Goal:** Enhance Quality of Life

The objectives of this work element are to: (1) strengthen government-to-government relationships between SANDAG and the 17 federally recognized sovereign tribal governments in the region; (2) consult with tribal governments on major transportation and regional planning initiatives to ensure their timely and meaningful input into the decision-making process; (3) coordinate on land use and transportation planning activities of mutual concern; (3) coordinate tribal-related planning grants, including the Tribal Transportation Demand Management Outreach partnership with the Reservation Transportation Authority (RTA).

### 70009 Government Relations (Kawada)

**Strategic Goal:** Improve Organizational Effectiveness

The objective of this work element is to manage federal and state legislative activities in accordance with the SANDAG Legislative Program.
70011 Regional Environmental and Public Facilities Planning and Coordination (Rundle) Strategic Goal: Improve Organizational Effectiveness

The objectives of this work element are to: (1) coordinate the Environmental and Public Facilities section of the Land Use and Transportation Department, including regularly scheduled section meetings, one-on-one staff meetings, and performance evaluations; (2) coordinate with project managers on transit and highway development and implementation projects to determine the type of environmental documentation required for project approval; (3) determine the scope of the environmental document that is required; (4) coordinate with federal agencies on National Environmental Policy Act (NEPA) documentation; (5) coordinate with state and federal resource agencies to streamline environmental review processes; and (6) prepare monitoring and reporting programs per environmental permit requirements.

70013 Regional Intelligent Transportation Systems Program Management (Johnson) Strategic Goal: Improve Mobility

The objectives of this work element are to: (1) provide ongoing management the region’s Intelligent Transportation Systems (ITS) program and provide for the development and implementation of strategic planning; (2) act as liaison and explore development opportunities with federal, state, and local agencies, such as the Federal Transit and Federal Highway Administration, Caltrans, SANDAG member agencies and other peer agencies; and (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 required resource allocations.

75000 Service Bureau (Mason) Strategic Goal: Improve Organizational Effectiveness

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). The RIS is a long-standing, valuable resource to our member agencies, decision makers, and the public. Emphasis in FY 2008 is to: (1) provide professional services to our established and new clients; (2) implement marketing strategies identified in the Service Bureau Strategic Marketing Plan to result in the optimal return in terms of projects and revenue; and (3) expand our customer base and retain current clients to ensure continued growth of the Service Bureau.
PROPOSED NEW WORK ELEMENTS IN FY 2008

30aaa Interstate 5 South Corridor Study (Werdi ck) Strategic Goal: Improve Mobility

This study will evaluate multi-modal improvements to accommodate current and future traffic demand in the Interstate 5 (I-5) South corridor from Main Street through State Route (SR) 54. It will analyze freeway and interchange improvements, including current interchange spacing and operation, impacts of the light rail transit and freight rail services running parallel to I-5, and transit/pedestrian/bicycle circulation adjacent to I-5. This study will propose capital improvements including preliminary engineering and environmental analysis with estimated costs and a conceptual phasing plan for financing and construction.

30bbb State Route 11 and East Otay Mesa Port of Entry Planning (Arias) Strategic Goal: Improve Mobility

The objective of this work element is to continue efforts toward the implementation of strategies approved in the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan related to advancing the future State Route 11 and the proposed East Otay Mesa Port of Entry. Work will focus on both environmental and transportation actionsm as well as coordination and collaboration with studies and activities being conducted by the County of San Diego, Caltrans, the U.S. General Services Administration, and counterpart agencies in Baja California.

30ccc Regional Facilities Planning and Financing (Rundle) Strategic Goal: Enhance Quality of Life

The objective of this work element is to refine and implement the Integrated Regional Infrastructure Strategy (IRIS) and identify a mechanism or mechanisms to finance region-serving infrastructure and identify the nexus between the infrastructure types and funding sources.

5000c SANDAG Rail, BRT and Bus Transit Design Criteria (Haggerty) Strategic Goal: Improve Mobility

This program would produce foundation documents for the planning, design, and implementation of transit capital projects by SANDAG. The products would be: transit design criteria for the region; and standard transit specifications and drawings for transit elements specific to the region.

