Board Members

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

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

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

Cheryl Cox
Mayor, Chula Vista
(Representing South County)

Jerry Sanders
Mayor, City of San Diego

Greg Cox
Chairman, County of San Diego

Board Alternates

Hal Ryan
Councilmember, Santee
(Representing East County)

Mickey Cafagna
Mayor, Poway
(Representing North County Inland)

Matt Hall
Councilmember, Carlsbad
(Representing North County Coastal)

Ron Morrison
Mayor, National City
(Representing South County)

Jim Madaffer
Council President Pro Tem,
City of San Diego

Toni Atkins
Councilmember, City of San Diego

Dianne Jacob
Vice Chairwoman,
County of San Diego

Bill Horn
Supervisor, County of San Diego

Gary L. Gallegos
Executive Director, SANDAG

EXECUTIVE COMMITTEE AGENDA

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

AGENDA HIGHLIGHTS

• NOVEMBER 4, 2008, BALLOT INITIATIVES

• FEDERAL LEGISLATIVE STATUS REPORT

• SERVICE BUREAU FY 2008 YEAR END REPORT

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MISSION STATEMENT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.

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

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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 8)

+3. RESOLUTION REGARDING KUMEYAAAY MAP (Jane Clough-Riquelme, SANDAG; Louis Guassac, Kumeyaay Border Task Force)

At the May 23, 2008, Borders Committee meeting Louis Guassac, a representative of the Kumeyaay Border Task Force, requested that SANDAG consider signing a resolution recognizing the Kumeyaay aboriginal lands, which extend from just south of the San Luis Rey River Valley to Baja California. The Borders Committee recommended that this item be forwarded to the Executive Committee for consideration. The Executive Committee is asked to recommend that the Board of Directors approve Resolution No. 2009-03, regarding the aboriginal lands of the Kumeyaay Nation.

+4. NOVEMBER 4, 2008, BALLOT INITIATIVES (Genevieve Morelos)

This item provides a summary of various statewide and countywide propositions on the November 4, 2008, general election ballot. The Executive Committee is asked to discuss and take a possible position on Proposition 1A, Safe Reliable High-Speed Passenger Train Bond Act for the 21st Century, on the November 4, 2008, general election ballot.

+5. FEDERAL LEGISLATIVE STATUS REPORT (Victoria Stackwick)

This item provides a status report on key federal legislation pertaining to the Highway Trust Fund, rail legislation, the FY 2009 federal budget, and other transportation programs.

+6. SERVICE BUREAU FY 2008 YEAR END REPORT (Cheryl Mason)

SANDAG Board Policy requires that the Executive Committee, which governs the SANDAG Service Bureau, receive periodic progress reports on the project activities and financial status of the Service Bureau. This report summarizes Service Bureau activities during FY 2008.

+7. REVIEW OF OCTOBER 24, 2008, DRAFT BOARD AGENDA
The next meeting of the Executive Committee is scheduled for Friday, November 14, 2008, at 9 a.m.

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
SEPTEMBER 12, 2008

Chair Mary Sessom (East County) called the Executive Committee meeting to order at 8:05 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 National City Mayor Ron Morrison (South County), the minutes of the July 11, 2008, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

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

REPORTS (3 through 10)

Chair Sessom noted that agenda items would be taken out of order.

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

Sookyung Kim, Financial Programming Manager, reported that SANDAG Board Policy No. 031 provides administrative guidance for the TransNet Ordinance including guidance to conduct the annual fiscal audits for all TransNet recipients. Pursuant to the TransNet Ordinance, the Independent Taxpayers Oversight Committee (ITOC) will now have the overall responsibility to conduct the annual fiscal year audits beginning with FY 2009. In anticipation of this transition, a proposed amendment to Board Policy No. 031 would revise sections of the policy to reflect the change in responsibility as well as to provide additional clarification for various practices. She reviewed the proposed amendments. She stated that nothing in the proposal amendments are new aside from recognizing ITOC as the responsible party for the audit. Based on feedback from member agencies and the auditors, this proposed amendment provides clarification. ITOC reviewed the proposed changes at its July 16 meeting and provided minor comments. ITOC recommended approval by the Executive Committee and Board. She stated that local agencies did receive an advance copy of this proposed amendment in mid-August.

Action: Upon a motion by Mayor Morrison, and a second by Second Vice Chair Stocks, the Executive Committee voted to recommend that the Board of Directors amend Board Policy No. 031 as proposed.
6. **2009 ANNUAL SANDAG BOARD RETREAT (RECOMMEND)**

Anne Steinberger, Marketing Program Manager, reported that next year’s Board Retreat would be January 28-30, 2009. In response to the survey conducted following this year’s Board Retreat, staff conducted a competitive bid process for a location for the 2009 Retreat. As a result of the competitive bid process, Harrah’s Rincon Resort was selected. We have begun discussions for this year’s Retreat agenda. There was a lot of feedback on the survey regarding discussions on the state of the economy. We propose that SANDAG Chief Economist Marney Cox lead the discussion along with national and international experts. Another speaker option is to invite John Chalker, our local representative to the California Transportation Commission (CTC) and its present chairman. The survey also showed that the Board enjoyed the breakout sessions so we propose to hold those again. Ms. Steinberger asked for feedback from the Committee.

Second Vice Chair Stocks commented that he would like to hear from experts on the credit crisis, with information on the ramifications throughout our economy, ways in which government agencies can help to ameliorate the impacts, and lessons learned.

Executive Director Gary Gallegos suggested that Commissioner Chalker might be helpful in providing information on the credit crisis as that is what he does for a living.

Carlsbad Councilmember Matt Hall (North County Coastal) said that we sometimes overlook the importance of the Retreat opening session for new Board members. He found that to be extremely important. He also recommended Ed Barlow, a futurist, as another possible speaker.

Mr. Gallegos said we are asking if there is consensus to recommend that the Board approve the 2009 Retreat agenda.

**Action:** Upon a motion by Mayor Morrison, and a second by Councilmember Toni Atkins (City of San Diego), the Executive Committee voted to recommend that the Board of Directors approve the 2009 Retreat agenda.

7. **ADVISORY MEMBERSHIP ON THE SANDAG BOARD OF DIRECTORS (RECOMMEND)**

Kim Kawada, Policy and Legislative Affairs Program Manager, reported that in March 2007 the Executive Committee appointed an ad hoc committee to review the current advisory membership provisions in SANDAG Board Policy No. 004: Rules for Procedure for Board of Directors, Policy Advisory Committees and Other Legislative Bodies. The ad hoc committee consisted of Poway Mayor Mickey Cafagna (chair), Oceanside Councilmember Jerome Kern, San Diego Council President Pro Tem Jim Madaffer, La Mesa Mayor Art Madrid, Metropolitan Transit System (MTS) Chair Harry Mathis, Mayor Morrison, and San Diego County Supervisor Bill Horn.

The ad hoc committee met on several occasions and its recommended changes would provide that the Board of Directors first review the existing Board and Policy Advisory Committee (PAC) membership structures in determining whether to supplement the current advisory members on the Board or PAC with additional regular or temporary advisory members. New regular advisory members could be added if the Board finds that the
additional advisory members would provide beneficial advice and information to the Board and that such advice/information cannot be provided by the existing Board/PAC membership structures. The new advisory member would also need to submit a written request and meet the existing selection criteria.

