EXECUTIVE COMMITTEE
AGENDA

Friday, February 8, 2008
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

- **FY 2009 BUDGET (INCLUDING OVERALL WORK PROGRAM)**
- **PROPOSED AMENDMENT TO BOARD POLICY NO. 031 ON ACCOMMODATING BICYCLISTS AND PEDESTRIANS**
- **PROPOSED ADVERTISING POLICY**

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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**APPROVAL OF JANUARY 11, 2008, MEETING MINUTES**

**PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

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

**CONSENT ITEMS (3)**

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**UPDATE ON 2008-09 STATE BUDGET** (Genevieve Morelos)  
This item provides an update on the Governor’s proposed 2008-09 state budget, including impacts on funding programs affecting the SANDAG work program.

**FY 2009 BUDGET (INCLUDING OVERALL WORK PROGRAM)**  
(Tim Watson; Renee Wasmund)  
This item provides a summary of progress made in the development of the draft FY 2009 Budget. The Executive Committee is asked to review and provide comment on the proposed FY 2009 work elements.

**PROPOSED AMENDMENT TO BOARD POLICY NO. 031 ON ACCOMMODATING BICYCLISTS AND PEDESTRIANS** (Stephan Vance)  
The TransNet Ordinance Extension requires TransNet-funded projects to routinely accommodate the needs of bicyclists and pedestrians. The proposed Rule 20 of Board Policy No. 031 concerning accommodating bicyclists and pedestrians under the TransNet Extension Ordinance provides guidance on how that provision would be implemented. The Executive Committee is asked to recommend that the Board approve the attached guidelines as an amendment to Board Policy No. 031.
6. PROPOSED ADVERTISING POLICY - DRAFT BOARD POLICY NO. 034
   (Colleen Windsor and Samuel Johnson)

   Staff will present a new advertising policy to allow revenue-generating options for
   511, RideLink, and other SANDAG projects. The Executive Committee is asked to
discuss the proposed Board Policy No. 034 and recommend the new policy to the
Board of Directors for approval.

7. SENATE BILL 375 (Genevieve Morelos)

   Senate Bill 375 would create new provisions for the preparation of regional
   transportation plans (RTPs). Among the bill’s provisions are new requirements for
   RTPs to include a sustainable communities strategy in order to achieve greenhouse
gas reduction targets set by the state and to preserve significant resource areas and
   farmlands. Staff will provide a verbal report at the meeting summarizing recent
discussions concerning the bill and proposed amendments.

8. REVIEW OF FEBRUARY 22, 2008, DRAFT BOARD AGENDA

9. UPCOMING MEETINGS

   The next meeting of the Executive Committee is scheduled for Friday, March 14,
   2008, at 9 a.m.

10. ADJOURNMENT

+next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
JANUARY 11, 2008

Chair Mary Sessom (East County) called the Executive Committee meeting to order at 9:01 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 First Vice Chair Lori Holt Pfeiler (North County Inland), the minutes of the December 7, 2007, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

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

CONSENT (3 through 4)

3. FEDERAL LEGISLATIVE STATUS REPORT (INFORMATION)

This status report provides an update on recent federal legislative activities.

Action: This item was presented for information only.

4. INFORMATION ON PROPOSITIONS 91 AND 93 ON THE FEBRUARY 5, 2008, PRESIDENTIAL PRIMARY BALLOT (INFORMATION)

This item summarizes state propositions relevant to SANDAG on the February 5, 2008, Presidential Primary ballot.

Action: This item was presented for information only.

REPORTS (5 through 7)

5. PROPOSED FY 2008 BUDGET AND OVERALL WORK PROGRAM AMENDMENT: COASTAL RAIL TRADE CORRIDOR PROJECTS (APPROVE)

Jim Linthicum, Division Director of Engineering and Construction, reported that the California Transportation Commission (CTC) recently published guidelines for the
Proposition 1B Trade Corridor Improvement Fund (TCIF) program, and the region is preparing applications for a target amount of $400 million, which includes $139 million for projects in the Coastal Rail Corridor. We need consultant assistance to prepare the application materials. The applications are due on Thursday, January 17, 2008. In addition to preparing information for the applications, there will be follow-up activities and public hearings by staff and consultants before projects receive final approval. CTC project selection is anticipated for April. An amendment to the FY 2008 Budget and Overall Work Program (OWP) would include development of Coastal Rail Corridor TCIF application materials to allow SANDAG to respond to the opportunity to seek such TCIF funds. Contingency Reserve funds in the amount of $100,000 are proposed to fund this effort.

Gary Gallegos, Executive Director, said that in this particular corridor, and with the statewide competition for TCIF funds, we see the benefit of ensuring that project costs are accurate.

Mr. Linthicum added that existing information needs to be updated, and there is now a freight emphasis rather than a passenger emphasis.

Mayor Ron Morrison (South County) asked about our chances of getting these funds. Mr. Gallegos responded that there is a range of $250 - $400 million available for our region. He was optimistic that if we have good projects we will get funding. The key is whether we can deliver the projects.

Councilmember Matt Hall (North County Coastal) asked about the timeline for this action. Mr. Linthicum replied that the consultants have been working on developing the information for the applications since we received the CTC TCIF guidelines in December 2007. Final documents will be submitted to us early next week, and we will submit the applications to Sacramento by the January 17, 2008, deadline.

Mr. Gallegos noted that the CTC will start to make their funding decisions in April. He added that one of our agency’s strengths is that we provide good work products.

Action: Upon a motion by Supervisor Greg Cox (County of San Diego), and a second by Second Vice Chair Stocks, the Executive Committee voted unanimously to use up to $100,000 of Contingency Reserve funds and approve an amendment to Work Element No. 3000900 of the FY 2008 Budget and Overall Work Program for the development of TCIF application materials for Coastal Rail Corridor projects.

6. SENATE BILL 375 (DISCUSSION/POSSIBLE ACTION)

Genevieve Morelos, Senior Legislative Analyst, reported that Senate Bill (SB) 375 was introduced last year by Senator Darrell Steinberg (D-Sacramento). The current SANDAG position on this bill is to “oppose.” In August 2007, the bill was held in the Appropriations Committee with a condition that the League of California Cities (League), one of the main opponents to SB 375, would work with the bill sponsor and author on the bill. During that time, the League has held a series of meetings on amendments, and SANDAG has participated in those meetings. SANDAG staff developed suggested changes to the bill, which are summarized in the staff report. The amendments proposed by the League include
the proposed SANDAG amendments. The League’s strategy is to give these amendments to the bill’s sponsor with the understanding that an incentive package would go along with the amendments.

Chair Sessom reaffirmed that we have a pretty firm decision in opposition of this measure. Our discussion should center around whether we are on the right track with regard to the proposed amendments. The bill’s proponents continue to work on this bill. SANDAG General Counsel has expressed concerns about this bill. We should continue work to make this bill as acceptable as possible as it is mostly likely going to be approved by the Legislature. The main task is how to lessen any negative impact this bill might have on the San Diego region.

First Vice Chair Pfeiler said that part of what we have at stake is our reputation. If we want to keep that, we can’t be odd man out on this bill. The way we get things done is to have a united front.

Chair Sessom agreed that we have to keep our position in context with where we fit in the whole state.

Mayor Mickey Cafagna (North County Inland) said that this is the most important bill he has seen as an elected official, and it is the tip of a huge iceberg. It is a worldwide issue and it has to be resolved on a worldwide basis. He referred to the second page of the staff report where it talks about emission targets for greenhouse gas emissions sources. Our transportation plans will be altered if we don’t meet those targets. Poway cannot meet the sustainable community targets for greenhouse gas emissions. We will spend millions of dollars trying to achieve these goals. There is nothing in the bill about carbon offsets. We don’t know if what we do will even have an affect on global warming. He didn’t think that our recommended amendments will be acceptable to the bill’s author. In the long run, someone has to take a stand and it is our responsibility to take that stand. That’s why we are respected, because we take stands that are important, and this is one we have to lead on.

Mayor Morrison agreed with Mayor Cafagna. Our approach needs to be that we have been the instrument for change in the State of California, but we want to make sure it is sensible change. We have made practical changes that have made a difference.

Mayor Cafagna said the question is: what can we do about global warming? They are not giving us any money for public transportation to get cars off the road yet they want us to reduce automobile vehicle miles traveled (VMT). We are doing our share and we don’t need more restrictions.

Second Vice Chair Stocks commented his interest in what the League feels about this bill. He said that Mayor Cafagna brought up some good points. We are respected throughout the state and have an obligation to politely, and in a meaningful way, question when the state appears to be working at cross-purposes. He asked if reducing greenhouse gases is the primary goal of the state compared to housing and transportation issues. We should ask this question about the state’s priorities.
Chair Sessom mentioned that she has been sitting in on the negotiation sessions, and they have been taking that approach. One issue is the timelines that conflict with what the California Air Resources Board (CARB) is supposed to be doing. Another issue is coordinating with the Regional Housing Needs Assessment (RHNA). The best we can do is to ensure the amendments make sense.

Mr. Gallegos stated that these three areas are not at odds. The primary intent of this bill is to reduce VMT. The facts are that our own plans show that VMT will continue to grow. The idea of the RHNA program is to house people in their own region to reduce VMT. Another piece is that our smart growth map is a good start, but only 40 percent of the smart growth areas are in the cities’ General Plans. Our Regional Comprehensive Plan (RCP) indicators were not positive last year. We have a lot of good ideas and have the potential to move them forward, but there is a lot of detail in how to implement the ideas. Since the RCP was approved, the Legislature passed and signed AB 32. We will get a greenhouse target from CARB, and we don’t know how we are going to make it work. If you can increase densities so that people don’t have to drive between counties to get to where they work, you will reduce the VMT. Where the bill falls short is that it only looks at transportation, and this issue should be looked at comprehensively.

Mayor Cafagna stated that SANDAG has plans designed to eliminate sprawl as fast as the money will allow, but we have to piecemeal the effort because we don’t have sufficient money.

Mr. Gallegos said that staff is working with the bill’s author to take in account what we have already done.

Kim Kawada, Policy/Legislative Affairs Program Manager, said that in terms of AB 32 consistency, CARB is responsible for the statewide approach. One of the things SB 375 requires is regional greenhouse gas emission targets set by CARB. The bill’s author has indicated a willingness to make changes in coordination with CARB. The way the bill is written you get regional targets from CARB and evaluate whether your plans meet these targets. We did a quick analysis from the RCP that assumed all smart growth areas were implemented, and that shows only a small decrease in greenhouse gas emissions compared to current local plans and policies. Trying to achieve the 1990 emission standards as required by AB 32 is going to be difficult, and we expect that in addition to the sustainable communities strategy, we would need to development the supplement that is required under SB 375.

Mayor Cafagna asked about carbon offsets. Ms. Kawada said that SB 375 does not specifically address carbon offsets. We are trying to tie SB 375 in with AB 32, which sets forth the more comprehensive approach.

Mr. Gallegos noted that in order to have any chance to achieve the requirements of the legislative and executive branches in AB 32, we need to look at all those things and not just at transportation in isolation.
Mayor Cafagna pointed out that we don’t control emissions from an automobile or the pollution from India and China, the most polluting countries in the world. We don’t even know if our efforts to control stormwater runoff are making a difference.

