EXECUTIVE COMMITTEE AGENDA

Friday, October 12, 2007
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

• PROPOSED AMENDMENT TO BOARD POLICY NO. 031: ACCOMMODATING BICYCLISTS AND PEDESTRIANS UNDER THE TransNet EXTENSION ORDINANCE

• FY 2007 YEAR-END PROGRESS REPORT ON THE OVERALL WORK PROGRAM

• FEDERAL 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.

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

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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EXECUTIVE COMMITTEE
Friday, October 12, 2007

ITEM # | RECOMMENDATION
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+1. | APPROVAL OF SEPTEMBER 14, 2007, MEETING MINUTES
2. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

REPORTS (3 through 7)

+3. | PROPOSED AMENDMENT TO BOARD POLICY NO. 031: ACCOMMODATING BICYCLISTS AND PEDESTRIANS UNDER THE TransNet EXTENSION ORDINANCE (Stephan Vance)

The Executive Committee is asked to recommend that the Board of Directors adopt Rule 20 of Board Policy No. 031, as shown in the guidelines, concerning Accommodating Bicyclists and Pedestrians under the TransNet Extension Ordinance. The Ordinance requires TransNet-funded projects to provide accommodations for bicyclists and pedestrians to the extent it is reasonable to do so. This addition to Policy No. 031 provides guidance on how that provision would be implemented.

+4. | PROPOSED AMENDMENT TO THE FY 2008 PROGRAM BUDGET: DEL MAR FAIRGROUNDS RAIL STATION (Linda Culp)

During the development of the FY 2008 Budget and Overall Work Program (OWP), the Executive Committee discussed the need to evaluate a possible rail platform to serve the Del Mar Fairgrounds. The Executive Committee is asked to provide direction to staff on whether to seek funding for an amendment to the San Dieguito Bridge Replacement and Second Main Track in the FY 2008 Budget for conceptual design, identification of environmental issues, and capital cost estimate for a permanent seasonal rail platform at the Del Mar Fairgrounds. If the Executive Committee desires to move forward, staff would return in November with a specific recommendation regarding funding for this activity.

+5. | FY 2007 YEAR-END PROGRESS REPORT ON THE OVERALL WORK PROGRAM (Tim Watson)

This report presents the status of the FY 2007 Budget and Overall Work Program from July 1, 2006, through June 30, 2007. The Executive Committee will review and discuss significant accomplishments and issues from the report.
6. FEDERAL LEGISLATIVE STATUS REPORT (Victoria Stackwick)  INFORMATION

This status report provides an update on federal legislative activities.

7. REVIEW OF OCTOBER 26, 2007, DRAFT BOARD AGENDA  APPROVE

8. UPCOMING MEETINGS  INFORMATION

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

9. ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
SEPTEMBER 14, 2007

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 Second Vice Chair Jerome Stocks (North County Coastal) and a second by Mayor Jerry Sanders (City of San Diego), the minutes of the July 13, 2007, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

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

REPORTS

3. FY 2008 BUDGET AMENDMENT: REGIONAL MOBILITY AND TRANSPORTATION PLANNING (APPROVE)

Mike Hix, Principal Planner, reported that due to additional environmental analysis not anticipated in the original scope of the Environmental Impact Report (EIR) for the Regional Transportation Plan (RTP), as well as the delay in some of the RTP EIR preparation activities from FY 2007 to FY 2008, staff is requesting an FY 2008 budget amendment in the amount of $150,000. The funding would come from two sources: $50,000 in carryover funding from the FY 2007 Budget, and $100,000 from this year’s Contingency Reserve. Approval of this item would leave a Contingency Reserve balance of $4.8 million or 9.5 percent of the FY 2008 Overall Work Program (OWP), exceeding the target of 5 percent established by SANDAG Board Policy No. 030.

Action: Upon a motion by Mayor Sanders and second by Second Vice Chair Stocks, the Executive Committee voted to approve an increase of $150,000 to the Regional Mobility and Transportation Planning work element of the FY 2008 OWP for consultant services for the 2007 RTP.
Karen Lamphere, Principal Research Analyst, explained that the Service Bureau offers a wide range of technical and informational services and has both public and private sector clients. The purpose of the Service Bureau is to provide products and services to help its clients make informed decisions and generate revenue to support the Regional Information System (RIS). She reminded everyone that the Executive Committee established a 17 percent target for the RIS. As part of the FY 2007 Budget, the Executive Committee and Board also approved use of the Service Bureau’s retained earnings to support several work programs, including the Census Transportation Planning Package, and the PECAS Forecasting Model. The bottom line for FY 2007 is that revenue exceeded costs by 6 percent.

Ms. Lamphere provided a summary of Service Bureau services during FY 2007 totaling $929,200, such as transportation studies, strategic plans, custom maps and GIS (Geographic Information Systems) analysis, housing studies, demographic and economic analysis, and survey design and analysis. She reviewed marketing activities during 2007 including a Strategic Marketing Plan, full implementation of CRMTrak (a lead management system), and a logo recognized in national competitions. In 2008, planned marketing activities include regular communication with clients and prospects, frequent updates of Service Bureau Web pages, building partnerships, and holding an open house. Projects on the horizon in 2008 are the Bayshore Bikeway engineering and planning, and development of a North County transportation model, as well as $450,000 in new projects.

Supervisor Roberts asked how the Service Bureau was hired for the housing element for the City of San Juan Capistrano. Ms. Lamphere stated that San Juan Capistrano held a competitive bid process, and awarded the Service Bureau the project.

Supervisor Roberts said that raises some fundamental questions about whether the Service Bureau should conduct work outside of the San Diego region.

Ms. Lamphere noted that this is the first project the Service Bureau has taken on outside of the region.

Councilmember Matt Hall (North County Coastal) suggested that pros and cons of doing this could be discussed at the 2008 Board retreat or other venue.

Action: This item was presented for information only.

Kim Kawada, Policy and Legislative Affairs Program Manager, reviewed key bills, state budget highlights, and Proposition 1B implementation. She provided updates on Senate Bill (SB) 10 (Kehoe), Airport Land Use Commissions, San Diego County Regional Airport; SB 375 (Steinberg), Transportation Planning – Travel Demand Models; SB 451 (Kehoe), Energy: Renewable Electric Generation Facilities; and Assembly Bill (AB) 574 (Torrico), High-Occupancy Toll (HOT) lanes. She noted that SB 10, SB 451, and AB 574 had passed the Legislature and were awaiting action by the Governor; the SANDAG position is in support of these bills. SB 375, which SANDAG opposes, has become a two-year bill; Senator Steinberg
recently introduced new amendments to SB 375, and continued discussions are expected over the next year of this legislative session.

Ms. Kawada reviewed the impact from the 2007-2008 State Budget signed into law on August 24, 2007, related to the Public Transportation Account, State Transit Assistance (STA) program, Proposition 42, and the State Transportation Improvement Program (STIP). She noted that in addition to the $1.26 billion diversion of public transit “spillover” funding in this year’s state budget, other legislative changes to transportation funding formulas also have been made. One of the budget trailer bills would continue to divert one-half of the spillover funding to support General Fund programs in future budget years, and it would change the historical PTA formula to allow for a greater share to go to the STA program that supports transit operating and capital needs. In addition, SB 717 passed the Legislature; this bill would change the Proposition 42 formula to reallocate a higher share of PTA funds (75 percent in lieu of 50 percent) to the STA program as well.

Included in the budget package were several “trailer bills” that implemented policy changes and made further appropriations and/or cuts to the Budget Act. SB 88 included provisions to appropriate $4.21 billion to implement the Proposition 1B programs. It also included provisions to provide guidance to the various state agencies responsible for programming bond funds. Two programs did not receive allocations: Trade Corridor Improvement Fund (TCIF) and the State-Local Partnership Program.