The ad hoc committee also is recommending new provisions for providing an agency/group with a temporary advisory “seat” at the Board or on one of the PACs, when specific agenda items arise. To obtain this temporary seat, the agency/group must meet the same selection criteria for a regular advisory member and must submit a written request to the Board or PAC Chair identifying the reason(s) for its request and the specific agenda item(s) to be considered. The written request must be received at least three days prior to the meeting.

Mayor Morrison commented that the first recommended change (Section 5.2) related to providing “beneficial advice and information” is really important. He asked if proposed Section 5.3.1, “Agency/group has land use or eminent domain authority,” should be changed to “and/or.” Julie Wiley, General Counsel, agreed to make that change.

Councilmember Toni Atkins asked if these proposed changes only formalize a way to provide input. Gary Gallegos, Executive Director, responded that the policy helps the agency discipline itself when considering these kinds of requests for advisory membership on SANDAG.

Second Vice Chair Stocks added that this sets up a rational means of deciding whether you need ad hoc input from an organization. Mr. Gallegos noted that an agency/group will still need to meet the existing requirements currently in the Board policy.

Chair Sessom noted that these changes will help to give the Board/PAC chairs discretion and a policy to follow.

Councilmember Hall asked about the status of the two requests that have been received. Chair Sessom replied that if the Board approves the revised policy, they would probably not be granted a permanent advisory seat.

Ms. Wiley clarified that if the Board adopts the criteria, those two requests would not need to come back for another review.

Second Vice Chair Stocks said this policy would give parties an opportunity to provide meaningful input.

Mr. Gallegos stated that we would try to fit those two requests into the new policy.

Mayor Morrison clarified that Section 5.2.2 deals with a temporary advisory seat and that is at the discretion of the PAC chairs. The matter of a permanent advisory seat should come back to the Board for consideration.

Chair Sessom said that she as the Board chair would go back to the two agencies and confirm their continued interest.
Councilmember Hall suggested that at the Board meeting staff walk us through both sections of the revised policy. Mr. Gallegos agreed to provide a flowchart it so that it will be clear.

Action: Upon a motion by Mayor Morrison, and a second by Second Vice Chair Stocks, the Executive Committee voted to recommend approval of amendments to the advisory membership provisions of Board Policy No. 004, with the one minor change.

8. PROPOSED MODIFICATION TO AGENCY BUSINESS HOURS (RECOMMEND)

Mr. Gallegos stated that Assembly Bill (AB) 32 focuses on a decrease of greenhouse gas (GHG) emissions, including reducing vehicle miles traveled (VMT). With that in mind, and considering the high cost of gas and the impact of the economy, SANDAG staff is suggesting a proposal to shift the agency to a 9/80 work schedule. This would mean closing the office every other Monday. Some of our member agencies are on a similar schedule and are off on Fridays. Since we have Board and Committee meetings on Friday, we are recommending to close the office on Mondays.

One benefit would be that we would be demonstrating that we are willing to do our fair share to reduce VMT. We forecast that with business as usual between now and 2030, the VMT in the region would grow by 50 percent. By taking this action our estimates show that we would save more than 3,600 gallons of gas. On the personal side for employees, we would save 2,200 hours of commuting time. At a time of high travel cost, each employee would save about $200 per month. We have some folks working overtime to ensure the agenda materials are distributed in a timely manner. Having a 9-hour day on Friday would help reduce the number of overtime hours. It also would help demonstrate that SANDAG is not only asking others to reduce VMT but applying this practice to ourselves. There would be a one-year evaluation period with a survey at the end of the year. We would inform our partners and the public through a communications plan using our Web pages, communications with member agencies, and mailing lists. With your recommendation to the Board for approval, we would hope to implement this as part of Rideshare Week on Monday, October 6.

Mayor Morrison commented that National City tried the 9/80 program for awhile. He asked if the closed Monday would be on a regular schedule or biweekly. Mr. Gallegos answered that it would be biweekly.

Mayor Morrison thought that this would confuse the public with every other Monday rather than fixed Mondays. He didn’t think the 9/80 schedule would have a significant impact on reducing commute times. As a result of National City’s experience, they switched to a 4/10 schedule. This allowed work trips to be made outside of peak hours, and productivity increased. It also was easier for the public to understand.

Chair Sessom noted that Lemon Grove is closed every other Friday. The big difference between cities and SANDAG is that SANDAG doesn’t have as much public traffic into the office as the cities.

Mayor Morrison said that the half-hour commute savings on each end of the work day isn’t as efficient as an hour on each end.
Mr. Gallegos stated that we surveyed our employees, and one concern was related to child care issues. With a 10-hour day, there was a concern that productivity may not be as high as with a 9-hour workday, and that was borne out by our employee surveys. That’s why we would recommend that we try the 9/80 for a year and evaluate it. We could evolve to the 4/10 schedule in the future.

Mayor Morrison agreed the one issue was child care. We worked with our people and provided flexible work hours for those employees with child care issues.

Mr. Gallegos stated that our ability to provide the service we have is that Fridays are our Board/Committee days. He acknowledged his concern about the ability to complete our agenda compilation process in a timely manner within the 9/80 schedule.

Councilmember Hall said he doesn’t feel that he has gotten the highest productivity out of his workforce since Carlsbad made a similar schedule change.

Mr. Gallegos reiterated that one reason we are proposing this is to lower the GHG emissions. This is one way of affecting emissions and reducing VMT without decreasing productivity.

Councilmember Hall suggested that there may be other ways to increase productivity without making a schedule change.

Mr. Gallegos said that shutting down the entire agency on the same day would avoid problems with individual staff members having different days off.

Second Vice Chair Stocks commented that Encinitas adopted the 9/80 schedule, and they still have it. We have signs posted prominently in front of city hall about the closure. Every staff member changes his/her telephone voicemail message. He didn’t know of any other agency that is closed on Monday. SANDAG doesn’t have the retail trade, but it does deal with other agencies. If other agencies are closed on Fridays and SANDAG is closed on Mondays, that may be problematic.

Councilmember Atkins stated that if this is something that staff is interested in having as a discussion at the Board meeting, she would support moving it forward. As a regional body and in an attempt to reduce GHG emissions, it should be part of the bigger package of other people doing the same thing.

Mr. Gallegos agreed that’s why we suggest starting this revised work schedule during Rideshare Week. It will emphasize that flexible work schedules is one of the tools in the toolbox available to employers.

**Action:** Upon a motion by Mayor Morrison, and a second by Councilmember Atkins, the Executive Committee voted to recommend that the Board of Directors approve a modification to the agency’s business hours whereby SANDAG would be closed every other Monday starting October 6, 2008, and staff would work a 9/80 work schedule. (Note: Subsequent to this meeting, this item was postponed to a future Board meeting.)
9. STATE LEGISLATIVE STATUS REPORT (DISCUSSION/POSSIBLE ACTION)

Genevieve Morelos, Senior Legislative Analyst, reported that the state is currently without a state budget and there is no indication of an approved budget in sight. No bills are being transmitted to the Governor as he said he would not sign any until a state budget is approved.

AB 3034 is going to the ballot in November, and the Governor did sign that bill due to the timing with the election schedule. It provides an update of the high-speed rail bond measure on the November 4 ballot as well as additional oversight for the California High-Speed Rail Authority. AB 3034 replaces Proposition 1 on the current ballot with Proposition 1A. The initial bill (Proposition 1) didn’t include flexibility on how the $9 billion bond revenues would be spent, so staff worked with the sponsor and author to provide more flexibility. With the new language it has more flexibility, so that agencies like SANDAG can compete for high-speed rail bond funds. We also worked on a Memorandum of Understanding (MOU) with the High-Speed Rail Authority to complete a feasibility study for the Los Angeles to San Diego corridor. Other agencies are expected to sign onto this MOU in the future. We will bring more information about the other state and local measures on the November 2008 ballot back to the Executive Committee in October.