Councilmember Jim Madaffer (City of San Diego) said that the League is actively discussing a way that SB 375 can work with the intent of AB 32. We have 40 million people in the State of California, and it is hard to tell one part of the state that it should do things the same way as another part. Cars and trucks are responsible for more than 30 percent of the carbon emissions. We have done a lot of things we aren’t getting credit for. On one side they cut money for transit and then on the other side they want to reduce VMTs from automobiles. We should exert our leadership position to fashion an alternative to show the state there is more than one way to achieve the end game. What is absent in this bill is a focus on the whole picture. He mentioned several concepts that are incumbent in SB 375. We should demand more land use components to this bill. We should reward cities for smart planning efforts that are consistent with these tenets. This bill only works for Sacramento and Los Angeles. The bill’s author needs to realize there are different portions of the state that work differently. One size doesn’t fit all. The League’s position on the bill remains opposed. He encouraged the Executive Committee members to attend the League’s meeting next week in San Diego.

Mr. Gallegos stated that one real important distinction in the way the game is played in Sacramento is if you take an “oppose” position, there is no incentive for the author to work with you. If you take an “oppose unless amended” position, it’s easier to get an audience with the author. Those two positions are looked at differently in Sacramento.

Councilmember Hall expressed concern that the people who generate these bills (AB 32 and SB 375) don’t understand that they should be blended together.

Mayor Cafagna asked if we know the feeling of the rest of the state on this matter. Ms. Morelos said that everyone has been working through the League requesting stronger language. The League is trying to unify agencies in the state.

Mayor Cafagna suggested that if this bill has a benefit to the Sacramento Association of Governments (SACOG), then the bill should be limited to SACOG.

Mr. Gallegos said that the Metropolitan Transportation Commission (MTC) in the Bay Area also is in support of this bill. Some of the transportation commissions under them are opposed. Mr. Gallegos agreed that each region around the state has different ways of doing things.

Supervisor Cox expressed appreciation for Mayor Cafagna’s comments, and philosophically he agreed with him, but he also recognized the comments by Mr. Gallegos. He suggested that we change our position to one of “oppose unless amended” to show we are willing to work with the author of the bill.

Supervisor Cox asked for one modification to item No. 3 of the staff recommendation, and provided a handout noting the proposed verbiage related to lands that are identified in
other local programs established for the protection of agricultural resources. The consensus was to add that change to the staff recommendation.

Second Vice Chair Stocks agreed with Supervisor Cox with the suggestion to change our position to “oppose unless amended.”

First Vice Chair Pfeiler wanted to be sure that by changing this position we are not agreeing to something we are opposed to. Mr. Gallegos said that the downside with this “oppose unless amended” position is that the author will want to know what the amendments are so you will have to be prepared with the amendments.

Mayor Cafagna asked how many agencies have a regional comprehensive plan. Mr. Gallegos responded that all four of the largest metropolitan areas in the state have such a plan.

First Vice Chair Pfeiler noted that other regions are pretty forward thinking. but the big split is when they cut off the transit money.

Mr. Gallegos said that our RCP is the only one required in state law and, as a result, we suggested that SANDAG be exempted from this bill.

Ms. Kawada suggested that we not change our position on SB 375 today, but wait until we know what amendments have been included in the latest version of the bill.

Bob Leiter, Director of Land Use and Transportation Planning, noted that all the major metropolitan areas have smart growth or land use components, but SANDAG’s is more advanced and clear cut. He suggested that we use our RCP as a framework for a climate change plan for this region.

Mr. Gallegos stated that at the end of the last legislative cycle, we suggested that SB 375 be limited to a SACOG bill or to consider Mr. Leiter’s suggestion for an alternative approach. The SB 375 sponsor and author did not want to limit the bill as proposed.

Councilmember Madaffer said that local government should be incentivized to make the changes without this bill.

Ms. Morelos noted that the proposed incentive package is still being developed by the League.

Chair Sessom reaffirmed that at this point we will leave our position on this bill as “oppose.” We have time to work with the League on its consensus building on proposed amendments. We will come to the Executive Committee in February with a status report.

Mr. Gallegos said that staff could work on some suggested amendments to bring back at that time.

Action: This item was presented for discussion only.
7. REVIEW OF JANUARY 25, 2008, DRAFT BOARD AGENDA (APPROVE)

Diane Eidam, Chief Deputy Executive Director, reviewed the draft agenda for the January 25, 2008, Board of Directors meeting. She noted that after the Board meeting we will have refreshments to recognize the work of the Regional Planning Stakeholders Working Group. Staff proposes to add an item on the 2008 State Transportation Improvement Program (STIP) proposal for funding the widening of State Route 76 and maintaining our current STIP priorities.

First Vice Chair Pfeiler asked about the subject matter for the February 8 Policy Board meeting. Mr. Gallegos replied that it is a report on the Economic Prosperity Strategy.

First Vice Chair Pfeiler asked that the subjects of Policy Board meetings be noted on future agendas.

**Action:** Upon a motion by Councilmember Madaffer, and a second by First Vice Chair Pfeiler, the Executive Committee voted to approve the agenda for the January 25, 2008, Board of Directors meeting as revised.

8. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, February 8, 2008, at 9 a.m.

9. ADJOURNMENT

Chair Sessom adjourned the meeting at 10:16 a.m.

Attachment: Attendance Sheet
# CONFIRMED ATTENDANCE
## SANDAG EXECUTIVE COMMITTEE MEETING
### JANUARY 11, 2008

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UPDATE ON 2008-09 STATE BUDGET

Introduction

On January 10, 2008, Governor Arnold Schwarzenegger released his 2008-09 budget proposal to address an estimated $14.5 billion state budget shortfall this year. Included in his budget were solutions to address both the current year (FY 2007-08) budget gaps as well as proposals to balance the budget in FY 2008-09.

Discussion

A summary of the key budget elements is provided below:

Proposition 58

With the passage of Proposition 58 (2004), the Governor may declare a fiscal emergency if the state faces substantial revenue shortfalls. The Governor must then propose legislation to address the problem and call the Legislature into a special session. The Legislature has 45 days to act on the measure that the Governor has proposed, or it is prevented from acting on any other bills or adjourning from session. Since this is the first time that the Governor has declared a fiscal emergency under Proposition 58, there is still much confusion on how the process works, and there have been numerous questions by legislators on the floor about the process.

Proposed Cuts and Delayed Payments

For the current FY 2007-08 budget year, the Governor has proposed the early implementation of an across the board reduction for all state agencies that would take effect on March 1, 2008, in order to reach the proposed 10 percent reduction by FY 2008-09. Additionally, he has proposed to sell the $3.3 billion of authorized Economic Recovery Bonds (ERBs) and to suspend the pre-payment of the ERBs scheduled for 2008-09. He also is seeking to accrue tax revenues received in FY 2009-10 to FY 2008-09 ($2 billion), reduce K-14 education spending in the current year ($400 million), and suspend the Proposition 98 minimum guarantee in FY 2008-09 ($4 billion).

The Governor also is proposing to delay payment of approximately $500 million of transportation excise gas tax revenues allocated to local governments. The Governor has proposed to suspend these payments for up to a five-month period (April – August 2008) and pay the full amount in September 2008.
FY 2008-09 Budget Proposal Highlights

As mentioned above, the Governor has proposed a 10 percent reduction across the board for all state agencies with early implementation in March 2008. Some of the highlights of the Governor’s proposed budget include:

Transportation

Proposition 42: The budget proposes to fully fund Prop. 42 at $1.5 billion, which includes

- $594 million for the State Transportation Improvement Program (STIP)
- $297 million for Cities
- $297 million for Counties
- $297 million for Public Transportation Account

Proposition 1B: The budget also proposes to allocate $4.7 billion in Proposition 1B funds (see Attachment 1).

Spillover Account: The revenue for the spillover account in FY 2008-09 is projected to be $910 million. The Governor’s budget proposes to transfer $455 million of spillover revenues in the FY 2008-09 budget to address non-transit programs established under SB 79 (2007) and to leave $455 million of the spillover revenues in the Public Transportation Account (PTA).

Housing

Proposition 1C: The FY 2008-09 budget proposes to allocate $771 million in Proposition 1C funds (see Attachment 1).

Environment/Resources

Beach Sand Replenishment: The Governor’s proposed budget includes an allocation to SANDAG in the amount of $6.5 million in FY 2009 for beach sand replenishment from the California Boating and Waterways Funding account.

Flood Protection: The proposed budget includes $598 million from Proposition 1E to fund a variety of flood response and levee improvements.

Proposition 84: The budget proposes the expenditures of $1 billion in Proposition 84 funds for a variety of natural resource programs.

Additional Infrastructure Bonds Proposed

As part of his Strategic Growth Plan, the Governor proposed additional bond measures to expand the state’s water supply, fund K-12 and higher education facility improvements, and courthouse repairs. The Governor also proposed amending the High Speed Rail bond to ensure the financial feasibility of the project and include a commitment from federal, state, local and private participants.
New Constitutional Amendment

The Governor’s budget proposes the Budget Stabilization Act, a constitutional amendment to reform the state budget process. The reform would prevent over-budgeting based on extraordinary revenue gains and provide a way to reduce spending when necessary to avoid a deficit. The act will require excess revenues (revenues above a reasonable, long term average rate of growth) be deposited in the Revenue Stabilization Fund. In years of below average rates of revenue growth, monies will be transferred from the Revenue Stabilization Fund back to the General Fund to cover the shortfall. In years when the Revenue Stabilization Fund exceeds an amount equivalent to 10 percent of General Fund revenues in a year, the excess will be available for one-time spending.

Next Steps

SANDAG will continue to monitor the budget proposals as they are developed and discussed by the Legislature and Governor. Staff will update the Executive Committee as major significant changes occur.

KIM KAWADA
Policy and Legislative Affairs Program Manager

Attachment: 1. Table on Proposed Allocations for Propositions 1B and 1C

Key Staff Contact: Genevieve Morelos, (619) 699-1994, gmo@sandag.org
## Governor’s Proposed Allocations
for Propositions 1B and 1C in FY 2008-09

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<tr>
<td>Emergency Housing Assistance</td>
<td>24</td>
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<tr>
<td>Infill Incentives Grant Program</td>
<td>200</td>
</tr>
<tr>
<td>Transit-Oriented Development</td>
<td>95</td>
</tr>
<tr>
<td>Housing Urban-Suburban and Rural Parks</td>
<td>30</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$771 million</strong></td>
</tr>
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FY 2009 BUDGET (INCLUDING OVERALL WORK PROGRAM)

Introduction

The process of developing the FY 2009 Budget, including the Overall Work Program (OWP), is underway. The Strategic Goals have been updated. We have developed “Areas of Emphasis” reflecting discussions occurring at meetings of the Board and policy advisory committees over the past few months. The overall objective is to develop a work program that targets the most important issues for the coming year, keeping in mind that FY 2009 is expected to be a challenging year with respect to funding.

Recommendation

The Executive Committee is asked to review and provide comment on the proposed FY 2009 work elements.

Discussion

Current funding environment

Local sales tax revenue - As a result of the current state of the economy, FY 2009 will be a challenging year with minimal growth in recurring revenues compared to the prior year. Over half of our recurring revenue that funds the OWP comes from sales tax based sources (Transportation Development Act [TDA] and TransNet). Receipts for TDA and TransNet for the first half of the current fiscal year are 2.4 percent less than the same period in the previous year. Based on this experience from the first half of the fiscal year, and within the context of what we see occurring in the overall economy, we are projecting that sales tax receipts for the entire FY 2008 will be 2.9 percent less than the prior year (FY 2007). For FY 2009, we are projecting a modest growth rate of 2.2 percent over the adjusted current year estimate, which means we are not estimating a return to FY 2007 levels until FY 2010.

Federal and state revenue – Federal and state recurring revenues comprise the remainder of our flexible funding for the OWP. There is no growth in the FY 2009 consolidated planning grant funds that come to us through the state. Congress has appropriated an 8 percent increase in the Federal Transit Administration (FTA) Section 5307 funds that come directly to us through the FTA.