Susan Baldwin, Senior Planner, provided information on the state housing and smart growth legislation including Proposition 1C implementation; the Regional Planning, Housing, and Infill Account; the Transit Oriented Development (TOD) Housing Program; the Affordable Housing Innovation Fund; and Proposition 1C Park funds. She noted that the state Department of Housing and Community Development (HCD) developed guidelines for the TOD Housing Program; however, there is a concern that the guidelines would exclude the SPRINTER since it does not meet the proposed 15-minute headway requirement. She also noted that the state’s four metropolitan areas, of which San Diego is one, would receive funding for at a minimum of one project during each of the program’s funding cycles.

Ms. Baldwin also reviewed several other key housing and smart growth bills: AB 414 (Jones), AB 637 (Plescia), SB 303 (Ducheny), and SB 934 (Lowenthal).

Second Vice Chair Stocks commented on his opinion that AB 414 negatively affects local jurisdictions by not allowing housing units to be fully counted in mixed-use developments. Ms. Baldwin said that the League of California Cities has taken an oppose position on this bill and has sample oppose letters available for those who share this view.

Councilmember Hall asked if we have partnered with military bases on affordable housing. Ms. Baldwin replied that the City of Coronado has received credit for military housing in the past.

Mayor Cheryl Cox (South County) said that Chula Vista is trying to get credit for student housing.
Councilmember Hall asked about the HCD rationale for requiring 15-minute headways. Ms. Baldwin answered that one of the goals of the Proposition 1C TOD Housing Program is to increase transit ridership, and one of the corollaries is frequent transit service.

Mayor Cox thanked Chair Sessom and Executive Director Gary Gallegos for their efforts in making SB 375 a two-year bill. She heard that Mr. Gallegos' testimony in Sacramento was instrumental in this action. Mr. Gallegos stated that this issue hasn’t gone away so we have to continue to be diligent. Senator Steinberg may likely have the votes to pass this bill; the question is whether the Governor will sign it.

Action: This item was presented for information only.

6. REVIEW OF SEPTEMBER 28, 2007, DRAFT BOARD AGENDA (APPROVE)

Diane Eidam, Chief Deputy Executive Director, reviewed the draft agenda for the September 28 Board meeting.

Mr. Gallegos asked that another item be added to the Chair’s Report to recognize Craig Scott, TransNet Program Manager, who recently retired after 30 years with SANDAG.

Action: Upon a motion by First Vice Chair Lori Holt Pfeiler (North County Inland) and a second by Second Vice Chair Stocks, the Executive Committee voted unanimously to approve the agenda, as revised, for the Board of Directors meeting on September 28, 2007.

7. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Executive Committee is scheduled for Friday, October 12, 2007, at 9 a.m.

8. ADJOURNMENT

Chair Sessom adjourned the meeting at 9:40 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
### SEPTEMBER 14, 2007

<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
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<tbody>
<tr>
<td>North County Inland</td>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler, 1st Vice Chair</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>City of Poway</td>
<td>Mickey Cafagna</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>North County Coastal</td>
<td>City of Encinitas</td>
<td>Jerome Stocks, 2nd Vice Chair</td>
<td>Member</td>
<td>Yes</td>
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<td>City of Carlsbad</td>
<td>Matt Hall</td>
<td>Alternate</td>
<td>Yes</td>
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<td>South County</td>
<td>City of National City</td>
<td>Ron Morrison</td>
<td>Member</td>
<td>Yes</td>
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<td>City of Chula Vista</td>
<td>Cheryl Cox</td>
<td>Alternate</td>
<td>Yes</td>
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<td>East County</td>
<td>City of Lemon Grove</td>
<td>Mary Sessom, Chair</td>
<td>Member</td>
<td>Yes</td>
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<td>City of Santee</td>
<td>Hal Ryan</td>
<td>Alternate</td>
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<td>City of San Diego</td>
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<td>Jerry Sanders</td>
<td>Member</td>
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<td>Jim Madaffer</td>
<td>Alternate</td>
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<td>Toni Atkins</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>County of San Diego</td>
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<td>Ron Roberts</td>
<td>Member</td>
<td>Yes</td>
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<td>Greg Cox</td>
<td>1st Alternate</td>
<td>No</td>
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<td>Bill Horn</td>
<td>2nd Alternate</td>
<td>No</td>
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PROPOSED AMENDMENT TO BOARD POLICY NO. 031:
ACCOMMODATING BICYCLISTS AND PEDESTRIANS
UNDER THE TransNet EXTENSION ORDINANCE

Introduction

The TransNet Extension Ordinance includes a provision (Section 4(E)(3)) that requires all projects funded under the ordinance to provide accommodations for bicyclists and pedestrians to the extent it is reasonable to do so. Over the past year, staff has been consulting with the Bicycle-Pedestrian Working Group (BPWG) and the Cities/County Transportation Advisory Committee (CTAC) to develop policy guidelines for the implementation of this provision. The draft guidelines included as Attachment 1 to this report are the result of that effort. The BPWG, CTAC, and the Independent Taxpayers Oversight Committee (ITOC) have all recommended that the guidelines be adopted by the SANDAG Board of Directors. In July, the SANDAG Transportation Committee discussed the proposed guidelines and recommended them for approval as well. The guidelines would be incorporated as Rule 20 of Board Policy No. 031, TransNet Ordinance and Expenditure Rules.

Discussion

Section 4(E)(3) of the TransNet Ordinance reads:

All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the cost of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.

The 2003 Regional Transportation Plan, MOBILITY 2030, states that SANDAG will develop guidelines to ensure all regionally funded transportation projects preserve or enhance non-motorized access (see MOBILITY 2030, Chapter 6, Action Item 31). Section 4(E)(3) was included in the TransNet Ordinance in response to that requirement. Providing better access for pedestrians and bicyclists also implements the Regional Comprehensive Plan (RCP) because it contributes toward more transportation choices and is an essential element of the smart growth development. This provision
also benefits the region because the most cost-effective way to ensure our transportation system accommodates pedestrian and bicycle traffic is to provide for it when projects are first constructed or to coordinate it with other major reconstruction work.

Implementation of Section 4(E)(3) requires guidelines and procedures on three main points:

- What constitutes adequate accommodation for pedestrian and bicycle travel?
- When is the cost of accommodating bicyclists and pedestrians too expensive for the anticipated use?
- What are the best available standards to which projects must be designed?

**Adequate Accommodation.** What constitutes appropriate facilities for pedestrian and bicycle traffic is largely dependent upon context. What is adequate on a residential street is different from what would be needed on a major arterial, and what is sufficient in a rural setting is much different from an urban one. Therefore, the attached rule includes a matrix of appropriate facility types for different road types and settings. The bicycle and pedestrian accommodation measures in that matrix were developed based on recognized state and national design standards, and existing best practices within the region. The provisions for rural areas were developed to be consistent with the County of San Diego’s street design standards that are proposed under the County’s general plan update, GP 2020. Since the Transportation Committee reviewed and recommended approval of these provisions, staff became aware of on technical correction that needed to be made to the matrix. Under pedestrian facilities for highway projects, the guidelines should specify that there should be no more than 0.3 mile between pedestrian crossings. The previous wording had said “no less than 0.3 mile,” but the point is to ensure that pedestrian do not have to walk an unreasonable distance to cross a highway whenever a highway project disrupts previously existing pedestrian access.

**Reasonable Cost.** The question of reasonable cost is in large part a question of expected demand. Even at very low cost, it probably does not make sense to require a sidewalk along the side of a road if there is no reason to expect pedestrian traffic there. Streets along steep slopes or along freeway rights-of-way are examples where this could apply. On the other hand, the street should always provide for bicycle and pedestrian traffic if at all possible where there is a demonstrated existing or planned need. In making this determination, the need for access to and from public transit is a particularly important consideration.

The federal guidelines on the provision of bicycle and pedestrian facilities recommend that these facilities always be provided unless the cost of doing so exceeds 20 percent of the total project cost. The proposed rule for the TransNet Ordinance does not include a cost limit because staff believes there could be circumstances were 20 percent of the project cost would clearly be an excessive amount to spend relative to the need. At the same time, on some smaller projects, 20 percent may not be enough to fund the needed improvements.