Ms. Morelos stated that progress on several of our bills is dependent on an approved state budget.

She mentioned that we currently have an “oppose unless amended” position on Senate Bill (SB) 375. Staff is recommending a “support” position on this bill. Since the last Executive Committee meeting, we have been working with the bill’s author and Senator Ducheny’s office on amendments to the bill. Our initial concerns with the bill have been addressed. There is more support around the state and from a variety of organizations for this amended bill. We still have some problems and we need to continue to work with the author on the funding issue. One of our concerns specific to the San Diego region is the inconsistency in the timing of the Regional Transportation Plan (RTP) and Regional Housing Needs Assessment (RHNA) cycles. We will continue to work with the author’s office, Senator Ducheny’s staff, and the bill sponsors on this issue. Another San Diego issue is related to interregional and crossborder commuting that is prevalent in the region.

Chair Sessom indicated that we received a letter from the bill’s author asking when SANDAG would consider a position change on this bill. Ms. Morelos recommended that the Board consider changing its position from “oppose unless amended” to “support.”

Second Vice Chair Stocks expressed opposition to making that change at this time.

Mayor Morrison said he talked with Chula Vista Mayor Cheryl Cox and she now agrees it is in our best interest to change our position on this bill.

Second Vice Chair Stocks stated that this bill further erodes local land use authority.

Mayor Morrison agreed that there are still issues in the bill that we do not support. However, the author is willing to work with us on those issues. If we oppose the bill, the
author would not be motivated to work cooperatively with us. The bill will move forward regardless of our position.

Councilmember Atkins stated that she originally thought that opposing this bill was a bad idea. However, that may have been leverage pointing taking that initial position. She thinks we should change our position to support. As long as we are effectively continuing to communicate, the author will continue to work with us.

Councilmember Hall asked about the timeline of this bill. Ms. Morelos replied that it is stuck in the budget stalemate. Once a state budget is approved, the bill will go to the Governor for signature. Mr. Gallegos noted that the bill has passed out of the Legislature.

Councilmember Hall asked if this bill will come back to the full Board. Ms. Morelos replied affirmatively.

Second Vice Chair Stocks agreed not oppose a recommendation to the Board to consider changing its position.

Mr. Gallegos reiterated that the bill is going forward with or without us.

Chair Sessom noted there were several Board members in attendance requesting to make comments on this item.

Mayor Art Madrid (La Mesa) said that the respect that SANDAG has will be eroded if we don’t continue to work with the author on this bill. He noted that Senator Steinberg has become an ally and he will be the Senate President Pro Tem next year.

Councilmember Lesa Heebner (Solana Beach) expressed concern regarding the grave impacts to her city that may result from passage of SB 375. She suggested qualifying our support with specifics about what we would like to be changed. Our issues have to be addressed.

Action: Upon a motion by Councilmember Atkins, and a second by Mayor Morrison, the Executive Committee recommended that the Board of Directors consider a support position on SB 375 (Steinberg). The motion passed 3-1 in favor, with Second Vice Chair Stocks voting in opposition.

10. REVIEW OF SEPTEMBER 26, 2008, DRAFT BOARD AGENDA (APPROVE)

Diane Eidam, Chief Deputy Executive Director, reviewed this draft agenda. Staff proposes that Agenda Item No. 21, “Annual Update on the Activities of the Criminal Justice Research Division and Clearinghouse,” and No. 22, “Smart Growth Visual Simulations,” be moved to the October 24 Board meeting. Item Nos. 24 and 25 related to real property negotiations and a Resolution of Necessity hearing may not be necessary depending upon ongoing negotiations.

Action: Upon a motion by Mayor Morrison, and a second by Second Vice Chair Stocks, the Executive Committee voted to approve the draft Board of Directors agenda for the September 26, 2008, meeting, as revised.
3. **THE PORT OF SAN DIEGO MARINE FREIGHT PRESERVATION AND BAYFRONT REDEVELOPMENT INITIATIVE (DISCUSSION/POSSIBLE ACTION)**

Port District Commissioner Laurie Black spoke in opposition to this proposition on the November ballot. It is about a process for land use and transportation that potentially jeopardizes much of what SANDAG does. It would allow a developer to make land use decisions through the ballot box. She encouraged everyone to look at the details of what is being proposed.

Dirk Mathiasen, Vice President, Port of San Diego, said that the Board of Port Commissioners is concerned about the title of this measure (Proposition B on the November 2008 ballot) since it implies that the Port is supportive and that is not true. The initiative does two things: (1) it would amend the Port of San Diego’s Master Plan by allowing commercial uses at the Tenth Avenue Marine Terminal, and (2) it would allow a 60-day period to award an Exclusive Negotiating Agreement (ENA) to a developer. Normally, such a project would be subject to an Environmental Impact Report (EIR). The initiative would change that by sending the project directly to the California Coastal Commission. In addition, the timing of this initiative seems to direct the development to a particular developer. He expressed other issues with this initiative including air space rights, protection of maritime activity and jobs, land use protections, state tidelands protection, security, and economic prosperity.

Commissioner Black stated that the Port Board believes this initiative would place the SANDAG Regional Comprehensive Plan (RCP) in jeopardy.

CAPT. Steve Wirshing (U.S. Navy) agreed with the concerns expressed by the Port District. In addition, he stated that San Diego’s designation as a strategic port may be jeopardized, and it may have a negative impact on our shipbuilding program.

Evan McLaughlin, representing the San Diego and Imperial Counties Labor Council, spoke about the lengths that San Diego Community Solutions LLC, the sponsor of the initiative, is trying to take to circumvent the planning work that has been done in the port area. The State of California is the owner of this land. Developers feel they can run a multimillion marketing campaign to persuade voters that this plan will benefit San Diego. He said that his interest is in the 5,000 jobs on the working waterfront that pay well above the median wage for the region. All five members of Congress representing San Diego County provided a written opinion to the Port about their concerns related to this initiative. The California Coastal Commission also has expressed concerns. This initiative is about circumventing a process for planned communities.

Diane Takvorian, representing the Environmental Health Coalition (EHC), stated the coalition’s opposition to this proposition. They believe strongly that there will be devastating environmental impacts on nearby neighborhoods should this proposition pass. The proponents of this measure have taken out anything related to the Barrio Logan plan. If the Tenth Avenue Marine Terminal was to be eliminated, what would the impact be on the National City Marine Terminal? We don’t want to transfer those impacts to National City.

Mayor Morrison stated that there is overwhelming opposition to this proposition.
Chair Sessom asked Commissioner Black if the Port could condense its presentation for the September 26 SANDAG Board meeting, or whether the Port would prefer making the full presentation to the SANDAG Board in October. Commissioner Black agreed they could reduce the time of their presentation and send out materials with the SANDAG agenda package for September.

Councilmember Hall agreed that if you want to make a difference in the passage of this ballot measure, SANDAG would have to take a position in September rather than in October.

**Action:** Upon a motion by Mayor Morrison, and a second by Second Vice Chair Stocks, the Executive Committee recommended that the Board of Directors take an oppose position on the “Port of San Diego Marine Freight Preservation and Bayfront Redevelopment Initiative.”

