EXECUTIVE COMMITTEE
AGENDA

Friday, April 11, 2008
8 to 9 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

• PROPOSED FY 2008 BUDGET AND OWP AMENDMENT: FAIR SHARE METHODOLOGY STUDY FOR REGIONAL TRANSPORTATION PROJECTS

• STATE LEGISLATIVE STATUS REPORT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

MISSION STATEMENT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Executive Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Executive Committee may take action on any item appearing on the agenda.

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

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EXECUTIVE COMMITTEE  
April 11, 2008

ITEM #  
RECOMMENDATION

+1. APPROVAL OF MARCH 14, 2008, MEETING MINUTES  
APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

REPORTS (3 through 5)

+3. PROPOSED FY 2008 BUDGET AND OVERALL WORK PROGRAM AMENDMENT: FAIR SHARE METHODOLOGY STUDY FOR REGIONAL TRANSPORTATION PROJECTS (Heather Werdick)

The Fair Share Methodology Study for Regional Transportation Projects will develop a consistent methodology to identify the likely impact of future growth due to proposed developments on the regional transportation network. This study would help implement the 2030 Regional Transportation Plan action to pursue additional funding sources. The Executive Committee is asked to approve the use of $100,000 of contingency reserve funds and an amendment to the FY 2008 Budget and Overall Work Program for the development of a Fair Share Methodology Study for Regional Transportation Projects.

+4. STATE LEGISLATIVE STATUS REPORT (Genevieve Morelos)

The Executive Committee is asked to consider a possible position on Assembly Bill 1954, which would authorize high occupancy toll lanes on Interstate 15 in Riverside County. Staff also will provide an oral report on the status of SANDAG sponsored legislation, Senate Bills 1486 and 1685, and other key state bills.

+5. REVIEW OF APRIL 25, 2008, DRAFT BOARD AGENDA  
APPROVE

6. UPCOMING MEETINGS  
INFORMATION

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

7. ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE
April 11, 2008

EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
MARCH 14, 2008

Chair Mary Sessom (East County) called the Executive Committee meeting to order at 9:04 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Second Vice Chair Jerome Stocks (North County Coastal) and a second by Mayor Jerry Sanders (City of San Diego), the minutes of the February 8, 2008, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Chuck Lungerhausen, a member of the public, commented that last June at a SANDAG Transportation Committee meeting he suggested that SANDAG use voter-approved Proposition 1B funds to purchase S70 low-floor trolley vehicles for the Blue Line Trolley to replace the aging U2 car, and to convert all system stations to handle these new low-floor vehicles. An all low-floor trolley system will speed productivity, and with increased gas prices more people will try the public transit system. He mentioned the Multiple Sclerosis (MS) Walk and solicited donations again this year.

Erin Steva, representing CALPIRG (California Public Interest Research Group) students, said that she is a consumer advocate for public transit. Last Thursday CALPIRG released a report that identified the challenges and benefits of using public transit. They want to ensure that public transit is receiving adequate funding. Their report found that public transit saves energy, prevents the release of carbon dioxide, and lowers the amount of traffic congestion.

Carson Rosenberg, University of California at San Diego (UCSD) student and CALPIRG volunteer intern, said that CALPIRG is working on a statewide high-speed rail event. For spring break more than 50 CALPIRG students statewide will be taking a trip from San Francisco to San Diego to bring awareness about high-speed rail throughout California. He invited all to attend an event on March 28 in San Diego to highlight public transit.

Frances Avendano, UCSD student, stated that she spent last summer working three jobs with no car—using only a bike and the public transportation system. She said that many UCSD students have spent 10-30 minutes looking for a parking spot at school. A great way to make that time more efficient is to increase spending on public transportation. People will use the public transit system if you expand it.
June Reyes, UCSD student, asked the Committee to provide adequate funding for public transit. There is a great student need at UCSD for this service. There was a proposal at UCSD for a parking structure, but there was a huge outcry in opposition. One solution is to use public transportation; however, bus stops are being cut.

Bryan Ward, representing UCSD staff members and Canyon Park Apartment residents on Genesee Avenue, made two requests: (1) increase funding to the Metropolitan Transit System (MTS) to restore the 48/49 bus routes that serve University City with at least one stop along Genesee Avenue between the University Towne Centre (UTC) mall and Interstate 5 (I-5); and (2) fund the COASTER to operate on Sundays. He said he is aware of the Super Loop proposal, but that leaves an eight-month gap in service in the area. Everyone living along Genesee does not have a direct bus route to the UCSD campus or area shopping, and it is a hardship to find a ride to get to these places. He said that there would be continuity in public transit service if both the SPRINTER and COASTER operated on Sundays.

Jessica Wall, a UCSD student and resident of the Eastgate Mall area, said that the Route 48/49 bus was a lifeline to their community and asked that it be restored until the Super Loop service is implemented.

REPORTS (3 through 10)

3. PROPOSED AMENDMENT TO THE FY 2008 BUDGET: DEL MAR FAIRGROUNDS RAIL PLATFORM (APPROVE)

Jennifer Williamson, Senior Transportation Planner, reported that this item is a proposed amendment to the FY 2008 Budget to incur $75,000 for a feasibility study for the siting of a permanent seasonal rail platform for COASTER and AMTRAK passengers adjacent to the Del Mar Fairgrounds. Part of the San Dieguito Bridge project is to construct a main track bridge. We could amend that project budget to incorporate the siting of this platform. The North County Transit District (NCTD) is working with the 22nd Agricultural District and the City of Del Mar on a temporary platform proposal. The temporary platform would be located outside of the San Dieguito Bridge Project area. The permanent platform would be located within that bridge replacement project. We are currently looking at a site just north of the San Dieguito River area. This platform would allow passengers to walk directly into the Del Mar Fairgrounds. We have worked with both NCTD and AMTRAK passengers on various operating scenarios. This service would only be operated during seasonal events. We have sufficient State Transportation Improvement Program (STIP) money for design of the current project, but would need an additional $75,000 to expand the project to study the feasibility of a permanent seasonal rail platform. We have been working with the Agricultural District to identify possible funding for this feasibility study. At this time, the Agricultural District expressed a willingness to participate, but it is on a different budgetary cycle (annual calendar year). We would like to get started on this and propose to use $75,000 from contingency funds and then ask the Agricultural District to authorize the $75,000 when it has that money available in its new calendar year budget.

