EXECUTIVE COMMITTEE
AGENDA

Friday, January 9, 2009
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

• FY 2009 BUDGET AMENDMENT: COMPASS CARD CAPITAL PROJECT

• FY 2008 YEAR-END PROGRESS REPORT ON THE OVERALL WORK PROGRAM

• LEGISLATIVE STATUS REPORTS

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
Friday, January 9, 2009

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<th>ITEM #</th>
<th>RECOMMENDATION</th>
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<tr>
<td>1.</td>
<td><strong>APPROVAL OF DECEMBER 5, 2008, MEETING MINUTES</strong></td>
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<tr>
<td>2.</td>
<td><strong>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</strong></td>
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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 9)

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<td>3.</td>
<td><strong>RESOLUTION SUPPORTING THE CALIFORNIA CHILDREN’S OUTDOOR BILL OF RIGHTS</strong> (Del Mar Deputy Mayor Crystal Crawford; Keith Greer)</td>
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</table>

At its October 8-9, 2008, meeting in Oakland, the California Biodiversity Council (CBC) discussed ways to encourage young people to become engaged with the natural environment. At the conclusion of the CBC meeting, California Secretary for Resources Mike Chrisman, signed the California Children’s Outdoor Bill of Rights, as drafted by the California Roundtable on Recreation, Parks, and Tourism. SANDAG was asked to sign a resolution supporting the Children’s Outdoor Bill of Rights. The Executive Committee is asked to discuss this request to sign a resolution supporting the California Children’s Outdoor Bill of Rights and either authorize an appropriate SANDAG representative to sign the resolution, in substantially the same form as attached, or provide direction to SANDAG staff.

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<td>4.</td>
<td><strong>FY 2009 BUDGET AMENDMENT: COMPASS CARD CAPITAL PROJECT</strong> (James Dreisbach-Towle)</td>
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The Executive Committee is asked to authorize the use of $115,000 in SANDAG Contingency Reserves and increase the budget of the Compass Card Automated Fare Collection Project by $115,000 for the reprogramming of ticket vending machines in order to make system modifications in support of the amended Comprehensive Regional Fare Ordinance.

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<td>5.</td>
<td><strong>FY 2008 YEAR-END PROGRESS REPORT ON THE OVERALL WORK PROGRAM</strong> (Tim Watson)</td>
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This report presents the status of the FY 2008 Budget and Overall Work Program (OWP) from July 1, 2007, through June 30, 2008. The Executive Committee is asked to review and discuss significant accomplishments and issues from the annual year-end Budget and OWP report.
6. **FEDERAL LEGISLATIVE STATUS REPORT (Victoria Stackwick)**
   
   Staff will provide an oral report on the status of key federal legislation.

7. **STATE LEGISLATIVE STATUS REPORT (Genevieve Morelos)**
   
   Staff will provide an oral report on the status of the first special session on the state budget.

8. **REVIEW OF JANUARY 23, 2009, DRAFT BOARD AGENDA**
   
   The next meeting of the Executive Committee is scheduled for Friday, February 13, 2009, at 9 a.m.

+ next to an agenda item indicates an attachment
Chair Mary Sessom (East County) called the Executive Committee meeting to order at 9:00 a.m. The attendance sheet for the meeting is attached.

1. **APPROVAL OF MINUTES**

   Upon a motion by First Vice Chair Lori Holt Pfeiler (North County Inland) and a second by Mayor Cheryl Cox (South County), the minutes of the November 14, 2008, Executive Committee meeting were unanimously approved.

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

   There were no public comments.

**REPORTS (3 through 7)**

Chair Sessom announced that Agenda Item No. 7 would be heard first.

7. **COMPASS CARD DEPLOYMENT UPDATE (INFORMATION)**

Jack Boda, Director of Mobility Management and Project Implementation, provided a status report on the Compass Card deployment. Last month we received approval from the Executive Committee for additional funds to help pay for the final installation of the validators for the system. The original plan was to have the public launch on January 1, 2009. The first phase of deployment was to eliminate the paper Premium passes and convert Premium pass users to the Compass Card. Then in March 2009 we would convert COASTER riders, and in May 2009 SPRINTER/BREEZE services would convert to the Compass Card. On July 1, 2009, all paper Regional Monthly Passes would be completed replaced by the Compass Card.

There have been construction delays with implementing the Compass Card system. Each validator is factory tested, and connected to three networks. There has to be significant testing over time because we have many different fare types. Staff feels the Compass Card should not be distributed until the system has been fully tested. We will have final installation of the validators by December 12. Delaying implementation until March 2009 would allow for full system testing, and would enable a phased rollout approach so that all passes would be converted to Compass Card in July 2009 (as originally envisioned).
Because of the proposed delay, the timing for issuing the 30-day and 14-day Rolling Passes would need to be addressed with one of three options. The first option would be to provide use of a paper pass as either a 30-day or 14-day Rolling Pass; these paper passes would need to be punched at time of purchase indicating the start of the 30- or 14-day period. No Fare Ordinance change would be required, but an additional $25,000 would be needed for paper pass printing. A concern with this option is that it would rely on clerks at outlets that sell transit passes to validate the passes. If this is not done, there is a potential for revenue losses. We considered eliminating the sale of passes at these external outlets, but there could be a potential Title VI issue. Rolling Passes purchased from the ticket vending machines, the Transit Store, and NCTD Customer Service Outlets would be activated automatically at the time of purchase.

Option 2 has two variations, and both include a delay for Rolling Passes until March 1, 2009. Both options would require two readings to amend the Regional Comprehensive Fare Ordinance. Option 2A would replace the Regional Monthly Passes with the Rolling Passes as of March 2009, and Option 2B would provide customers the option of a either a Regional Monthly Pass or a Rolling Pass via their Compass Card. The cost of Option 2B is $150,000, because our contractor, Cubic Corporation, would need to make a software change to 169 validator machines to provide for the dual Regional Monthly Pass/Rolling Pass option.

Mr. Boda stated that we have set up a multi-agency committee as this is a very complicated implementation project. We plan to present the Compass Card deployment change and request direction at the special Transportation Committee meeting scheduled for later today. If the Transportation Committee approves either Option 2A or 2B, the First Reading of the amendments to the Regional Comprehensive Fare Ordinance would take place at the December 12 Transportation Committee meeting, and a Second Reading and adoption of the Fare Ordinance amendments would be scheduled for the December 19 Board meeting. Delaying full system implementation to March 2009 would provide the necessary amount of time to make the system work completely.

Mayor Sanders asked if the Compass Card is more efficient than using paper passes.

Mayor Cox asked what kind of guarantee is there that the company is going to come back and make sure everything works. Mr. Dreisbach-Towle, Principal Technology Program Analyst, stated that there is a one-year warranty on the equipment; in addition, SANDAG will continue to have a maintenance contract with the vendor.

Mayor Cox asked if the one-year equipment warranty is included in the contract. Mr. Dreisbach-Towle answered affirmatively. He noted that we have been using major portions of this system since 2003. Some of the hardware (such as the fare collection equipment on buses) is no longer covered under the one-year warranty. What we are installing today will be covered for one year and then with a maintenance contract.

Supervisor Horn agreed that we need to get all the bugs out before the project is made available to the public, given the number of people using our system and going from one mode to another.

Mr. Boda said that after discussing this with the transit operators, it looks like Option 2b which would provide both a Regional Monthly Pass and 14-day and 30-day Rolling Passes, is the preferred direction. This option would give riders the option and gives us flexibility to
make the system work. We want to postpone the public introduction of the Compass Card to March 2009 to give us time to ensure success. We currently have about 120 people working on implementing the system. The team recommendation is Option 2b.

Mr. Dreisbach-Towle said that the current plan is to continue to sell the paper passes through outlets and then phase those out and phase in the Compass Card over time.

Council President Pro Tem Madaffer said that ridership is up. From a marketing point, we need to offer the easiest way for the public to have access to public transportation. The way the current system works, if you don’t purchase a pass by a certain point in the month, its value decreases. If you can get it at any time, then there is an incentive to get that monthly pass. This automated system will be better than a conductor collecting the ticket. Cubic Corporation is located here in San Diego. He would like to see this new system working sooner rather than later. He thought the ability to buy the Rolling Pass will be a benefit to our riders.