The SANDAG design criteria document(s) would serve as guidance for conceptual, preliminary and final design of TransNet regional transit capital projects. The criteria would be the primary resource for preparation of designs for transit projects developed by SANDAG and its design consultants. The criteria would document desired and minimum requirements for typical project elements and describe procedures for development and approval of unique or special project elements.

SANDAG engineering projects rely, to the extent possible, on Caltrans, AREMA, and San Diego Regional plans and specifications to reduce design time and conform to regional and national standards. However, existing standards do not cover certain transit design elements, which are unique to the transit systems and repeated from project to project. In addition, SANDAG projects include electronic and data communications elements that need to be included in the design standards to increase compatibility and reduce maintenance. Examples of the special transit design standards include: trolley contact wire and traction power, train signaling, bus queue jumper layout and signaling, rail and bus rapid transit (BRT) station layout, closed-circuit TV (CCTV) field elements, and fare collection systems.
These documents would be developed from existing Metropolitan Transit System (MTS) and North County Transit District (NCTD) rail and bus design and construction documents, and include additional criteria for BRT design and bus priority design, and electronic and data communications elements.

50bbb Intelligent Transportation System Operations (Johnson) Strategic Goal: Improve Mobility

The objective of this work element is to address the ongoing operations, system administration, communications, and maintenance needs of regional Intelligent Transportation Systems (ITS) deployments. SANDAG has deployed several programs and systems, such as 511 Traveler Information, Inter-Modal Transportation Management System, Compass Card, Regional Arterial Management System (RAVL), Freeway Service Patrol (FSP), and regional communications network that are transitioning from implementation into normal or pilot operations. These systems require ongoing support for operations, administration, and maintenance to ensure that the systems perform as expected and deliver mobility services to the public.

FY08 - $1.8m. This work element was funded as part of the 2006 Transportation Improvement Program and does not require any new sources of funding for FY08.

70aaa Marketing Coordination and Implementation (Steinberger) Strategic Goal: Improve Organizational Effectiveness

The objectives of this program are to develop and implement a marketing program to support major work efforts such as 511, FasTrak, I-15 Bus Rapid Transit Service and Joint Station Developments, Compass Card, Super Loop, South Bay BRT, coordination of marketing efforts among the Caltrans and SANDAG Corridor Directors, the agency’s Service Bureau, and other projects.

These efforts include: (1) develop and implement strategic marketing plans for new products and services; (2) coordinate resources (staff, budgets, potential consultants) to deliver marketing programs among marketing teams, creative services, project managers, and other staff or agencies as appropriate; (3) establish on-call resources to enhance SANDAG staff support to provide creative services, graphics and design, advertising, video/visual simulation production, branding, and other needs. These marketing efforts will support and complement ongoing SANDAG media, communications, and public involvement efforts.
REVIEW OF FEBRUARY 23, 2007, DRAFT BOARD AGENDA

+1. APPROVAL OF MEETING MINUTES

A. JANUARY 12, 2007, POLICY MEETING MINUTES
B. JANUARY 26, 2007, MEETING MINUTES

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

This item summarizes the actions taken by the Borders Committee on January 26, the Executive Committee on February 9, and the Transportation Committee on February 16.

CONSENT ITEMS (4 through XX)

+4. REGIONAL ARTERIAL SYSTEM UPDATE (Heather Werdick)

The Regional Arterial System (RAS) constitutes that part of the local street and road network, which in conjunction with the system of highways and transit services, provides for mobility throughout the region. The RAS is being updated in conjunction with the 2007 Regional Transportation Plan (RTP). In October 2006, the Transportation Committee reviewed the screening criteria and approved the process for updating the RAS. Pending action at its February 16, 2007, meeting, the Transportation Committee recommends that the Board of Directors approve the updated RAS for the 2007 RTP.
TRANSPORTATION REVENUE ESTIMATES AND ALLOCATIONS*  APPROVE
(Sookyung Kim)

The transit operators within the SANDAG region receive various revenues to support both ongoing operations and major capital projects. Each year SANDAG provides the estimates from various sources of revenues for transit. This report provides the estimates of transit revenues available for FY 2008 to FY 2012 for each fund type. SANDAG also provides local agencies the funding available for the non-motorized program for the upcoming year. Pending action at its February 16, 2007, meeting, the Transportation Committee recommends that the SANDAG Board of Directors adopt the FY 2008 apportionments and approve the revenue projections for FY 2009 to FY 2012.