Gary Gallegos, Executive Director, said that if you approve this expenditure, staff would amend the Capital Improvement Program (CIP) to include this expanded project.
Chair Sessom noted that there was one request to speak on this item.

Del Mar Mayor Dave Druker thanked the UCSD students for showing up at this meeting and presenting their comments. He said that NCTD has created the design for the temporary seasonal platform. The City of Del Mar, NCTD, and the Agricultural District have walked the site and the City has some concerns. They are waiting for the Agricultural District to come up with the plans for a shuttle service from the temporary platform to the Fairgrounds. Until they come up with a shuttle service, we cannot move forward with the temporary platform. The City of Del Mar and the Agricultural District are meeting on a monthly basis. He said that the Agricultural District has no funding to open the temporary platform this summer. In terms of the permanent platform, the Agricultural District is doing a Master Plan for the whole district area, and this platform is not included in that Master Plan. It is important that there be a seasonal stop in this area; however, where you want to place the permanent platform is in wetlands. There are only two stops that are not located in wetlands. The City of Del Mar would like a seasonal stop, but want to make sure its location is environmentally sensitive. He supported staff’s recommendation.

Mr. Gallegos clarified that this action is to approve funds for a feasibility study for a permanent seasonal platform in this area.

Second Vice Chair Stocks commented that the temporary platform is an NCTD project. He recently met with the Agricultural District’s Director and they reviewed the Master Plan, which shows that a platform is included on Agricultural District property. This action would approve a budgetary adjustment to allow us to incorporate the platform concept into the bridge project. By adding less than 10 percent to the bridge project, we can add this public benefit to the study. The study will identify the best station location.

Ms. Williamson said that the Agricultural District may not approve the reimbursement of the $75,000; however, it has indicated a willingness to find that money.

Chair Sessom said that if we build a permanent platform, we need to make sure we can operate service to it.

Mr. Gallegos said that staff will work closely with the rail operators in this area to ensure the operation of that seasonal station.

**Action:** Upon a motion by Second Vice Chair Stocks, and a second by First Vice Chair Lori Holt Pfeiler (North County Inland), the Executive Committee voted to: (1) approve the use of $75,000 of Contingency Reserve funds and an amendment to CIP Project #1142900, the San Dieguito Bridge Replacement and Second Main Track project, in the FY 2008 Budget; and (2) formally request reimbursement of the $75,000 by the 22nd District Agricultural Association Board of Directors.

4. **DRAFT FY 2009 BUDGET (INCLUDING THE OVERALL WORK PROGRAM) (APPROVE)**

Renee Wasmund, Director of Finance, reported that the draft FY 2009 Budget reflects direction from the SANDAG Board of Directors and corresponds with the agency’s goals. Our recurring revenue picture is basically flat. We have implemented a process to review vacant
positions as they arise. Staff has reviewed the current year’s budget to identify any potential savings to carry into the FY 2009 Budget. We are presenting a balanced budget. The proposed member assessments will remain the same. The Overall Work Program (OWP) totals $54.7 million, and is comprised of the work efforts in regional planning and transportation programs. The larger component of this document in terms of dollars is the capital budget. Most of this is the TransNet Early Action Program. She touched on areas of emphasis that formed the framework for our work program for next year. We will continue with transportation project implementation using TransNet and Proposition 1B monies, the third border crossing, and infrastructure projects. We also will continue to collaborate with the Airport Authority on Senate Bill 10 requirements and other legislative mandates. We have a strong level of reserves equal to 10 percent of the OWP, which is double what is required.

Ms. Wasmund said that our compensation and merit program is based on the result of a classification and compensation study conducted this year, which identified nine classifications that are in a salary range lower than the labor market. We are proposing to adjust those classifications and to recommend that five new job families be added to the OWP. These two recommendations do not result in additional staff or increased salaries. We are recommending a 4 percent merit pool that is awarded based on job performance. In the past several years, SANDAG has approved a general salary increase. We are not recommending a general salary increase for FY 2009. The benefits package remains the same. Staff is recommending that SANDAG fully fund the annual $510,000 cost of post-retirement healthcare benefits. Prior practice was to fund this cost on a pay-as-you-go basis. However, with recent implementation of Governmental Accounting Standards Board Statement No. 45, agencies are now required to account for these benefits similar to pension plans, and record the actuarially determined cost each year.

Ms. Wasmund stated that we are not proposing additional regular ongoing positions in the Draft FY 2009 Budget, but we are recommending four limited-term and three temporary internship positions to perform one-time needs.

Ms. Wasmund said that the next steps with approval today is that the Draft FY 2009 Budget will be provided to federal agencies for review and comment, and the Board will be asked to approve it for distribution. In May, the Executive Committee will review the final draft budget and address any comments received from the federal agencies. The final budget approval is scheduled for the May Board meeting.

Chair Sessom asked staff to address the issues raised by the students related to funding for public transit.