Supervisor Horn asked what happens to the Sunday visitor who wants to ride public transit.

Council President Pro Tem Madaffer replied that you will still be able to buy a single ride ticket. People who ride the COASTER and SPRINTER on Sundays have different riding patterns than regular commuters.

Gary Gallegos, Executive Director, added that visitors also will be able to buy a Day Pass via the Compass Card. Over time, this system will help us get better information about our riders and origin/destination information.

Supervisor Horn noted that there is a very low percentage of fraud on the SPRINTER.

Mayor Cox asked if the Compass Card is reloadable. Mr. Dreisbach-Towle responded affirmatively.

Mr. Gallegos stated that there also is a provision for stored value. From a business perspective this brings more money into the system. Grocery stores and retail stores figured this out a long time ago. This technology will help us in the long term with our transit customer base.

Chair Sessom asked how the rider will know where to get the Regional Monthly and the Rolling Passes. Mr. Boda replied that we have a marketing effort that we will phase in over time as we rollout the program.

Mr. Dreisbach-Towle added that these passes would be available on ticket vending machines, at the Transit Store, via the Web, and by calling 511. You would be presented with the option of buying either a calendar Monthly Pass or a 30-day Rolling Pass. The calendar pass is restricted to a particular month, but the Rolling Pass continues for a consecutive 30-day period.

Chair Sessom asked why have a Monthly Pass if you can get a Rolling Pass. Mr. Boda replied that the 30-day Rolling Pass may not work for everyone. Offering both options provides the most flexibility for our customers.
Chair Sessom reiterated that eventually we will only have Rolling Passes. Mr. Gallegos stated that originally we were going to phase out Monthly Passes and only have Rolling Passes. Option 2b allows for both of them to happen. There is a cost of about $150,000 to do this. We have to bring our consultant back to reprogram the machines to provide the choices. Once we see which option customers prefer, we can either keep both pass offerings or discontinue one.

Supervisor Horn noted that in Europe you can buy a monthly pass two weeks ahead of time. He asked if that can occur with this new system. Mr. Gallegos answered affirmatively, and he also indicated customers have the option for stored value on their Compass Cards.

Council President Pro Tem Madaffer commented that by 2012 your cell phone will have stored value, and you will be able to use your cell phone as your Compass Card.

Chair Sessom mentioned that some of her students cannot afford a monthly pass.

Mr. Gallegos stated that our expectation is that the Transportation Committee will give us direction today. If it is Option 2A then we will have only Rolling Passes. If the Committee chooses Option 2B, we will have both pass offerings. We will need to change the Fare Ordinance to implement either Options 2A or 2B, but not for Option 1.

**Action:** This item is presented for information only.

3. **ANNUAL PROPOSED AMENDMENTS TO BOARD POLICIES AND BYLAWS (RECOMMEND)**

Julie Wiley, General Counsel, stated that we will move through this very quickly. She suggested asking if there were any questions on each policy containing proposed amendments. She started with Board Policy No. 001 – Operations Policy.

Chair Sessom stated that the proposed amendment indicates that the Transportation Committee would no longer hold public hearings for Fare Ordinance changes and asked who would conduct these public hearings? Ms. Wiley stated that three policies (Nos. 018 – Regional Transit Service Planning and Implementation, 025 – Public Participation – Project Development & Construction, and 029 – Regional Fare Policy and Comprehensive Fare Ordinance) all have changes related to this proposed change. We heard comments from the public regarding inaccessibility of the downtown San Diego location for public hearings and the scheduled times for SANDAG Board and Transportation Committee meetings, which are held in the morning on weekdays. She has done some legal research and has had discussions with Federal Transit Administration (FTA) staff. These public hearings can be conducted in different geographical locations in the evening as long as certain safeguards are in place. This would require the appointment of the SANDAG Executive Director, or his/her designee as the Hearing Officer. The Hearing Officer would make sure that a transcriber or someone certified to take notes was present at the hearing, and that the testimony would be provided to policy makers before making a decision. With approval of the proposed Board Policy changes, approval of Regional Comprehensive Fare Ordinance amendments would be before the SANDAG Board rather than the Transportation Committee.

Chair Sessom reiterated that the public hearings are not being eliminated—the language is instead being revised and incorporated into three other Board policies.
Ms. Wiley said that we are attempting to encourage better public participation.

Ms. Wiley asked if there were any questions related to proposed changes to Board Policy No. 004 - Rules of Procedure.

Chair Sessom asked a question about Section 3.3 of this policy. The way it is worded, it seems to her that public hearings can be led by the Executive Director or his/her delegate. She thought we were limiting this delegation of authority only with respect to the Regional Comprehensive Fare Ordinance. Ms. Wiley responded that public hearings can be held in the more informal way as proposed, or they can still be held at a regular meeting of the SANDAG Board or a Policy Advisory Committee (PAC). It allows us flexibility to do it either way and would not be limited to the Fare Ordinance.

Chair Sessom noted that the Board can hold public hearings outside of SANDAG offices at any time.

Ms. Wiley said that the current policy didn't allow us the safeguards to allow the public to provide testimony. We would need to designate a Hearing Officer in an outside workshop setting.

Chair Sessom noted that the way this policy is written, the policy-making body is delegating to our staff to hold public hearings. She thought the public would want the policy makers at these public hearings, especially for topics like the Regional Transportation Plan.

Council President Pro Tem Jim Madaffer (City of San Diego) commented that this proposal is no different from what the City of San Diego does. Eventually the information from those hearings makes it to the legislative body. He interpreted it along those lines.

Chair Sessom philosophically disagreed with that concept. Public hearings are the place to take public testimony so policy makers understand that we are making changes. Making the public hearings more accessible to the public is wonderful, but the public expects at least one policymaker to be at the public hearing. This isn't saying staff cannot adequately summarize what occurs.

Mr. Gallegos suggested that this proposal be limited to the Regional Comprehensive Fare Ordinance and then evaluate how it worked over this next year. He asked Chair Sessom if that would satisfy her concerns. Chair Sessom agreed it would.

Ms. Wiley reminded everyone that if a member of the public wanted to come to provide testimony he/she can always attend a SANDAG Board or PAC meeting.

Mayor Cox pointed out that the revisions to the section allow the public to attend at a more convenient time and then that information comes to the elected body. Members of the public also can come back to the Board or PAC meeting. We had over 200 speakers at our City Council meeting last night. It might have been helpful to have held a preliminary meeting to have that testimony before an item came before the City Council.

Council President Pro Tem Madaffer stated he would like to try this out and see how it works. This reflects the organization and where it is going. It is important we have broad public testimony, especially on a fare ordinance.
First Vice Chair Pfeiler mentioned that we designated elected officials for each public workshop for the Regional Comprehensive Plan. We need to be responsible, but we can only do that by our actions.

Second Vice Chair Jerome Stocks (North County Coastal) agreed that the Chair raises some valid points, but he was willing to give this proposal a try.

Chair Sessom cautioned that once you put something in place it becomes difficult to change. The more we put out there in our Bylaws and Policies, the more we increase the delegated authority to our staff. If we cannot have the Chair attend the public hearings, then perhaps we could have an elected official as the designated Hearing Officer. Mr. Gallegos stated that we could change the policy to first designate an elected official as the officer for a public hearing. If that’s not possible, then the designation could go to the Executive Director or his/her designee.

Supervisor Bill Horn (County of San Diego) commented that it is the elected official’s responsibility, not staff’s, to attend the public hearings.

Ms. Wiley asked if there were any other questions on Board Policy No. 004.

First Vice Chair Pfeiler asked if the policy on gifts is in compliance with state law. Ms. Wiley replied affirmatively.

Ms. Wiley stated that Board Policy No. 007 is regarding the Equal Employment Opportunity (EEO) Program. Our Human Resources department has asked for some changes in order to bring this policy up-to-date with current practices. There were no questions on this policy.

Ms. Wiley said that the proposed changes to Board Policy No. 008 – Legal Matters, came from the General Counsel’s office mostly to update the claims process to coincide with current practices and also to allow the Executive Director to deny a claim that misses the submittal deadline without having to come before the Board just for that reason. There were no questions on this policy.

Ms. Wiley stated that the only change to Board Policy No. 011 - Travel Expenses relates to deleting an annual department submittal of conferences to be attended. The Executive Director desires to have a consistent, ongoing review of all staff-related travel requests rather than a single annual review.

