EXECUTIVE COMMITTEE
AGENDA

Friday, February 13, 2009
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

• FY 2009 BUDGET AMENDMENT: REGIONAL MULTIMODAL AIRPORT PLANNING

• FY 2010 BUDGET (INCLUDING OVERALL WORK PROGRAM)

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, February 13, 2009

ITEM #

+1. APPROVAL OF JANUARY 9, 2009, MEETING MINUTES

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

CONSENT (3)

+3. LEGISLATIVE STATUS REPORT (Victoria Stackwick and Genevieve Morelos)

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This status report focuses on recent federal economic recovery legislation being considered by Congress and includes updates on other pending federal and state transportation issues.

REPORTS (4 through 6)

+4. FY 2009 BUDGET AMENDMENT: REGIONAL MULTIMODAL AIRPORT PLANNING (Linda Culp)

Senate Bill 10 (Kehoe) calls for SANDAG and the San Diego County Regional Airport Authority (SDCRAA) to work together on regional aviation and multimodal transportation plans. The initial component of the work is a regional air-rail network study to be conducted in cooperation with the SDCRAA, the California High-Speed Rail Authority (CHSRA), and other southern California planning agencies. The Executive Committee is asked to amend the FY 2009 Budget and Overall Work Program (OWP) to include $320,000 in federal funds for OWP work element 30073 for the San Diego Regional Air-Rail Network Study.

+5. FY 2010 BUDGET (INCLUDING OVERALL WORK PROGRAM) (Tim Watson)

This item provides a summary of progress made in the development of the FY 2010 Budget, including the Areas of Emphasis, project objectives, and funding estimates. The Executive Committee is asked to review and provide comment on the proposed FY 2010 Budget work elements.

RECOMMENDATION

APPROVE

INFORMATION

DISCUSSION
+6. REVIEW OF FEBRUARY 27, 2009, DRAFT BOARD AGENDA  

APPROVE

7. UPCOMING MEETINGS  

INFORMATION

The next meeting of the Executive Committee is scheduled for Friday, March 13, 2009, at 9 a.m.

8. ADJOURNMENT

+next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
JANUARY 9, 2009

Chair Lori Holt Pfeiler (North County Inland) called the Executive Committee meeting to order at 9:05 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Mayor Cheryl Cox (South County) and a second by First Vice Chair Jerome Stocks (North County Coastal), the minutes of the December 5, 2008, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no public comments, communications, or member comments at this time.

REPORTS (3 through 9)

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

Keith Greer, Senior Planner, noted that Del Mar Deputy Mayor Crystal Crawford (SANDAG’s representative to the California Biodiversity Council [CBC]) was not able to attend this Board meeting. The October CBC meeting focused on children and nature. At that meeting, a Children’s Bill of Rights was developed, and State Resources Secretary Mike Chrisman asked CBC members to support the Bill of Rights, which states that children should be able to participate in a number of outside activities. Agencies were encouraged to support these goals within each agency’s mission. The Executive Committee is asked to discuss and authorize an appropriate representative to sign the resolution supporting the Children’s Bill of Rights or provide direction to SANDAG staff.

Mayor Cox said she was struggling with asking SANDAG to pursue this action when the agency’s primary role is related to transportation. She questioned whether SANDAG should have a role in this issue.

Chair Pfeiler stated that this is consistent with our Regional Comprehensive Plan. If we decide not to support this, then she questioned our continued involvement in the CBC.
Mayor Ron Morrison (South County) said that this is one work product from the CBC, but it is not its only work product. There may be elements of the CBC that are within our primary purview, but that doesn’t mean we have to be involved in every work product of the CBC. He expressed concern about setting a precedent with approving this resolution.

Mr. Greer acknowledged that the CBC recognized there was concern about the relevant missions of various agencies. Specific language was added to the resolution indicating “as possible within each agency’s mission.”

Supervisor Pam Slater-Price (County of San Diego) commented that she had served on the SANDAG Board several years ago when we developed criteria for considering such requests. She asked about how the criteria would apply in this situation.

Julie Wiley, General Counsel, referred to two SANDAG Board policies; one deals with the sponsorship of events and the other with proclamations. She noted that the relevant language in those policies is included in the agenda report.

Supervisor Slater-Price agreed with Mayor Morrison’s comments. She said that this is a meritorious thing, but it does not fall within SANDAG’s purview.

Chair Pfeiler stated that since there was not sufficient support for this item, no action will be taken.

Supervisor Ron Roberts (County of San Diego) suggested that this matter be referred to member agencies for possible action.

Action: No action was taken on this item.

4. FY 2009 BUDGET AMENDMENT: COMPASS CARD CAPITAL PROJECT (APPROVE)

James Dreisbach-Towle, Principal Technology System Analyst, 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 and the transit operators recommended that the initial public launch of the 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 so that beginning March 1, 2009, both the calendar Monthly Pass and the 30-day Rolling Pass will be available to the public. All paper Monthly Passes would be eliminated and replaced with the Compass Card on July 1, 2009. At the December 19, 2008, meeting, the SANDAG 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 reprogramming of fare equipment to offer both the Rolling Pass and the Monthly Pass.