Ms. Wasmund said that in February 2008 the Transportation Committee and SANDAG Board approved the revenue allocations that flow through SANDAG to the transit agencies, which include Transportation Development Act (TDA) and Federal Transit Administration (FTA) funding. With the state of the economy and a corresponding decrease in sales tax revenues, it will be a tough year for everyone. However, there are transportation projects in our capital program that will further develop our transit network.

Mr. Gallegos added that two challenges are the decreased sales tax receipts, and the diversion of spillover funds at the state level. Sales tax revenue is one source where public
transit gets its operating funds. The state government diverted $1.3 billion in transportation spillover funds for other uses, for example, buses for school programs. Staff has been working aggressively in Sacramento to highlight public transit, and we are making our case known at the state level. The Board has agreed to move forward on a “quality of life” initiative to improve funding for open space, water quality, shoreline presentation, and public transportation. If this measure is successful, there would be a more permanent and stable funding source for public transit. He asked that the students help encourage voters to approve this new funding measure.

First Vice Chair Pfeiler added that some funds are specific for a project and cannot be used for other things. Almost half of her city’s budget is comprised of sales tax funds. She asked staff to tell us how much sales tax revenues make up the transit operator budgets.

Karen King, NCTD Executive Director, responded that sales tax revenue comprises at least 50 percent of their budget.

First Vice Chair Pfeiler said she wanted to show students how the decrease in sales tax revenue affects the budgets of local agencies.

Mr. Gallegos commented that the state keeps pushing for higher farebox recovery ratios. Public transit requires a fairly large subsidy. For every dollar of service, we have only a 40 percent farebox recovery rate. The remaining 60 percent comes from state and federal subsidies. The public transit system has to become more self-sufficient.

Councilmember Jim Madaffer (City of San Diego) pointed out that last year the state Legislature made cuts to transit budgets of about $1.3 billion. He thought that was important for the students to know. One other point is that San Diego doesn’t generate a lot of money for public transit. The current half-cent sales tax program is divided into three parts, and only one-sixth of a cent goes to public transit. In comparison, the City of Los Angeles has a full one cent of sales tax dedicated to public transit. The “quality of life” measure could help provide local funding for public transit. Another area that students could research is urban infill in existing neighborhoods in downtown San Diego and along transportation corridors, and to encourage cities to incentivize this activity to allow higher density zoning along transit corridors. The state could then reward cities through additional funds. If you do that, you will find more people will use public transit.

Second Vice Chair Stocks responded to the comment that SANDAG shouldn’t be cutting transit funding. There is a reduction of money going to transit operators, but SANDAG didn’t cut the funding. The reduction is a result of the economy softening and decreased sales tax revenues. The other is decreased TDA monies, which are another sales tax-based funding source. Together they create half or more of the budgets for transit agencies. The state raided the transportation spillover account last year. SANDAG is only the pass-through agency for these funds.

Action: Upon a motion by First Vice Chair Pfeiler and second by Supervisor Greg Cox (County of San Diego), the Executive Committee voted to accept the Draft FY 2009 Budget, including the Overall Work Program, authorize distribution of the document to the funding agencies for review, and recommend that the SANDAG Board of Directors accept the Draft FY 2009 Budget for distribution to member agencies and other interested parties for review.
5. PROPOSED EXECUTION OF AGREEMENT AND ELECTION TO PRE-FUND POST EMPLOYMENT BENEFITS THROUGH THE CALIFORNIA EMPLOYER’S RETIREE BENEFIT FUND (RECOMMEND)

Leslie Campbell, Director of Administration, introduced Laura Coté, Human Resources Manager.

Ms. Coté reported that the Governmental Accounting Standards Board issued Statement No. 45 requiring public agencies to account for post-employment retirement benefits. SANDAG provides health care benefits for retirees that are subject to this new ruling. Historically, SANDAG has accounted for the cost of post-retirement benefits on a “pay-as-you-go” basis, and the current year cost is $75,000. However, we can no longer do this. We conducted an actuarial report, and the result is an annual cost of $510,000, assuming that SANDAG were to fully fund the post-retirement healthcare benefit each year (i.e., place cash in a trust fund). SANDAG is now required to recognize this expense. Staff’s recommendation is to fully fund this cost. Some advantages to doing this are that investment returns are expected to be earned from trust fund investments and used to pay for other post-employment benefit obligations, thereby lowering future costs to SANDAG; this action would help ensure that SANDAG maintains its excellent bond ratings; and the financial security of employees and retirees would be improved.

Action: Upon a motion by First Vice Chair Pfeiler and a second by Second Vice Chair Stocks, the Executive Committee recommended that the SANDAG Board of Directors adopt Resolution No. 2008-16, approving the participation in the California Employer’s Retiree Benefit Trust, beginning in FY 2008.

6. AMENDMENT TO BOARD POLICY NO. 031: TransNet ORDINANCE AND EXPENDITURE PLAN RULES (RECOMMEND)

Ms. Wasmund reported that the TransNet Extension Ordinance requires the setting of new Maintenance of Effort (MOE) levels. This process has been completed with the exception of the City of San Diego, which will provide the final information to the auditors upon issuance of its FY 2006 Comprehensive Annual Financial Report. Section 8 of the TransNet Extension Ordinance sets out the requirements for the MOE levels, which are to be adjusted every three years. During the audits, two issues were raised. One was related to concerns expressed by the cities of Carlsbad and Encinitas that the initially calculated MOE level included one-time expenditures that resulted from “banking” general fund monies, and subsequently expending those funds during the base period resulted in an artificially high MOE level. These cities requested that those one-time expenditures be removed from the calculation. The second issue related to those agencies that spend local discretionary funding on TransNet expenditure categories other than local streets and roads. After review by the Transportation Committee and Independent Taxpayers Oversight Committee (ITOC), staff recommended amendments to provide clarity on these two issues.