The net change in flexible funding (not including any carryover) is an increase of $400,000 from $16.4 million in FY 2007 to $16.8 million in FY 2009. On the more positive side, staff has been very successful at procuring additional dedicated state, local, and federal funds, with expenditures of dedicated funding expected to grow from $32 million in FY 2008 to $38.3 million in FY 2009. The total of the preliminary FY 2009 OWP budget is currently $56.3 million, compared to $50.4 million in FY 2008.

Contingency reserve – The current balance in the contingency reserve is $5.4 million. Use of the reserve is governed by Board Policy No. 030. Currently, the draft budget does not assume any use of the contingency reserve to fund FY 2009 work efforts.
Prioritizing the OWP

As a result of this constrained funding environment, we are taking a conservative approach with the FY 2009 OWP, focusing efforts on the Strategic Goals, Areas of Emphasis, Mandates, and Commitments. In addition, in recognition of the tough budget year ahead, we have implemented a process to review vacant positions as they arise to determine the most effective way to fill the vacancy, if at all. We also are reviewing the FY 2008 Budget to identify potential savings that could be carried over and used in the FY 2009 OWP.

For the FY 2009 OWP, the Strategic Goals have been updated (Attachment 1). In addition, Attachment 1 summarizes the agency’s current Areas of Emphasis, which are being used to guide the use of resources. The Strategic Goals are meant to be long-term areas of achievement that change very little on an annual basis, whereas the Areas of Emphasis are intended to be updated 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. The availability of Dedicated Funds, which include grants, fees, or specific fund designations already approved for an existing OWP activity, also is considered as part of the process to prioritize proposed projects.

The work elements that are being proposed have been evaluated in terms of: (1) whether each work element advances one of the three Strategic Goals; (2) to what extent each task within each work element supports one of the 12 Areas of Emphasis; (3) the extent to which an Agency Mandate or Commitment is supported; and (4) whether dedicated funds are currently in place. After several iterations, staff has preliminarily balanced revenues and expenses and is proposing a work program that we believe is in line with this approach.

Attachment 2 provides a summary description of each of the proposed work elements along with the primary Strategic Goal that each element supports. A description of proposed new work elements begins on page 24 of Attachment 2.

Next Steps

On March 14, the Executive Committee will be asked to accept the Draft FY 2009 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 2009 Budget at its March 28, 2008, 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 2009 Budget in May 2008.

RENEE WASMUND
Director of Finance

Attachments: 1. SANDAG Agency Goals, Areas of Emphasis, and Mandates and Commitments (FY 2009)
2. FY 2009 Preliminary OWP Work Element Objectives

Key Staff Contact: Tim Watson, (619) 699-1966, twa@sandag.org
SANDAG AGENCY GOALS, AREAS OF EMPHASIS, AND MANDATES AND COMMITMENTS (FY 2009)

Strategic Goals

IMPROVE MOBILITY by providing better public transportation services and implementing TransNet Early Action Projects, transportation demand management (TDM), and traveler information services.

ENCOURAGE QUALITY OF LIFE IMPROVEMENTS, as characterized by a strong economy, healthy environment, public safety, and more housing choices; consistent with the Regional Comprehensive Plan (RCP) Strategic Initiatives and other mandates.

ENHANCE ORGANIZATIONAL EFFECTIVENESS, both internally and externally through continuous improvements.

Areas of Emphasis

- **Quality of Life Funding Program** - Development of planning strategies, funding strategies, and implementation strategies for regional infrastructure investments in the areas of habitat conservation, water quality, shoreline preservation, public transportation, and other potential infrastructure areas.

- **Transportation Project Implementation** - Early delivery of transportation projects, utilizing TransNet and Proposition 1B funds, while aggressively pursuing matching funds, particularly for goods movement projects.

- **New Border Crossing/State Route (SR) 11** - Preparation of plans and investment strategies to implement third border crossing and connecting highway improvements in East Otay Mesa.

- **Airport Planning** - Collaboration with airport authority on implementation of Senate Bill 10 through Air/Rail Network Planning Study and other related planning efforts.

- **Internal and External Communication Improvements** - Strategic efforts to improve communications within SANDAG, as well as with member and partner agencies, and the general public.

- **Sustainable Development (Climate Change) Planning** - Planning efforts to address energy and the impacts of transportation and land use on greenhouse gas emissions, pursuant to Assembly Bill 32.

- **Modeling** - Employ new technologies and methodologies to develop a fully integrated modeling system that allows multidirectional data flow among all elements (transportation, land use, demographic, economic) and equips SANDAG to more comprehensively address complex policy issues today and into the future.

- **Transportation Demand Management** - Implement sustainable programs and services to maximize transportation network efficiency, manage customer demand for transportation services, and utilize performance measures to ensure the network is managed toward outcomes and that best value investments are made.

- **Innovative Financing and Joint Development of Transportation Projects** - Development of financing strategies to provide for cost-effective development of transportation facilities, including transit stations and parking facilities.
- **Congestion Management Program/Corridor Studies** - Collaborative planning efforts among SANDAG, Caltrans, and local jurisdictions to address future transportation needs in congested corridors, and develop financing strategies to implement needed projects.

- **Interregional Planning** - Collaborative efforts between SANDAG, Caltrans, and partner agencies in neighboring counties, Mexico, and tribal nations to address transportation and other related planning issues.

- **Smart Growth Planning Initiatives** - Development of design guidelines to assist regional and local planning agencies in implementing smart growth concepts contained in the RCP, and development of regional bikeway master plan to facilitate non-motorized transportation in the region.

### Abbreviations

**SB1703**  
**San Diego Regional Consolidated Agency (State)**

Senate Bill 1703 created a consolidated agency on January 1, 2003, to strengthen how regional public policy decisions are made. The law mandates membership in the consolidated agency from the area’s 18 cities and county government. It consolidates transit planning, programming, project development, and construction into the new agency, leaving responsibilities for day-to-day operations with the existing transit operators. Assembly Bill 361 called for preparation and ongoing monitoring of a Regional Comprehensive Plan (RCP).

**COG**  
**Council of Governments**

This designation provides the public forum for regional decision-making among the area’s 18 incorporated cities and county government, relating to a broad range of topics pertinent to the region’s quality of life. Some of the regional topics include strategic planning, allocation of resources, and the creation of accurate, timely, and useful demographic, economic, transportation, planning, borders, environmental, and public safety information.

**RTPA**  
**Regional Transportation Planning Agency (State)**

As the Regional Transportation Planning Agency (RTPA), SANDAG adopts the RTP (long-range plan) and Regional Transportation Improvement Program (RTIP), the five-year programming of state and federal transportation funds. The agency also allocates Transportation Development Act (TDA) funds (¼ cent sales tax for transit support, approximately $118 million per year).

**MPO**  
**Metropolitan Planning Organization (Federal)**

This authority allows SANDAG to allocate federal transportation revenues and meet comprehensive planning requirements of federal omnibus transportation legislation know as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in order to be eligible for certain federal funds.

**SDRTC**  
**San Diego County Regional Transportation Commission (State and Voter Approval)**

SANDAG is the designated commission and administers the local ½ percent sales tax, TransNet, (approximately $250 million per year) for transportation purposes.

**CMA**  
**Congestion Management Agency (State and Local)**

All 18 cities and the county government have designated SANDAG as the Congestion Management Agency responsible for adopting a congestion management program (CMP), overseeing preparation of deficiency plans, and monitoring local agency compliance with the CMP.

**AQ**  
**Co-Lead Agency for Air Quality Planning (Federal and State)**

Both SANDAG and the San Diego County Air Pollution Control Board (APCB) carry out air quality planning mandates and determine conformity of transportation projects with air quality plans.
IWMTF Integrated Waste Management Task Force (State and Local)
SANDAG recommends actions to member agencies regarding the major elements of the state-mandated Integrated Waste Management Plan.

RHNA Housing (State)
SANDAG determines each jurisdiction’s share as part of the Regional Housing Needs Assessments and establishes performance criteria for self-certification of housing elements.

CEQA Areawide Clearinghouse (Federal and State)
SANDAG reviews projects with regional impacts under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

MHCP North County Multiple Habitat Conservation Program (Local Management & Administration)
Undertaken on behalf of the seven North County cities, SANDAG serves as the policy body for the program.

CJ Regional Criminal Justice Clearinghouse - Local
The Clearinghouse provides the means to seek and secure research funds from state and federal sources to assess the effectiveness and efficiency of crime control programs. Assistance to member agencies occurs through various avenues: publishing crime and arrest reports, sharing resources and information, quality assurance studies of crime-related data, impact assessments of crime-reduction strategies, long-term evaluations of critical issues, and grant writing assistance for agencies seeking state and federal funding. Through the Clearinghouse, staff also conducts analyses of offender drug use.

ARJIS Automated Regional Justice Information System - Local
The purpose of the ARJIS Joint Powers Agency is to produce state-of-the-art criminal justice information technology that provides its members with seamless, cross-jurisdictional access to essential, accurate real-time data via a secure criminal justice enterprise network. As the convening agency for regional justice technology, ARJIS services enhance both officer and public safety for the public agencies and other members.

RCDC Regional Census Data Center - Local
The Regional Census Data Center (RCDC) was established to 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.

<table>
<thead>
<tr>
<th>Abbrev.</th>
<th>AGENCY COMMITMENTS</th>
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<tbody>
<tr>
<td>MOUT</td>
<td>MOU WITH MTS AND NCTD Multi-year commitment through a Memorandum of Understanding between SANDAG and one of the transit agencies</td>
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<td>MOUC</td>
<td>MOU WITH CALTRANS   Multi-year commitment through a Memorandum of Understanding between SANDAG and Caltrans District 11</td>
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<tr>
<td>MOUM</td>
<td>MOU WITH MEMBER AGENCY(IES) Multi-year commitment through a Memorandum of Understanding between SANDAG and one or more of the member agencies</td>
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<td>FGC</td>
<td>FEDERAL GRANT CONDITIONS Multi-year, project-specific federal grant agreement where reimbursement of costs is conditioned upon the completion of applicable activities, tasks, or products</td>
</tr>
<tr>
<td>SGC</td>
<td>STATE GRANT CONDITIONS Multi-year, project-specific state grant agreement where reimbursement of costs is conditioned upon the completion of applicable activities, tasks, or products</td>
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</table>
LOCAL GRANT CONDITIONS
Multi-year, project-specific local grant agreement where reimbursement of costs is conditioned upon the completion of applicable activities, tasks, or products.

FEE FOR SERVICES
An MOU or contractual agreement where SANDAG agrees to perform specific services in exchange for fees, which provide the funding for the applicable task or product budgeted.

TransNet ORDINANCE COMMITMENTS
As part of TransNet passed in November 2004, SANDAG agreed to deliver certain services, projects, and programs.

TRANSPORTATION DEVELOPMENT ACT
State legislation created the Regional Transportation Planning Agency (RTPA), which gives SANDAG the authority and is accountable for the allocation of the 1/4 cent sales tax collected in the County.

REGIONAL TRANSPORTATION PLAN DEVELOPMENT
One of the commitments as part of the designation as the RTPA is to develop a Regional Transportation Plan in conjunction with state and federal regulations.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
SANDAG is responsible for coordinating the RTIP, which is a planning and fund programming document that is updated every two years and can be amended periodically.

REGIONAL COMPREHENSIVE PLAN DEVELOPMENT
State Legislation created the obligation for SANDAG to produce an RCP, and coordinate regional implementation and monitoring of the progress on the key strategic initiatives.

INTERGOVERNMENTAL REVIEW
SANDAG serves as the clearinghouse for the review of regionally significant projects that may impact the implementation of the RTP or the RCP. The review ensures these projects are coordinated appropriately with local jurisdictions, Caltrans, the San Diego County Air Pollution Control District (APCD), and other agencies.