Mr. Dreisbach-Towle stated that staff is requesting approval to use SANDAG Contingency Reserve funds to cover these necessary programming costs. The use of Contingency Reserve funds is governed by Board Policy No. 030, and is subject to approval by the Executive Committee. Qualifying uses include “opportunities to advance urgent, high-priority needs”
and “unanticipated needs related to a crucial existing commitment,” both of which apply to this request. The balance of the Contingency Reserve fund would be $4.8 million after this action. This balance would exceed the target in Policy No. 030 of 5 percent of the Overall Work Program budget. The Executive Committee also is asked to approve the corresponding budget amendment. These changes are needed in order to accomplish the March 1, 2009, implementation date.

First Vice Chair Stocks clarified that we are delaying the initial phased rollout, but not the full Compass Card implementation date of July 1, 2009. Mr. Dreisbach-Towle agreed that we have not changed the original full implementation date.

Mayor Morrison asked how the phased rollout of the Compass Card would affect equipment and software warranties. Mr. Dreisbach-Towle stated that we usually have a full year of warranty, and we have been using that warranty. We are continuing to cover the software pieces that are specific to the smart card. Some pieces of equipment have been installed later than expected.

Mayor Morrison said he hoped we learned some lessons from this process.

Gary Gallegos, Executive Director, noted that one lesson we learned was that we should put equipment and software under one contract rather than separate contracts.

Chair Pfeiler said there was one request to speak on this item.

Clive Richard, a member of the public, expressed concern about the enforcement of the Compass Pass through the use of handheld equipment by fare inspectors, and if the handheld equipment technology was up-to-date.

**Action:** Upon a motion by First Vice Chair Stocks and a second by Supervisor Slater-Price, the Executive Committee voted 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.

5. FY 2008 YEAR-END PROGRESS REPORT ON THE OVERALL WORK PROGRAM (INFORMATION/POSSIBLE ACTION)

Tim Watson, Budget Program Manager, reported that this year-end report 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. Federal and state grants came in as planned. We anticipated a decrease in sales tax revenue, but it came in slightly higher than projected. The final FY 2008 Overall Work Program (OWP) expenses totaled $37 million. We continued to monitor the budget to ensure that critical items were completed. The ending Contingency Reserve balance was $5 million. This represents 9 percent of our current year OWP budget, which exceeds the required 5 percent goal set by Board policy.
The FY 2008 OWP was developed around four strategic goals: Improve mobility by providing better transportation services and implementing TransNet Early Action Program projects, transportation demand management, and traveler information services; encourage quality of life improvements, as characterized by a strong economy, healthy environment, more housing, and more housing choices; ensure public safety through the continued efforts of the Automated Regional Justice Information System (ARJIS) and criminal justice research; and enhance information services, technical capabilities, and organizational effectiveness. Mr. Watson reviewed highlights in each of these four categories.

Mr. Watson stated that throughout the year, new priorities emerged that were either absorbed into the current OWP or were amended into the approved budget. He noted that the redirection of resources to these efforts in many cases accounted for the slower progress on other budgeted efforts. He reviewed the planned work elements that experienced significant delays in FY 2008 along with the reasons for the delay and the planned resolution. Most of these work efforts were carried forward and included in the FY 2009 Budget.

He noted the continued success of the Service Bureau, and awards received for several work products and individual SANDAG department efforts.

Action: This item was presented for information only

6. FEDERAL LEGISLATIVE STATUS REPORT (INFORMATION)

Victoria Stackwick, Associate Legislative Analyst, reported that the Obama Administration has selected Congressman Ray LaHood, a Republican from Illinois, to head the Department of Transportation. During the week of Christmas 2008, Democratic appropriators put together a spending bill for the remainder of the federal FY 2009 budget. Indications are that this bill would contain Congressional earmarks. However, after a day-long brainstorming session with the Obama Administration staff and other Congressional committees, work stopped abruptly to work on the proposed $800 billion economic stimulus package. The newest proposal would replace the two other formal proposals offered last year in the range of $65 billion to $100 billion, and is larger than the $500 billion package discussed last week. Big decisions about the economic stimulus package have not yet been made. Major outstanding questions include: how much will be spent and how will the monies be distributed?

Based on the most recent formally introduced proposal, Congressman Oberstar’s legislation to “rebuild America” provides $85 billion for infrastructure, including $52.5 billion for highway, transit, rail, and aviation through existing funding programs. The proposal would take the FY 2009 funding for highway projects and increase spending by $30 billion, which would increase FY 2009 obligations from $34.3 billion to $64.3 billion, an 84 percent increase. However, on average, only 72 percent of new highway obligations spend out in the first two years of a program, and most of that is distributed in the second year.