Based on additional work by the auditors, the ITOC recommended approval of the adjusted MOE levels for Carlsbad and Encinitas. With regard to the second concern, the language in Section 8 of the TransNet Extension Ordinance states that the MOE will be determined on the basis of “discretionary funds expended for street and road purposes,” and the Ordinance also states that “the MOE also shall apply to any local agency discretionary funds
being used for the other purposes specified under Section 4.” Under the original Ordinance, the informal practice was to use the separate totals as the basis for calculating the MOE. It is recommended that this practice be documented in Board Policy No. 031 to clarify that separate MOE levels will be used, which is consistent with past practice (i.e., separate MOE levels for each category in Section 4 of the Ordinance: major highway and transit congestion relief projects; transit programs to support seniors and disabled persons; specialized transportation services for seniors; monthly transit passes for senior, disabled, and youth riders; transit operations; local streets and roads; habitat-related mitigation costs of local transportation projects; and the smart growth incentive program).

Ms. Wasmund said it is recommended that two paragraphs be added to Board Policy No. 031 to clarify these two issues.

Action: Upon a motion by Supervisor Cox, and a second by Second Vice Chair Stocks, the Executive Committee recommended that the SANDAG Board of Directors approve the addition of Rule No. 22 to Board Policy No. 031: TransNet Ordinance and Expenditure Plan Rules.

7. SENATE BILL 375 (DISCUSSION/POSSIBLE ACTION)

Kim Kawada, Policy and Legislative Affairs Program Manager, stated that 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 National Resources Defense Council. This bill would create new provisions for the preparation of regional transportation plans. Among those provisions are new requirements to include a “sustainable communities strategy” (SCS) to achieve greenhouse gas reduction targets set by the state, and to preserve significant resource areas and farmlands. A key goal of this bill is to reduce vehicle miles traveled as part of how California addresses greenhouse gas emissions set by Assembly Bill (AB) 32 (2006).

The Executive Committee previously took an “oppose unless amended” position on this bill, with the understanding that staff would continue to work with the author and sponsor on both SANDAG-specific amendments as well as the League of California Cities consensus group amendments. This item summarizes the amendments to SB 375 proposed by SANDAG and the League consensus group. Ms. Kawada introduced Genevieve Morelos, Senior Legislative Analyst.

Ms. Morelos reviewed the proposed amendments, and indicated that we have some concerns and are working through them with the League’s consensus group.

Ms. Kawada said that the SANDAG-specific amendment is to ensure that we can use our adopted Regional Comprehensive Plan and habitat conservation plans (HCPs) as a basis for developing the SCS required by the bill. The bill’s author and sponsors have agreed to this in concept, but we are still negotiating the specific language with them.

Ms. Morelos said that the consensus group acknowledges San Diego’s unique situation with regard to these plans.
Chair Sessom asked why the consensus group is not including our language in their discussions as there is agency-specific language included for the Southern California Association of Governments (SCAG). Ms. Morelos said the SCAG language is intended to apply to other multi-county agencies around the state.

Mr. Gallegos said that the SCS has many components, only one of which relates to habitat conservation. We want to ensure that we can use our adopted HCPs because our regional habitat planning is already done.

Ms. Morelos said that we are working on language to ensure that our habitat conservation areas are included. We want to make sure any proposed language will adequately protect us before it is added to the bill.

Mr. Gallegos stated that we will have a difficult time showing we can develop a SCS to meet the greenhouse gas initiatives, and we will likely have to develop the supplement required by the bill.

Ms. Kawada noted that based on analysis done as part of the recent Regional Transportation Plan (RTP) update approved by the SANDAG Board in November 2007, we are probably not going to be able to meet the greenhouse gas emissions targets that are to be established by the California Air Resources Board (CARB). If the targets are not met, SB 375 would require us to prepare a supplement. It is our view that this supplement should not be subject to California Environmental Quality Act (CEQA) review. If we develop a supplement in good faith, we also should not be open to getting sued; failure to meet the CARB targets should not be a cause of action under CEQA. We have let the consensus group know that we have these issues and concerns with the current provisions of the bill.

Councilmember Madaffer suggested that we keep our same position of “oppose unless amended.”

Supervisor Cox distributed proposed language to be added to Page 11, Section B, and asked the Executive Committee to consider this proposal. The language would state that the SCS would be “based on a land use scenario reasonably likely to occur, considering and incorporating local general plans.”

**Action:** Upon a motion by Second Vice Chair Stocks and a second by Mayor Cheryl Cox (South County), the Executive Committee unanimously approved incorporating the language proposed by Supervisor Cox, and keeping the current position on SB 375 as “opposed unless amended.”

**8. SERVICE BUREAU MID-YEAR STATUS REPORT AND FY 2007 SOURCEPOINT AUDITED FINANCIAL STATEMENTS (INFORMATION)**

Cheryl Mason, Service Bureau Project Manager, explained that the Service Bureau is a fee-based operation that provides informational and technical services to member agencies, nonmember government agencies, private organizations, and individuals. It assists its clients in making more informed decisions and building strong communities. When projects are budgeted, SANDAG includes a 17 percent Regional Information System (RIS) Maintenance and Enhancement fee. Expenses related to performing projects begun this year and projects
carried over from last year are expected to be $887,100, while project revenues are anticipated to be $989,100. This means that revenues will exceed project costs by 11 percent. There are some nonrecoverable costs related to management and business development that also are paid for by this fee. Therefore, the bottom line is 7 percent in net revenue.