FY 2006 JOBS ACCESS AND REVERSE COMMUTE AND NEW FREEDOM FUNDING (Dan Levy)  APPROVE

The Transportation Committee recommends that the Board of Directors approve four Jobs Access and Reverse Commute (JARC) and five New Freedom projects for FY 2006 funding.

QUARTERLY INVESTMENT REPORT - PERIOD ENDING DECEMBER 31, 2006* (Lauren Warrem)  INFORMATION

State law requires that the Board be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of December 31, 2006.

REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR* (Renée Wasmund)  INFORMATION

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy) and 017 (Delegation of Authority), this report summarizes certain delegated actions taken by the Executive Director during December 2006.

CHAIR’S REPORTS (11 through XX)

PRESENTATION OF AWARD OF RECOGNITION TO SENATOR DENISE DUCHENY  INFORMATION

SANDAG recognizes the work of Senator Denise Ducheny to secure passage of Senate Bills (SB) 463 and 1282. SB 463 extends the franchise authority for the State Route 125 Toll Road. SB 1282 ensures key federal funding will be available to complete border projects such as State Route 905 in the San Diego region.
+12. SUMMARY OF ANNUAL BOARD OF DIRECTORS RETREAT (Anne Steinberger)

This report provides a summary of the discussion at the annual SANDAG Board retreat held on January 31 to February 2, 2007.

13. RECOGNITION OF PAST BOARD OF DIRECTORS CHAIR (Garry Bonelli)

SANDAG will recognize the efforts of Poway Mayor Mickey Cafagna, who served as SANDAG Board Chair from July 2004 to December 2006.

+14. APPOINTMENT OF POLICY ADVISORY COMMITTEE CHAIRS AND VICE CHAIRS

In accordance with SANDAG Bylaws, the Chair appoints the Chairs and Vice Chairs of the Transportation, Regional Planning, Borders, and Public Safety Committees each February. A listing of appointments is included.

15.

16.

REPORTS (17 through XX)

+17. PROPOSED CHANGES TO FasTrak® PROGRAM (Derek Toups)

APPROVE

Staff has evaluated the FasTrak program policies, fees, and associated program costs, including completion of a peer assessment of other FasTrak toll operators throughout California. The goal is to develop a sustainable business model for the program. Pending action at its February 16, 2007, meeting, the Transportation Committee recommends that the Board approve: (1) updated fees for the FasTrak program and (2) authorize staff to negotiate a funding agreement with Metropolitan Transit System.

+18. UPDATE ON THE NEW 511 SERVICE (Thomas Brucoleri, Anne Steinberger)

INFORMATION

The new 511 phone, Web, and CommunityView television service is alive. This free phone, Web, and CommunityView TV service consolidates traffic, transit, and travel information into a one-stop Resource. The new phone service also offers connection to Roadside Assistance. You can access the service on the phone by dialing 511 or on the Web at www.511sd.com. Staff will update the Board on this project that is being coordinated with SANDAG, Caltrans, Metropolitan Transit System, North County Transit District, San Diego County SAFE, and California Highway Patrol.
19. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL PURSUANT TO GOVERNMENT CODE SECTION 54956.9 - EXISTSING LITIGATION - CUBIC V. SANDAG (John Kirk)

20.

21.

22. UPCOMING MEETINGS

INFORMATION

The next Policy meeting of the Board of Directors is scheduled at 10 a.m. for Friday, March 9, 2007. The next Business meeting of the Board of Directors is scheduled at 9 a.m. for Friday, March 23, 2007.

23. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego Regional Transportation Commission item
FY 08 BUDGET

Executive Committee Meeting
February 9, 2007

SANDAG Strategic Goals

- Improve Mobility
- Encourage Quality of Life Improvements
- Ensure Public Safety
- Enhance Organizational Effectiveness
**FY 2008 Budget Priorities**

- Deliver Projects
- Implement RCP
- Update RTP
- Technology
- Goods Movement
- Business Decisions
- Accountability

**Next Steps**

- Refining Project Budgets
- Finalizing Admin and Personnel Budgets
- Creating draft budget document
- Draft Budget for March 9th EC Meeting
- Draft Budget for March 23rd BOD Meeting
Introduction

At its December 15, 2006, meeting, the Board of Directors approved the SANDAG Legislative Program for calendar year 2007. The Legislative Program, which includes policies and proposals for possible federal and state legislation and local activities, serves as a guide for Board members and staff to follow as bills are developed and activities occur during the respective federal and state legislative sessions.

Periodic status reports on legislative activities are provided to the Executive Committee and SANDAG Board during the year. This status report provides an update of both federal and state legislative activities.

Discussion

Federal Legislative Update

FY 2007 Funding

On January 31, 2007, the House of Representatives passed a year-long joint funding resolution to provide funds for the rest of FY 2007. The resolution funds federal highway and transit programs at the authorized funding levels in SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). Federal highway programs are funded at $39.1 billion, which is a $3.4 billion increase over FY 2006 levels. Transit programs are funded at $8.8 billion, a $474 million increase from FY 2006. The Senate is expected to take up the measure during the week of February 5. If approved, California will receive about $350 million more in highway funding and $40 million more in transit funding in FY 2007.

As promised by Congressional leadership, the joint resolution is free of earmarks. The FY 2006 transportation appropriations package included about $2.9 billion in earmarked projects, while the proposed FY 2007 House appropriations package contained about $3.4 billion in earmarks. It remains unclear what type of programs agencies will set up to distribute the dollars. The House and Senate Appropriations Chairmen have said that FY 2007 earmarks will be considered in the FY 2008 budget under a reformed earmark process.

Full funding grant agreements will not be affected; projects selected by Congress and approved by the Administration as set forth in the President’s Budget will still receive their allocated funding. For the San Diego region, these include FY 2007 funding for the Mission Valley East Trolley Extension ($806,654) and the SPRINTER ($684,040).
FY 2008 Transportation Appropriations Process

On January 26, 2007, the SANDAG Board of Directors approved the list of proposed project funding requests for the FY 2008 federal transportation appropriations cycle. The region’s list includes 33 projects totaling $182 million. Staff is scheduled to meet with the Congressional delegation during February 12-13 and again during March 2007 in conjunction with the American Public Transit Association Legislative Conference. The House Appropriations Committee anticipates moving its first FY 2008 appropriations spending bill by May 15.

State Legislative Update

Implementation of Infrastructure Bonds

In November 2006, voters approved a nearly $43 billion statewide infrastructure bond package (Propositions 1A, 1B, 1C, 1D, 1E, and 84). Attachment 1 provides a summary of several “spot” bills that have been introduced to implement the various bond measures. These bills are expected to be amended during the coming months as program provisions and other implementing language are negotiated and further defined.

On January 30, SANDAG Chair Mary Sessom and San Diego Mayor Jerry Sanders hosted a joint meeting to bring together leaders from business, labor, and environmental organizations, and public agencies to discuss an approach for ensuring the San Diego region gets at least its fair share of the California infrastructure bond proceeds. Follow-up meetings among key stakeholders involved in transportation, housing, parks, habitat & open space, planning, and water are expected. During last week’s SANDAG Retreat, Board members discussed with Senator Christine Kehoe and Assemblymember George Plescia the importance of the bond measures to the region. On February 16, the League of California Cities and SANDAG will be cohosting a meeting of Senate and Assembly leaders to showcase land use and transportation-related efforts and discuss bond implementation needs in the San Diego region.