4. **RESOLUTION REGARDING KUMEYAAAY MAP (RECOMMEND)**

This item was postponed to the next Board meeting.

11. **UPCOMING MEETINGS**

The next Executive Committee meeting is scheduled Friday, October 10, 2008, at 9 a.m.

12. **ADJOURNMENT**

Chair Sessom adjourned the meeting at 9:28 a.m.

Attachment: Attendance Sheet
### CONFIRMED ATTENDANCE
#### SANDAG EXECUTIVE COMMITTEE MEETING
#### SEPTEMBER 12, 2008

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RESOLUTION REGARDING KUMEYAAAY MAP

Introduction

In May 2008 a joint meeting was held between the Borders Committee and the Southern California Tribal Chairmen’s Association to discuss various tribal policy issues. During the discussion portion of one of the items, Louis Guassac, a representative of the Kumeyaay Border Task Force, requested that SANDAG adopt a resolution acknowledging the historic aboriginal boundaries of the Kumeyaay Nation based on a map. The map has been approved by the United States Department of the Interior and the State of California. The Borders Committee requested that staff develop a draft resolution in collaboration with tribal leaders and submit it for consideration to the Executive Committee. Attached is a letter from the Sycuan Band of the Kumeyaay Nation on behalf of the Kumeyaay/Diegueno Unity (Attachment 1) and a draft resolution with a map of territorial boundaries (Attachment 2) for Executive Committee consideration.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Letter of Request from the Kumeyaay/Diegueno Unity
2. Draft Resolution No. 2009-03: Acknowledgement of Kumeyaay Aboriginal Territories in 1769 Map Recognized by BIA

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909, jcl@sandag.org
Date: August 18, 2008

Dear Ms. Clough-Riguelme:

This letter serves to inform you of the support for recognition of the aboriginal territory of the Kumeyaay/Diegueno Bands. The request was made by Louis Guassac, Executive Director of the Kumeyaay Border Task Force (KBTF) and the Kumeyaay/Diegueno Land Conservancy (KDLC), and has been sanctioned by tribal leaders of the Kumeyaay/Diegueno Unity meeting which was held at Sycuan Resort & Casino last Friday, August 15, 2008.

Please be notified that Louis Guassac is your point of contact for any clarifications in order to support our requests to receive official support for the Kumeyaay/Diegueno Resolution through the SANDAG organization.

Sincerely,

Ricci LaBrake, Vice Chairman
Sycuan Band of the Kumeyaay Nation

Cc: Kumeyaay/Diegueno Bands
ACKNOWLEDGEMENT OF KUMEYAAY ABORIGINAL TERRITORIES IN 1769 MAP RECOGNIZED BY BUREAU OF INDIAN AFFAIRS

WHEREAS, SANDAG is a regional government agency with a Board of Directors consisting of representatives from local governments in the greater San Diego region; and

WHEREAS, the aboriginal territory of the Kumeyaay/Diegueno Nation is comprised of twelve (12) federally-recognized Bands that are culturally affiliated by language and lifestyle, and claim the cultural affiliation of Kumeyaay/Diegueno; and

WHEREAS, there are numerous historical records and documents that validate the existence of the Kumeyaay/Diegueno aboriginal territory; and

WHEREAS, the Department of the Interior, Bureau of Indian Affairs has recognized the Kumeyaay/Diegueno aboriginal territory as represented in the attached map; NOW THEREFORE

BE IT RESOLVED that SANDAG acknowledges that the Department of the Interior, Bureau of Indian Affairs has recognized the map attached to this resolution represents the Kumeyaay/Diegueno aboriginal territory as documented in 1769, which depicts the aboriginal territory encompassing land in San Diego County and Mexico.

PASSED AND ADOPTED this 24th of October 2008.

Attachment: A. Aboriginal Territory of the Kumeyaay/Diegueno Nation
NOVEMBER 4, 2008, BALLOT INITIATIVES

Introduction

This report provides an overview of the statewide and the countywide propositions on the November 4, 2008, general election ballot. There are 12 statewide propositions that have qualified for the November 2008 ballot, which include the high-speed rail bond measure, two renewable energy measures, a public safety bond measure, and others. In addition, there are 22 local measures in the San Diego region that have qualified for the November ballot; these include a parcel tax measure for fire protection, a Port initiative, new local sales tax measures, transient occupancy taxes, school district bonds, and various city measures. The statewide and countywide propositions are summarized in Attachment 1.

Discussion

SANDAG Board Policy No. 010: Ballot Measures includes procedures and criteria that govern the review of ballot measures. The purpose of the policy is to provide criteria for use by the Executive Committee and Board of Directors to determine what position SANDAG should take on ballot measures. (The Policy also discusses the Board’s ability to place measures on the ballot.) The following criteria are to be applied to ballot measures under consideration by SANDAG:

- The proposition should be on the statewide or countywide ballot;
- The proposition should not result in usurpation of the authority of any member agency, unless such member agency is on record in support of the proposition;
- The subject matter of the proposition should be within SANDAG’s purview; and
- The subject matter of the proposition should have potential for substantial regional impact.

Staff also consulted the adopted SANDAG 2008 Legislative Program to determine whether any of the statewide and local measures should be reviewed. As a result of this evaluation, staff determined that there are two propositions that meet the criteria and are relevant to SANDAG: Proposition 1A: Safe Reliable High-Speed Passenger Train Bond Act for the 21st Century, and Proposition B: San Diego Marine Freight Preservation and Bayfront Redevelopment Initiative.

On September 26, 2008, the Board of Directors discussed Proposition B and unanimously approved an “oppose” position on the measure. An evaluation of Proposition 1A is provided below.

Proposition 1A: Safe Reliable High-Speed Passenger Train Bond Act for the 21st Century

Proposition 1A would authorize the state to sell $9.95 billion in general obligation bonds to fund preconstruction activities and construction of a high-speed passenger train system in California ($9 billion), and capital improvements to passenger rail systems that expand capacity, improve safety, or enable train riders to connect to the high-speed train system ($950 million).
If approved by voters, the $9 billion in funding would be used to develop and construct a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim (Phase 1). The funding may be used in other corridors if the California High Speed Rail Authority finds that it would be consistent with certain criteria described in the bill and would not have an adverse impact on the construction of Phase 1 of the project. The other eligible high-speed rail corridors include:

- Sacramento to Stockton to Fresno
- San Francisco Transbay Terminal to San Jose to Fresno
- Oakland to San Jose
- Fresno to Bakersfield to Palmdale to Los Angeles Union Station
- **Los Angeles Union Station to Riverside to San Diego**
- Los Angeles Union Station to Anaheim to Irvine
- Merced to Stockton to Oakland and San Francisco via the Altamont Corridor

Proposition 1A also would allocate $950 million in bond funds for capital projects that improve other intercity, urban, and commuter rail systems in order to enhance system capacity, improve safety, and/or allow riders to connect to high-speed train system. This amount includes $190 million to improve the state’s intercity rail services (includes at least $47.5 million dedicated for the Amtrak Surfliner corridor), and $760 million for other passenger rail services including urban and commuter rail. The COASTER, SPRINTER, and San Diego Trolley would receive a share of these funds, which are to be distributed on a formula basis.

Proposition 1A also has various oversight provisions including those that require bond funds to be appropriated by the Legislature and periodically audited by the State Auditor; require the Authority to submit to the Department of Finance and the Legislature a detailed funding plan for each corridor or segment before bond funds are appropriated; and require an updated funding plan be submitted and approved by the Department of Finance before the Authority can spend the bond funds, once appropriated.