Ms. Mason reviewed the summary of services from July through December 2007, and described various projects that have been conducted during this timeframe, including strategic plans, transportation studies, custom maps and Geographic Information System (GIS) analysis, and economic and demographic analysis. She reviewed the 2008 marketing activities, which include building on the success of the 2007 Open House, communicating regularly with clients and prospects, frequently updating the Service Bureau Web pages, building partnerships, and promoting economic services. She noted two upcoming projects: the County of San Diego Transportation Model, and the California-Baja California Border Master Plan Amendment.

Councilmember Madaffer asked that he receive an electronic copy of the slide showing the custom maps and GIS analysis for the C Street corridor in downtown San Diego.

9. FOLLOW-UP ON PROPOSED LEGISLATION FOR INCREASING HOUSING PRODUCTION IN THE SAN DIEGO REGION THROUGH REGIONAL CONTRIBUTION AGREEMENTS (DISCUSSION/POSSIBLE ACTION)

Susan Baldwin, Senior Planner, described the proposal presented by Poway Mayor Mickey Cafagna that would allow a jurisdiction to transfer up to 20 percent of its regional housing needs assessment (RHNA) to another jurisdiction in exchange for payment in the form of redevelopment housing set-aside funds, non-set-aside redevelopment funds, Community Development Block (CDBG) funds, or general fund monies through a regional contribution agreement. The Executive Committee had asked SANDAG staff to conduct further analysis of this proposal. A legislative approach would likely require changes to two state laws: Community Redevelopment Law would need to be changed to allow the use of housing set-aside funds and other tax increment funds outside the jurisdiction in which they are generated; and the Housing Element law would need to be changed to allow the transfer of a portion of a jurisdiction’s RHNA numbers to another jurisdiction.

Ms. Baldwin reviewed the pros and cons of this proposal. She stated that this matter was discussed with the Regional Planning Technical Working Group and Regional Planning Committee, and both groups recommended that this proposal be discussed during the upcoming RHNA process for the 2010-2015 housing element cycle (between July 1, 2008, and June 30, 2009), and suggested that staff report back to the Executive Committee with further analysis and recommendations regarding possible legislation at that time. Staff has discussed this proposal with the City of Poway staff, who have indicated that Mayor Cafagna has agreed to this approach.

Mayor Cox asked what happens if the housing units that were allocated in the previous housing element cycle have not been built because of the downturn in the economy. She asked if local jurisdictions are given even higher numbers in the next RHNA cycle. Ms. Baldwin responded that in your housing element, you only have to identify sites where housing units could be built. When we do the next RHNA, we will get the actual numbers from the state. Jurisdictions can use the same sites identified in previous years.
Action: Upon a motion by Supervisor Cox and a second by First Vice Chair Pfeiler, the Executive Committee deferred pursuing legislation at this time to allow staff to conduct further study of this proposal during the upcoming 2010-2015 RHNA process.

10. REVIEW OF MARCH 28, 2008, DRAFT BOARD AGENDA

Diane Eidam, Chief Deputy Executive Director, reviewed the draft agenda for the March 28 Board meeting. She proposed that three items be moved to the April 11 Policy Board meeting: Item No. 15, Proposed Advertising Policy – Draft Board Policy No. 034; Item No. 17, Funding Methodology for State Fund Match for Regional Beach Sand Replenishment Project and Update on Regional Shoreline Management Efforts; and Item No. 19, Analysis of the Proposed Sunrise Powerlink and Talega-Escondido/Valley-Serrano Transmission Projects.

Second Vice Chair Stocks asked about the purpose of including the Regional Economic Prosperity Study on the March 28 Board agenda. He added the most of the Board members have heard this item in prior meetings.

Chair Sessom stated that this item needs to be short.

Chair Sessom suggested that Item No. 10, Annual Bike to Work Day, be moved to the Consent Calendar.

First Vice Chair Pfeiler suggested that the item related to the advertising policy be added to the Consent Calendar, rather than postponed to April 11. Mr. Gallegos said that it was placed under “Reports” to make sure we are not surprising anyone on the Board with a new policy.

Councilmember Madaffer suggested that Item No. 19, regarding the Sunrise Powerlink be placed at the end of the April 11 Board agenda.

Ms. Eidam indicated that there also would be a closed session at the March 28 Board meeting related to the RTP legal issues.

Action: Upon a motion by First Vice Chair Pfeiler, and a second by Supervisor Cox, the Executive Committee voted to approve the agenda, as amended, for the March 28, 2008, SANDAG Board of Directors meeting.

11. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, April 11, 2008, at 9 a.m.

12. ADJOURNMENT

Chair Sessom adjourned the meeting at 10:29 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
#### MARCH 14, 2008

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<tr>
<th>GEOGRAPHICAL AREA</th>
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<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
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<td>City of Escondido</td>
<td>Lori Holt Pfeiler, 1st Vice Chair</td>
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<td>Jerome Stocks, 2nd Vice Chair</td>
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<td>City of Chula Vista</td>
<td>Cheryl Cox</td>
<td>Member</td>
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<td>Hal Ryan</td>
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<td>Jerry Sanders</td>
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<td>Toni Atkins</td>
<td>Alternate</td>
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<tr>
<td>County of San Diego</td>
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<td>Greg Cox</td>
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<td>Dianne Jacob</td>
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<td>Bill Horn</td>
<td>2nd Alternate</td>
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San Diego Association of Governments

EXECUTIVE COMMITTEE

April 11, 2008

AGENDA ITEM NO.: 3

Action Requested: APPROVE

PROPOSED FY 2008 BUDGET AND OVERALL WORK PROGRAM
AMENDMENT: FAIR SHARE METHODOLOGY STUDY FOR
REGIONAL TRANSPORTATION PROJECTS

File Number 3000400

Introduction

The 2030 Regional Transportation Plan (RTP) adopted in November 2007 identified a number of new or additional potential funding sources to complete the funding of the $57 billion Reasonably Expected plan. One of the recommended actions in the 2030 RTP is to pursue those potential funding sources to pay for the Reasonably Expected Revenue Scenario. The Fair Share Methodology Study for Regional Transportation Projects will develop a consistent methodology to identify the likely impact of future growth due to proposed developments on the regional transportation network. The study will identify measures for different types of development to mitigate impacts and recommended methods for calculating regional fair share contributions for both highway and transit impacts.