Ms. Wiley indicated that Board Policy Nos. 016, 023, and 024 have pretty much the same changes. The federal government issued a new guidance circular with regard to procurements, basically raising the threshold for micro procurements from $2,500 to $3,000. It also allows for more flexibility with regard to certain competitions. The change would allow what is called “limited competition” when certain conditions are met. This gives us a little more flexibility related to procurements.

First Vice Chair Pfeiler asked if this would give us a faster turnaround. Ms. Wiley replied affirmatively, but only if the required conditions are met. Before, the only noncompetitive provision was “sole source.” This new ruling allows some justification for limited
competition. We would still need to get three estimates or quotes from qualified consultants or contractors.

Ms. Wiley asked if there were any questions related to Board Policy No. 017, Delegation of Authority.

Chair Sessom asked in Section 4.12 if the transfer of funds in the SANDAG budget among capital budgets can be transferred from capital improvement project to capital improvement project or to anything the transit operators have approved. Ms. Wiley responded that the transfer must be between capital improvement projects.

Second Vice Chair Stocks noted the discussion about this amendment as many of our dollars have restricted use and cannot be used for transit operations. The source of the funds will be the controlling factor.

Mr. Gallegos said that this proposed amendment came from the transit operators. The transit boards make a budget change to one of their capital improvement projects and then they have to come back to SANDAG to reconfirm that budget change. This would streamline the process, by allowing the Executive Director to approve the SANDAG budget amendment if one of the Transit Boards has approved it.

Ms. Wiley said that Dan Levy, Senior Planner, is available for any questions related to Board Policy No. 018 – Regional Transit Service Planning and Implementation. There were no questions on the policy.

Ms. Wiley asked if there were any questions on Board Policy No. 019 - Project Plans, Specifications and Estimates. These are updates so the policy correctly reflects Metropolitan Transit System (MTS) and North County Transit District (NCTD). In addition, the changes would make the policy consistent with current practices by the Mobility Management and Project Implementation Department.

Ms. Wiley stated that the only real change on Board Policy No. 021 - Acquisition of Real Property, is to allow for payment of up to $5,000 for an appraisal.

Ms Wiley noted that the proposed changes to Board Policy Nos. 022, Utility Agreements and Relocation and 023 – Procurement & Contracting – Equipment & Supplies are the same changes as proposed for Board Policy No. 016.

There is a substantive change on Board Policy No. 024, Procurement & Contracting -- Construction, which discusses the design-build authority that SANDAG currently has under statute for transit projects.

The proposed changes to Board Policy No. 025 - Public/Involvement Policy have already been discussed. The same goes for Board Policy No. 029 - Regional Fare Policy and Comprehensive Fare Ordinance.

Ms. Wiley stated that there are a few changes to the Bylaws. Several changes would delete outdated references in the “Definitions.” Another is on page 115, Section 3b, that would change the word from "shall" to "may" so when there is only one candidate for each Board
leadership position the Nominating Committee would not have to conduct interviews if it is not felt to be necessary.

First Vice Chair Pfeiler commended Ms. Wiley on a good job reviewing these proposed amendments.

**Action:** Upon a motion by First Vice Chair Pfeiler, and a second by Mayor Jerry Sanders (City of San Diego), the Executive Committee voted to recommend that the SANDAG Board of Directors approve the proposed amendments to the Board Policies and Bylaws.

4. **FEDERAL LEGISLATIVE STATUS REPORT (INFORMATION)**

This item was postponed to the next meeting date.

5. **RESOLUTION SUPPORTING THE CALIFORNIA CHILDREN’S OUTDOOR BILL OF RIGHTS (DISCUSSION/POSSIBLE ACTION)**

This item was postponed to the next meeting date.

6. **REVIEW OF DECEMBER 19, 2008, DRAFT BOARD AGENDA (APPROVE)**

Diane Eidam, Chief Deputy Executive Director, reviewed the draft agenda for the December 19, 2008, SANDAG Board meeting. She said that we would be adding a consent item related to approval of the FTA Section 5311 program of projects, which allows for programming of this funding for rural transit services. We would like to add three reports. The first is an information report on the San Diego economic stimulus proposal. The second item relates to the Navy transportation demand management (TDM) initiative. The third is the second reading of the Fare Ordinance, depending upon action taken by Transportation Committee later today.

Chair Sessom asked if Admiral Hering is planning to attend the December 19 Board meeting. Mr. Gallegos answered affirmatively. Chair Sessom said she would like to give him a time certain for the Navy TDM initiative item.

**Action:** Upon a motion by First Vice Chair Pfeiler, and a second by Mayor Cox, the Executive Committee voted to approve the agenda for the SANDAG Board of Directors meeting scheduled for December 19, 2008, as amended.

8. **UPCOMING MEETINGS**

The next Executive Committee meeting is scheduled for January 9, 2009, at 9 a.m.

9. **ADJOURNMENT**

Chair Sessom adjourned the meeting at 9:47 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
#### DECEMBER 5, 2008

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<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
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<tr>
<td>North County Inland</td>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler, 1st Vice Chair</td>
<td>Member</td>
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<td>City of Poway</td>
<td>Mickey Cafagna</td>
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<td>North County Coastal</td>
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<td>Jerome Stocks, 2nd Vice Chair</td>
<td>Member</td>
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<td>City of Carlsbad</td>
<td>Matt Hall</td>
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<td>South County</td>
<td>City of Chula Vista</td>
<td>Cheryl Cox</td>
<td>Member</td>
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<td>City of National City</td>
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<td>East County</td>
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<td>City of San Diego</td>
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<td>Jerry Sanders</td>
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<td>County of San Diego</td>
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<td>Greg Cox</td>
<td>Member</td>
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<td>Dianne Jacob</td>
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<td>Bill Horn</td>
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RESOLUTION SUPPORTING THE CALIFORNIA CHILDREN’S OUTDOOR BILL OF RIGHTS

Introduction

The California Biodiversity Council (CBC) met in Oakland, California on October 8-9, 2008, to learn about the increasing disconnect between children and nature. SANDAG Board Member, Del Mar Deputy Mayor Crystal Crawford, attended the meeting as the SANDAG representative to the CBC. The CBC members heard from speakers that today fewer than two in ten children walk or bike to school, and the proportion of kids hiking, walking, fishing, or playing outdoors is declining. A recent study by the Pew Internet and American Life Project revealed that 97 percent of kids play video games on a regular basis leading to inactive lifestyles. Growing evidence proves that the simple act of unstructured play in nature results in healthier and happier children (San Francisco Chronicle, October 8, 2008).

Concerned that kids were becoming less connected with nature, the California Roundtable on Recreation, Parks, and Tourism drafted a “Children’s Outdoor Bill of Rights in 2007” (Attachment 1). The Bill of Rights points to ten activities or experiences children should have in the natural environment before they turn 14 years old.

At its meeting, the CBC discussed ways to encourage young people to become engaged with the natural environment again. Through hike or bike trips, wildlife watching, or picnics along the coast and under the redwoods, children gain the knowledge and experience they need to be good stewards of the environment. And, they develop a strong appreciation not only of where they come from but also of California’s rich past. The CBC meeting focused on how land management agencies can and should address this issue. The CBC learned from successful programs how to forge ahead as part of this rapidly growing national movement. At the conclusion of the CBC meeting, California Secretary for Resources Mike Chrisman signed the California Children’s Outdoor Bill of Rights and requested other CBC members to do the same. SANDAG, as one of the longest standing members of the CBC, was asked to sign a resolution supporting the California Children’s Outdoor Bill of Rights (Attachment 2).

The SANDAG 2009 Legislative Program does not specifically address the topic of children and their use of the natural environment. Nor does SANDAG have a Board Policy specifically addressing criteria for approving resolutions. Board Policy No. 006 (Proclamations) does contain criteria for
determining whether SANDAG issuance of a proclamation is appropriate. It includes the following criteria in Section 2.2: whether “[t]he accomplishments or activities of the group or individual have a regional appeal and promote positive quality of life activities taking place in the San Diego region, which are within SANDAG’s purview;” and whether “[t]he accomplishments or activities of the group or individual concern issues of widespread regional interest, with a primary emphasis on SANDAG’s goals, programs, or policies.”