The approach taken in the proposed rule is to allow the policymakers to decide when the cost is too high. The guidelines are based on the assumption that bicyclists and pedestrians will be properly accommodated in nearly all situations. In those few cases where an agency proposes not to provide the appropriate bicycle or pedestrian facilities, the proposed administrative procedures would
require the agency to state so explicitly in its public hearing on the projects, and to notify SANDAG so that the decision could be reviewed by stakeholders and policymakers. The decision on whether or not the requirements of the Ordinance would be met by the proposed project would be made by the Transportation Committee.

**Design Standards.** An adequate design standard for bicycle facilities is available in Chapter 1000 of the California Highway Design Manual (HDM). Since this is a recognized industry standard for bikeway design, all bikeway improvements constructed under the TransNet program should conform to Chapter 1000 of the HDM.

No similar state guidelines exist for pedestrian facilities. However, the American Association of State Highway Transportation Officials (AASHTO) publishes the Guide for the Planning, Design, and Operation of Pedestrian Facilities, which provides reasonable and widely recognized design standards that are proposed as the standard under this rule. SANDAG has published Planning and Designing for Pedestrians, but that document was developed as a reference manual, not as a design standard.

In order to reduce the administrative burden of this provision, staff incorporated the process into the existing administrative procedures for programming projects into the TransNet Program of Projects. Every project funded under the TransNet Ordinance is noticed in a public hearing held by the sponsoring agency. Those hearings provide an appropriate setting for agencies to certify compliance with Section 4(E)(3) of the Ordinance, and to identify and justify any projects that do not provide the expected accommodation. The administrative process defines the roles of Caltrans, local agencies and SANDAG, including its working groups, policy advisory committees, and the Board.

**Next Steps**

Following the Executive Committee recommendation, the proposed rule will go to the SANDAG Board of Directors for final approval and incorporation into Board Policy No. 031. The rule would take effect with any new projects added to the TransNet Program of Projects subsequent to that action.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Draft Rule 20 of Policy No. 031: Accommodating Bicyclists and Pedestrians under the TransNet Extension Ordinance

Key Staff Contact: Stephan Vance, (619) 699-1924, sva@sandag.org
Accommodation of Bicyclists and Pedestrians. Whether the provisions for bicycle and pedestrian travel are adequate is determined within the context of the roadway type, its existing and planned surrounding land uses, existing bicycle and pedestrian plans, and current or planned public transit service. When addressing the access needs dictated by land use, the responsible agency must consider demand created by current and expected land uses (as determined by the local general plan) within the useful life of the TransNet project. The table entitled “Appropriate Bicycle and Pedestrian Accommodation Measures” provides a guide to appropriate accommodation measures for each transportation facility type and land use context. In the table, “urban” means within the urbanized area as defined by U.S. Census Bureau.

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<thead>
<tr>
<th>Context/Facility Type</th>
<th>Bicycle Measures</th>
<th>Pedestrian Measures</th>
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<tbody>
<tr>
<td>Urban Highway</td>
<td>• Required facility type will be based on the recommendations for any regional bikeway corridors in urban highway alignments developed through the 2007 Regional Bicycle Plan. Pending completion of this plan, appropriate bicycle accommodation will be developed on a project by project basis by local and regional authorities in consultation with appropriate stakeholders. • Freeways and freeway interchanges may not eliminate existing bikeways or preclude planned bikeways on local streets and roads.</td>
<td>• Continuous sidewalks and marked crosswalks through freeway interchanges where sidewalks exist or are planned on the intersecting roadway. • Where new freeway construction severs existing pedestrian access, grade separated pedestrian crossings with no less more than 0.3 mile between crossings.</td>
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<tr>
<td>Transit Project</td>
<td>• Bicycle lockers and racks at stations sufficient to meet normal expected demand • Bicycle access to all transit vehicles except those providing exclusive paratransit service to the disabled as required by the Americans with Disabilities Act. • Transit priority measures on roadways may not prevent bicycle access.</td>
<td>• Direct sidewalk connections between station platforms and adjacent roadway sidewalks • Pedestrian crossings where a new transit way severs existing pedestrian access with no less than 0.3 miles between crossings.</td>
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## Appropriate Bicycle and Pedestrian Accommodation Measures

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<th>Context/Facility Type</th>
<th>Bicycle Measures</th>
<th>Pedestrian Measures</th>
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<tbody>
<tr>
<td>Major Urban Street</td>
<td>• Class 2 bike lanes.</td>
<td>• Continuous sidewalks or pathways², both sides of the street with marked crosswalks at traffic controlled intersections. • ADA compliant bus stop landings for existing and planned transit service</td>
</tr>
<tr>
<td>Urban Collector Street (design speed &gt;35 mph)</td>
<td>• Class 2 bike lanes</td>
<td>• Continuous sidewalks or pathways², both sides of the street with marked crosswalks at traffic controlled intersections. • ADA compliant bus stop landings for existing and planned transit service</td>
</tr>
<tr>
<td>Urban Collector Street (design speed ≤ 35 mph)</td>
<td>• Shared roadway. Where planned average daily motor vehicle traffic exceeds 6,500, the outside travel lane should be at least 14 feet wide.</td>
<td>• Continuous sidewalks or pathways² both sides of the street. • ADA compliant bus stop landings for existing and planned transit service</td>
</tr>
<tr>
<td>Urban Local Street</td>
<td>• Shared roadway</td>
<td>• Continuous sidewalks or pathways² both sides of the street. • ADA compliant bus stop landings for existing and planned transit service</td>
</tr>
<tr>
<td>Rural Highway</td>
<td>• Minimum 8-foot paved shoulder</td>
<td>• ADA compliant bus stop landings for existing bus stops.</td>
</tr>
<tr>
<td>Rural Collector Road</td>
<td>• Minimum 8-foot paved shoulder</td>
<td>• Not required with no fronting uses. • Paved or graded walkway consistent with community character on streets with fronting uses. • ADA compliant bus stop landings for existing bus stops.</td>
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Appropriate Bicycle and Pedestrian Accommodation Measures

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<th>Context/Facility Type</th>
<th>Bicycle Measures</th>
<th>Pedestrian Measures</th>
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<tbody>
<tr>
<td>Rural Local Road</td>
<td>• Minimum 6-foot paved shoulder</td>
<td>• Not required with 85th percentile speeds (\leq 25 \text{ mph})</td>
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<td></td>
<td></td>
<td>• Paved or graded walkway consistent with community character on streets with fronting uses and 85th percentile speeds (&gt; 25 \text{ mph}).</td>
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<td>• ADA compliant bus stop landings for existing bus stops.</td>
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1. Application of these accommodation measures is subject to sound planning and engineering judgment to ensure the facility is reasonable and appropriate within the land use and transportation context of the overall project.

2. Unpaved pathways of decomposed granite or other suitable material that are set back from the roadway where feasible would be considered appropriate only on roads serving areas that are rural in nature.

Where a local jurisdiction has a bicycle or pedestrian master plan adopted by the city council or Board of Supervisors and approved by SANDAG, the local agency may use that plan to determine the appropriate means of accommodating bicyclists and pedestrians in a given project and at a minimum provide the facilities called for in the plan. These plans must be updated and approved no less than every five years to qualify as a means of satisfying this provision.

**Best Available Standards.** All bicycle facilities must be designed to the standards established in the California Highway Design Manual, Chapter 1000. Bicycle parking facilities should conform to the guidelines established in the Regional Bicycle Plan adopted by SANDAG. Shared roadways on collector streets should have a curb lane or curb lane plus shoulder that measures at least 14 feet. Where parallel parking is in place, consideration should be given to installing the shared lane pavement marker. All sidewalks must be designed consistent with the design standards established in the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, the Department of State Architect’s California Access Compliance Reference Manual, and the US Department of Transportations ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). Consistency with the design recommendations in SANDAG’s Planning and Designing for Pedestrians is encouraged.