An amendment to the FY 2008 Budget and Overall Work Program (OWP) to include development of a Fair Share Methodology Study would help implement the 2030 RTP action to pursue additional funding sources. Contingency reserve funds in the amount of $100,000 are proposed to fund this effort. Proposed changes to the FY 2008 Overall Work Element No. 3000400 are shown in Attachment 1.

Recommendation

The Executive Committee is asked to approve the use of $100,000 of contingency reserve funds and an amendment to the FY 2008 Budget and Overall Work Program for the development of a Fair Share Methodology Study for Regional Transportation Projects.

Discussion

Current practice at SANDAG is to assess regional transportation impacts of proposed developments on a project-by-project basis using the requirements of the California Environmental Quality Act (CEQA). This can be problematic and can lead to time-consuming negotiations, inconsistent mitigation requirements, poor coordination with other agencies, lack of adequate assessment of regional impacts, and ultimately greater traffic congestion. Often mitigation measures are funded differently based on specific circumstances such as project location, the type of project, sources of project funding, and local policies regarding traffic mitigation.

A standardized and coordinated methodology would streamline the regional project development review process and improve quality of life by ensuring that adequate funding is provided for capital and operational transportation improvements related to public and private sector development.
projects. Further, it would reduce the time and effort involved in determining appropriate mitigation requirements for development projects, benefiting project developers and the public as a whole.

An Ad Hoc Working Group is proposed be formed to help guide the development of the Fair Share Methodology Study. Members would include representatives from existing SANDAG working groups, partner agencies, and other community stakeholders.

Contingency Reserve

Use of the contingency reserve is governed by Board Policy No. 030, Contingency Reserve Policy, and is subject to the approval of the Executive Committee. One of the qualifying uses of the reserve is for “opportunities to advance urgent, high-priority needs.” Given the current agency practice to assess regional transportation impacts on a project-by-project basis, staff felt it was important to immediately begin a study to streamline the development review process. Additionally, staff was unable to identify existing unallocated funding from the FY 2008 OWP Budget. Given the expertise required, SANDAG proposes to hire a consultant to assist in the preparation of the study. Staff hours to manage the study are already included in the FY 2008 OWP Budget. Therefore, the proposed use of up to $100,000 of the contingency reserve to fund a Fair Share Methodology Study for Regional Transportation Projects is consistent with Policy No. 030.

The projected contingency reserve balance for the end of FY 2008 is approximately $5.3 million, or 10 percent of the FY 2008 OWP Budget, which exceeds the target of 5 percent established by Policy No. 030. The use of $100,000 of the reserve would bring the projected balance to approximately $5.2 million.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. OWP Work Element No 3000400: Regional Mobility and Transportation Planning

Key Staff Contact: Heather Werdick, (619) 699-6967, hwe@sandag.org
PROGRAM WORK ELEMENT: 30004.2
TITLE: REGIONAL MOBILITY AND TRANSPORTATION PLANNING

FY 2008 BUDGET: $854,732 $954,732

STRATEGIC GOAL: IMPROVE MOBILITY

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OBJECTIVE

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

Previous work includes release of the draft 2007 Regional Transportation Plan, structured to meet the new air quality conformity standards and the new planning requirements in the federal transportation reauthorization bill (SAFETEA-LU). The regional arterial network was updated in FY 2007, as were the transportation project evaluation criteria as part of the development of the 2007 RTP. SANDAG has conducted several air quality conformity determinations for the RTP and the RTIP since the passage of the federal Clean Air Act Amendments in 1990. Transportation Conformity Procedures have been adopted as required by that legislation. The SANDAG Transportation Control Measures (TCM) Plan for Air Quality was approved by the Air Pollution Control Board in 1992 as part of the state-required Regional Air Quality Strategy. The implementation of TCMs is undertaken in other OWP work elements, including: 60001, Transportation Demand Management (TDM); 11091, Project Development and Oversight; and 40006, Regional Transportation Improvement Program.

The San Diego region was reclassified as “maintenance/attainment” for CO in 1998. SANDAG participated with the California CARB in the development of the 2004 CO Maintenance Plan update. Also, SANDAG participated in the development of the 2002 1-Hour Ozone Maintenance Plan, which was approved as a State Implementation Plan (SIP) revision by the U.S. Environmental Protection Agency (EPA) in 2003. Both these plans include new emissions budgets for CO and ozone precursors that are the applicable budgets for conformity.

In 2006 SANDAG made a conformity determination of the 2006 Revenue Constrained Scenario of the 2030 RTP to comply with the three-year RTP conformity cycle. Additionally, in FY 2007 SANDAG conducted the air quality conformity determination for the 2006 RTIP and participated in the development of the 8-Hour Ozone SIP.