Another policy, which does not directly concern resolutions, but may contain criteria that are helpful to the Executive Committee, is Board Policy No. 005 (Sponsorship of Events). Section 2.1 of that policy states the following criteria should be considered by SANDAG when deciding whether to sponsor an event: whether “[t]he subject matter of the event is within SANDAG’s purview and will have regional significance;” whether “[t]he subject of the event or position that results from the event will be consistent with SANDAG adopted policy;” and whether “[t]he subject of the event or position that results from the event will not conflict with the authority of any SANDAG member agency.”

Deputy Mayor Crawford will present this item at the January 9, 2009, Executive Committee meeting.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Children’s Outdoor Bill of Rights
               2. CBC Resolution of Support

Key Staff Contact: Keith Greer, (619) 699-7390, kgr@sandag.org
California Roundtable on Recreation, Parks and Tourism
With recent concerns about youth detachment from outdoor activities, lack of physical exercise and increased health risks, the California Roundtable on Recreation, Parks and Tourism has adopted The California Children’s Outdoor Bill of Rights. It is a fundamental list of experiences that every child in California would benefit from experiencing, before entering high school. As, studies document that children who do these things are healthier, do better in school, have better social skills and self-image, and lead more fulfilled lives.

The California Children’s Outdoor Bill of Rights provides that every child should have the opportunity to:

- Discover California’s Past
- Splash in the water
- Play in a safe place
- Camp under the stars
- Explore nature
- Learn to swim
- Play on a team
- Follow a trail
- Catch a fish
- Celebrate their heritage.

MISSION

To encourage California’s children to participate in outdoor recreational activities and discover their heritage.

OBJECTIVE

That every child in California, by the completion of their 14th year, have the opportunity to experience each of the activities listed within the California Children’s Outdoor Bill of Rights.
A survey of published research provides the following substantiation of the benefits to children of the activities listed within the California Children’s Outdoor Bill of Rights:

**DISCOVER CALIFORNIA’S PAST**

*Why is it good to know history?*

- History provides identity to people and groups. (Sterns, 2004)
- Knowledge of history fosters good citizenship. (Sterns, 2004)

**SPLASH IN THE WATER**

**LEARN TO SWIM**

*Why is it good to play in the surf, lakes, streams, ponds and swimming pools?*

- Swimming improves your all-round fitness. (Swimming, 2004)
- Swimming boosts your strength, stamina and suppleness. (Swimming, 2004)
- Swimming has all the cardiovascular benefits of running. (Swimming, 2004)
- Swimming works all the major muscle groups. (Swimming, 2004)
- Swimming is a demanding aerobic exercise that helps to keep your heart and lungs healthy. (Swimming, 2004)

*Why is it good to go boating?*

- Children between the ages of 6 and 19 who boat regularly receive many benefits including the following:
• Children are more likely to be actively involved in other recreational activities, including household projects and volunteer work. (Impulse, 2003)

• Children learn to be more outgoing and less shy or introverted. (Impulse, 2003)

• Children who boat lead more active and healthy lifestyles. (Impulse, 2003)

• Children develop their leadership qualities. (Impulse, 2003)

• Children develop a range of skills and positive attitudes. (Impulse, 2003)

• Children have more quality time with their parents year-round. (Impulse, 2003)

PLAY IN A SAFE PLACE

Why is it good to play?

• Habitual physical activity leads to a reduced resting heart rate and lower blood pressure levels. (Paffenbarger, et. al., 1991)

• Exercise holds the promise of decreasing the incidence or delaying the development of noninsulin-dependent diabetes mellitus. (Helmrich and Paffenbarger, 1992)

• Sustained physical activity leads to a decrease in fat body mass and increase in lean body mass, with resultant increased basal metabolism and a lower risk of obesity. (Bray, 1989; Siscovick, et. al., 1985)

• In childhood and adolescence, habitual physical activity, as opposed to a sedentary life style, leads to increased bone mass and bone strength. (Paffenbarger, et. al., 1991)

• Habitual physical activity increases muscle strength and improved structure and function of connective tissues. (Paffenbarger, et. al., 1991)

• Physical activity may prevent the complex condition leading to chronic back pain syndrome and the extensive debility associated with it. (Tipton, et. al., 1986)

• The role of physical activity in preventing various types of arthritis is uncertain; however, increased muscle strength, bone density, and connective tissue offer promise of a preventive effect. (Lane, et. al., 1986)
• Regular bouts of moderate physical activity reduce the symptoms of mild or moderate depression and anxiety neuroses by improving self-image, social skills, mental health, perhaps cognitive functions, and total well being. (Taylor, et. al., 1985)

• Regular physical activity can help reduce the risk of many adult health problems, including diabetes, obesity, and heart disease. (USDHHS, 1996)

• Participation in physical activity and recreation can provide positive benefits related to psychological health, physical health, familial interactions, peer influence, academic performance, community development and other lifestyle behaviors. (“Impact”, 2004)

• Children function better than usual after activities in green settings; and, the “greener” a child’s play area, the less severe his or her attention deficit symptoms. (Taylor, 2001)

• For girls, green spaces immediately outside the home can help them lead more effective, self-disciplined lives by increasing their concentration, inhibition of initial impulses, and increasing their ability to delay gratification. (Taylor et al., 2001)

### CAMP UNDER THE STARS

**Why is it good to go camping?**

• Camping has a positive influence on self-image in relatively short periods of time across all age groups, but particularly among younger campers. (Marsh, 1999)

• Children at camp show significant gains in their locus of control and general self-efficacy and this is expected to have some type of carry-over into life beyond the camp setting. (Sekine, 1994)

• Many activities of camp lead to youth feeling better about themselves if they are offered as opportunities for young people to both assert their independence and learn cooperative teamwork. (Chenery, 1991)

• In resident one-week and outdoor school programs across the country, youth with and without disabilities made significant growth in their outdoor skills and personal development. (Brannan et al., 1997)

• Self-reliance, or independence, was a predominant outcome of youth camping. (Brannan et al., 1997)
• Youth with disabilities gained independence, while youth without disabilities improved their social interaction and gained a greater appreciation of people who were different than themselves. (Brannan et al., 1997)

• Campers felt healthier when they were at camp because they ate better, exercised more, were outside in the fresh air, slept better, and enjoyed the pace of life. (Dworken, 1999)

• Campers with disabilities benefit by enhanced self-concept and esteem, personal growth, increased leisure skills, increased social adjustment, enhanced body image and positive behavior changes. (Robb et al., 1987)

EXPLORE NATURE

Why is it good to explore nature?

• Outdoor adventure programs can obtain notable outcomes and have particularly strong, lasting effects. These positive affects occur in the dimensions of academic performance, leadership, self-concept, personality development, interpersonal skills and adventuresomeness. (Hattie et al., 1997)

• Just viewing nature reduces physiological stress response, increases levels of interest and attention, and decreases feelings of fear and anger or aggression. (Kaplan et al., 1989)

• Children who have gone through wilderness survival training showed decreased chances of dropping out of school. (Moses, 1968)

• Children with experience in the wilderness had increased GPAs. (Moses et al., 1970)

• Children who have gone through wilderness survival training have more realistic perceptions of self. (Yenser, 1972)

• Children who have gone through wilderness survival training show reduced signs of racial conflict. (Potts, 1974)

• Children who have gone through wilderness survival training had reduced occurrences of deviant behavior. (Gaston et al., 1978)

• Children who have gone through wilderness survival training show improved self-concept. (Clifford, 1967)
Authors have identified early-life outdoor experience—whether alone or with others—as the most important factor found in their research in developing environmental concern. (Sward, 1999)

**PLAY ON A TEAM**

*Why is it good to play on a team?*

- Organization can also allow for a fair process in choosing teams, matching competitors, and enforcing rules specifically targeted at younger athletes can reduce injuries. (“Organized”, 2001)

- Regular physical activity can help reduce the risk of many adult health problems, including diabetes, obesity, and heart disease. (“Organized”, 2001)

- Organized Sports . . . can be a viable means to increase activity levels in children and, hopefully, lead to the adoption of active lifestyles as adults. (“Organized”, 2001)

- Reasonable goals for children and preadolescents participating in organized sports include acquisition of basic motor skills, increasing physical activity levels, learning social skills necessary to work as a team, learning good sportsmanship, and having fun. (“Organized”, 2001)