**Bicycle and Pedestrian Accommodation in Reconstruction Projects.** Street and road reconstruction is the time to re-evaluate the function of a road and its context, and to reallocate the right of way if appropriate to meet the needs of bicyclists and pedestrians. An agency is not required to acquire additional right of way to improve bicycle and pedestrian access. However, the agency should consider reduced motor vehicle lanes and lane widths, and reduced median widths as a means of providing the appropriate bicycle or pedestrian facility. While such an evaluation is recommended for reconstruction projects of any size, compliance with these guidelines is required for “major” reconstruction projects meeting the definitions established under Rule 18 of SANDAG Board Policy No. 031 regarding the guidelines for implementing the “70/30” requirement.
When Provisions for Bicyclists and Pedestrians Accommodation May Be Excluded.

Section 4(E)(3) is based on the premise that pedestrians and bicyclists need safe and convenient access to the same destinations as other users of the public right of way. Consequently, those portions of the transportation network where pedestrians and bicyclists need not be accommodated are the exception, and the decision not to provide for them in a construction or major reconstruction project must be made by the responsible agency for good cause such as severe topographic or biological constraints. Any impacts on the roadway’s motor vehicle capacity that result from providing for pedestrian and bicycle access would not, in themselves, justify excluding bicycle and pedestrian facilities. However, these impacts and their mitigation costs should be considered in determining if the cost of providing the facilities is disproportionate to the probable use.

This provision only requires an agency to provide appropriate bicycle or pedestrian facilities that are within the construction or reconstruction area of the project. Consideration of the provision of sidewalks as part of major rehabilitation roadway projects involving only new pavement overlays of 1-inch thickness or greater (see Rule 18 under Board Policy No. 031) on streets where sidewalks do not currently exist would only be required if curb, gutter, and related drainage facilities were already in place.

The cost of providing for bicycle and pedestrian access can vary significantly relative to the overall project cost. For this reason, specifying a proportional or absolute limit on spending for bicycle or pedestrian improvements relative to probable use would not allow the kind of discretion necessary to make a significant investment in facilities when necessary, or to withhold an investment when the benefits are marginal. Therefore, the decision to exclude accommodations for bicyclist and pedestrians must be a policy-level decision made by the Board or city council based on the body of information about context, cost, and probable use available at the time. Such a decision must be made in the public hearing required by Section 5(A) of the Ordinance.

Pedestrian Access. Sidewalks or other walkways may be excluded from a project when it can be demonstrated that there are no uses (including bus stops) that would create demand for pedestrian access. In making this determination, the agency must consider the potential for future demand within the useful life of the project. Access to and from public transit, including crossing improvements, also must be considered and accommodated where there is existing or planned transit service.

Bicycle Access. A new project or major reconstruction project may not include the expected bikeway treatment when a suitable parallel route with the appropriate accommodations exists that would require no more than ¼-mile total out of direction travel.

Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects. When an agency determines not to include bicycle or pedestrian accommodations in a project because the cost of doing so would be excessively disproportionate to the need or probable use, the agency must include a notice of that decision in the notice of the public hearing required by Sections 5(A) and Section 6 of the Ordinance. In submitting the project to SANDAG for inclusion in the TransNet Program of Projects as part of the Regional Transportation Improvement Program (RTIP) process, the agency must notify SANDAG that bicycle and/or pedestrian facilities, as described in Table 1 or in its bicycle or pedestrian master plan, will not be included in the project along with
written justification for that decision. The decision and justification is subject to review and comment by SANDAG through the Bicycle-Pedestrian Working Group, which would forward its comments to the SANDAG Transportation Committee. The Independent Taxpayer Oversight Committee also would review and comment on such projects as part of its role in the RTIP process. The Transportation Committee in approving the TransNet Program of Projects must make a finding that the local decision not to provide bicycle or pedestrian facilities is consistent with the provisions of this Ordinance prior to approving the project for funding under the TransNet Program. If this consistency finding is not made, the agency would have the opportunity to revise its fund programming request for consideration in a future RTIP amendment.

**Effective Implementation.** This rule will be effective for projects added to the TransNet Program of Projects subsequent to their adoption by the SANDAG Board of Directors. Within three years of their adoption, the rule will be re-evaluated by SANDAG to ensure they are effectively encouraging provision of a balance transportation network without imposing an excessive cost burden on projects funded under the program.
PROPOSED AMENDMENT TO THE FY 2008 PROGRAM BUDGET:
DEL MAR FAIRGROUNDS RAIL STATION

**Introduction**

As part of the Executive Committee’s February 9, 2007, discussion regarding the draft FY 2008 Budget and Overall Work Program (OWP), staff was asked about the possibility of studying a seasonal rail platform at the Del Mar Fairgrounds for COASTER and Amtrak passengers. There is an opportunity to study the feasibility of constructing and operating a permanent seasonal platform near the fairgrounds as part of the SANDAG San Dieguito Bridge Replacement and Second Main Track Project (Attachment 1). SANDAG is just initiating work on this project, which will (1) provide conceptual design and environmental constraints for the San Dieguito Project, (2) provide an opportunity to study, at the conceptual level, a permanent seasonal rail platform for COASTER and Amtrak trains, and (3) ultimately will construct a new double-track bridge and provide a second main track. Staff is currently exploring funding opportunities in order to incorporate a platform design into the San Dieguito Bridge project analysis, estimated at an additional $75,000.

**Discussion**

The idea of a platform at the Del Mar Fairgrounds is not new. As early as the 1930s, passenger trains provided service to the fairgrounds during racing season. As part of the initial work for the proposed COASTER commuter rail service, a permanent seasonal platform was studied. These studies were not pursued due to lack of capital funding at the time.

The North County Transit District is currently working with the 22nd Agricultural District, which owns and operates the fairgrounds, and the City of Del Mar to install a temporary seasonal platform as early as next summer to provide service to the San Diego County Fair and Del Mar Races. This platform (depicted in Attachment 1) would be located along the Del Mar passing track, south of the San Dieguito Lagoon. No parking would be available at this site due to its temporary nature. Shuttles would be necessary to provide passengers with direct access between the temporary seasonal platform and the main gates.

**Recommendation**

The Executive Committee is asked to provide direction to staff on whether to seek funding for an amendment to the San Dieguito Bridge Replacement and Second Main Track, capital improvement project #1142900, in the FY 2008 Budget for conceptual design, identification of environmental issues, and capital cost estimate for a permanent seasonal rail platform at the Del Mar Fairgrounds. If the Executive Committee desires to move forward, staff would return in November with a specific recommendation regarding funding for this activity.
In FY 2008, SANDAG has $855,000 in State Transportation Improvement Program (STIP) funds available for conceptual design and an environmental constraints analysis for the San Dieguito Bridge Replacement and Second Main Track Project. This project replaces the existing single-track timber trestle bridge with a concrete and steel double-track bridge, adds 1.1 miles of second main track, and connects the existing passing tracks at Solana Beach and Del Mar. The resulting double-track segment is 2.8 miles. Locating a seasonal platform at this location would be advantageous since passengers would be within walking distance of the Fairgrounds. The STIP funds are not sufficient to cover the costs to study a permanent seasonal platform, and so the need for supplemental funding would be required. In order for a permanent seasonal platform to be operationally viable, it must be located on a section of second track. Staff does not therefore recommend study of a permanent seasonal platform aside from the San Dieguito Project, which would provide for the necessary double-track. The study is expected to take 12 to 18 months to complete.

As noted above, staff is evaluating various potential funding sources for this study, and would return to the Executive Committee with a specific recommended funding source in November if the Committee agrees with this proposed approach.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Proposed Del Mar Station Platform Locations

Key Staff Contact: Linda Culp, (619) 699-6957, lcu@sandag.org
Proposed Del Mar Station Platform Locations

Bridge Replacement/Project
Second Main

Fairgrounds

San Dieguito River

Sandy Ln

Sandy Pointe

29th St

Camino Del Mar

Ocean Front

28th St

27th St

26th St

25th St

24th St

23rd St

22nd St

Court St

Coast Blvd

Jimmy Durante Blvd

Heather Way

Christy Ln

Seaview Ave

David Way

Balboa Ave

San Diego Dr

San Dieguito River

Temporary Platform

Attachment 1
Introduction

The purpose of this report is to summarize the progress made on the regional work program during FY 2007. When the annual Overall Work Program (OWP) of $46.9 million was approved, the need for some flexibility was acknowledged so that shifting priorities and other opportunities and challenges could be responded to as they presented themselves. The objectives of this report are to review accomplishments made during the year, noting both the planned and unplanned accomplishments, as well as to describe the status of work elements where less progress was made than planned. It is further intended that this information accompanied by current year progress will be valuable tools as we begin the preparation of the FY 2009 Budget and OWP.