Committee(s): Transportation Committee

Working Group(s): Regional Planning Stakeholders Working Group; San Diego Region Conformity Working Group

Project Manager: Mike Hix
Elisa Arias

PRODUCTS, TASKS, AND SCHEDULES

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Product: Final RTP and EIR  
Completion Date: 11/30/2007 |
| RTPA | RTIP | RTP | 2 | 10 | Task Description: Conduct emissions analyses to determine conformity of the 2007 RTP, 2006 RTIP, 2008 RTIP, and amendments as needed; develop documentation required, including modeling procedures.  
Product: Draft and/or final conformity findings, documents  
Completion Date: 06/30/2008 |
| RTPA | RTP | RTP | 3 | 10 | Task Description: Continue the consultation provisions of the adopted Transportation Air Quality Conformity procedures and comply with provisions of the revised EPA Transportation Conformity Rule.  
Product: Consultations  
Completion Date: 06/30/2008 |
| RTPA | RTP | RTP | 4 | 15 | Task Description: Coordinate, develop, and refine the highway and arterial system planning work for the RTP, RCP, and RTIP.  
Product: Refined highway and arterial system plan |
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| RTPA | RTP | RTP | 5 | **Completion Date:** 06/30/2008  
**Task Description:** Provide staff support for SANDAG’s Transportation Committee and the San Diego Region Conformity Working Group.  
**Product:** Agendas, minutes, actions  
**Completion Date:** 06/30/2008 |
| RTPA | RTP | RTP | 6 | 10 | **Task Description:** Provide administrative support, receive training, oversee grants.  
**Product:** Staff meetings, evaluations, quarterly reports  
**Completion Date:** 06/30/2008 |
| CMA | IGR | RTP | 7 | 5 | **Task Description:** Compile and analyze the 2007 traffic and level of service (LOS) data for the 2008 CMP update.  
**Product:** Tech report, draft, and final CMP update  
**Completion Date:** 06/30/2008 |
| RTPA | RTP | RTP | 8 | 10 | **Task Description:** Conduct Fair Share Methodology Study for Regional Transportation Projects  
**Product:** Draft and final report  
**Completion Date:** 03/31/2009 |

**FUTURE ACTIVITIES**

General coordination with state, Tribal, and local agencies and governments on regional system planning. Federal law requires continuing coordination on transportation activities regulated by the Clean Air Act and SAFETEA-LU.
STATE LEGISLATIVE STATUS REPORT

Introduction

The Executive Committee is asked to consider a possible position on Assembly Bill 1954, which would authorize high occupancy toll lanes on Interstate 15 in Riverside County. Staff also will provide an oral report at the April 11, 2008, Executive Committee meeting on the status of SANDAG sponsored legislation, Senate Bills 1486 (Ducheny) and 1685 (Kehoe), and other key state bills.

Discussion

Assembly Bill 1954

Assembly Bill 1954 (AB 1954) was introduced on February 13, 2008, by Assembly Member Kevin Jeffries (R-Riverside). The bill is sponsored by the Riverside County Transportation Commission (RCTC) and was last amended on March 3, 2008. It would authorize a value pricing and transit development demonstration program involving high occupancy toll (HOT) lanes to be conducted, administered, and operated on Interstate 15 (I-15) in Riverside County from the San Bernardino County line to the San Diego County line.

In 2006, AB 1467 (Nunez) was signed into law as part of the Governor’s Go California and Strategic Growth Plan. AB 1467 provided for four public-private partnerships projects and up to four HOT lane projects. Under the law, a regional transportation agency, in cooperation with the Department of Transportation, could submit an application to the California Transportation Commission (CTC) to develop and operate HOT lanes. The law requires that the CTC review each application for the development and operation of the proposed facility, and that it conduct at least one public hearing in both northern and southern California. Following the public hearing, CTC is required to submit eligible applications and any public comments made during the hearings to the Legislature for approval or rejection. The law requires approval of any HOT lanes projects to be achieved by the enactment of a statute.

In accordance with state law, RCTC submitted to the CTC its application for HOT lanes on I-15. The CTC hearing is scheduled for April 9, 2008. AB 1954, which would authorize the proposed project, is scheduled for its first hearing at the Assembly Transportation Committee on April 14, 2008.

Recommendation

The Executive Committee is asked to approve a support position on Assembly Bill 1954. The bill would authorize high occupancy toll lanes on Interstate 15 in Riverside County.
Analysis

The implementation of the I-15 HOT lanes in Riverside County would provide a significant link in the Southern California network of HOT lanes and other public toll facilities. The SANDAG 2030 Regional Transportation Plan (RTP), adopted by the Board of Directors in November 2007, includes a number of HOT lanes and other public toll facilities. Along the I-15 corridor, the 2030 RTP includes four new Managed Lanes on I-15 between State Routes 163 and 78, and four new toll lanes between State Route 78 and the Riverside County line. The 2030 RTP also includes Managed Lanes facilities on Interstates 5 and 805 and State Route 52, a proposed public toll facility on Interstate 5 between State Route 78 and the Orange County line, and a public toll facility on State Route 11/Otay Mesa East Port of Entry. Other existing public toll facilities in adjacent Orange County include the 91 Express Lanes and Transportation Corridor Agencies (TCA) toll roads.

By supporting AB 1954, SANDAG would be supporting the implementation of HOT lanes on I-15 in Riverside County that when fully built, would provide connectivity and continuity with proposed HOT lane/toll facilities in the I-15 corridor in San Diego County.

Next Steps

Staff will continue to update the Executive Committee on the bill’s progress as it moves through the legislative process.

KIM KAWADA
Policy and Legislative Affairs Program Manager

Key Staff Contact: Genevieve Morelos, (619) 699-1944, gmo@sandag.org
REVIEW OF APRIL 25, 2008, DRAFT BOARD AGENDA

+1.  APPROVAL OF MEETING MINUTES  
A. MARCH 14, 2008, POLICY MEETING MINUTES 
B. MARCH 28, 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 Regional Planning Committee on April 4, the Executive Committee on April 11, and the Transportation and Public Safety Committees on April 18, 2008.