Regional Transportation Demand Management Program Administration
Provide and administer regional program (RideLink) consisting of carpool, vanpool, and transit programs, guaranteed ride home, bike locker program, and others.

I-15 Congestion Pricing and Transit Development Program
Implement FasTrak™ program to allow single-occupant vehicles in I-15 express lanes for a fee. Fees support additional bus services in corridor.

Regional Beach Sand Replenishment Program
Administer the regional program in coordination with federal, state, and local agencies.

SANDAG Service Bureau
Technical Services provided by SANDAG on a fee for service basis to member agencies and consultants working for them.

Regional Information Service (Development and Maintenance)
### FY 2009 Preliminary Overall Work Program

#### Work Element Objectives

## WORK ELEMENTS CONTINUING IN FY 2009

<table>
<thead>
<tr>
<th>WORK ELEMENTS CONTINUING IN FY 2009</th>
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<tbody>
<tr>
<td><strong>11091</strong> Project Development and Oversight</td>
</tr>
<tr>
<td>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); State Proposition 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 2009 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) implementation of the TransNet Early Action Program (EAP) projects; and (2) implementation of Prop 1-B projects.</td>
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<tr>
<td><strong>1109203</strong> I-15 Violation Enforcement Study (VES)</td>
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<tr>
<td>The objective of this work element is to deploy and test state of the art violation enforcement systems and strategies for the FasTrak value pricing and high-occupancy vehicle (HOV) lanes. This project is a systems engineering effort and builds upon the I-15 Managed Lanes Toll Collection System that is being deployed on the Interstate 15 Managed Lanes between State Route (SR) 163 and State Route 78.</td>
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<tr>
<td><strong>11093</strong> Regional Arterial Management System</td>
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<tr>
<td>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 upgraded software and a limited communications network for the demonstration phase for the purpose of developing inter-jurisdictional timing plans along major arterial corridors.</td>
</tr>
<tr>
<td><strong>11095</strong> Traveler Information Service - 511</td>
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<tr>
<td>The objective of this work element is to maintain, operate, and enhance the advanced traveler information system (ATIS/511) for the region. During FY 2009 emphasis will be operation and maintenance of the 511 telephone, Web and TV Broadcast services, on implementing the 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 TV Broadcast information services that deliver real-time travel information for freeways and transit, roadside assistance, and a wide range of other transportation-related information using various media sources (e.g., television, telephone, cell phone, Internet, wireless Internet, e-mail, text messaging).</td>
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TransNet Financial Management

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 2009 will be on continuing the accelerated implementation of the TransNet Extension consistent with the Plan of Finance for the Early Action Program (EAP), including utilization of the proceeds of the first major bond issue under the new TransNet Extension and the performance of the first triennial performance audit for the program.

TransNet Public Information Program

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 2009 emphasis will be placed on providing the public with information about TransNet and the Early Action Program.

Information Systems Management

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 therein; and (3) optimize the delivery and accessibility of information to member agencies, partners, the public, and SANDAG staff. Emphasis in FY 2009 is to: (1) implement and test business continuity plan; (2) improve security infrastructure; and (3) improve GIS architecture.

PC, Internet, and Database Applications

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 Transit.511sd.com, RideLink, ARJIS and SANDAG Web sites and the SANDAG Intranet. Emphasis for FY 2009 is to: (1) re-develop Project Accounting & Master Budget Model into a single application integrating project and budget planning; (2) develop an application for the Human Resources Division to centralize and manage various types of employee data; and (3) develop Web-based applications that improve the dissemination of SANDAG's Regional Information System, including ArcGIS mapping and data downloading capabilities.

Transportation Model Application and Development

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 Improvement Program (RTIP), 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 2009
emphasis will be given to: (1) starting development work on the next generation transportation model; (2) finishing the commercial vehicle model component; (3) creating a framework for the implementation of an interactive regional count database system; and (4) documenting procedures, innovations, and performance of the transportation model.

20004 Census and Product Coordination  
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 2009 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 Forecasts  
Strategic Goal: Improve Organizational Effectiveness

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 2009 will be: (1) continue the task of modernizing SANDAG’s forecasting models; (2) ensure that the new small-area PECAS model integrates with the regional Demographic and Economic Forecasting Model; and (3) working with the transportation modelers, develop linkages between the outputs of the PECAS model and inputs to the transportation models.

20006 Geographic Information Systems Services  
Strategic Goal: Improve Organizational Effectiveness

The objectives of this work element are to: (1) create, update, document, and disseminate geographic information system (GIS) databases, imagery, and applications for staff use and 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; (3) provide technical support, data services, and cartography for the new small-area forecasting model (PECAS), the I-PLACE³S sketch planning tool, and our transportation models; and (4) improve and expand the use of visualization tools for analysis and presentations. During FY 2009 emphasis will be placed on modifying our Land Information System to accommodate requirements of the PECAS forecasting model, the I-PLACE³S sketch planning tool, and transportation models. We will also strive to expand the use of animation, 3D, and time series visualization tools to evaluate model results and to enhance presentations.
20007 Assistance to Transit Operations and Planning

The objectives of this work element are to: (1) conduct primary data collection that will be used for planning, marketing, and operations decision making; (2) provide technical support on transit-related projects identified in this work element; and (3) provide technical assistance and training on SANDAG data and analysis tools. During FY 2009 emphasis will be placed on increasing the functionality of the Passenger Counting Program and documenting how the transit system is being used by conducting a region-wide survey of transit passengers.

20009 Performance Indicator Data Management

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 2009 is to update data and documentation in the Performance Indicator Data Management System, to evaluate the data from arterial and transit PeMS (APeMS and TPeMS), and determine how to incorporate those new data sets into the travel time estimates for the RCP Monitoring and State of the Commute reports.

20011 Regional Economic and Municipal Finance Services

The objectives of this work element are to: (1) provide economic and fiscal analysis to support SANDAG projects and programs, 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 2009 is on: (1) analyzing the economic impacts of the RTP; and (2) investigating innovative financing strategies for implementing the RTP, RCP and other regional infrastructure components.

20014 CJ - Regional Criminal Justice Research and Clearinghouse

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 2009 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.

20019 CJ - Juvenile Justice Crime Prevention

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 school districts, in meeting their grant reporting requirements by acting as an outside program evaluator; 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 2009 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.

<table>
<thead>
<tr>
<th>20026</th>
<th>CJ - Substance Abuse Monitoring</th>
<th>Strategic Goal: Enhance Public Safety</th>
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<tbody>
<tr>
<td></td>
<td>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 2009 is to conduct at least 800 interviews.</td>
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<tr>
<th>20031</th>
<th>Creative Services Program</th>
<th>Strategic Goal: Improve Organizational Effectiveness</th>
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<td>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 2009 will be to continue to obtain work order agreements for large tasks, charging graphics support directly to the requesting job.</td>
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<th>20036</th>
<th>CJ - HEP Prevention</th>
<th>Strategic Goal: Enhance Quality of Life</th>
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<td></td>
<td>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 2009 emphasis will be placed on continuing to provide useful and timely feedback to the program partners.</td>
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<tr>
<th>20055</th>
<th>CJ - SB 618 Re-Entry Project Evaluation</th>
<th>Strategic Goal: Enhance Quality of Life</th>
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<td>The objectives of this work element are to conduct both process and impact evaluations of: (1) a re-entry program targeting non-violent adult offenders exiting the state prison system; and (2) a coordinated effort in North County to target gang crime across a variety of jurisdictions. During FY 2009 emphasis will be placed on following ex-offenders as they begin to exit the prison system and to implement a thorough research design for the gang project.</td>
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<tr>
<th>21002</th>
<th>I-PLACE³S Modeling for Community Sustainability</th>
<th>Strategic Goal: Enhance Quality of Life</th>
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<td>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 helps communities better understand</td>
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how land use, zoning, and transportation infrastructure decisions impact measures of sustainability. The emphasis in FY 2009 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 Crime Patterns at Transit Stations

Strategic Goal: Enhance Quality of Life

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. This project’s final analysis and written report will be completed in FY 2009. The findings will be presented and methods training will be offered to law enforcement agencies in FY 2009 as well.

22001 ARJIS: Maintenance and Support

Strategic Goal: Enhance Quality of Life

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

Strategic Goal: Enhance Quality of Life

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. Emphasis in 2009 includes developing and prioritizing specific tasks and projects to be approved by the CSMC and PSC in September 2008 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.

22004 ARJIS: Border Safe III/RISC

Strategic Goal: Enhance Quality of Life

Phase 3 of this project ended December 31, 2007. We have submitted proposals for Phase 4 funding. Phase 4 will implement fingerprint and facial recognition technology in the field using handheld devices. Work also will include implementation of a “smart tattoo” system that allows positive identification queries using photos taken of tattoos in the field.
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<tr>
<th>Work Element</th>
<th>Strategic Goal</th>
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<tbody>
<tr>
<td>22005 ARJIS: Enterprise System</td>
<td>Enhance Quality of Life</td>
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<tr>
<td><strong>The objective of this work element is the replacement of the legacy ARJIS system and development of the ARJIS Enterprise. Emphasis in FY 2009 is to:</strong> (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.</td>
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<th>22006 ARJIS: SRFERS II Grant</th>
<th>Enhance Public Safety</th>
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<tr>
<td><strong>The objective of this NIJ grant is to continue developing and implementing the State Regional and Federal Enterprise Retrieval System (SRFERS). 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 2009 is to:</strong> (1) Continue adding new data sources to include drivers license photos from New Mexico, Washington, Arizona, Nevada and Montana; (2) Develop State Implementation Plans (SIPS) for each new state; (3) Continue privacy impact assessments, security assessments, and other documentation for the SRFERS toolkit; (4) 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 memorandums of understanding and will allow users to share lessons learned and best practices).</td>
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<tr>
<th>22007 ARJIS: Regional Interoperability and Communications</th>
<th>Enhance Quality of Life</th>
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<tr>
<td><strong>The PSC and the Chiefs'/Sheriff’s Management Committee have identified interoperability as one of four key priorities for the region’s public safety agencies. The PSC was recently involved in three workshops focused on interoperability opportunities and issues. The outcome of the workshops was the development of an action plan with short and long term deliverables to enhance public safety in the region. In FY2009 the PSC, in partnership with the Unified Disaster Council (UDC), will oversee the execution of the interoperability action plan. The Department of Homeland Security and other federal agencies have also made interoperability their top priority.</strong></td>
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<th>22009 ARJIS: Domestic Violence Communications Systems</th>
<th>Enhance Public Safety</th>
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<tr>
<td><strong>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 2009 is to enhance the current application by:</strong> (1) Finishing the development of the medically mandated reporting component of 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) Enhancing the current reporting program to track offender statistics (ARJIS will collaborate with the Probation Department to enhance the program that pulls statistics from the DVCS Treatment Provider Progress Reports to track offender’s program status); (3) Finish the work started in 2008 to link the DVCS to the Family Justice Center’s new intake system.</td>
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<th>30002 RCP Planning and Implementation</th>
<th>Enhance Quality of Life</th>
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<tr>
<td>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,</td>
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transportation systems, infrastructure needs, and public investments within a regional framework of smart growth and sustainability. Emphasis in FY 2009 will be to provide cutting-edge planning tools to assist local jurisdictions in implementing smart growth and sustainable development in the areas identified on the "Smart Growth Concept Map." Major work activities include the preparation of the Smart Growth Design Guidelines, the development of the Smart Growth Trip Generation Rates and Parking Study, the production of the 2008 RCP Monitoring Report, and the implementation of the California Regional Blueprint Planning Grant, which focuses on funding strategies for regional infrastructure in the RCP and fair share contributions of development projects toward regional transportation infrastructure. In addition, a Planning Department Strategic Business Plan will be completed to prioritize work efforts and a scope of work and cost estimate will be developed for updating the RCP, which is anticipated to begin in FY 2010. This work element also provides for administering Caltrans planning grants that are passing through SANDAG to implementing agencies, including the City Heights Walks to School and Access to Community Medical Transportation Services. This work element will be coordinated with numerous other work elements within the Overall Work Program (OWP).