Discussion

Each quarter, SANDAG submits progress reports to the funding agencies as required, providing information on the progress made for each work element. With the implementation of the new Project Management database system this year, the level of manageable detail contained in these reporting mechanisms has increased significantly. For internal project management reporting, progress is now reported at the Task/Product level on a ‘Percentage of Completion’ basis, estimated completion dates are confirmed or updated, then aggregated to determine the overall progress on the project. For multi-year projects, progress is currently measured against the annual work plan as defined in the Budget, providing a common foundation across all work elements.

The attached FY 2007 OWP Year-End Report provides a summary of progress made during the year, including significant accomplishments and variances to planned progress. As a brief summary, expenditures in FY 2007 were 20 percent under budget, with all but $700,000 in available funding carried over into the current fiscal year. The $700,000 in actual savings has been added to the contingency reserve fund in addition to the $3 million planned as part of the approved budget, bringing the FY 2007 year-end contingency reserve balance to approximately $5.4 million. The vast majority of the work efforts identified and approved as part of the FY 2007 budget were accomplished, along with some significant accomplishments that arose and were responded to during the course of the year. Action plans relating to incomplete projects have been carried forward and are being tracked in the current year. Staff will continue to track the progress on incomplete items, confirm their continued relevance, and ensure their completion. It is anticipated that status reports will be provided and discussed with the Executive Committee on a semi-annual basis in the future.

RENÉE WASMUND
Director of Finance

Attachment: 1. FY 2007 OWP Year-End Report

Key Staff Contact: Tim Watson, (619) 699-1966, twa@sandag.org
FY 2007 Revenue and Expense Performance

As of June 30, 2007, budgeted revenues relating to the $46.9 million Approved OWP Budget were predominantly on track. Approved discretionary grants and federal planning funds were available as planned. A slowdown in the local sales tax receipts relative to growth trends of the past several years led to some revenue coming in less than projected. The actual growth rate in FY 2007 averaged 2 percent for Transportation Development Act (TDA) and TransNet, while annual growth rates for the past several years were in the 4 to 5 percent range. More than $1 million in additional or new grant funds have been accepted subsequent to the approved budget.

Actual OWP expenditures were $38 million, compared to the Amended Budget total of $47.7 million, equating to an 80 percent spending ratio for the year. While projects have generally stayed well within budget, progress on some projects did not occur as originally planned. Delays were largely a result of difficulties in procuring professional services, reprioritized resources, staff vacancies, or lack of adequate funds. There also were a number of unplanned or unexpected efforts that were addressed during the year.

Of the $9.7 million not expended during FY 2007, approximately $9 million was identified during the FY 2008 budget process and carried over to fund projects that were continuing into this current fiscal year. The balance of approximately $700,000 is additional savings, which was added to the contingency reserve in accordance with Board Policy No. 030 (Contingency Reserves). The projected balance of the contingency reserve at the end of the fiscal year (June 30, 2007) was $5.4 million; this represents more than 11 percent of the amended OWP budget, which exceeds the target of 5 percent as required by Board policy.

Planned Accomplishments

Some of the highlights of the year’s planned accomplishments are shown here, categorized according to the four Strategic Goals established for the FY 2007 Budget process.

1. Improve mobility by providing better public transportation services and implementing TransNet Early Action Program (EAP) projects, transportation demand management (TDM), and traveler information services.

   In addition to completing another year of ongoing priority efforts in TransNet Financial Management, TransNet Public Information, GIS Services, Air Quality Conformity, managing the Regional Transportation Improvement Program (RTIP), I-15 FasTrak®, and Freeway Service Patrol programs, several other Mobility-related accomplishments are worth highlighting:

   ✓ Completed and distributed for public review the draft 2007 Regional Transportation Plan (RTP) and Environmental Impact Report (EIR).

   ✓ Adopted a Regional Goods Movement Action Plan that was incorporated into the Draft 2007 RTP and will help us compete for Proposition 1B funding programs.

   ✓ Reached agreement with the San Diego Unified Port District to jointly employ a Goods Movement Policy Manager with strong ties at the national level to help in the development and implementation of a Goods Movement Strategy for the San Diego region.
Completed various issue papers on key components for the RTP update. These issue papers were used for Board and Policy Advisory Committee discussion in the development of the draft RTP update.

Completed the Independent Transit Planning Review and incorporated several recommendations from it in the update of the RTP.

Improved transportation modeling procedures and supported travel demand forecasts for the RTP and other SANDAG planning and implementation studies.

Implemented the 511 traveler information services system.

Established the Dashboard project status information for the TransNet EAP.

Worked with the County of San Diego and Cities of Chula Vista and National City to advance the planning and design of segments of the Bayshore Bikeway project.

Conducted the regionwide Travel Behavior Survey to collect information used to calibrate the SANDAG transportation, air quality, and interregional commute models.

Monitored transit ridership characteristics through the Passenger Counting Program and the Trolley Ridership Estimation Program. Worked with Metropolitan Transit System (MTS) to incorporate passenger count data collected with Automatic Passenger Counters into the monitoring program.

2. **Encourage quality of life improvements, as characterized by a strong economy, healthy environment, more housing, and more housing choices.**

Among the annual ongoing efforts completed in this category are Regional Shoreline Management, Regional Housing Planning, Borders Planning, and Tribal Government Liaison. Individual accomplishments that merit highlighting include:

- Partnered with the California Energy Commission (CEC) to bring on staff expertise in regional energy planning to strengthen our capabilities in this critical area. Received funding from CEC that will allow SANDAG to continue its work of connecting energy, land use and transportation planning issues, as well as to develop modeling tools that could be used throughout the state.

- Completed an interactive Web-based Smart Growth Concept Map allowing users to locate descriptions, data, aerial imagery, and illustrations of the 200 smart growth opportunity areas around the region. This effort received a “Best Practice” award from the American Planning Association (APA).

- Completed the Otay Mesa-Mesa de Otay Corridor Strategic Plan, which lays out planning strategies addressing transportation, housing, economic development, and environment for this rapidly growing crossborder area.

- Issued the first Regional Comprehensive Plan (RCP) Baseline Monitoring Report to set a benchmark for measuring the region’s progress toward RCP implementation on an annual basis.

- Secured a state “blueprint” grant to continue implementation of the RCP, including urban design guidelines and financing strategies for the Integrated Regional Infrastructure Strategy (IRIS).

- Completed the I-15 Interregional Partnership Phase II final report, which included the Employment Cluster Study and County Line study of short-, medium-, and long-term transportation issues facing the I-15 corridor.
3. **Ensure public safety through the continued efforts of ARJIS and Criminal Justice research.**

- Deployed an additional 200 hand-held personal digital assistant (PDA) devices to public safety officers in the field.
- Developed a strategic plan for regional interoperability and communications.
- Completed the design, development, and implementation of enhancements to existing ARJIS systems and applications.
- Completed the transition of the ARJIS finances from the City of San Diego to SANDAG.
- Compiled and distributed timely and comprehensive crime statistics through five Criminal Justice Bulletins.
- Provided information regarding important regional public safety issues via monthly Criminal Justice faxes and presentations to local audiences.
- Completed seven final evaluation reports highlighting program components that were most effective in reducing crime.