CONSENT ITEMS (4 through XX)

+4. 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.

+5. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada)

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.
At its meeting on June 22, 2007, the SANDAG Board approved the FY 2008 Transportation Development Act (TDA) allocation and claim for the Consolidated Transportation Services Agency (CTSA). The CTSA has requested an additional $10,000 from its TDA reserve to meet its expenditures for FY 2008. There are sufficient funds available in the CTSA TDA reserve to meet this request. The Board of Directors is asked to adopt Resolution 2008-XX approving the TDA claim for the CTSA.

7.

8.

REPORTS (9 through XX)

TRIBAL NATIONS OVERVIEW BY CHAIRMAN ANTHONY PICO (Imperial Beach Councilmember Patricia McCoy, Borders Committee Chair; Hon. Anthony Pico, Former Chair of the Viejas Band of Kumeyaay Indians)

Former Chairman of the Viejas Band of Kumeyaay Indians Anthony Pico will make a presentation on tribal nations in the San Diego region and the challenges of sovereignty, governance, planning, and economic development.

AMENDMENT FOR PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUND PROJECTS* (San Diego Council President Pro Tem Jim Madaffer, Transportation Committee Chair; Jose Nuncio and Sookyung Kim)

The California Transportation Commission has recommended $400 million in Proposition 1B Trade Corridor Improvement Fund (TCIF) funding for several projects in the San Diego region. As part of a commitment to secure the funding, the region must provide matching funds for several projects. The Transportation Committee recommends that the Board of Directors approve Amendment No. XX to the 2006 Regional Transportation Improvement Program, which will provide $33.4 million in TransNet funds for the TCIF goods movement infrastructure projects in the San Diego border region.

INTERSTATE 15 MANAGED LANE PROJECT UPDATE AND BUDGET AMENDMENT* (San Diego Council President Pro Tem Jim Madaffer, Transportation Committee Chair; Gustavo Dallarda, Corridor Project Director)

Caltrans and SANDAG are jointly developing the Interstate 15 Managed Lanes/Bus Rapid Transit (I-15 ML/BRT) project included in the TransNet Early Action Program. This project includes construction of four managed lanes, operational improvements, implementation of the region’s first BRT service, and expansion of the existing FasTrak® system. This report provides an overview of project progress and an update
of the project budget. The Transportation Committee recommends that the Board of Directors approve a budget amendment for the project.

+12. **TransNet MAINTENANCE OF EFFORT AUDIT** (San Diego Council President Pro Tem Jim Madaffer, Transportation Committee Chair; Renée Wasmund)  

The Independent Taxpayer Oversight Committee and the Transportation Committee recommend that the Board of Directors approve the maintenance of effort (MOE) base level for the City of San Diego. This will conclude the process of setting the MOE base levels for all the jurisdictions under the TransNet Extension.

+13. **REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM: REVIEW OF FUNDING PROGRAMS SUBMITTED BY JURISDICTIONS** (San Diego Council President Pro Tem Jim Madaffer, Transportation Committee Chair; Charles "Muggs" Stoll and Marney Cox)  

The TransNet Extension Ordinance requires that local jurisdictions submit Regional Transportation Congestion Improvement Program (RTCIP) funding programs to the Independent Taxpayer Oversight Committee (ITOC) for consideration by April 1, 2008. The ITOC and the Transportation Committee recommend that the Board of Directors approve the RTCIP programs for the 19 local jurisdictions.

+14. **TransNet ENVIRONMENTAL MITIGATION PROGRAM: FY 2008 LAND MANAGEMENT GRANT CRITERIA** (Lemon Grove Councilmember Jerry Jones, Regional Planning Committee Chair; Keith Greer)  

On February 22, 2008, the SANDAG Board of Directors approved $2.9 million in TransNet Environmental Mitigation Program (EMP) funding for land management activities related to improving the regional habitat conservation plan preserve areas. The Board also established that the funding would be allocated through a competitive grant process. The Regional Planning Committee recommends that the Board of Directors approve the eligibility and prioritization criteria for the upcoming grant process.

+15. **FIRST READING OF AN AMENDMENT TO ORDINANCE NO. 04-01 (SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM ORDINANCE AND EXPENDITURE PLAN) TO REVISE ENVIRONMENTAL MITIGATION PROGRAM PRINCIPLE NO. 10** (First Vice Chair Lori Pfeiler; Rob Rundle)  

The TransNet Extension Ordinance and Expenditure Plan Environmental Mitigation Program Principle No. 10 requires the Board of Directors to act on additional regional funding measures to meet the long-term requirements for implementing habitat conservation plans in the San Diego region no later than four years after the passage of the TransNet Extension, which would be November 2008. Due to economic conditions and tasks necessary to successfully meet that obligation, the Board of Directors is asked to approve the first reading of an amendment to the TransNet Ordinance to extend that deadline. Staff also will update the Board on activities that have occurred on a potential Quality of Life measure since the annual retreat.
16. REPORT ON COMPLETION OF THE ORIGINAL TransNet PROGRAM*
(San Diego Council President Pro Tem Jim Madaffer, Transportation Committee Chair; Charles "Muggs" Stoll)

The 20-year period of sales tax collections for the original TransNet program approved by voters in 1987 was recently completed on March 31, 2008. In recognition of this milestone, a summary report on the program’s improvements to the transportation system during two decades of tremendous change in the San Diego region will be presented.

17.

18.

19. UPCOMING MEETINGS

The next Policy meeting of the Board of Directors is scheduled for Friday, May 9, 2008, at 10 a.m. The Board will discuss ____________________. The next Business meeting of the Board of Directors is scheduled for Friday, May 23, 2008, at 9 a.m.

20. ADJOURNMENT

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