30004 Regional Mobility and Transportation Planning

The objective of this work element is to improve regional mobility and air quality by: (1) implementing the 2030 Regional Transportation Plan (RTP); (2) coordinating regionally with federal and state (Caltrans) agencies on highway planning, along with local agencies (including the San Diego County Regional Airport Authority) and tribal governments on arterial and ground access planning; (3) monitoring the Congestion Management Program (CMP) network; 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 implementation of the 2030 RTP, interaction with OWP element 30002 (Regional Comprehensive Plan (RCP) Implementation), and air quality conformity analysis for amendments to the Regional Transportation Improvement Program (RTIP). Efforts include conducting transportation and emissions analyses for the 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

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 San Diego Regional Bicycle Plan, developing new program guidelines, and annual recommendations for bicycle, pedestrian, and neighborhood projects funded by the TransNet and Transportation Development Act (TDA) programs and providing oversight of regional bikeway development projects.

30009 Goods Movement Planning

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 2030 RTP; and (3) complete the evaluation of the potential operation of trucks on the high occupancy vehicle (HOV)/Managed Lanes system in the region.
30023  Regional Short-Range Transit Service Planning  Strategic Goal: Improve Mobility

The purpose of this work element is to provide the blueprint for the development of the region's transit system to support the goals and objectives of the RCP and RTP through transit planning, fare setting and coordinating human service transportation. The goal is to support the agency's goal of improving mobility within the region. The objectives of this work element are to: (1) prepare the Regional Short-Range Transit Plan (RSRTP); (2) manage the competitive process for Job Access and Reverse Commute (JARC), New Freedom and Senior Mini-Grant projects and monitor the performance of Grantees, (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) monitor transit system performance and recommend improvements in compliance with Transportation Development Act (TDA) requirements; (7) conduct sub-area transit analysis as required; (8) provide transit operations planning for major capital projects being developed by SANDAG; (9) coordinate Social Services Transportation Advisory Council (SSTAC) and (10) administer the Results of Market-Based Planning for the Comprehensive Operations Analysis planning grant that is passing through SANDAG to MTS.

30026  Regional Housing and Smart Growth Development  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 2009 will be on implementing the TransNet Smart Growth Incentive Program and other financing strategies, assisting local jurisdictions in 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, undertaking 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  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 advance planning and implementation of the region’s habitat preserve system through assisting in the development and implementation of the regional conservation plans pursuant to the Regional Comprehensive Plan. The third objective is to pursue funding through federal, state, and/or regional sources to meet the long-term requirements for various environmental programs, including the potential quality of life funding measure(s).

30028  Regional Shoreline Management  Strategic Goal: Enhance Quality of Life

The objectives of this work element are to: (1) implement the restoration of regional beaches through large-scale and opportunistic replenishment programs, including the Coastal Regional Sediment Management Plan; (2) continue the implementation of the Regional Shoreline Monitoring Program; and (3) continue the work of the Shoreline Preservation Working Group.
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<th>Work Element ID</th>
<th>Work Element Description</th>
<th>Strategic Goal</th>
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<tr>
<td>30030</td>
<td>Regional Energy Planning</td>
<td><strong>Enhance Quality of Life</strong></td>
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<td>The objectives of this work element are to: (1) coordinate implementation of the Regional Energy Strategy; (2) work with federal and state energy planning and regulating agencies to help the region attain its energy goals; (3) integrate transportation energy planning issues into regional energy planning efforts; and (4) develop and implement a strategy to mitigate climate change caused by regional energy use.</td>
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<tr>
<td>30032</td>
<td>Borders Planning and Coordination</td>
<td><strong>Enhance Quality of Life</strong></td>
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<td>The objectives of this work element are to: (1) plan, coordinate, and oversee activities that impact the borders of the San Diego region (Orange, Riverside, and Imperial Counties, as well as Mexico and the Native American tribal governments); (2) strengthen collaboration with agencies and entities in a binational and interregional context; and (3) coordinate the Borders Committee and its working groups. Emphasis in FY 2009 will be on continuing to strengthen existing partnerships with neighboring jurisdictions following the Borders Strategic Initiatives of the Regional Comprehensive Plan (RCP), and continuing efforts toward the implementation of an effective binational planning partnership with Tijuana and other jurisdictions.</td>
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<td>30039</td>
<td>Subregional Transportation Planning and Coordination</td>
<td><strong>Improve Mobility</strong></td>
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<td>The objective of this work element is to coordinate SANDAG’s Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and Congestion Management Program (CMP) with the local land use and transportation planning processes in the 18 cities and the County of San Diego, transit agencies, Caltrans, and others. Coordination of subregional and local transportation and land use plans includes Transit Station Joint Development. A new study beginning in FY 2008 will be the Interstate 8 corridor. This work element provides for the staff hours required to prepare a project scope and budget and to oversee subregional and corridor studies. Funds required to conduct subregional and corridor studies will need to be secured on a case-by-case basis in accordance with agency policies and amended into this work element.</td>
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<td>30051</td>
<td>SD - Riverside Interregional Partnership Grant - Phase 3</td>
<td><strong>Enhance Quality of Life</strong></td>
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<td>The primary goal of the I-15 IRP is to develop collaborative, interregional strategies in transportation, economic development, and housing that will improve the quality of life of residents in both counties. The objectives for Phase III, which begins in FY09 and will continue through FY10, include collaboration with interregional partner agencies on the development of: (a) an Interregional Strategic Implementation Plan for short-term improvements to the corridor system; (b) an interregional economic development action plan, based on employment clusters; (c) transit-oriented strategies, including the development of a smart growth concept map for southwestern Riverside and workforce housing for northern San Diego. This overall project includes the Interregional Vanpool Study (30051.01)</td>
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<td>30055</td>
<td>SDA&amp;E Railway Gateway Feasibility and Improvements Study</td>
<td><strong>Improve Mobility</strong></td>
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<td>The objectives of this study are to: (1) assess the economic viability and role of the SD&amp;AE Railway and San Ysidro Intermodal Facilities as an international trade gateway, (2) develop preliminary engineering and obtain environmental clearance for initial improvements at the San Ysidro Intermodal Yard, (3) prepare a long-term strategy and improvement program for the San Diego Region's gateway intermodal freight facilities (rail, border, and port) to interface with the San Ysidro Intermodal Yard, and (4) prepare a plan of finance.</td>
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<tr>
<td>Code</td>
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<tr>
<td>30057</td>
<td><strong>Hillcrest Corridor Bus Rapid Transit Planning and Conceptual Design</strong></td>
<td><strong>Improve Mobility</strong></td>
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<td>The objective of this work element is to prepare conceptual design of street improvements, including transit lanes, stations, and pedestrian improvements, and prepare an initial operating plan. This work is being addressed through a consultant contract during FY 08 and funded through a Caltrans grant. During FY 2009, completion of the plans and initiation of implementation is planned.</td>
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<td>3006201</td>
<td><strong>Freeway Shoulder Transit Planning Grant</strong></td>
<td><strong>Improve Mobility</strong></td>
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<td>For freeway shoulders, the objectives of this work element are to: (1) evaluate the performance of the initial shoulder facility in terms of travel time, patron and driver perception, operating safety, and cost benefit; (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 standard design criteria in conjunction with Caltrans; (4) develop conceptual and/or preliminary designs of priority treatment for identified sites; and (5) establish a permanent freeway shoulder lane program in conjunction with Caltrans District 11 and Sacramento headquarters through appropriate policy and/or legislation.</td>
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<td>30063</td>
<td><strong>Implementation of Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan</strong></td>
<td><strong>Enhance Quality of Life</strong></td>
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<td>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 initiatives identified in the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan.</td>
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<td>30071</td>
<td><strong>State Route 11 and East Otay Mesa Port of Entry Planning</strong></td>
<td><strong>Improve Mobility</strong></td>
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<td>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 (SR) 11 and the proposed Otay Mesa East Port of Entry. Work will focus on the evaluation of investment strategies and options within a public toll financing framework, as well as coordination and collaboration with the County of San Diego, Caltrans, the U.S. General Services Administration, and counterpart agencies in Mexico that are leading planning and environmental studies.</td>
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<td>30072</td>
<td><strong>Quality of Life Planning and Funding Strategies</strong></td>
<td><strong>Enhance Quality of Life</strong></td>
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<td>The objective of this work element is to develop and implement a quality of life infrastructure strategy to meet regional needs to fund habitat conservation plans, beach sand nourishment activities, water quality improvements, and transit service enhancements (beyond what is already funded). The strategy would meet goals outlined in the Regional Comprehensive Plan and improve quality of life in the region.</td>
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<td>40001</td>
<td><strong>Transit Planning Administration and Coordination</strong></td>
<td><strong>Improve Organizational Effectiveness</strong></td>
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<td>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) provide coordination and</td>
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collaboration with MTS and NCTD regarding transit planning matters; 4) undertake small-scale studies, as needed, for transit planning projects; (5) administer the transit internship program and (6) work with the San Diego County Regional Airport Authority to prepare a vision plan for San Diego International Airport (SDIA) to address the costs and benefits of improvements including terminals, runways, and on- and off-airport access improvements. This work would be coordinated with the proposed new Regional Air Rail Study work program called for in SB 10.

40005 Transportation Funding Administration 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 and transit 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. This work element includes conducting the required annual fiscal audit for TDA and STA programs.

40006 Regional Transportation Improvement Program 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.

40007 Develop and Enhance Tools for Transportation Strategic Goal: Improve Mobility

Performance Monitoring

The objective of this program is to continue development of a multi-modal freeway and highway Performance Monitoring System (PeMS) in conjunction with Caltrans and U.C. Berkeley. Emphasis in FY 2009 is undertake a pilot testing of the multimodal PeMS along key regional arterial and transit route corridors. The pilot testing will focus on the integrating the application of the A-PeMS and T-PeMS modules into the PeMS system. Focus will also focus on developing a State of the Commute report using data collected from the A-PeMS and T-PeMS modules.

50003 Encinitas Pedestrian Crossings Study 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 2009 emphasis will be on initiating and completing final PSR and Final Design.

50004 Intermodal Transportation Management System 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 2009 is to bring additional partner agency systems online and to further enhance the operational capabilities of the 511 system.

| 50020 | Intelligent Transportation Systems Operations | 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, Intermodal Transportation Management System (IMTMS), Compass Card, Regional Arterial Management System, Freeway Service Patrol (FSP), Regional Automatic Vehicle Location (RAVL), 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.

| 60001 | Transportation Demand Management | Strategic Goal: Improve Mobility |

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 2009 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 products (TDM) designed for the Spanish-speaking population.

| 6000109 | Short Distance Vanpool Feasibility Study | Strategic Goal: Improve Mobility |

To evaluate the feasibility, efficiency, and effectiveness of using short-distance vanpools or similar transportation services in conjunction with regional bus services, commuter rail, and/or other express transit services which lack convenient connecting feeder service to connect with employment centers. The project will evaluate the first and last mile of service.

| 60002 | I-15 FasTrak® Value Pricing Program | Strategic Goal: Improve Mobility |

The objectives of this work element are to: (1) sell excess capacity of the high occupancy vehicle (HOV) expressway on Interstate 15 (I-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 use FasTrak; and (5) increase throughput of the HOV lanes through effective transportation systems management (TSM).