4. **Enhance information services, technical capabilities, and organizational effectiveness.**

Another year of ongoing priority efforts were completed in work elements such as Project Development and Oversight, Census and Product Coordination, Program Graphics Support, Transportation Funding Administration, Interagency Coordination and OWP Management, Public Involvement, and Intergovernmental Project Processing. More specific accomplishments relating to this strategic objective are:

- Implemented internal agencywide Project Management (PM) tool for developing and monitoring project budgets and schedules.
- Completed several room expansions to increase capacity and allowing co-location of Intelligent Transportation Systems (ITS) and ARJIS systems.
- Migrated the SANDAG Internet connection to Cox Business Services, improving capacity, reliability, security, and flexibility.
- Completed the Series 11 Regional Growth Forecast that was accepted by the Board of Directors in September 2006. The Forecast projects population, housing, employment, and land use changes for San Diego region subareas to the year 2030.
- Had a very successful year with the SANDAG Service Bureau. Worked with public and private sector clients on 144 projects, primarily in the areas of transportation modeling, Geographic Information System mapping and analysis, strategic plans, and demographic and economic studies.
- Continued to grow our contingency reserve. The policy calls for a reserve of 5 percent; we are currently at 11 percent or $5.4 million.
- Developed an FY 2008 federal priority list of transportation projects for our Congressional members, helping the region to reach consensus on key regional projects to help maximize federal dollars to the region.
Gained successful passage of SANDAG-sponsored legislation (Senate Bill 1296) to add a second County Supervisor to the Board of Directors, in order to improve representation from the unincorporated areas of the County.

Continued implementation of I-PLACE³S, an analytical sketch planning tool model that allows planners and community groups to identify and evaluate the implications of various land use scenarios.

Continuing to utilize on-call consultants to help develop and deliver transportation projects. This new resource is augmenting both SANDAG and Caltrans technical capacities.

Added representatives from the Southern California Tribal Chairmen’s Association (SCTCA) to the SANDAG Board of Directors and Policy Advisory Committees. Received a “Social Change and Diversity Award” from the American Planning Association (APA) for these efforts.

Unplanned Accomplishments

Inevitably throughout the year, new priorities emerge that are either absorbed into the current work program or are amended into the approved budget. The following accomplishments were not included as part of the original budget process but represent key items that were completed during FY 2007. The redirection of resources to these efforts in many cases accounted for the slower progress on other budgeted efforts:

- Played an active role in the development of legislation for the state infrastructure bond measures, approved by voters in November 2006. This effort also involved ensuring that transit funding programs were included in the transportation infrastructure bond measure (Proposition 1B).

- Through Proposition 1B, received more than $450 million for congestion-relief projects and $164 million in new State Transportation Improvement Program (STIP) funds for the San Diego region.

- With funding available through Proposition 1B, expanded the TransNet EAP to include:
  - Expansion of the San Diego Trolley Green Line from Old Town to downtown San Diego
  - Rehabilitation of the Trolley Blue Line and parts of the Orange Line
  - SPRINTER Rail project
  - Congestion-relief projects on Interstates 15, 5, and 805

- Played an active role in reviewing and responding to landmark state legislation that would affect regional land use and transportation planning processes, including Senate Bill 375.

- Actively participated in the development of Senate Bill 10, which will restructure and better integrate regional transportation and airport land use and master planning in the region.

- With the passage of the state housing bond measure (Proposition 1C), developed a regional consensus document to guide implementing legislation.

- Competed nationally among 27 other major urban areas for the federal Urban Partnership Agreement (UPA) program, which will provide more than $1.1 billion toward congestion relief measures. While not selected as an official Urban Partner, SANDAG was offered up to $25 million in federal grant funding through the U.S. Department of Transportation for a three-year freeway automated shoulder lane demonstration project.
Continued participation in the California Blueprint Learning Network. This effort provides us with the opportunity to both learn and share with our statewide partners the lessons learned in the development and implementation of our RCP.

Completed various border studies for Caltrans, including the toll feasibility study for State Route (SR) 11 exploring the financing of SR 11 and the new border crossing with toll revenues.

Projects to be carried over into FY 2008

Table 1 below describes those planned work efforts that experienced significant delays, along with the reasons for the delay and the planned resolution. Most of the delayed work efforts were carried forward and included as part of the approved FY 2008 SANDAG Budget.

<table>
<thead>
<tr>
<th>OWP #</th>
<th>Project Title</th>
<th>Main Delay Issue and Planned Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>30062</td>
<td>Transit First Now; Spot Transit Priority Treatments</td>
<td>Unanticipated shift in approach to the assessment of route delays to better correspond to MTS and NCTD needs; included in FY 2008 Capital Program Budget.</td>
</tr>
<tr>
<td>30066</td>
<td>Smart Growth Trip Generation and Parking Demand Study</td>
<td>Grant funding was delayed; project fully funded in FY 2008 Budget and OWP.</td>
</tr>
<tr>
<td>60007</td>
<td>Compass Card Program</td>
<td>Due to the complexity of the project and system performance issues, the public introduction and start of operations were delayed to FY 2008. The implementation phase is nearly complete and internal employee pilots with SANDAG, MTS, and NCTD have started. Staff anticipates a public pilot starting this winter.</td>
</tr>
<tr>
<td>70014</td>
<td>Agencywide Project Management Integration</td>
<td>In lieu of hiring outside expertise, alternative project management solutions were developed and are being implemented through other work elements (20002 – Database Applications, and 70001 – OWP Management).</td>
</tr>
<tr>
<td>OWP #</td>
<td>Project Title</td>
<td>Main Delay Issue and Planned Resolution</td>
</tr>
<tr>
<td>-------</td>
<td>-------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>11094</td>
<td>Regional Automated Vehicle Location System</td>
<td>Project suspended pending integration into the ITS Strategic Plan. Carried forward into FY 2008 Budget and OWP to finalize the technical direction for the project and complete the implementation.</td>
</tr>
<tr>
<td>30055</td>
<td>San Diego &amp; Arizona Eastern Railway Gateway Feasibility and Improvements Study</td>
<td>Due to staff vacancies, the project was delayed. Fully staffed in FY 2008 and included in FY 2008 Budget and OWP.</td>
</tr>
<tr>
<td>30057</td>
<td>Hillcrest Corridor Bus Rapid Transit Planning and Conceptual Design</td>
<td>Experienced a delay in securing consultant assistance; fully funded in FY 2008 Budget and OWP.</td>
</tr>
<tr>
<td>30061</td>
<td>Short-Term Transit Parking Enhancement Strategies Study</td>
<td>Delayed due to other transit planning-related priorities, including the development of the Coordinated Plan (30032) and Comprehensive Fare Study (30048); receiving additional funds in the FY 2008 Budget and OWP.</td>
</tr>
<tr>
<td>30064</td>
<td>Regional Urban Design Guidelines</td>
<td>Grant funding was delayed; fully funded in FY 2008 Budget and OWP.</td>
</tr>
<tr>
<td>30067</td>
<td>Tribal Transportation Demand Management Outreach Program</td>
<td>Project delayed to modify scope, utilizing on-call consultants in the place of staff vacancies. Project to be completed in the first quarter FY 2008.</td>
</tr>
<tr>
<td>40007</td>
<td>Develop and Enhance Tools for Transportation Performance Monitoring</td>
<td>The procurement of the consultant for this project did not conclude until March 2007, leaving only time in FY 2007 to perform preliminary data collection. The majority of the remaining tasks in this multi-year project are due for completion in the first two quarters of FY 2008. The results of these study efforts will be used to enhance the State of the Commute Report. The project is projected to be completed within its established budget.</td>
</tr>
<tr>
<td>50003</td>
<td>Encinitas Pedestrian Crossings Study</td>
<td>The completion of the Environmental Document and Project Report for the project was unexpectedly delayed by nine months due to longer than anticipated review and approval process for a Discretionary Permit Application (DPA). The City of Encinitas reports that the DPA approval is expected by September 2007 with subsequent approval of the Project Report/Environmental Document in October 2007 and final design completion in December 2007. The project is projected to be completed within its established budget.</td>
</tr>
</tbody>
</table>
Summary

In conclusion, the vast majority of the work efforts identified and approved as part of the FY 2007 budget were accomplished, along with some significant accomplishments that arose and were responded to during the course of the year. The planned efforts that were delayed for various reasons have been reevaluated as part of the FY 2008 Budget, and these have predominantly been included for completion in the new fiscal year. Staff will continue to track the progress on incomplete activities, confirm their continued relevance, and ensure their completion. It is anticipated that status reports similar to this one will be provided and discussed with the Executive Committee on a semi-annual basis in the future, providing additional continuity between annual budget cycles.
Introduction