**Arguments For and Against Proposition 1A**

Proponents of Proposition 1A state that high-speed trains will speed rail travel in California, will create more than 160,000 new construction jobs, and will reduce greenhouse gas emissions by 12 billion pounds per year. Opponents argue that our state budget crisis is already forcing us to cut schools, healthcare, and other services, and they argue that the resources would be better spent on improving our existing infrastructure. Opponents also are concerned that there is no guarantee that the high-speed train system will ever be completed.

KIM KAWADA  
Policy and Legislative Affairs Program Manager

Attachment: 1. November 4, 2008, Statewide and Local Ballot Initiatives

Key Staff Contact: Genevieve Morelos, (619) 699-1994, gmo@sandag.org
November 4, 2008, Statewide and Local Ballot Initiatives

Statewide Ballot Measures

Proposition 1A  Safe Reliable High-Speed Passenger Train Bond Act for the 21st Century
Proposition 2  Treatment of Farm Animals: Statute
Proposition 3  Children's Hospital Bond Act: Grant Program: Statute
Proposition 4  Waiting Period and Parental Notification Before Termination of Minor's Pregnancy: Constitutional Amendment
Proposition 5  Nonviolent Offenders: Sentencing, Parole, and Rehabilitation: Statute
Proposition 6  Criminal Penalties and Laws: Public Safety Funding: Statute
Proposition 7  Renewable Energy: Statute
Proposition 8  Limit on Marriage: Constitutional Amendment
Proposition 9  Criminal Justice System: Victim's Rights: Parole: Constitutional Amendment and Statute
Proposition 10  Alternative Fuel Vehicles and Renewable Energy: Statute
Proposition 11  Redistricting: Constitutional Amendment and Statute
Proposition 12  Veteran's Bond Act of 2008

Local Ballot Measures

Proposition A  County of San Diego: Establishes a regional fire protection parcel tax for improved and enhanced fire resources and services.
Proposition B  San Diego Unified Port District: Amends the master plan by the adoption of the “The Port of San Diego Marine Freight Preservation and Bayfront Redevelopment Initiative.”
Proposition C  City of San Diego: Charter Amendment – Designating the use of lease revenue from Mission Bay Park.
Proposition D  City of San Diego: Makes the consumption of alcohol unlawful at City beaches, Mission Bay Park, and coastal parks.
Proposition F  City of Coronado: Advisory Vote Only - Supports the purchase of the hospital property from the Coronado Hospital Foundation by the Community Development Agency of the City; and provides for hospital capital projects.
Proposition G  City of Del Mar: Approves the Garden Del Mar Specific Plan.

Proposition H  City of Del Mar: Increases the transient occupancy tax (TOT) paid by hotel visitors up to 13 percent.

Proposition J  City of El Cajon: Enacts a one-half cent sales tax to provide funding for the preservation of general fund city services.

Proposition K  City of Encinitas: Requires guests of short-term vacation rental units to pay a 2 percent transient occupancy (TOT) for beach sand replenishment and stabilization projects.

Proposition L  City of La Mesa: Would increase the city’s sales tax by three-quarters of a cent to be used for vital city services.

Proposition M  City of National City: Would repeal an existing one percent sales tax which is used for city services.

Proposition N  City of San Marcos: Approves the establishment of the Ridgeline Protection and Management Overlay Zone.

Proposition O  City of San Marcos: Requires voter approval of certain general plan amendments modifying or changing land use categories or designations.

Proposition P  City of Santee: Shall the proposed City Charter of the City of Santee be adopted?

Proposition Q  City of Chula Vista: Shall the Charter of the City of Chula Vista be amended to make the City Attorney an elected City Officer, sufficiently independent of the Council and other City officials?

Proposition R  Southwestern Community College: $389 million in bonds for school improvements.

Proposition S  San Diego Unified School District: $2.1 billion in bonds for school improvements.


Proposition U  Grossmont Union High School: $417 million in bonds for school improvements.


Proposition X  South Bay Union School District: $59.4 million in bonds for school improvements.
FEDERAL LEGISLATIVE STATUS REPORT

Introduction

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This status report provides an update on recent federal legislation pertaining to the Highway Trust Fund, rail legislation, the FY 2009 federal budget, and other transportation programs.

Discussion

Highway Trust Fund Fix

On Monday, September 15, 2008, President Bush signed into law, Public Law 110-318 (P.L.110-318), which transfers $8 billion from the general fund of the treasury to the Highway Account of the Highway Trust Fund (HTF). This averts the ongoing cash flow issue in the HTF and has allowed the Federal Highway Administration to resume twice-daily electronic reimbursements to the states for federal-aid highway expenses incurred by the state. These transfers took place immediately upon enactment of the legislation.

The necessary funding will provide temporary relief for the HTF, which faces the prospect of long-term financial instability as its main source of revenue, the federal tax on gasoline, has proven to be an unreliable source of revenues as more and more people respond to higher fuel costs by decreasing fuel consumption.

In the coming year as part of the authorization process, highway funding issues will be addressed at length when Congress considers the federal surface transportation authorization.

Rail Legislation

On October 2, 2008, the Senate passed H.R. 2095, the Federal Railroad Safety Improvement Act of 2007, by a vote of 74-24. The measure previously passed the House of Representatives on September 28, by voice vote. While the Administration has threatened to veto earlier versions of the Amtrak bill, the White House issued no statement of administration policy on this bill. The last Amtrak reauthorization bill was signed into law in 1997.

H.R. 2095 reauthorizes Amtrak and provides a total of $13 billion over five years to help bring the Northeast Corridor to a state-of-good-repair, and encourages the development of new and improved intercity passenger rail service through an 80 percent/20 percent federal/state matching grant program. The bill represents a dramatic change from recent Amtrak negotiations. For FY 2009 alone, the bill would authorize close to $2 billion, compared with $800 million requested by the Administration and the $1.7 billion sought by Amtrak itself. The bill also provides $1.5 billion for the planning and development of 11 high-speed rail corridors that includes “the California Corridor.” The legislation authorizes $325 million, an average of $65 million per year, out of the state capital grant program for “congestion grants” to Amtrak and the states for high-priority rail
corridors to increase capacity along certain lines in order to reduce congestion and facilitate rail ridership growth. A federal intercity rail grant program would be beneficial to states such as California, which has historically invested significant state and local funding to improve its intercity rail corridors.

In addition to the Amtrak and intercity rail provisions, the measure reauthorizes the Federal Railroad Administration (FRA) and provides $1.625 billion for the nation’s rail safety program over the period encompassing FY 2009 through FY 2013. The authorization of the rail safety program expired a decade ago, in 1998.

H.R. 2095 also mandates the installation of positive train control (PTC) systems. PTC is a system of monitoring and controlling train movements to provide increased safety. Trains equipped with PTC receive information about its location and where it is allowed to safely travel. Equipment on board the train enforces the train’s travel, preventing unsafe movement. PTC is an alternative to conventional railway signaling in which equipment located along the track provides the information, and the engineer (driver) supplies the enforcement. The bill requires all Class I railroads and intercity passenger and commuter railroads to implement a PTC system by December 31, 2015, on all mainline track where intercity passenger railroads and commuter railroads operate and where hazardous materials are transported. The legislation includes a grant program for the deployment of various PTC technologies, which include electronically controlled pneumatic brakes, rail integrity inspection and warning systems, switch position indicators, remote control power switch technologies, track integrity circuit technology, and other technologies. Both the North County Transit District and the Metropolitan Transit System support the safety initiatives; however, like many other transit agencies across the nation, both agencies remain concerned with funding and availability of PTC technologies.