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<th>60003</th>
<th>Freeway Service Patrol</th>
<th>Strategic Goal: Improve Mobility</th>
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<td>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 2009 emphasis will be placed on continued support for ongoing FSP towing services, including completion of a service fleet operational analysis to determine possible FSP program expansion, possible expansion of the roving service trucks. Other efforts will include initiation of new FSP towing services along the I-15 ML Construction projects.</td>
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<th>60004</th>
<th>San Diego Station Car Pilot Program Study Phases I and II</th>
<th>Strategic Goal: Improve Mobility</th>
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<td>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 2009 emphasis will be on initiating the on-street parking demonstration for carsharing vehicles.</td>
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<th>60007</th>
<th>Compass Card Program</th>
<th>Strategic Goal: Improve Mobility</th>
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<td>The objectives of this work element are to continue the Compass Card Program, including: (1) centralized and consolidated fare payment management for the San Diego region and its transit operators; (2) provide a transition path from the manual pass sales system to an automated system; (3) continue to fund a regional customer account management service center for Compass Card customers; (5) further the effort to develop brand identity, adoption of the Compass Card, and recognition of the new card; and (6) create a platform for creating a universal transportation account to include transit, toll, parking, and public private ventures.</td>
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<th>60008</th>
<th>San Diego Smart Parking Pilot Project</th>
<th>Strategic Goal: Improve Mobility</th>
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<tr>
<td>The objectives of this work element are to: (1) examine the use of modern technologies as a cost effective solution for improving parking management; (2) enhancing transit services by providing customers access to real-time parking availability; (3) conduct on-going evaluation of user acceptance of paid and preferential based parking strategies; and (4) evaluate parking pricing business models as a means to generate alternative funding sources for increasing parking supply and enhanced parking facilities. The objectives are intended to serve as the framework for determining if smart parking systems can be expanded to other transit facilities and to establish the core components of a regional parking management system.</td>
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</table>
Interagency Coordination and OWP Program Management

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 2009 will be to continue to improve methods to implement regional planning, programming, project development, and construction priorities outlined in the SANDAG Budget, including the OWP. Renewed emphasis will be placed on internal and external communications to accomplish these regional priorities, including staff support of the Transit Access Advisory Committee (TAAC), Cities/County Transportation Advisory Committee (CTAC), and San Diego Regional Traffic Engineers Council (SANTEC).

Intergovernmental Review Processing

The objective of this work element is to manage SANDAG’s intergovernmental review (IGR) processing, local development review functions, and a portion of the Congestion Management Plan (CMP), all systems that require coordination with local jurisdictions, along with Caltrans, the County Air Pollution Control District, Metropolitan Transit System (MTS), North County Transit District (NCTD), 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 2009 the IGR and local development review process will move toward greater use of automated project tracking and clearinghouse functions and in providing regional policy guidance. Focus will be given to establishing a method for determining fair share contributions from new development for impacts to the regional transportation network.

Public Involvement Program

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, tribal nations, and other traditionally underrepresented communities. During FY 2009 emphasis will be on 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.

Tribal Government Liaison

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) facilitate the involvement of the SCTCA in the SANDAG policy-making structure; and (4) coordinate tribal-related planning grants, including the Tribal Transportation Demand Management Outreach partnership with the Reservation Transportation Authority (RTA).

<table>
<thead>
<tr>
<th>70009</th>
<th>Government Relations</th>
<th>Strategic Goal: Improve Organizational Effectiveness</th>
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<tbody>
<tr>
<td></td>
<td>The objective of this work element is to manage federal and state legislative activities in accordance with the SANDAG Legislative Program.</td>
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<thead>
<tr>
<th>70011</th>
<th>Regional Environmental &amp; Public Facilities Planning &amp; Coordination</th>
<th>Strategic Goal: Improve Organizational Effectiveness</th>
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<tbody>
<tr>
<td></td>
<td>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 pursuant to the California Environmental Quality Act (CEQA); (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.</td>
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<tr>
<th>70013</th>
<th>Regional Intelligent Transportation Systems Program Management</th>
<th>Strategic Goal: Improve Mobility”</th>
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<tbody>
<tr>
<td></td>
<td>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 begin implementation of a new strategic plan; (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.</td>
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<tr>
<th>7001301</th>
<th>Development of I-805 CSMP</th>
<th>Strategic Goal: xxxx</th>
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<td>A key outcome of successful ITS technology deployments (parent OWP) is that they provide the platform for monitoring, managing, and operating the regions transportation system. These are key elements that are fundamental to the development of System Management Plans. The development of the I-805 Corridor System Management Plan will be SANDAG’s first attempt that will examine ITS and other transportation strategies on a system wide and unified effort for improving system mobility and efficiency. The I 805 CSMP will be completed by FY 2010.</td>
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<td>70018</td>
<td>Marketing Coordination and Implementation</td>
<td>Strategic Goal: Improve Organizational Effectiveness</td>
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<td>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 (BRT) Service and Joint Station Developments, Compass Card, SuperLoop, 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) update and expand strategic marketing program to include outreach to new audiences; (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) continue to work with 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.</td>
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<tr>
<th>75000</th>
<th>Service Bureau</th>
<th>Strategic Goal: Improve Organizational Effectiveness</th>
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<td></td>
<td>The SANDAG Service Bureau is a fee-based operation that provides informational and technical services to member agencies, non-member government agencies, and private organizations and individuals. 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 2009 is to: (1) provide professional services to our established and new clients; (2) implement marketing strategies identified in the Service Bureau Strategic Marketing Plan; (3) focus specifically on Economic Services as a growth area, and (4) expand our customer base and retain current clients to ensure continued growth of the Service Bureau.</td>
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NEW WORK ELEMENTS PROPOSED FOR FY 2009

100X1 NEW - Independent Taxpayers Oversight Committee Program

Strategic Goal: Improve Organizational Effectiveness

The objective of this project is to fulfill the requirements of the TransNet Extension ordinance authorizing the Independent Taxpayer's Oversight Committee to perform a number of functions relating to independent oversight of the TransNet program. Objectives for FY 2009 include management and oversight of an independent audit and development of a work program for the ITOC itself.

300X1 NEW - Regional Air Rail Study

Strategic Goal: Enhance Quality of Life

SB 10 (Kehoe) calls for SANDAG and the San Diego Regional Airport Authority to work together on an Air-Rail Network Study that would address the following objectives: (1) identify ways to better utilize regional airports with excess air capacity to relieve SDIA to be connected via high-speed rail; and (2) identify ways to increase airport capacity at congested airports by shifting short-haul air traffic to moderate or high-speed rail. Study partners will include the San Diego County Regional Airport Authority, Southern California Association of Governments, Riverside County Transportation Commission, and the California High-Speed Rail Authority. In FY 09, this work effort will focus on preparing a scope of work seeking outside funding for the study, and initial work on the study.

220X1 NEW - ARJIS: Officer Notification and Smart Alerting System (ONASAS)

Strategic Goal: Enhance Quality of Life

This capability will provide officers and investigators with an easy, automated means for cross-jurisdictional information sharing of time-sensitive and critically needed information through a single interface.

220X2 NEW - ARJIS: Tactical Identification System (TACIDS)

Strategic Goal: Enhance Public Safety

This effort, sponsored by the National Institute for Justice, will develop a Web service which will allow an officer in the field to take a photo and upload it to a server which will match it against over 800,000 San Diego booking photos. Positive matches will then be processed on the server side, and a proposed photo line up will be sent back to the law enforcement agent for comparison and ability to run additional queries based on a name and DOB standard search.

220X3 NEW - ARJIS: SmartSearch

Strategic Goal: Enhance Public Safety

ARJIS has been awarded a grant from the National Institute of Justice to develop SmartSearch, an application which will allow law enforcement officers to identify subjects and solve cases more quickly and efficiently. To conduct effective and thorough investigations, law enforcement officers are faced with extremely time consuming and burdensome queries of different databases and systems, using separate logins and passwords for each search. To address these issues, SmartSearch will programmatically select the appropriate system(s) that will return the most relevant results to the officers and provide a means to add new data sources without having to incur significant programming costs and delays in implementing these new sources. SmartSearch will save agencies time and resources while enhancing the efficiency and effectiveness of law enforcement operations.
PROPOSED AMENDMENT TO BOARD POLICY NO. 031
ON ACCOMMODATING BICYCLISTS AND PEDESTRIANS

File Number 3000800

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 consulted 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 approval as well. The guidelines would be incorporated as Rule 20 of Board Policy No. 031: TransNet Ordinance and Expenditure Rules.

The Executive Committee discussed the proposed policy at its October 2007 meeting. Questions were raised by members of the Executive Committee regarding the potential impact on local street and road projects and the process for implementation. Since that time, staff has met with the Committee members who raised concerns to discuss issues and clarify the compliance process. Key points in the discussions were that the guidelines were developed with the intent of minimizing complications in the project development process by encouraging early engagement of stakeholders and by incorporating the steps to comply with the guidelines into existing regional transportation improvement programming processes. In addition, the decision regarding compliance with the proposed policy ultimately rests with the members of the Transportation Committee and Board of Directors. Finally, the proposed guidelines include a requirement that they be reviewed within three years of implementation. This will provide an opportunity to assess how well the guidelines are meeting the objectives of the ordinance and allow any necessary adjustments to be made.

The Discussion section below reiterates the material presented to the Executive Committee at its October 2007 meeting.

Recommendation

The Executive Committee is asked to recommend that the Board adopt Rule 20 of Board Policy No. 031 as shown in Attachment 1, concerning Accommodating Bicyclists and Pedestrians under the TransNet Ordinance Extension.
Discussion

Section 4(E)(3) of the TransNet Extension 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 2030 Regional Transportation Plan that was adopted by SANDAG in 2003, known as MOBILITY2030, states that SANDAG will develop guidelines to ensure all regionally funded transportation projects preserve or enhance non-motorized access (See MOBILITY2030, 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 when coordinated with other major reconstruction work.

Section 4(E)(3) of the TransNet Extension Ordinance establishes an obligation to address bicyclist and pedestrian mobility needs wherever it is reasonable to do so. These draft guidelines and procedures were developed to clarify three main points in the ordinance:

- 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 one 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 pedestrians 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 institutional 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 Ordinance is noticed in public hearings held by the sponsoring agency and SANDAG. 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.** Adequate provisions for bicycle and pedestrian travel 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.