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

Discussion

FY 2008 Appropriations Process

Before adjourning for August recess, the House of Representatives passed its version of the Transportation, Housing and Urban Development (THUD) Appropriations Act of 2008, H.R. 3074, by a vote of 268 to 153. The Senate took action on September 12, 2007, and has passed its version of the bill, S. 1789, by a vote of 88 to 7. The Senate also has named conferees to the THUD bill, including Senators Feinstein, Murray, Byrd, Mikulski, Kohl, Durbin, Dorgan, Leahy, Harkin, Johnson, Lautenberg, Inouye, Bond, Shelby, Specter, Bennett, Hutchison, Brownback, Stevens, Domenici, Alexander, Allard, and Cochran. While still pending final approval, the San Diego regional transportation projects included in the FY 2008 House and Senate passed bills are shown in Table 1 below:

Table 1
Pending FY 2008 Transportation Appropriations Projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Route 56 Connectors and Interstate 5 Widening</td>
<td>$500,000</td>
</tr>
<tr>
<td>State Route 76 widening and realignment</td>
<td>$250,000</td>
</tr>
<tr>
<td>Balboa Park Trolleys</td>
<td>$500,000</td>
</tr>
<tr>
<td>West Vista Way widening</td>
<td>$250,000</td>
</tr>
<tr>
<td>East County Bus Facility</td>
<td>$350,000</td>
</tr>
<tr>
<td>San Luis Rey Transit Center</td>
<td>$250,000</td>
</tr>
<tr>
<td>Regional Bus Replacements</td>
<td>$300,000</td>
</tr>
<tr>
<td>Shoal Creek Pedestrian Bridge</td>
<td>$250,000</td>
</tr>
<tr>
<td>Leucadia at-grade safety improvements</td>
<td>$500,000</td>
</tr>
<tr>
<td>Citracado Parkway Project</td>
<td>$250,000</td>
</tr>
<tr>
<td>School Zone Safety Improvements, Chula Vista</td>
<td>$250,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3,650,000</strong></td>
</tr>
</tbody>
</table>
Table 2 below summarizes the annual federal transportation appropriations from FY 2004 through FY 2008. Actual transportation appropriations for the San Diego region peaked in FY 2005 with passage of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). The level of pending FY 2008 appropriations is the lowest among the last five fiscal years.

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Non-FFGA(^1) Projects</td>
<td>$9.9</td>
<td>$17.8</td>
<td>$12.7</td>
<td>$3.6</td>
<td>$3.7</td>
</tr>
<tr>
<td>FFGA(^1) Projects</td>
<td>$111.2</td>
<td>$135.5</td>
<td>$19.9</td>
<td>$1.5</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$121.1</strong></td>
<td><strong>$153.3</strong></td>
<td><strong>$32.6</strong></td>
<td><strong>$5.1</strong></td>
<td><strong>$3.7</strong></td>
</tr>
</tbody>
</table>

\(^1\) FTA and sponsors of New Starts projects enter into a multi-year contractual agreement called a Full Funding Grant Agreement.

It is unknown whether the FY 2008 Transportation Appropriations bill will be finalized by the end of this calendar year. Only four of the annual appropriations bills have passed both the House and the Senate. Some lawmakers are already predicting that budget negotiations with President Bush could keep Congress in session until the end of the year. The President has threatened to veto any appropriations bills that spend over the White House budget allocation.

The federal government operates on a fiscal year cycle, which starts on October 1 and continues to midnight September 30. By the end of the fiscal year, if Congress fails to pass regular appropriations or continuing resolutions (CR), or if the President fails to sign or vetoes any type of appropriations legislation, nonessential activities of the federal government may be forced to cease for lack of budget authority. Traditionally, most continuing resolutions have been signed into law, which permits budget authority to federal departments and programs until regular appropriations acts are enacted. With none of the twelve spending measures enacted for FY 2008, the House passed a CR, H. J. Res. 52, on September 26, 2007, which will fund the government at FY 2007 levels through November 16. Congress has passed a CR in each of the last 10 years. The Senate is expected to pass similar legislation.

**SAFETEA-LU Corrections**

On March 26, 2007, the House of Representatives passed H.R. 1195, the SAFETEA-LU Technical Corrections bill, introduced by Congressman James Oberstar (D-MN). The legislation is now before the Senate, but is unlikely to see action due to a “hold”\(^2\) that was placed on the bill by Senator Kit Bond (R-MO). Senator Harry Reid (D-NV) has urged the Senate Environment and Public Works Committee to pass its version of the SAFETEA-LU technical corrections legislation. At this time, it is uncertain if the Committee will report out a bill.

\(^2\) An informal practice by which a Senator informs his or her floor leader that he or she does not wish a particular bill or other measure to reach the floor for consideration. The Majority Leader need not follow the Senator’s wishes, but is on notice that the opposing Senator may filibuster any motion to proceed to consider the measure.
Included in H.R. 1195 were several technical fixes to the following projects originally included in SAFETEA-LU:

- **Maglev** - allows for the feasibility study and cost benefit analysis of alternatives along the North-South Corridor.

- Defines the LOSSAN Rail Corridor as Los Angeles-San Diego-San Luis Obispo.

- Defines San Diego Transit as the recipient of funds for the First Bus Rapid Transit project.

- Expands the H Street project in Chula Vista to include a study to examine multimodal improvements to the Interstate 5 corridor between Main street interchange and State Route 94.

### Highway Trust Fund

There are many concerns regarding the solvency of the Highway Trust Fund (HTF). The HTF was established by the Highway Revenue Act of 1956 as a mechanism to finance an accelerated highway program, including construction of the Interstate Highway System. The taxes dedicated to the HTF are extended periodically by Congress, most recently by SAFETEA-LU passed in 1995. When first established in 1956, the 3 cent per gallon tax represented about 10 percent of the cost of a gallon gasoline.

The current tax, last raised in 1993, is 18.4 cents a gallon, about 6 percent of the pump price. Two years ago, Congress proposed raising the tax by 4 cents a gallon, but the measure died when the White House threatened to veto any highway-spending bill that included a tax increase. As recently as 2000, the HTF had a balance of nearly $23 billion. By last year, that had shrunk to $6 billion. By 2009, the Office of Management and Budget estimates the fund will come up short by $4 billion, and the Congressional Budget Office estimates the deficit will rise to $8.1 billion by 2010.

Since most state gasoline taxes are levied based on volume, not price, revenues have not increased even as the price of gasoline has risen sharply. As high pump prices promote conservation, lower sales volumes of gasoline equates to less money for the HTF.

On September 21, 2007, Senate Finance Chairman Max Baucus (D-MT) led the markup of the American Infrastructure Investment and Improvement Act, which fills FY 2009 shortfalls in the HTF and reauthorizes the Airport and Airway Trust Fund (AATF). The legislation restores $5 billion to the Highway Trust Fund for FY 2009. The proposal offered by Senate Finance Chairman and Ranking Member Chuck Grassley (R-IA) would replenish the HTF by transferring $3.4 billion from the general fund to the HTF as a repayment for non-transportation expenditures. The remaining $1.6 billion would come from technical corrections resulting in $745 million in cost savings and $900 million in new revenue. The bill would be offset by an increase on the tax on oil spills to 10 cents per barrel through 2017.

SAFETEA-LU and previous legislation specifically allowed emergency relief to be paid out of the HTF. Since 1998, there have been six emergency appropriations from the HTF, including responses to disaster relief such as the September 11, 2001, attacks and several hurricanes. Many legislators argued that unforeseen expenses as a result or terrorism or natural disasters should more appropriately be met by the General Fund.
This legislation, including Federal Aviation Administration (FAA) reauthorization provisions, has come under increased scrutiny by Congress. President Bush has issued a veto notice arguing that the legislation fails to adequately tie FAA revenues to the costs imposed on the air traffic control system by users. Both the House and Senate have rejected the Bush Administration’s plan to impose user fees as a way to fund the FAA. The measure has been reported out of Committee and is currently awaiting action by the full Senate.