- Organized sports for children and preadolescents provide an opportunity for increased physical activity and an opportunity to learn sports and team skills in an environment where risks of participation can potentially be controlled. (“Organized”, 2001)

- Girls who play sports have higher levels of self-esteem and lower levels of depression than girls who do not play sports. (Edwards, 1995)

- Girls who play sports have a more positive body image and experience higher states of psychological well being than girls and women who do not play sports. (Edwards, 1995)

- Girls who play sports learn about teamwork, goal-setting, the experience of success, the pursuit of excellence in performance, how to deal with failures, and other positive behaviors -- all of which are important skills for the workplace and life. (Edwards, 1995)
• Students who play at least one sport are 40% less likely to be regular smokers and 50% less likely to be heavy smokers. Regular and heavy smoking decreases substantially with an increase in the number of sports played. (Escobedo et al., 1993)

**FOLLOW A TRAIL**

*Why is it good to walk, bike and hike?*

• 13% of children are overweight. (American, 1994)

• There is no better way to lose weight than walking. (American, 1994)

• The results of walking will be more permanent and pleasurable than any diet or weight loss scheme. (American, 1994)

• Walking lowers high blood pressure. (Bove, 1998)

• Walking decreases anxiety. (Bricklin et al., 1992)

• 90% of adults who describe themselves as active started their activity between the ages of 5 and 18. (Harris, 2003)

• 89% of children enjoy the feeling of accomplishment after participating in an outdoor activity. (Harris, 2003)

• 83% of children said that getting into a natural setting allows them to escape the pressures of everyday life. (Harris, 2003)

• 67% of children said that participating in outdoor activities strengthens their family’s relationship with one another. (Harris, 2003)

• 73% of children said that participating in outdoor activities allows them to connect with themselves. 76% of children enjoy activities that are physically challenging. (Harris, 2003)
RESEARCH BIBLIOGRAPHY

American Heart Association *Walking for a Healthy Heart*, Dallas, TX, 1994


Edwards P., *Evening the odds: Adolescent women, tobacco and physical activity*. Ottawa: Canadian Association for the Advancement of Women and Sport and Physical Activity, 1995


WHEREAS the member agencies of the California Biodiversity Council support efforts to provide opportunities and programs so that children may experience the excitement and wonder of the outdoors and be inspired to appreciate and sustain our natural and cultural treasures; and

WHEREAS the member agencies of the California Biodiversity Council recognize that these experiences are essential to the health and well-being of all children; and

WHEREAS the California Children’s Outdoor Bill of Rights is an initiative that states that all children between the ages of four and fourteen should have the opportunity to participate in outdoor recreational activities and discover their connection to California’s story. These activities include discovering California’s past, splashing in the water, playing in a safe place, camping under the stars, exploring nature, learning to swim, playing on a team, following a trail, catching a fish, and celebrating their heritage; and

WHEREAS the member agencies of the California Biodiversity Council provide opportunities for children to experience the outdoors and/or provide stewardship of these magnificent outdoor environments; and

THEREFORE, the California member agencies resolve to support the goals of the Children’s Outdoor Bill of Rights as possible within each agency’s mission

THIS RESOLUTION IS ADOPTED by the San Diego Association of Governments, a member of the California Biodiversity Council, on October 9, 2008 in Oakland California at its meeting on “Connecting Children to Nature.”
FY 2009 BUDGET AMENDMENT: COMPASS CARD CAPITAL PROJECT

File Number 1145700

Introduction
At the Executive Committee and special Transportation Committee meetings on December 5, 2008, staff reported that construction delays have affected the schedule for full system testing of the Compass Card. In order to provide sufficient operational readiness testing, SANDAG, Metropolitan Transit System (MTS), and North County Transit District (NCTD) staffs recommended that the public launch of Compass Card be delayed until March 1, 2009.

The Transportation Committee approved postponing the initial public rollout of the Compass Card and the new Rolling Passes to March 1, 2009. The Committee also approved maintaining the availability of Calendar Monthly passes on Compass Card, so that beginning March 1, 2009, both the Calendar Monthly and 30-Day Rolling Passes will be available to the public. (All paper monthly passes would still be eliminated and replaced with the Compass Card by July 1, 2009, under the revised transition schedule.) At its December 19, 2008, meeting, the Board of Directors approved amendments to the Comprehensive Regional Fare Ordinance to accommodate these changes.

The fiscal impact of this approved option is approximately $115,000, primarily for the costs of reprogramming fare equipment to offer both the Rolling Passes and Calendar Monthly passes. At this time, staff is requesting Executive Committee approval to use SANDAG Contingency Reserve funds to make the necessary reprogramming changes. The Executive Committee, acting on behalf of the Board of Directors, also is asked to approve the amendment to the FY 2009 Budget to increase the Compass Card capital budget by the requested amount.

Discussion
As of December 15, 2008, full testing of the Compass Card System has begun. However, in order to support the sale of both Calendar Monthly passes and 30-Day Rolling Passes, the region’s ticket vending machines (TVMs) will need to be reprogrammed. Staff had previously reported that the cost to reprogram the TVMs would not exceed $150,000. Based on a subsequent engineer’s estimate of the work, the revised estimate is $115,000. The programming changes will be primarily carried out by Cubic Transportation Systems, Inc., the Compass Card vendor; however, in order to keep costs at a minimum, SANDAG staff will assist in configuration, voice recording, and Spanish language translations.
In order to meet the March 1, 2009, deployment, SANDAG must contract this work in early January. It will take approximately 30 days of work before the new program will be ready for testing. This will give SANDAG, MTS, and NCTD approximately 30 days of additional testing of this new feature before the March 1, 2009, implementation date.

**Proposed Use of Contingency Reserve**

Staff proposes the use of $115,000 in SANDAG Contingency Reserve funds. 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. Qualifying uses of the reserve include “opportunities to advance urgent, high-priority needs” and “unanticipated needs relating to a crucial existing commitment,” both of which apply to this request. The projected Contingency Reserve balance after this action would be approximately $4.8 million, or 9 percent of the FY 2009 OWP budget, which exceeds the target of 5 percent established by Board Policy No. 030.

**Proposed Budget Action**

The Executive Committee also is asked to approve an amendment to the FY 2009 Budget to include the additional $115,000 in the Compass Card capital project. Prior budget amendment actions have increased the project budget by $497,904 (see table below); approval of the funding request would result in a $612,904 cumulative increase in the project budget.

Board Policy No. 001, Operations Policy, authorizes the Executive Committee to approve budget amendments up to $500,000. The policy also authorizes the Executive Committee to act on behalf of Board when timing requires. To meet the March 1, 2009, deployment date, the TVM reprogramming will need to begin in early January 2009, prior to the next regularly scheduled SANDAG Board of Directors meeting on January 23, 2009. Therefore, the Executive Committee is asked to approve the budget amendment on behalf of the SANDAG Board.

<table>
<thead>
<tr>
<th>Prior Approved Budget Actions</th>
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</thead>
<tbody>
<tr>
<td><strong>Budget Source</strong></td>
</tr>
<tr>
<td>Bond Interest Revenue</td>
</tr>
<tr>
<td>Transfer from MTS Projects</td>
</tr>
<tr>
<td>Regional Transit Management System Project Savings</td>
</tr>
<tr>
<td>SANDAG Contingency Reserve</td>
</tr>
<tr>
<td><strong>Cumulative Total</strong></td>
</tr>
</tbody>
</table>

JACK BODA
Director of Mobility Management and Project Implementation

Key Staff Contact: James Dreisbach-Towle, (619) 699-1914, jdr@sandag.org
FY 2008 YEAR-END PROGRESS REPORT ON THE
OVERALL WORK PROGRAM

File Number 7000100

Introduction

The purpose of this report is to summarize the progress made on the SANDAG Overall Work Program (OWP) during FY 2008. The objectives of this report are to review accomplishments made during the year, noting both the planned and unplanned accomplishments, as well as to describe the status of work elements where less progress was made than planned. It is further intended that this information accompanied by current year progress will be valuable tools as staff continues to assess priorities for the current year work program, as well as to begin the preparation of the FY 2010 Budget and OWP.