During February, several informational hearings about implementation of the bond measures are scheduled in the California Senate. On February 13, the Senate Transportation and Housing Committee will be holding a hearing on Prop. 1C. On February 20, hearings are scheduled for the Senate Natural Resources and Water Committee (Props. 1E and 84) and Senate Transportation and Housing (Prop. 1B), followed by Senate Environmental Quality (Air Quality-related provisions of Prop. 1B) on February 26.

Governor’s 2007-08 Budget Proposal

In January, the Governor released his 2007-08 budget proposal. Key features affecting transportation include:

- Proposition 42 is fully funded at $1.4 billion. In addition, due to a provision in Prop. 1A, an $83 million repayment of outstanding Prop. 42 debt is paid.

- Proposed implementation of Proposition 1B would provide $8.2 billion of the $19.9 billion measure. The distribution would include $523 million in current budget year appropriations proposed through an urgency bill for “ready to go” projects, $2.8 billion for 2007-08, with the remaining $4.9 billion for future fiscal years (2008-09 and 2009-10). The budget proposes to give the California Transportation Commission or Caltrans the flexibility to move funding forward from future allocations and allow shifts between programs if
projects are ready to be awarded, with the concurrence of the Department of Finance and the Legislature.

- The budget proposes to redirect about $1.1 million in Public Transportation Account (PTA) funds to pay for programs normally paid by the state’s general fund. These include $627 million for a general fund obligation for Home-to-School Transportation; $340 million to pay debt service on Proposition 1B; and $144 million for a general fund obligation for Developmental Services-Regional Center Transportation. This redirection would negatively affect public transportation programs, including limiting capital and operating funding for Metropolitan Transit System and North County Transit District.

- The California High Speed Rail Authority will receive “caretaker” funding of $1.6 million, but would not receive a significant infusion to maintain progress on corridor evaluations. Additionally, the Administration again calls for deferral of the High-Speed Rail Bond Act.

Changes are expected as the Senate and Assembly committees review the budget proposals during the coming months.

KIM KAWADA
Executive Program Manager

Attachments: 1. Summary of Bills Relating to California Infrastructure Bond Measures

Key Staff Contact: Kim Kawada, (619) 699-6994, kka@sandag.org
Summary of Bills Relating to California Infrastructure Bond Measures

- **Assembly Bill 41** (La Malfa) Water resources: bond proceeds - Relates to the Disaster Preparedness and Flood Prevention Bond Act of 2006 (Prop. 1E) and the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Prop. 84). Declares that funds derived from these bond acts be expended in the most cost-efficient and effective manner possible.

- **Senate Bill 9** (Lowenthal) Trade corridor improvement: transportation project selection - Amends existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Prop. 1B). Requires a sum to be transferred to the Trade Corridors Improvement Fund. Provides for infrastructure improvements along federally designated Trade Corridors of National Significance. Sets forth the intent of the Legislature to enact legislation that establishes a process for the selection of transportation projects.

- **Senate Bill 19** (Lowenthal) Trade corridors: projects to reduce emissions: funding - Declares the intent of the Legislature to enact legislation that establishes conditions and criteria for projects funded under provisions of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Prop. 1B).

- **Senate Bill 45** (Perata) Transportation funds for capital projects and capital expenditures - States the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account.

- **Senate Bill 46** (Perata) Housing and Emergency Shelter Trust Fund Act - Makes technical, nonsubstantive changes to the Housing and Emergency Shelter Trust Fund Act of 2006, which authorizes the issuance of bonds to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks.

- **Senate Bill 47** (Perata) Transportation Bonds - States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to the State-Local Partnership Program.

- **Senate Bill 167** (Negrete McLeod) General Plans: Planning Grants and Incentives - Requires the Governor’s Office of Planning and Research to award grants and loans to cities and counties to prepare and adopt general plans, including the costs of complying with the California Environmental Quality Act. Appropriates funds from the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 for the 2007-08 fiscal year.