<table>
<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 an adopted 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 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 more than 0.3 miles between crossings.</td>
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<tr>
<td>Context/Facility Type</td>
<td>Bicycle Measures</td>
<td>Pedestrian Measures</td>
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<tr>
<td>Major Urban Street</td>
<td>• Class 2 bike lanes.</td>
<td>• Continuous sidewalks or pathways(^2), both sides of the street with marked crosswalks at traffic controlled intersections.</td>
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<td>• Americans with Disabilities Act (ADA) compliant bus stop landings for existing and planned transit service</td>
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<tr>
<td>Urban Collector Street</td>
<td>• Class 2 bike lanes</td>
<td>• Continuous sidewalks or pathways(^2), both sides of the street with marked crosswalks at traffic controlled intersections.</td>
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<tr>
<td>(design speed &gt;35 mph)</td>
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<td>• ADA compliant bus stop landings for existing and planned transit service</td>
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<tr>
<td>Urban Collector Street</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 pathways(^2) both sides of the street</td>
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<tr>
<td>(design speed ≤ 35 mph)</td>
<td></td>
<td>• ADA compliant bus stop landings for existing and planned transit service</td>
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<tr>
<td>Urban Local Street</td>
<td>• Shared roadway</td>
<td>• Continuous sidewalks or pathways(^2) both sides of the street</td>
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<td>• ADA compliant bus stop landings for existing and planned transit service</td>
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<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</td>
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<td></td>
<td>• Paved or graded walkway consistent with community character on streets with fronting uses.</td>
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<tr>
<td></td>
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<td>• ADA compliant bus stop landings for existing bus stops.</td>
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### Appropriate Bicycle and Pedestrian Accommodation Measures

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<thead>
<tr>
<th>Context/Facility Type</th>
<th>Bicycle Measures</th>
<th>Pedestrian Measures</th>
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</thead>
<tbody>
<tr>
<td>Rural Local Road</td>
<td>• Minimum 6-foot paved shoulder</td>
<td>• Not required with 85&lt;sup&gt;th&lt;/sup&gt; percentile speeds ≤ 25 mph</td>
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<tr>
<td></td>
<td></td>
<td>• Paved or graded walkway consistent with community character on streets with fronting uses and 85&lt;sup&gt;th&lt;/sup&gt; percentile speeds &gt; 25 mph.</td>
</tr>
<tr>
<td></td>
<td></td>
<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 Transportation ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). Consistency with the design recommendations in the SANDAG 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 of Supervisors 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 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 the rule’s adoption by the SANDAG Board of Directors. Within three years of adoption, this rule will be re-evaluated by SANDAG to ensure it is effectively encouraging provision of a balance transportation network without imposing an excessive cost burden on projects funded under the program.
San Diego Association of Governments

EXECUTIVE COMMITTEE

February 8, 2008

AGENDA ITEM NO.: 6

Action Requested: RECOMMEND

PROPOSED ADVERTISING POLICY – DRAFT BOARD POLICY NO. 034

File Number 1109501

Introduction

The 511 system, which went live in February 2007, provides the San Diego region with one comprehensive location to access real-time traffic, transit, and commuter information. Since its launch, 511sd.com has grown to average more than 500 visitors per day, and that number is expected to increase by 20 percent this year. The telephone access portion of the 511 system received its 500,000 call just seven months into the program, and it is expected to grow by 30 percent this year. It is clear the 511 system provides significant value to the public, but it carries a substantial cost for ongoing operations. SANDAG has investigated opportunities to mitigate operation and marketing costs by identifying revenue generating strategies utilizing our current 511 assets.

SANDAG proposes to generate revenue, with minimal disruptions to 511 users, by offering advertising and transportation-related services to regional commuters. The primary means to generate revenue is by allowing advertising on the 511 Web site, phone, the 511 Traffic Report supplied to community television stations, and other services. While the initial effort will be advertising tied to the distribution of information regarding the 511 program (such as the 511 program Web site), this policy is broad enough to allow for potential advertising/sponsorship of other SANDAG programs or projects.

Discussion

Real costs associated with running the 511 project

Yearly expenditures for the 511 program are approximately $1.3 million. This includes 511 contractor expenses, administration, advertising, and promotions.

Advertising/Sponsorship/Referral Policy

SANDAG would establish clear guidelines for an advertising policy through the proposed Board Policy No. 034 (Attachment 1). Advertising would be limited to content that furthers the SANDAG mission. The policy would establish limits as to what can be advertised on the Web, phone, or community TV. The policy also would establish guidelines for SANDAG staff to easily remove or reject advertising that does not meet established criteria.

- A prequalified third party will manage the licensing of advertising space and/or referral opportunities for SANDAG.

Recommendation

The Executive Committee is asked to discuss the proposed Board Policy No. 034 and recommend the new policy to the Board of Directors for approval.
The prequalified third party is required to use competitive methods to contract with advertisers to ensure the SANDAG reputation is safeguarded.

The policy provides strict guidelines regarding what content will not be permitted.

SANDAG has the authority to remove any objectionable content with protest review by the Communications Director, General Counsel, and Executive Director.

Provides the opportunity to provide in-kind arrangements with partners such as, but not limited to, Metropolitan Transit System, North County Transit District, and Caltrans.

Under the proposed Advertising Policy, SANDAG would grant the use of 511 media assets to a third party for advertising through the 511 Contractor. The 511 Contractor would conduct an open solicitation for advertisers. Selected advertisers would be evaluated by SANDAG staff to ensure the message, products, or services are consistent with the Advertising Policy.

Revenue Generating Opportunities

Licensing for advertising would include, but not be limited to: banner ads or graphics on the 511 Web site, five to ten second promotional messages on the 511 phone service, and community broadcast sponsorship opportunities.

Another revenue generating opportunity is a 511 referral service. 511 would be used to refer callers to other transportation-related services such as taxicabs, shuttles, and towing services (not available on freeways or highways). Transportation-based businesses would pay a fee to the 511 program for each referral.

Estimated projections show that up to 55 percent of yearly program costs could be covered by advertising and referral services revenue.

If recommended by the Executive Committee and approved by the Board, staff would provide periodic reports to the Executive Committee regarding the results of the Advertising Policy.

COLLEEN WINDSOR
Communications Director

Attachment: 1. Board Policy No. 034 – Advertising Policy

Key Staff Contact: Colleen Windsor, (619) 699-1960, cwi@sandag.org

Funds are budgeted in Work Element #1109501
ADVERTISING POLICY

1. The San Diego Association of Governments (SANDAG) has determined that allowing revenue-generating advertising which does not compromise public or employee safety; or compromise the 511 or Transportation Demand Management message is a responsible means of maximizing use of SANDAG capital investments. Therefore, SANDAG may enter into license agreements with outside vendors to license advertising space for the purpose of generating revenue or in kind services. Issuance of such licenses must be in accordance with SANDAG procurement policies. Locations for revenue-generating advertising may include, but are not limited to: SANDAG’s Web sites, 511 phone system, data feeds, broadcast TV, print and or electronic communications, and promotions.

2. SANDAG’s public communication mechanisms are its property. Under certain terms and conditions SANDAG is willing to license use of its property to others. This Policy is intended to describe those terms and conditions.

3. The display of advertising carries with it a responsibility to protect the agency from potential litigation and to recognize the potential association of advertising images with SANDAG services while simultaneously respecting First Amendment principles. The agency addresses these issues through the responsible and consistent application of written criteria for advertising acceptability. It is not the intent of SANDAG to create a public forum through the acceptance of advertising.

4. SANDAG’s ability to communicate to the public directly is crucial to adequate dissemination of information to the public. SANDAG has a compelling interest in ensuring that its information distribution channels remain a place for public information concerning SANDAG’s mission. Any use of the unique distribution channels at SANDAG’s command for purposes unrelated to or in conflict with its mission is to be avoided, as it effectively “pre-empts” the availability of information to the public regarding SANDAG’s mission. For these reasons, SANDAG’s information distribution channels shall remain nonpublic forums and SANDAG shall maintain its right to limit access to these channels.

5. SANDAG may contract with outside vendors to license advertising space. Vendors for such contracts shall be solicited through competitive bids. Vendors shall be required to utilize competitive procurement procedures and to comply with this Policy.

6. Locations for revenue-generating advertising may include, but are not limited to: banner ads on Web sites, phone systems, data feeds, broadcast TV, and Transportation Demand Management products or services. Advertising includes “links” to other Web sites on SANDAG’s Web sites.
7. Recognizing that when sellers are associated with SANDAG, the sellers of the products or services could become associated with the credibility of SANDAG, SANDAG has an interest in ensuring that the public’s perception of SANDAG’s credibility is not negatively impacted by the advertising. Therefore, disclaimers should be placed on information distribution channels stating that SANDAG does not endorse or make any representations or warranties about the advertised products or services.

8. SANDAG has a legitimate interest in setting boundaries for access to its information distribution channels to meet the express public purposes set forth in this Policy. Certain types of content will not further SANDAG’s mission and therefore is prohibited. Content prohibitions on advertising shall be as follows:

8.1 Advertising of all alcohol, tobacco, religious, political, or firearm products/services.

8.2 Advertising that promotes illegal activities.

8.3 Advertising that contains language which is obscene, vulgar, profane, scatological, or harmful to minors, as defined in California Penal Code Sections 311 and 313.

8.4 Advertising that appears to make personal attacks on individuals or upon any company, product, or institution; or disparages any service or product or is defamatory in any respect.

8.5 Advertising that may be interpreted to be offensive to a religious, ethnic, racial, political, or gender group.

8.6 Advertising that portrays acts of violence, murder, sedition, terror, vandalism, or other acts of violence against persons or institutions.

8.7 Advertising that depicts nudity or portions of nudity that would be considered as offensive, distasteful, pornographic, or erotic, is obscene, or advertises adult entertainment.

8.8 Advertising that may be interpreted as condoning any type of illegal discrimination.

8.9 Advertising that contains images, copy, or concepts that denigrate public transportation.

8.10 Advertising that may conflict with any applicable federal, state, or local law, statute, or ordinance.

8.11 Advertising that contains false or grossly misleading information.

9. The following criteria will be used to evaluate issuance of a license:

9.1 Whether the advertising is from an official government entity.
9.2 Whether the advertising will provide the public official government information or services.

9.3 Whether the advertising complements existing information or services offered by SANDAG.

9.4 Whether the advertising is applicable to a wide audience.

9.5 Whether the advertising appears to be accurate and current.

9.6 Whether the advertising is relevant, useful and authoritative for citizens, businesses, or government officials.

9.7 Whether the advertising is consistent with SANDAG’s purposes, projects, and/or mission.

9.8 Whether the advertising compromises public or employee safety; or compromises the 511 message.

10. Upon written notice by the Executive Director of SANDAG on stated grounds that shall be reasonable and upon review of the General Counsel of SANDAG, any advertisement or other display deemed to be objectionable will be removed. No refund shall be made for the time such objectionable material was on display.

11. Quantity, quality, and placement of all advertising will be controlled by and subject to specific approval.

12. SANDAG reserves the right to reject any advertisement, commercial or noncommercial, which is not consistent with SANDAG’s policies. The Communications Director shall have authority to reject advertising that is inconsistent with this Policy. Before any advertisement is rejected, it may be referred to the SANDAG Office of General Counsel for a recommendation. A potential licensee whose advertising is rejected may appeal the decision to the Executive Director for review and a final decision.

13. SANDAG has several unique distribution channels at its disposal for disseminating transit and travel information for which it incurs no "space" cost (the fee charged for advertising space). Acceptable information for these distribution channels may include:

13.1 Cross-Promotional Information. On an occasional basis and only when space is available, the SANDAG Communications Director may use SANDAG distribution channels to participate in cross-promotional opportunities that offer a direct opportunity to promote the use of transit or congestion reduction strategies. Any materials distributed for this purpose must prominently include promotion of SANDAG services (i.e., carpool or vanpool through RideLink or FasTrak services). SANDAG will not donate a license for advertising space to any entity for purposes that are not directly related to SANDAG’s mission. The outside organization involved must either bear the cost of producing such materials or, if approved by the SANDAG Communications Director, provide an equivalent or greater value.
in cross-promotional benefits (i.e., advertising space, editorial space, etc.). Any cross-promotional arrangement must be approved by the Communications Director or his/her designee based upon the criteria in this policy statement.

13.2 “Added Value” Materials. On an occasional basis and only when space is available, the SANDAG Communications Director may use SANDAG distribution channels to provide “added value” materials to its customers. Such materials must present a specific and time-dated offer uniquely provided for bus, rail, and registered carpool or vanpool customers (generally a money-saving discount) in which transit or registered carpooling can be used to access the redemption point. Any materials distributed for this purpose must prominently include the relevant SANDAG logo(s) and other wording approved by the SANDAG Communications Director to indicate that the offer is specifically designed for bus, rail, and registered carpool or vanpool customers. SANDAG will not donate a license for advertising space to any entity for purposes that are not directly related to SANDAG’s mission. The outside organization involved must either bear the cost of producing such materials or, if approved by the SANDAG Communications Director, provide an equivalent or greater value in cross-promotional benefits (i.e., advertising space, editorial space, etc.). Any added value programs must be approved by the Communications Director or his/her designee based upon the criteria in this policy statement.