Discussion

The FY 2008 OWP Year-End Report (Attachment 1) provides a summary of progress made during the year, including significant accomplishments and variances to planned progress. Expenditures in FY 2008 were 29 percent under the amended budget of $51.8 million, with the balance carried over into the current fiscal year to fund planned FY 2009 work efforts. The vast majority of the work efforts identified and approved as part of the FY 2008 budget were accomplished, along with some significant accomplishments that arose and were addressed during the course of the year. Action plans relating to incomplete projects have been carried forward and are being tracked in the current fiscal year. Staff will continue to track the progress on incomplete items, confirm their continued relevance, and ensure their completion.

Each quarter, SANDAG submits progress reports to the funding agencies as required, providing information on the progress made for each work element. Each of the past several years has seen notable improvements in both the efficiency and effectiveness of the quarterly reporting of progress to Caltrans. For internal project management reporting, progress is reported quarterly at the Task/Product level, estimated completion dates are confirmed or updated, and overall progress on the project is monitored. Projects with budget issues and schedule delays are identified and reviewed by management staff on a quarterly basis. More than 400 tasks and deliverables within approximately 100 work elements are tracked using this process.

RENÉE WASMUND
Director of Finance

Attachment: 1. FY 2008 OWP Year-End Report

Key Staff Contact: Tim Watson, (619) 699-1966, twa@sandag.org
FY 2008 OVERALL WORK PROGRAM YEAR-END REPORT

FY 2008 Revenue and Expense Performance

As of June 30, 2008, budgeted revenues for the FY 2008 Overall Work Program (OWP) Budget were predominantly on track. Approved discretionary grants and federal planning funds were available as planned. In addition to the original $50.4 million in OWP revenues, more than $1.4 million in additional or new grant funds were accepted subsequent to the approved budget. The slowdown in the local sales tax receipts relative to growth trends of the past several years were anticipated, with Transportation Development Act (TDA) and TransNet coming in slightly higher than projected. On an actual year over year basis, TDA receipts were down 2.2 percent and TransNet revenues were down 1.4 percent.

Actual OWP expenditures were $37 million, compared to last fiscal year’s spending of $38 million. While projects generally have stayed well within budget, progress on some projects did not occur as originally planned. Delays largely were a result of difficulties in procuring professional services, reprioritized resources, staff vacancies, and/or lack of adequate funds. There also were a number of unplanned or unexpected efforts that were addressed during the year.

The unexpended funding of $15 million was carried over to fund projects that were continuing into FY 2009. The ending balance of the Contingency Reserve, as of June 30, 2008, was approximately $5 million. This represents 9 percent of the FY 2009 OWP budget, which exceeds the target of 5 percent as required by Board policy.

Planned Accomplishments

Some of the highlights of the year’s planned accomplishments are shown here, categorized according to the four Strategic Goals established for the FY 2008 Budget process.

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

   ✔ Staff transitioned from the original TransNet program (1988-2008), to the TransNet Extension program (2008-2048). The original program included finishing 21 major transportation projects in 20 years, as well as providing resources for numerous local roadway, interchange, and bicycle projects. Press events were held to highlight groundbreakings and completions of major construction projects, including Interstates 5 and 15 (I-15), State Routes (SR) 52 and 905, and the SPRINTER.

   ✔ In accordance with the TransNet Extension Ordinance, staff worked with all of the local jurisdictions to put programs in place to fulfill the Regional Transportation Congestion Improvement Program (RTcip) to collect funds for each new constructed residential unit so the proceeds can be used to make improvements to the Regional Arterial System.

   ✔ Staff developed funding proposals for various Proposition 1B transportation bond projects, and the San Diego region successfully advocated for funding. The region received $400 million in Proposition 1B Trade Corridor Improvement Fund (TCIF) monies for various border, marine terminal, and rail projects. In addition, San Diego broke
The Board of Directors adopted a $57 billion 2030 Regional Transportation Plan (RTP) update and accompanying Environmental Impact Report (EIR). The EIR included an extensive analysis of greenhouse gas (GHG) emission levels resulting from the various land use and transportation scenarios. For the first time, the RTP also included a Goods Movement Action Plan.

SANDAG continued to promote and expand transportation demand management (TDM) services throughout the region. The Regional Vanpool Program continued to grow and is now being used as a model program in neighboring counties.

SANDAG provided technical, financial, and political support to the SPRINTER project at a time when the Federal Transit Administration (FTA) was threatening to withhold federal funding.

The Board of Directors approved issuance of $600 million of variable rate demand bonds at very attractive interest rates to advance the TransNet EAP.

Staff gained passage of state legislation to support the region’s planned value pricing projects and to ensure the continued funding of Proposition 42 for transportation. Current state law allowed SANDAG to conduct value pricing on two additional corridors (besides I-15) but included a four-year sunset provision. Assembly Bill (AB) 574, signed into law in 2007, deleted the sunset provision. Senate Bill (SB) 717 enabled continued funding of Proposition 42 sales tax revenues to transportation, and it also changed the historic Public Transportation Account (PTA) formula to the benefit of local public transit agencies.

During FY 2008, staff worked with Senator Denise Ducheny to sponsor SB 1486 for the new SR 11 and Otay Mesa East Port of Entry project.

SANDAG developed a Board-approved priority list of FY 2008 regional transportation projects for Congressional members. This joint, collaborative effort with North County Transit District and Metropolitan Transit System proved successful in reaching consensus on key regional projects, helping to maximize federal dollars to the region.

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

SANDAG completed and the Board of Directors adopted an update to the Regional Economic Prosperity Strategy.

SANDAG worked with Senator Christine Kehoe to sponsor SB 1685. This measure provides SANDAG with the state authority to develop a possible Quality of Life sales tax funding measure.
The Board of Directors and the City of Tijuana adopted the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan.

SANDAG completed the 2007 Annual Regional Comprehensive Plan (RCP) Performance Monitoring Report. The report showed that staff is moving in the right direction in some areas, while other areas need improvement.

SANDAG advanced its partnership with the California Energy Commission (CEC); received CEC grants to develop tools that will strengthen the land use and energy planning connection, including updating the Regional Energy Strategy and preparing a Regional Climate Action Plan to prepare the agency for future climate change and GHG emission reduction strategies that will be needed under AB 32 (the Global Warming Solutions Act of 2006).

SANDAG developed and implemented an interactive Web-based Smart Growth Concept Map that helps users locate smart growth areas around the region. Staff initiated a technical update to the Smart Growth Concept Map to enable local jurisdictions to update their smart growth opportunity areas and to reflect the updated transportation/transit networks in the adopted 2030 RTP.

Staff continued implementation of the Pilot Smart Growth Incentive Program (SGIP). These pilot projects currently are being implemented throughout the region, and have provided “lessons learned” to use in the development of the future TransNet-funded SGIP. Began development of the longer term program under TransNet.

SANDAG is continuing to partner with the Southern California Tribal Chairmen's Association (SCTCA). Staff completed a Tribal Transit Feasibility report which enabled the tribes to successfully compete for FTA funds dedicated to Tribal Transit. Staff instituted a new Interagency Working Group on Tribal Transportation Issues, which has helped to identify tribal transportation needs and seek funding from the federal and state governments.

The Board of Directors approved the execution of a Memorandum of Agreement with the U.S. Fish & Wildlife Service and the California Department of Fish & Game outlining the roles and commitments regarding the implementation of the TransNet Environmental Mitigation Program (EMP).

SANDAG partnered with all the coastal cities in the region to develop a methodology for the required state match for regional beach sand replenishment projects. (A Department of Boating and Waterways grant for the San Diego region subsequently was received in the FY 2009 state budget.)

3. **Ensure public safety through the continued efforts of Automated Regional Justice Information System (ARJIS) and criminal justice research.**

SANDAG continued to provide timely and relevant research in the area of Criminal Justice. The Criminal Justice Research team is considered one of the best in the country and continues to provide research that is vital to law enforcement and public safety. The Criminal Justice Research program and staff were recognized with a national and local award during the year.
Developed and implemented new investigative tools, such as COPLINK, a Web-based interface that enables suspect identification, crimes, and queries to be shared among law enforcement.

4. Enhance information services, technical capabilities, and organization effectiveness.

- SANDAG implemented the use of on-call consultant contracts to augment the Caltrans work force to deliver TransNet EAP projects. This tool is helping to save both time and money, by providing staff of various disciplines on a just-in-time basis to assist with project development.