A number of worker safety provisions also were included for signal and train crews providing them with additional rest times, prohibiting them from working in excess of 12 hours, requiring railroads to develop fatigue management plans through a mandatory risk reduction program, and other measures.

Other highlights of the bill include grade crossing safety, rail bridge safety program, and rail passenger disaster family assistance. The legislation currently is before the Senate. With little time left in the remaining Senate session, the bill is expected to pass during the last week of September or early October. At this time, however, there are some objections to an earmark placed in the bill for the Washington Metro; this likely will delay swift passage of the measure. The Administration has not taken a formal position on H.R. 2095. President Bush had threatened to veto an earlier House version largely because of its cost.

More information regarding the specifics of H.R. 2095 may be found at: http://transportation.house.gov/Media/File/Rail/Rail%20Safety.pdf

**FY 2009 Appropriations Budget Process**

On September 24, 2008, the House of Representatives passed a continuing resolution\(^1\) (CR), H.R. 2638, the year-end appropriations bill that provides full FY 2009 funding for Defense, Homeland Security, and Military Construction-Veterans Administration programs, while keeping the rest of the government running at FY 2008 levels through March 6, 2009. Passage of a CR makes it highly unlikely earmarks will be included in the FY 2009 United States Department of Transportation (DOT) funding, including pending SANDAG transportation appropriation requests.

\(^1\) A continuing resolution is legislation in the form of a joint resolution enacted by Congress, when the new fiscal year is about to begin or has begun, to provide budget authority for federal agencies and programs to continue in operation until the regular appropriations acts are enacted.
The Senate passed similar legislation on September 27, 2008. The President signed the CR funding measure on September 30, 2008. It remains unclear at this time if Congress will recess until a post-election lame-duck\(^2\) session or adjourn sine die,\(^3\) for the rest of the year.

**Transportation Congestion Border Relief Program**

On September 8, 2008, the DOT announced that the Otay Mesa East Port of Entry project was one of three projects selected to be included in the Transportation Border Congestion Relief Program. This designation provides the project with priority access to potential discretionary programs, including innovative financing. While there is no immediate funding available for the project, the program allows the designated projects to explore public-private partnerships, which combine traditional federal and state funds with private-sector expertise.

**National Highway Bridge Reconstruction and Inspection Act**

On September 17, 2008, the Senate Environment and Public Works (EPW) Committee passed H.R. 3999, the National Highway Bridge Reconstruction and Inspection Act of 2007, introduced by Senator Amy Klobuchar (D-Minnesota). H.R. 3999 would authorize $1 billion in additional funding for repair and replacement of the nation's aging bridges. The legislation also requires the DOT to take a full inventory of the nation's bridges and to create a "risk-based" system to prioritize those in need of repair or replacement.

House Transportation and Infrastructure Chairman James L. Oberstar (D-Minnesota) introduced a similar measure last year in response to the August 1, 2007, collapse of the Interstate 35 Minneapolis Bridge. The measure passed the House on July 24, 2008, by a vote of 367 to 55. The legislation is now before the full Senate where leadership hopes to quickly pass the bill and send it to the President for signature. If the bill is signed into law, funding would be allocated to states through a competitive process.

**The Comprehensive American Energy Security and Consumer Protection Act**

The House of Representatives passed H.R. 6899, the Comprehensive American Energy Security and Consumer Protection Act, introduced by Congressman Nick Rahall (D-West Virginia) on September 16, 2008, by a vote of 236 to 189. The bill opens certain limited areas to offshore drilling and extends tax credits for the production of renewable energy.

The text of H.R. 6052, the Saving Energy through Public Transportation Act, was included in the bill. The SANDAG Executive Committee previously reviewed and supported this measure on July 11, 2008. The inclusion of the text authorizes $1.7 billion in formula grants over two years for public transit agencies to reduce fares, expand service, purchase facilities, and equipment to increase fuel efficiency, or create a commuter matching service. Though the bill passed by a large margin in the House, its future in the Senate is uncertain.

KIM KAWADA
Policy and Legislative Affairs Program Manager

Key Staff Contact: Victoria Stackwick, (619) 699-6926, vst@sandag.org

\(^2\) A lame-duck session occurs when Congress (or either chamber) reconvenes in an even-numbered year following the November general elections to consider various items of business. Some lawmakers who return for this session will not be in the next Congress. Hence, they are informally called "lame-duck" Members participating in a "lame-duck" session.

\(^3\) Adjournment sine die occurs when an organized body’s existence terminates.
SERVICE BUREAU FY 2008 YEAR END REPORT

Introduction

The SANDAG Service Bureau has been in operation for three years. In accordance with SANDAG Board Policy, this report summarizes the project activities conducted during FY 2008, the financial performance of the Service Bureau, and plans for FY 2009.

Discussion

The SANDAG Service Bureau is a fee-based operation that provides informational and technical services to member agencies, nonmember government agencies, private organizations, and individuals. The purpose of the Service Bureau is to offer products and services that meet the needs of decision makers in the public and private sectors while enhancing the quality and extent of demographic, economic, transportation, land use, criminal justice, and other information maintained in the SANDAG Regional Information System (RIS) and the technology used to support it. One of the main goals of the Service Bureau is to generate revenue to continually update and maintain the RIS.

Financial Status

When projects are budgeted, SANDAG includes the 17 percent RIS Maintenance and Enhancement Fee (as approved by the Executive Committee). While the actual percentage may vary from project to project, the goal is to realize an average of 17 percent in revenues over expenses for all projects.

As of June 30, 2008, we had $1,093,100 in recorded or committed Service Bureau project revenues. Expenses related to performing projects begun this year and projects carried over from last year are expected to be $998,000. This means that revenues are expected exceed project costs by 10 percent at the completion of all projects. In addition, there are some nonrecoverable costs related to management and business development that should be covered by this fee. When those expenses are taken into account, revenues have exceeded costs by 1 percent (see Table 1).

Revenues have been steadily increasing since the Service Bureau began, rising from $612,900 in FY 2006 to $929,200 in FY 2007 to now over $1 million dollars. After the expenses and nonrecoverable costs were taken into account, total revenues exceeded costs by 7 percent and 6 percent, respectively in the prior fiscal years. The lower rate of 1 percent this fiscal year primarily is due to a decision to include lower RIS fees on two large strategic plans, an increase in the projected expenditures of another strategic plan, as well as a decline in the number of routine requests for services, reflecting the slowdown in the local economy.
Table 1
SANDAG Service Bureau
Revenues and Expenses

<table>
<thead>
<tr>
<th>Type of Project</th>
<th>Committed Revenue</th>
<th>Projected Expenses</th>
<th>SIS Maintenance</th>
<th>Allocation Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic/Comprehensive Plans</td>
<td>$761,100</td>
<td>$720,100</td>
<td>$41,000</td>
<td>6%</td>
</tr>
<tr>
<td>Transportation Modeling</td>
<td>$143,700</td>
<td>$121,800</td>
<td>$21,900</td>
<td>18%</td>
</tr>
<tr>
<td>Housing</td>
<td>$76,200</td>
<td>$61,700</td>
<td>$14,500</td>
<td>24%</td>
</tr>
<tr>
<td>Custom Maps &amp; GIS</td>
<td>$52,100</td>
<td>$41,700</td>
<td>$10,400</td>
<td>25%</td>
</tr>
<tr>
<td>Surveys</td>
<td>$44,900</td>
<td>$40,800</td>
<td>$4,100</td>
<td>10%</td>
</tr>
<tr>
<td>Demographic/Economic/Criminal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Justice Analysis</td>
<td>$15,100</td>
<td>$11,900</td>
<td>$3,200</td>
<td>26%</td>
</tr>
<tr>
<td>All Projects</td>
<td>$1,093,100</td>
<td>$998,000</td>
<td>$95,100</td>
<td>10%</td>
</tr>
<tr>
<td>Nonproject Expenses (July 2007 - June 2008) (management, business development, etc.)</td>
<td>--</td>
<td>$87,000</td>
<td>-$87,000</td>
<td>--</td>
</tr>
<tr>
<td>Total</td>
<td>$1,093,100</td>
<td>$1,085,000</td>
<td>$8,100</td>
<td>1%</td>
</tr>
</tbody>
</table>

1 Includes the total committed revenue and projected expenses over the life of all new projects in FY 2008 and those that were carried over from the previous year.