14. Definitions

14.1 Added Value Materials: Informational advertising which offers tangible benefit to patrons as a means of rewarding and retaining customers (i.e., a money-saving discount).

14.2 Cross-Promotion: A cooperative partnership in which two or more entities work together with the goal of jointly promoting their respective services.

14.3 Governmental Entities: Public entities specifically created by government action.

14.4 Non-Commercial Advertising: A public service announcement, event notification, political statement, or other message which does not have as its primary purpose to propose a commercial transaction.
SAN DIEGO ASSOCIATION OF GOVERNMENTS

EXECUTIVE COMMITTEE

February 8, 2008

AGENDA ITEM NO.: 8

Action Requested: APPROVE

REVIEW OF FEBRUARY 22, 2008, DRAFT BOARD AGENDA

+1. APPROVAL OF MEETING MINUTES

A. JANUARY 11, 2008, POLICY MEETING MINUTES
B. JANUARY 25, 2008, 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 Executive and Regional Planning Committees on February 8, and the Transportation and Public Safety Committees on February 15, 2008.

CONSENT ITEMS (4 through XX)

+4. TRANSPORTATION REVENUE ESTIMATES AND ALLOCATIONS*
(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 2009 to FY 2013 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 15, 2008, meeting, the Transportation Committee recommends that the SANDAG Board of Directors adopt the FY 2009 apportionments and approve the revenue projections for FY 2010 to FY 2013.
5. FY 2009 TRANSIT CAPITAL IMPROVEMENT PROGRAM* (Kim York) APPROVE

The Metropolitan Transit System and the North County Transit District have developed their FY 2009 Capital Improvement Programs (CIP), which form the basis for the Federal Transit Administration (FTA) Section 5307 Urbanized Area formula fund grant, the FTA Section 5309 Rail Modernization formula fund grant, and the 2006 Regional Transportation Improvement Program (RTIP) amendment for CIP projects. Pending action at its February 15, 2008, meeting, the Transportation Committee recommends that the SANDAG Board of Directors: (1) approve the FY 2009 Transit CIP for the San Diego region; (2) approve the submittal of the associated FTA grants; and (3) adopt Resolution No. 2008__, approving Amendment No. ___ to the 2006 RTIP.

6. TransNet MAINTENANCE OF EFFORT AUDITS* (Renée Wasmund) APPROVE

The TransNet Extension Ordinance requires the setting of new Maintenance of Effort (MOE) levels. The process is nearly complete. The Transportation Committee recommends that the Board of Directors approve the attached MOE levels resulting from the audits. The remaining audits will be ready for approval next month.

7. QUARTERLY INVESTMENT REPORT - PERIOD ENDING DECEMBER 31, 2007* (Lauren Warrem) INFORMATION

The SANDAG Investment Policy 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, 2007.

8. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS* (José A. Nuncio) INFORMATION

This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and transportation demand management projects in the SANDAG five-year Regional Transportation Improvement Program for the period October-December 2008.

9. REPORT ON CALIFORNIA BIODIVERSITY COUNCIL QUARTERLY MEETINGS (Keith Greer) INFORMATION

The California Biodiversity Council (CBC) met on January 22, 2008 in Davis, California to discuss the California Wildlife Action Plan. The CBC is a statewide council established to design a strategy to preserve biological diversity and coordinate implementation of this strategy through regional and local institutions. The CBC holds quarterly meetings around the state to improve coordination among state and federal land management agencies and local interests.
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.

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.

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.

This report provides a summary of the discussion at the annual SANDAG Board retreat held on January 31 to February 1, 2008.
REPORTS (18 through XX)

+18. TransNet ENVIRONMENTAL MITIGATION PROGRAM MEMORANDUM OF AGREEMENT (MOA) AND FY 2008 MANAGEMENT AND MONITORING FUNDING RECOMMENDATIONS* (Lemon Grove Councilmember Jerry Jones, Regional Planning Committee Chair; Keith Greer)

Pending action at its February 8, 2008, meeting, the Regional Planning Committee recommends that the SANDAG Board of Directors approve (A) a Memorandum of Agreement (MOA) for the TransNet Environmental Mitigation Program which establishes the process for providing advanced mitigation for projects identified in the Regional Transportation Plan, and (B) a set of land management and monitoring activities pursuant to the provisions of the MOA and consistent with the five-year Strategic Plan for management and monitoring as approved in December 2006 by the SANDAG Board.

+19. PROPOSED AMENDMENT TO BOARD POLICY NO. 031 ON ACCOMMODATING BICYCLISTS AND PEDESTRIANS* (First Vice Chair Lori Holt Pfeiler; Stephan Vance)

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.

+20. PROPOSED ADVERTISING POLICY - DRAFT BOARD POLICY NO. 034 (First Vice Chair Lori Holt Pfeiler; Colleen Windsor)

Staff will present a new advertising policy to allow revenue-generating options for 511, RideLink, and other SANDAG projects. The Executive Committee recommends that the Board of Directors approve the proposed Board Policy No. 034 and recommend the new policy to the Board of Directors for approval.

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23. UPCOMING MEETINGS

The next Policy meeting of the Board of Directors is scheduled for Friday, March 14, 2008, at 10 a.m. The Board will discuss _________________.

The next Business meeting of the Board of Directors is scheduled for Friday, March 28, 2008, at 9 a.m.

24. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego Regional Transportation Commission item
SENATE BILL 375

Introduction

Senate Bill (SB) 375 was introduced last year by Senator Darrell Steinberg (D-Sacramento) and is co-sponsored by the California League of Conservation Voters and the Natural Resources Defense Council. SANDAG is currently opposed to the bill; at its July 27, 2007, meeting, the SANDAG Board of Directors concurred with the Executive Committee’s action to oppose SB 375.

SB 375 would create new provisions for the preparation of regional transportation plans (RTP). Among the bill’s provisions are new requirements for RTPs to include a sustainable communities strategy (SCS) in order to achieve greenhouse gas reduction targets set by the state and to preserve significant resource areas and farmlands. A key goal of the legislation is to reduce vehicle miles traveled as part of how California addresses greenhouse gas emissions.1

SB 375 currently is on the Assembly Appropriations Committee suspense file. Senator Steinberg’s staff and the bill sponsor have indicated that they intend to move SB 375 in February. The bill was recently amended on January 28. The January 28 amendments include:

- language that sync deadlines in SB 375 with deadlines outlined in Assembly Bill (AB) 32;
- language that requires a regional agency to submit a statement rather than a report to the California Transportation Commission describing the relationship of each project in the regional transportation improvement program to the RTP;
- findings that acknowledge that some regional agencies have adopted blueprint planning processes; and
- findings that the new provisions in California Environmental Quality Act (CEQA) should be enacted in order to address the climate change impacts in AB 32.

Discussion

SANDAG staff has been participating in meetings led by the League of California Cities (LCC) to develop non-CEQA amendments that a consensus group could agree on. The consensus group consists of the League of California Cities, California Association Council of Governments, California

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1 AB 32 (Nunez) – the California Global Warming Solutions Act of 2006 – established emissions reduction targets to 1990 levels by 2020.
State Association of Counties, Rural Counties, American Planning Association, Southern California Association of Governments, SANDAG, Orange County Transportation Authority, Sacramento Council of Governments, Metropolitan Transportation Commission, Bay Area Association of Governments, and San Joaquin Association of Governments. The consensus group is still working on refining the language in the amendments. As soon as the language is reviewed the LCC will submit it to the author and sponsor with the caveat that all participating parties will take the language to their respective boards.

In addition to the consensus group language, SANDAG has been working with the sponsor of the bill and the author’s staff on language that would acknowledge the work the region has done on the Regional Comprehensive Plan, the blueprint, and the Smart Growth Concept Map. Staff currently is drafting language based on a phone call with both the author and sponsor. Both parties have agreed on what the language needs to say; it’s just a matter of drafting amendments that all can agree to.

Another item that will be important to debate on SB 375 is the defeat of Proposition 93: The Term Limits and Reform Act (2008). The defeat of Proposition 93 means that there will be a change in leadership in both houses. Senator Steinberg is likely to emerge as the next Senate Pro Temp taking office in August. What this means for SB 375 is still unknown at this point.

**Next Steps**

Staff will continue to work with the author and sponsor of the bill on proposed language, as well as participate in meetings with the consensus group. Additionally, staff will update the Executive Committee of any movement on this legislation.

KIM KAWADA
Policy and Legislative Affairs Program Manager

Key Staff Contacts: Kim Kawada, 619-699-6994, kka@sandag.org
Genevieve Morelos, 619-699-1994, gmo@sandag.org
REVIEW OF FEBRUARY 22, 2008, DRAFT BOARD AGENDA

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   The SANDAG Investment Policy 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, 2007.
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+8. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR* (Renée 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.

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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.

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CHAIR’S REPORTS (12 through XX)

12. WELCOME AND INTRODUCTION OF HON. REMEDIOS GOMEZ-ARNAU, CONSUL GENERAL OF MEXICO IN SAN DIEGO

On December 13, 2007, Mexico’s Senate ratified President Felipe Calderon’s appointment of Remedios Gomez Arnau as Consul General of Mexico in San Diego. Hon. Gomez-Arnau comes to San Diego after spending the last seven years as Consul General of Mexico in Atlanta. She would like to take this opportunity to introduce herself to the SANDAG Board of Directors and to express her interest in SANDAG binational planning and coordination efforts.
13. WELCOME AND INTRODUCTION OF HON. JORGE RAMOS, MAYOR OF THE CITY OF TIJUANA, MEXICO

The Honorable Jorge Ramos, elected Mayor of Tijuana for the 2007-2010 term, will be introduced to the Board.

+14. SUMMARY OF ANNUAL BOARD OF DIRECTORS RETREAT (Colleen Windsor)

This report provides a summary of the discussion at the annual SANDAG Board retreat held on January 31 to February 1, 2008.

15. 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.

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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 2009 to FY 2013 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 15, 2008, meeting, the Transportation Committee recommends that the SANDAG Board of Directors adopt the FY 2009 apportionments and approve the revenue projections for FY 2010 to FY 2013.

+22. TransNet MAINTENANCE OF EFFORT AUDITS*  
(Councilmember Jim Madaffer, Transportation Committee Chair; Renée Wasmund)  
APPROVE

The TransNet Extension Ordinance requires the setting of new Maintenance of Effort (MOE) levels. The process is nearly complete. The Transportation Committee recommends that the Board of Directors approve the attached MOE levels resulting from the audits. The remaining audits will be ready for approval next month.

+23. TransNet BOND ISSUE: DOCUMENT REVIEW AND APPROVAL  
(Councilmember Jim Madaffer, Transportation Committee Chair; Renée Wasmund)  
APPROVE

In anticipation of the issuance of $600 million in bonds to support the TransNet Early Action Program, the Transportation Committee recommends that the Board of Directors, acting as the San Diego County Regional Transportation Commission, adopt Resolution No. RC2008-XX, authorizing the issuance of $600 million of variable rate demand bonds and the execution and distribution of the documents that are contained in substantially final form.

24. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL IN ANTICIPATION OF LITIGATION

Pursuant to Government Code Section 54956.9(b) – TWO POTENTIAL CASES

25. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL CONCERNING INITIATION OF LITIGATION

Pursuant to Government Code Section 54956.9(c) – ONE POTENTIAL CASE
28. UPCOMING MEETINGS

The next Policy meeting of the Board of Directors is scheduled for Friday, March 14, 2008, at 10 a.m. The Board will discuss ____________________.
The next Business meeting of the Board of Directors is scheduled for Friday, March 28, 2008, at 9 a.m.

29. ADJOURNMENT

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