- Partnering with the County of San Diego, SANDAG developed and implemented a job order contract process that provides another tool for delivering smaller contracts without requiring a complete design prior to bid. The process is helping staff reduce the turnaround time and reduce cost for smaller projects.

- SANDAG partnered with Caltrans to ensure Corridor Directors continue to serve as the single focal point for the major transportation corridors in the San Diego region. This concept is helping to streamline decision-making and improve accountability on major transportation projects. The concept has worked so well in San Diego that other regions throughout the state are pursuing the concept.

- The SANDAG Service Bureau continues to be successful. Last year staff worked on 78 projects and collected more than $1,000,000 in additional revenues for the agency. Staff completed the first Border Master Plan to coordinate planning and delivery of land ports of entry and transportation infrastructure serving the California-Baja California region.

- Staff conducted technical workshops to educate SANDAG and member agencies staff in the use of PC-based tools to access and utilize census information.

- Staff enhanced the Transportation Model to include a commercial vehicle component.

- SANDAG has continued to receive several awards in the area of planning and project implementation, including for its RCP Smart Growth Concept Map, TransNet EAP, Mission Valley East Trolley project, and Criminal Justice Research contributions. The agency also has received awards for its small business, human resource, and graphic design practices.

- Standard and Poor's reviewed and upgraded the SANDAG credit rating to AAA. This reflects the agency's exceptional credit quality, as very few governmental agencies are rated at AAA.

Unplanned Accomplishments

Inevitably throughout the year, new priorities emerge that are either absorbed into the current work program or are amended into the approved budget. The following accomplishments were not included as part of the original budget process, but represent key items that were completed during FY 2008. The redirection of resources to these efforts in many cases accounted for the slower progress on other budgeted efforts:
☑ Staff proposed and helped negotiate a strategy that was adopted by the California Transportation Commission (CTC) for the TCIF (goods movement) portion of the Proposition 1B state transportation infrastructure bond. A total of $400 million in Trade Corridor Improvement Fund (TCIF) funding was programmed for the San Diego region. This level is well above the $150 million to $200 million that the San Diego region was slated to receive under typical fair share percentages.

☑ SANDAG worked with cities throughout the San Diego region to apply for funding to improve signal coordination under the Traffic Light Synchronization Program (TLSP) of the Proposition 1B state transportation infrastructure bond. The SANDAG region was successful in securing approximately $8.6 million in TLSP funds for 14 projects.

☑ SANDAG received $1 million in state planning funds to develop an I-805 Corridor System Management Plan.

☑ SANDAG settled two potential lawsuits regarding the 2030 RTP update which, coupled with the Attorney General’s concerns, require staff to conduct additional studies and become more involved in programs, such as Safe Routes to School and be more aggressive with TDM measures. These efforts on balance will help staff to prepare for the next update of the RTP when GHG reduction strategies are expected to play a major role in our regional land use and transportation planning.

☑ Staff ensured SANDAG priorities concerning governance and regional representation on the San Diego County Regional Airport Authority (SDCRAA) were included in SB 10. The bill also made changes to the aviation and regional transportation planning processes that were consistent with the Board of Director requests. Also, staff developed for Board of Director approval a Memorandum of Agreement between SDCRAA and SANDAG regarding long-range multimodal transportation planning required under SB 10.

☑ Entered into an agreement with the SDCRAA and the City of San Diego regarding the development of the Master Plan for Lindbergh Field that will explore the development of a multimodal center and mitigation for impacts of airport expansion. This agreement deferred/settled a dispute regarding impacts and mitigation necessary for the SDCRAA proposed expansion of Lindbergh Field.

☑ Worked with Congressman Bob Filner to allow federal Maglev study dollars to be utilized for the SANDAG air-rail integration study that is being conducted as part of the SB 10 planning process.

Projects to be Carried Over Into FY 2009

Table 1 describes those planned work efforts that experienced significant delays in FY 2008, along with the reasons for the delay and the planned resolution. Most of the delayed work efforts were carried forward and included as part of the approved FY 2009 SANDAG Budget, as indicated.
<table>
<thead>
<tr>
<th>Project Title</th>
<th>OWP No.</th>
<th>Main Delay Issue and Planned Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-15 Violation Enforcement Study (VES)</td>
<td>1109203</td>
<td>This work is dependent on the software development and capital infrastructure improvements of the I-15 Managed Lanes FasTrak© project. Those improvements are anticipated to be completed in early 2009, with work on the VES to resume after that. Funding was carried forward into FY 2009.</td>
</tr>
<tr>
<td>Regional Arterial Management System</td>
<td>11093</td>
<td>Over the course of this fiscal year, a number of contractual issues were encountered with vendor performance, particularly in the area of vendor staff resources assigned to the project. This was addressed with the vendor in 2nd quarter and again in the 3rd quarter, and additional consultant staffing was dedicated to the project. This issue had the cascading impact of delaying all the tasks in the project. These efforts will be completed in FY 2009.</td>
</tr>
<tr>
<td>Traveler Information Service – 511</td>
<td>11095</td>
<td>Final acceptance testing is not complete on the TV Broadcast application. It is expected to be completed by early August 2008. Language is being added to include additional business services. This took longer than expected, delaying the launch of the revenue generating services. These activities will be completed in FY 2009.</td>
</tr>
<tr>
<td>Transportation Model Application and Development</td>
<td>20003</td>
<td>Extra tasks have been assigned to this OWP for working on a development plan for Activity-Based Modeling, rewriting the Population Synthesizer, and supporting PECAS development. Additional studies, such as the Climate Action Plan required additional time devoted to Task 4, requiring greater than 10 percent effort. Checking and cleaning the travel survey required a much greater effort than anticipated. There was no additional time this fiscal year to produce and incorporate model parameters. The evaluation of the master transportation network was postponed in the interest of more critical items. This work element has been reprioritized as part of the FY 2009 OWP.</td>
</tr>
<tr>
<td>Crime Patterns at Transit Stations</td>
<td>21003</td>
<td>Project delayed due to the need to get permission from the Police Chiefs to use ARJIS data. This process took longer than anticipated. Additional delays occurred due to data reliability issues, such as trying to determine which crimes to assign to transit stations. Staff currently is working with the San Diego Police Department to review police reports to create a method for assigning crimes to the transit stations. These issues should be resolved early in FY 2009.</td>
</tr>
<tr>
<td>RCP Planning and Implementation</td>
<td>30002</td>
<td>Due to unanticipated work required in the contracting process, work on the Smart Growth Design Guidelines, the Smart Growth Trip/Parking Study, the 3-D visualizations, and the Smart Growth Photo Library have been delayed into FY 2009.</td>
</tr>
<tr>
<td>Access to Community Medical Transportation Services</td>
<td>3000207</td>
<td>This grant funded task is being carried over into FY 2009 as part of the approved budget, and will be completed by the grant expiration date of February 28, 2009.</td>
</tr>
<tr>
<td>Regional Bike Plan</td>
<td>3000801</td>
<td>This multi-year project has been extended into FY 2009 and will be completed by the grant expiration date of February 28, 2009.</td>
</tr>
<tr>
<td>Regional Short-Range Transit Service Planning</td>
<td>30023</td>
<td>The annual update to the Regional Short Range Transit Plan and Coordinated Public Transit and Human Services Transportation Plan were delayed, but were adopted in Fall 2008. The Regional Transit Fare Policy was delayed due to several fare increases that were implemented, requiring additional work by fare study consultant. The scope of work is being revised and extended to early 2009.</td>
</tr>
<tr>
<td>Subregional Transportation Planning and Coordination</td>
<td>30039</td>
<td>Scoping of the I-8 Corridor Study has been delayed due to 2030 RTP commitments. The revised timetable is scheduled to be presented to the Transportation Committee in early 2009.</td>
</tr>
<tr>
<td>SDA&amp;E Railway Gateway Feasibility and Improvements Study</td>
<td>30055</td>
<td>Staffing issues have delayed progress in this work element. The Freight Forecast study and the preliminary engineering for early action improvements to the Intermodal Yard have been carried over into the FY 2009 OWP and will be completed by June 2009.</td>
</tr>
<tr>
<td>Transit Planning Grant</td>
<td>3006201</td>
<td>State funding was used for acceleration of new SR 905 freeway segment, thereby making the proposed bus-on-shoulder interim project obsolete. During FY 2009 a new corridor for the demonstration project will be selected, feasibility established, and design prepared.</td>
</tr>
<tr>
<td>Project Title</td>
<td>OWP No.</td>
<td>Main Delay Issue and Planned Resolution</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------</td>
<td>---------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>SR 11 and East Otay Mesa Port of Entry (POE) Planning</td>
<td>30071</td>
<td>The evaluation of innovative financing mechanisms for the East Otay Mesa POE and the Feasibility Analyses were delayed pending approval of Presidential Permit and SB 1486. They will be completed in FY 2009.</td>
</tr>
<tr>
<td>San Diego Transit Service Planning Internship</td>
<td>4000101</td>
<td>The process of hiring two new interns was delayed until June 2008 due to lack of viable candidates. The program now is back on track.</td>
</tr>
<tr>
<td>Develop and Enhance Tools for Transportation Performance Monitoring</td>
<td>40007</td>
<td>The scope of some tasks was expanded due to receipt of additional funding. They will be completed in FY 2009.</td>
</tr>
<tr>
<td>Encinitas Pedestrian Crossings Study</td>
<td>50003</td>
<td>The project schedule has been delayed substantially due to a longer than anticipated review period for technical reports and Discretionary Permit by the City of Encinitas.</td>
</tr>
<tr>
<td>Mid-City Rapid Bus Project Development</td>
<td>50006</td>
<td>Delays were incurred due to agreement to evaluate additional design alternatives and to pursue FTA Very Small Starts transit grants. Project has been included in the FY 2009 Budget as a capital project.</td>
</tr>
<tr>
<td>SANDAG Rail, BRT, and Bus Transit Design Criteria</td>
<td>50019</td>
<td>This project has been re-scoped, with significant changes to the schedule. Most of the revised tasks will be complete by the end of FY 2009.</td>
</tr>
<tr>
<td>Short Distance Vanpool Feasibility Study</td>
<td>6000109</td>
<td>Staff vacancies hampered progress on this project in FY 2008. A consultant is now under contract to move this project forward.</td>
</tr>
<tr>
<td>Freeway Service Patrol</td>
<td>60003</td>
<td>Due to the staff workload, analysis of the &quot;Roving Pickup Truck Demonstration Project&quot; has been deferred to the first quarter of FY 2009, and the service fleet operational analysis will be completed by the end of FY 2009.</td>
</tr>
<tr>
<td>San Diego Station Car Pilot Program Study – Phases I and II</td>
<td>60004</td>
<td>Limited staff resources and acquisition of FlexCar by ZipCar stalled the project. Caltrans has approved the request to extend the project through FY 2009.</td>
</tr>
<tr>
<td>Tribal TDM Outreach Program</td>
<td>7000601</td>
<td>Our grant partner, Reservation Transportation Authority (RTA) needs to hire additional project staff in order to complete this project prior to grant expiration in February 28, 2009.</td>
</tr>
</tbody>
</table>