**Aging Infrastructure**

As a result of the Interstate 35 bridge collapse in Minnesota, Congress has held a series of hearings regarding the nation’s aging infrastructure. In a hearing conducted by the Senate Environment and Public Works Committee on September 20, 2007, U.S. Department of Transportation Secretary Mary Peters testified that since 1994 the percentage of “structurally deficient” bridges have decreased from 19 percent to 12 percent. The Secretary noted that about 16,000 bridges are currently classified as structurally deficient. Ms. Peters also stated that this does not mean that America’s transportation infrastructure is crumbling and subsequently clarified the terminology used by engineers. A structurally deficient bridge is a bridge that has endured enough wear-and-tear to require increased attention and inspection, but should not be considered dangerous. A bridge classified as functionally obsolete is “out of style,” meaning that it can still be safely used by commuters but does not conform to current construction standards.

In addition, Chairman of the House Transportation and Infrastructure Committee, Congressman Oberstar, has announced plans to introduce legislation that would establish a trust fund, modeled after the HTF, to provide a dedicated source of revenue for the repair, rehabilitation, and replacement of structurally deficient bridges. The proposal calls for increasing the 18.4 cent per gallon federal gasoline tax by 5 cents annually for three years. The tax increase would provide an estimated $25 billion in revenue over three years. Furthermore, the measure aims at improving bridge inspection requirements, distributing funds based on public safety and need basis, and prohibiting any earmarking of these funds.

However, the Administration has stated that an increase in the gas tax would prove to be an insufficient solution and would be incapable of adequately funding bridge repairs. Instead, the President urged the members of the Committee to re-examine funding priorities and direct more funds to this concern.

The Federal Highway Administration estimates that if the federal government pursued a cost beneficial investment strategy, it would cost approximately $40 billion a year to maintain the physical condition of our nation’s highways and bridges and approximately $60 billion a year to substantially improve the physical condition of current roads and bridges.

KIM KAWADA
Policy and Legislative Affairs Program Manager

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REVIEW OF OCTOBER 26, 2007, DRAFT BOARD AGENDA

+1. APPROVAL OF MEETING MINUTES
   A. SEPTEMBER 14, 2007, POLICY MEETING MINUTES
   B. SEPTEMBER 28, 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 September 28, the Transportation and Regional Planning Committees on October 5, and Executive Committee on October 12, and the Transportation and Public Safety Committees on October 19, 2007.

CONSENT ITEMS (4 through X)

+4. ANNUAL APPROVAL OF DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM GOALS (Elaine Richardson)

Federal regulations require all recipients of funds from the U.S. Department of Transportation to develop Disadvantaged Business Enterprise (DBE) programs and approve specific DBE goals on an annual basis. The Board of Directors is asked to approve the SANDAG DBE goals for FY 2008.
+5. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Renee Wasmund)

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy), 017 (Delegation of Authority), and 024 (Procurement and Contracting-Construction), this report summarizes certain delegated actions taken by the Executive Director since the last Board meeting.

6. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Deborah Gunn)

Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting.

7.

8.

CHAIR’S REPORT (9 through XX)

9. 2007 AWARDS BY THE CALIFORNIA CHAPTER OF THE AMERICAN PLANNING ASSOCIATION

SANDAG has won the "Outstanding Distinguished Leadership Award for an Agency" this year from the California Chapter of the American Planning Association (CCAPA) for its implementation of key elements of the Regional Comprehensive Plan, including the development of the Smart Growth Concept Map and work on developing a government-to-government planning framework with the local Native American tribes in the San Diego region. The San Diego Chapter of the APA, in conjunction with the North County Transit District, League of California Cities, Caltrans, and SANDAG also won a 2007 CCAPA Section Activity Award for the Local Planning Commissioners Workshop focused on regional planning issues.

10.

11.

REPORTS (12 through XX)

+12. 2007 INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE ANNUAL REPORT* (John Meyer, ITOC Chair)

John Meyer, Chair of the Independent Taxpayers Oversight Committee (ITOC), will present the Committee’s annual report for 2007.
2007 REGIONAL TRANSPORTATION PLAN:

A. SUMMARY OF PUBLIC COMMENTS* (Mike Hix)

The public comment period for the Draft 2007 Regional Transportation Plan (RTP) and the Draft Environmental Impact Report (EIR) closed on September 17 and October 3, 2007, respectively. This item summarizes the major comments received on the Draft RTP and EIR as well as preliminary responses to the comments.

B. PROPOSED MODIFICATIONS* (Mike Hix)

The 2007 Regional Transportation Plan (RTP) includes two funding scenarios: (1) the $41 billion Revenue Constrained plan required by federal regulations; and (2) the preferred $58 billion Reasonably Expected Revenue scenario. In addition, the 2007 RTP includes an $87 billion Unconstrained Needs Analysis which identifies the funding needed to fully implement all of the programs, projects, and services envisioned for 2030. Numerous public comments have been received on the Draft 2007 RTP, and staff has worked with Caltrans, MTS, and NCTD to refine the scenarios. In response to comments and updated cost estimates, some minor modifications are proposed to the 2007 RTP. At Board direction the changes will be incorporated into the Final 2007 RTP scheduled for Board approval in November 2007.

14. PRESENTATION ON CONSTRUCTION AGGREGATE RESOURCES (Crystal Howard, EnviroMINE, Inc.)

A representative of EnviroMINE, Inc., a San Diego based firm, will provide a presentation on the scarcity of permitted construction aggregate resources in San Diego County, including implications for future development.

+15. PROPOSED AMENDMENT TO BOARD POLICY NO. 031* (Stephan Vance) APPROVE

The Executive Committee recommends that the Board of Directors approve Rule 20 of Board Policy No. 031 as shown in the attached guidelines, concerning Accommodating Bicyclists and Pedestrians under the TransNet Ordinance Extension.

+16. REGIONAL COMPREHENSIVE PLAN: 2007 ANNUAL PERFORMANCE MONITORING REPORT (Christine Eary) ACCEPT

Monitoring progress in implementing the Regional Comprehensive Plan (RCP) occurs on an annual basis. In 2006, SANDAG released The Regional Comprehensive Plan: Establishing a Baseline for Performance Monitoring (Baseline Report). The 2007 Annual Performance Monitoring Report represents the first annual RCP monitoring report since the Baseline Report was accepted by the SANDAG Board of Directors in October 2006. The Board of Directors is asked to accept the report as the first annual RCP monitoring report.
17. FY 2008 BUDGET AND OVERALL WORK PROGRAM AMENDMENT: I-805 CORRIDOR SYSTEM MANAGEMENT PLAN (Alex Estrella)

At its October 5, 2007, meeting, the Transportation Committee recommended that the Board of Directors approve an amendment to the FY 2008 Budget and Overall Work Program to accept up to $1 million in state planning funds to complete the Interstate 805 Corridor System Management Plan (CSPM). The purpose of the CSMP is to provide a unified system management concept for managing, operating, improving, and preserving corridor mobility across all modes.

18. UPCOMING MEETINGS

The next meeting of the Board of Directors is scheduled for Friday, November 30, 2006, at 9 a.m. Please note that the November Board meeting will be held on the fifth Friday of the month due to the Thanksgiving holiday schedule.

19. ADJOURNMENT

+next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego County Regional Transportation Commission item
Bicycle and Pedestrian Accommodation

Amending Board Policy No. 031

Bicycle and Pedestrian Accommodation Principles

• Provide access wherever needed
• Plan and design for access from the start
Policy Provisions

- What is adequate accommodation
- When is the cost too high
- What are the best available standards

Policy Review Process

- Bicycle-Pedestrian Working Group
- Cities/County Transportation Advisory Committee
- Independent Taxpayers Oversight Committee
- Transportation Committee
Recommendation

Recommend that the SANDAG Board adopt *TransNet* program guidelines on accommodating bicyclists and pedestrians as Rule 20 to Board Policy no. 031.