Overview of Projects

During the fiscal year, 116 projects were started or carried over from the previous fiscal year. In terms of the number of projects, over 60 percent (74 projects) were concentrated in transportation modeling. While most of these were short-term projects lasting less than one month, we also worked with six north San Diego County cities on a long-term project to create a combined North County Transportation Model. This work was completed in June 2008. In addition, we are working with the County of San Diego to produce transportation and air quality modeling for its General Plan Update.

Strategic and comprehensive plans are generally the largest in scope of all Service Bureau projects and account for about two-thirds of currently committed revenue. These multi-year projects include our work with Caltrans and other state and federal agencies in the United States and Mexico on the California-Baja California Border Master Plan, which evaluates the planning processes for ports of entry and related transportation facilities. Another project is the Salt Works Site Assessment, which is funded by the California Coastal Conservancy. The purpose of this study is to determine the optimal alignment of public trails and to evaluate potential future uses of the existing Western Salt Works building in South Bay. A third strategic plan in progress is the Bayshore Bikeway study. In this project we are working with the County of San Diego and the Cities of Chula Vista and National City to provide preliminary engineering and planning services for a portion of the bikeway from Main Street in Chula Vista to 32nd Street in San Diego.
The Service Bureau also assisted clients by preparing custom maps, demographic and economic services, and survey analyses. These projects will continue to be important components of the Service Bureau in future years.

Marketing and Outreach

One of our highest marketing priorities for FY 2008 was to expand knowledge about the full range of our products and services to existing and new customers. In our mid-year report, we highlighted the Service Bureau Open House, which was held in November 2007. Members of the SANDAG Executive Committee, city managers, planners, traffic engineers, fire and law enforcement officials, workforce and economic development agencies, educational institutions, and others were invited. In April 2008, we worked with the San Diego Nonprofit Association to conduct a Service Bureau Orientation Workshop for about 20 nonprofits. This half-day workshop featured data and services offered by SANDAG and customized products and services offered through the Service Bureau. In addition, Service Bureau staff attended local events and conferences and held informational meetings with staff from agencies such as the San Diego Regional Chamber of Commerce, San Diego Community College District, San Diego Workforce Partnership, the Southern California Tribal Council Association, and the Small Business Development and International Trade Center.

Planned FY 2009 Activities

The Service Bureau FY 2009 planned activities include work with the County of San Diego’s Department of Aging to conduct a survey to identify the needs of older Americans. We also are providing GIS and transportation modeling assistance to the SANDAG Mobility Department and the Department of Navy to help identify opportunities for military and civilian commuters to utilize alternative transportation options. In addition, we will begin some new long-term transportation modeling projects with the City of Chula Vista to develop a South Bay Transportation Model and with the City of Coronado to provide transportation modeling services.

Business development is an ongoing activity of the Service Bureau. We plan to increase our efforts to actively promote the Service Bureau capabilities through appropriate professional group events and through regular speaking engagements or informational meetings. In particular, we plan to reach out to the jurisdictions, economic and workforce development agencies, chambers of commerce, and trade associations to increase awareness of our demographic, economic, and GIS services. In addition, referrals from SANDAG staff are an important source of business leads, so we will hold informational meetings with agency staff to keep them abreast of Service Bureau products and services and hold orientations for all new employees of SANDAG.

KURT KRONINGER
Director of Technical Services

Key Staff Contact: Cheryl Mason, (619) 699-6951, cma@sandag.org
REVIEW OF OCTOBER 24, 2008, DRAFT BOARD AGENDA

+1.  APPROVAL OF MEETING MINUTES  

    A. SEPTEMBER 12, 2008, POLICY MEETING MINUTES  
    B. SEPTEMBER 26, 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 October 3, the Executive Committee on October 10, and the Transportation and Public Safety Committees on October 17, 2008.

CONSENT ITEMS (4 through XX)

+4.  CITY OF SAN DIEGO NON-DISPOSAL FACILITIES ELEMENT AMENDMENT TO THE INTEGRATED WASTE MANAGEMENT PLAN  

    (Lisa Wood, City of San Diego; Rob Rundle)

SANDAG, serving in its role was the Integrated Waste Management Task Force, is required to review any proposed amendments to local jurisdiction Non-Disposal Facilities Elements (NDFE). The Board of Directors is asked to recommend approval of amendments to the City of San Diego NDFE, which would allow the development of xxxx facilities in the City of San Diego.
+5. REGIONAL SHORT-RANGE TRANSIT PLAN AND COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN (Phil Trom) APPROVE

The Regional Short-Range Transit Plan and Coordinated Public Transit – Human Services Transportation Plan (Plan) provides a blueprint for the development of transit and human services transportation in San Diego for the next five years. The draft Plan was presented and circulated for public comment, and the Transportation Committee held a public hearing on the Plan on September 19, 2008. The Transportation Committee recommends that the Board of Directors approve the final Plan.

+6. RESOLUTION REGARDING KUMEYAAY MAP (Jane Clough-Riquelme) APPROVE

The Executive Committee recommends that the Board of Directors approve Resolution No. 2009-03, regarding the acknowledgement of a map depicting the traditional lands of the Kumeyaay Nation.

+7. ANNUAL MEETING CALENDAR (Deborah Gunn) APPROVE

The Board of Directors is asked to approve the meeting calendars for the Board and the Policy Advisory Committees for the upcoming year.

+8. APPROVAL OF DISTRIBUTION OF FUNDS FROM CALIFORNIA COASTAL COMMISSION BEACH SAND MITIGATION FUND (Shelby Tucker) APPROVE

As an offset to the potential adverse impacts of shoreline protective devices, the California Coastal Commission (CCC) has established a Beach Sand Mitigation Fund supported by fees collected by the CCC through its coastal development permit process. The mitigation fees are deposited in an interest bearing account managed by SANDAG. The City of Encinitas has requested funding from the fund for an opportunistic beach nourishment project in its city. The CCC requires SANDAG approval of the release of funds prior to their consideration of the City of Encinitas request. The Board of Directors is asked to approve the release of funds.