**Summary**

In conclusion, the vast majority of the work efforts identified and approved as part of the FY 2008 budget were accomplished, along with some significant accomplishments that arose and were addressed during the course of the year. The planned efforts that were delayed for various reasons have been reevaluated as part of the FY 2009 Budget and OWP, with some deleted or put on hold and the others included for completion in FY 2009. Staff will continue to track the progress on incomplete activities, confirm their continued relevance, and ensure their completion.
REVIEW OF JANUARY 23, 2009, DRAFT BOARD AGENDA

+1. APPROVAL OF DECEMBER 19, 2008, MEETING MINUTES
   APPROVE

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
   APPROVE
   This item summarizes the actions taken by the Executive and Borders Committees on January 9, and the Transportation Committee on January 16, 2009.

CONSENT ITEMS (4 through XX)

+4. APPOINTMENT OF POLICY ADVISORY COMMITTEE MEMBERS (Kim Kawada)
   INFORMATION
   SANDAG Board Policy No. 002 (Policies and Procedures for Policy Advisory Committees) requires the City of San Diego, County of San Diego, and Board members from each of the four subregions (North County Coastal, North County Inland, East County, and South County) to make their appointments to the five Policy Advisory Committees by January 31 of each year. This item summarizes the various members appointed to the Executive, Transportation, Regional Planning, Borders, and Public Safety Committees.

+5. FY 2008 COMPREHENSIVE ANNUAL FINANCIAL REPORT (Lauren Warrem)*
   INFORMATION
   In accordance with SANDAG Bylaws, the FY 2008 Comprehensive Annual Financial Report (CAFR), including the independent auditor’s financial and compliance opinions, are presented for informational purposes. Copies of the final report will be distributed to each member agency.
+6. FY 2010 FEDERAL TRANSPORTATION APPROPRIATIONS PROPOSALS (Victoria Stackwick) APPROVE

In October 2008, the Transportation Committee approved the criteria for selecting projects for consideration in the FY 2010 federal transportation appropriations process. Staff has worked with Caltrans, the transit agencies, and local jurisdictions to develop the priorities for the FY 2010 funding cycle. The Transportation Committee recommends that the Board of Directors approve the prioritized list of FY 2010 federal transportation appropriations requests.

+7. U.S. DEPARTMENT OF DEFENSE PROJECTS AFFECTING THE SAN DIEGO REGION (Marney Cox) ACCEPT

Each year, the Defense Department provides SANDAG a summary of its activities related to growth management and a listing of its military construction projects for the current fiscal year and the next two fiscal years. Board action would accept the report for distribution to interested agencies and organizations.

+8. EQUAL EMPLOYMENT OPPORTUNITY (EEO) PROGRAM (Laura Coté) INFORMATION

In accordance with SANDAG Board Policy No. 007, this report summarizes employment and DBE Program results for 2008 and reviews EEO Program goals for the upcoming year.

+9. 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.

+10. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada) INFORMATION

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.
13. PRESENTATION OF AWARD OF RECOGNITION TO SENATOR DENISE DUCHENY

SANDAG recognizes the work of Senator Denise Ducheny to secure passage of Senate Bill 1486 (Chapter 720, Statutes of 2008). The bill provides SANDAG the authority to implement a public toll project to move people and goods along the State Route 11 (SR 11) corridor, and enables SANDAG to bond against the toll/user fee revenues to develop and construct the new SR 11 highway and Otay Mesa East Port of Entry facility.

14. PRESENTATION OF AWARD OF RECOGNITION TO SENATOR CHRISTINE KEHOE

SANDAG recognizes the work of Senator Christine Kehoe to secure passage of Senate Bill 1685 (Chapter 83, Statutes of 2008), which provides SANDAG the flexibility to expand the uses of sales tax revenues beyond transportation-related projects for future ballot measures that could include habitat conservation, water quality, and shoreline preservation.

15. 

16. 

17. STATE-LOCAL PARTNERSHIP PROGRAM (Santee Councilmember Jack Dale, Transportation Committee Vice Chair; José A. Nuncio)*

The Proposition 1B infrastructure bond measure approved by voters in 2006 included $1 billion for the State-Local Partnership Program (SLPP). Implementing legislation and an initial $200 million appropriation for the SLPP were approved by the Governor in 2008. This report summarizes the two elements of the program. The Transportation Committee recommends that the Board of Directors program approximately $16.6 million in SLPP funding for various projects in the San Diego region.

18. FINANCIAL MARKET STATUS (Renée Wasmund and Marney Cox)*

This monthly briefing is designed to keep the Board of Directors informed about the latest developments in the financial markets, the economy, revenue forecasts, and the strategies staff is exploring and implementing to minimize possible impacts to SANDAG.
MID-COAST CORRIDOR TRANSIT PROJECT UPDATE (Santee Councilmember Jack Dale, Transportation Committee Vice Chair; Leslie Blanda)*

Staff will provide a report on the status of the Mid-Coast Corridor Transit Project. The report will provide an overview of the project, describe the scope and schedule of the current phase of project development, and describe the upcoming project development phases.

UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, February 13, 2009, at 10 a.m. The next Board Business meeting of the Board of Directors is scheduled for Friday, February 27, 2009, at 9 a.m.

ADJOURNMENT

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