+9. CALIFORNIA REGIONAL BLUEPRINT PLANNING PROGRAM GRANT RENEWAL APPLICATION (Coleen Clementson) APPROVE

The California Business, Transportation, and Housing Agency is awarding $4.25 million in California Regional Blueprint Grant Program funding during FY 2008-2009 to current Metropolitan Planning Organization grantees to complete or enhance the implementation of regional comprehensive plans in the state. The grants are administered by Caltrans with assistance by the Department of Housing and Community Development. The Board of Directors is asked to approve Resolution No. 2009-__, authorizing the submittal of SANDAG’s grant renewal application for funding from the program to implement various strategic initiatives from the Regional Comprehensive Plan.

+10. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Renée Wasmund) INFORMATION
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.

11. 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.

12.

13.

REPORTS (14 through XX)

14. FUNDING EXCHANGE FOR SPRINTER PROJECT (San Diego Council President Pro Tem Jim Madaffer, Transportation Committee Chair; José A. Nuncio)*

In December 2006, the Board of Directors approved a funding plan to address a $98.6 million budget shortfall in the SPRINTER project. In this plan, $50 million in Proposition 1B State Transit Assistance funds were identified for the project. The distribution of these funds by the state legislature, however, has been much slower than originally anticipated, with only $8.6 million received to date. The Transportation Committee recommends that the Board of Directors approve a funding exchange with TransNet Major Corridor funds to ensure that the North County Transit District can continue to make payments for this project.

15. PROPOSED FY 2009 BUDGET AND CAPITAL IMPROVEMENT PROGRAM AMENDMENT: STATE ROUTE 76 CORRIDOR (San Diego Council President Pro Tem Jim Madaffer, Transportation Committee Chair; Allan Kosup, Corridor Director)*

This item provides an update on the status of transportation improvements in the State Route (SR) 76 corridor, including a project cost increase. The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2009 Budget and Capital Improvement Program to address the cost increase for SR 76.

16. PROPOSED FY 2009 BUDGET AND OVERALL WORK PROGRAM AMENDMENT: INTERSTATE 5 CORRIDOR STUDY (San Diego Council President Pro Tem Jim Madaffer, Transportation Committee Chair; Rachel Kennedy)

APPROVE

APPROVE

APPROVE
The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2009 Budget and Overall Work Program (OWP) to include the Interstate 5 South Corridor Study as a multiyear project. This study was included as a pending work element in the FY 2009 Budget and OWP adopted by the Board in May 2008. The City of Chula Vista has received a federal earmark of $1,987,200 to fund the study and will contribute the matching funds for the study. SANDAG and Caltrans will provide project management and technical expertise.

+17.  **ANNUAL UPDATE ON THE ACTIVITIES OF THE CRIMINAL JUSTICE RESEARCH DIVISION AND CLEARINGHOUSE** (El Cajon Mayor Mark Lewis, Public Safety Committee Chair; Cynthia Burke)

As part of the SANDAG Criminal Justice Clearinghouse, regional crime and arrest statistics, as well as statistics related to drug use among the offender population are tracked on a regular basis. SANDAG has maintained these statistics since the late 1980s and remains the only regional source for up-to-date historical information. These data provide timely information for policymakers and practitioners interested in how crime and law enforcement’s response varies over time and across jurisdictions. An overview and update of the activities and accomplishments of the Criminal Justice Research Division and the Clearinghouse will be provided.

+18.  **FY 2008 INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE ANNUAL REPORT** (John Meyer, ITOC Chair; Charles "Muggs" Stoll)*

John Meyer, Chair of the Independent Taxpayers Oversight Committee (ITOC), will present the Committee’s annual report for FY 2008.

+19.  **SMART GROWTH VISUAL SIMULATIONS** (Lemon Grove Councilmember Jerry Jones, Regional Planning Committee Chair; Carolina Gregor)

As part of the Smart Growth Tool Box to implement the Regional Comprehensive Plan, SANDAG and various consultants have been working with the planning staffs of several jurisdictions to develop visual simulations of what smart growth could look like in areas on the Smart Growth Concept Map. A Smart Growth Photo Library also is being developed, showcasing existing smart growth projects throughout the region. A presentation highlighting the work completed to date will be made.

20.

21.

22.  **UPCOMING MEETINGS**

The next Business meeting of the Board of Directors is scheduled for Friday,
Noverber 21, 2008, at 9 a.m. Please note that the November Board meeting will be held on the third Friday of the month due to the Thanksgiving holiday schedule. The next Policy meeting of the Board of Directors is scheduled for Friday, December 5, 2008, at 10 a.m.

23. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego Regional Transportation Commission item
Good morning Chair Sessom, Board members, Staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Ave. which is in the San Diego SDSU neighborhood. 92115 Phone 619-546-5610

One comment on High Speed Rail serving our region this will only happen if the the tax payers support it with their tax dollars at least at the same level that Los Angeles and San Francisco do.

Thanks for listening and the opportunity to speak
The Service Bureau

- Offers a wide range of technical and informational services
- Serves public and private sector clients
- Helps clients make more informed decisions and build stronger communities
Service Bureau Business Goals

- Be the preferred source for customized services
  - demographic and economic studies
  - data and analysis
  - GIS analysis and mapping
  - transportation modeling
- Generate revenue to support the Regional Information System

Summary of Services (July 2007 – June 2008)

<table>
<thead>
<tr>
<th>Type of Service</th>
<th>Number of Projects</th>
<th>Committed Revenue</th>
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</thead>
<tbody>
<tr>
<td>Strategic/Comprehensive Plans</td>
<td>5</td>
<td>$761,100</td>
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<tr>
<td>Transportation Modeling</td>
<td>74</td>
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<td>Housing</td>
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<td>$76,200</td>
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<td>Custom Maps &amp; GIS</td>
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<td>Surveys</td>
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<td>Demographic/Economic/Criminal Justice Analysis</td>
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<tr>
<td>All Projects</td>
<td>116</td>
<td>$1,093,100</td>
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</table>
### Revenues and Expenses
#### FY 2008 Active Projects

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<tr>
<th>Type of Project</th>
<th>Committed Revenue</th>
<th>Projected Expenses</th>
<th>RIS Maintenance Allocation Difference</th>
<th>Percent</th>
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<tbody>
<tr>
<td>All Projects</td>
<td>$1,093,100</td>
<td>$998,000</td>
<td>$95,100</td>
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<tr>
<td>Nonproject Expenses</td>
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<td>$87,000</td>
<td>-$87,000</td>
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<tr>
<td>(management, business</td>
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<tr>
<td>development, etc.)</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$1,093,100</strong></td>
<td><strong>$1,085,000</strong></td>
<td><strong>$8,100</strong></td>
<td><strong>1%</strong></td>
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</tbody>
</table>

### Strategic Plans—Existing Projects

- **Bayshore Bikeway Engineering and Planning**
- **Salt Works Site Assessment**
Strategic Plans—Existing Projects
California-Baja California Border Master Plan

Transportation Studies

- Evaluate the impact of development on the transportation system
- Determine characteristics of people living within specified travel times
Travel Time Analysis and Profile

GIS Custom Mapping
Marketing Activities

- FY 2008 Focus: Market Awareness
  - Service Bureau Open House
  - Service Bureau Orientation: Overview of Data and Customized Products and Services
  - Attendance at relevant conferences
  - Informational meetings
  - Monthly rEgion articles
  - Updated FACT sheets/Web page

- FY 2009 Focus: Market Development
  - Targeted communication with clients and prospects
  - Customized Service Bureau Orientations
  - Build partnerships

FY 2009 Upcoming Projects

- South Bay Transportation Model
- City of Coronado Transportation Modeling
- County of San Diego Survey on Needs of Older Americans
- Department of Navy GIS and Transportation Modeling Services