For transit, the proposal more than doubles the Federal Transit Administration formula grants from $7.2 billion to $16.7 billion, which is a 132 percent increase over what states thought they would get. However, only about 45 percent of new transit grants make it out
of Treasury in the first two years following appropriation. It is not clear if doubling this budget will stimulate the economy.

The extent to which the stimulus proposals are effective will depend on how serious the Obama Administration is in implementing significant reforms and supporting actual change in the programming and project implementation process. President-elect Obama is encouraging Congress to take “drastic action” on his economic aid package as soon as possible. He charged Congress with figuring out how to implement legislation based on the ideas in his program. Among some of the proposals President-elect Obama discussed were: investing in infrastructure, doubling renewable energy production, moving all paper health records to electronic form within five years, laying broadband lines across the country and developing smart grids, providing 95 percent of taxpayers with a $1,000 tax cut, and banning earmarks from legislation. The new Administration has indicated it would like an economic stimulus package bill passed and signed within the next two months.

House Majority Leader Steny Hoyer (D-MD) stated that committee hearings on the economic stimulus package are likely to begin next week with a vote in the full House slated for the week after President-elect Obama’s inauguration. Representative Hoyer mentioned that the Ways and Means Committee will have jurisdiction over the taxation and infrastructure provisions.

Mayor Cox asked that Ms. Stackwick send her notes to Committee members.

First Vice Chair Stocks stated that it seems we are getting conflicting information regarding the various economic stimulus proposals. Ms. Stackwick replied that because of reactions to the Wall Street and automakers bailouts, Congress will take a lot more precautions with any future stimulus package. The current system does not allow dollars to get into the economy quickly. Another issue affecting this stimulus package is the “use it or lose it” provision. Certain states cannot go to construction within 180 days due to weather constraints. In addition, it is unclear whether there is full support in the Senate for moving forward.

Mr. Gallegos commented that these are unprecedented times. At the same time that there are proposals to speed things up, we also are faced with the prospect of shutting projects down. We are trying to stay engaged to help federal policymakers understand what we can do and how fast we can do it. There is a lot of uncertainty. We were asked on behalf of the National Association of Regional Councils (NARC) to testify before the House Transportation and Infrastructure Committee. What NARC wanted us to talk about is how regions are ready to go, and how we work with our cities. There is a big debate on how to process the dollars. His testimony noted how our local mayors and supervisors are better served to make decisions on how to spend the dollars.

First Vice Chair Stocks said he was impressed that our region was invited to speak. Mr. Gallegos said that was in part a result of Mayor Morrison’s involvement in NARC.

**Action:** This item was presented for information only.
Genevieve Morelos, Senior Legislative Analyst, noted that on December 3, 2008, the Governor’s staff released the FY 2010 Budget, which outlines the strategy for addressing a projected $41.7 billion General Fund deficit over the next 18 months. This proposal builds upon the Governor’s December 19 Special Session proposal, which contained $22 billion of General Fund solutions. These General Fund solutions include $14.3 million in tax increases and other revenues, $17.4 billion in spending cuts, $5 billion from the Lottery Securitization, and $5 billion in new borrowing. The Governor’s budget envisions that the Legislature would adopt both a Special Session package that would be enacted by February 1, 2009, and an annual budget package by July 1, 2009. The package proposed in the FY 2010 budget includes all of the $22 billion in solutions contained in the December 19 Special Session proposal, plus an additional $4.6 billion in current year solutions. The FY 2010 budget contains another $14.7 billion in solutions.

Included in the $17.4 billion in spending cuts is a proposal to eliminate State Transit Assistance (STA) monies. The Governor also proposes to cut $153 million in STA funds in the current year budget and $306 million in FY 2010. As part of a state economic stimulus package, the Governor proposes an additional $800 million in Proposition 1B (Prop. 1B) funding for local transit projects in the current year and another $350 million in FY 2010. Essentially, the Governor’s budget reduces transit operations dollars but provides capital dollars.

Ms. Morelos summarized the Governor’s proposed tax increases: a three-year 1.5 cent sales tax increase, an oil severance tax, expanding the sales tax on some services, a “nickel a drink” tax, and increasing the Vehicle License Fee (VLF).

On December 18, 2008, the Legislature passed a Democratic-crafted budget that the Governor vetoed earlier this week. The Legislature’s budget would have made mid-year revisions to the FY 2009 Budget and would have included $18.1 billion in General Fund savings ($9.3 billion in new revenues and $8.7 million in cuts). The Legislature’s budget proposal would have eliminated the state gas tax and the sales tax collected on gas (Proposition 42 transportation revenues) and replaced those with a new 39 cent fee on the sale of each gallon of gas, and a new 31 cent fee on the sale of each gallon of diesel fuel. The new fee would have been indexed every three years according to the Consumer Price Index, and allocated as follows: 33 percent to cities and counties, 45 percent to the State Highway Account and the State Transportation Improvement Program (STIP), and 22 percent to a new Transportation Stabilization Account. This fund would have been allocated by the Legislature for transportation purposes. The new proposal did not include any monies for public transit; it also would eliminate the STA program. Staff will continue to monitor the state budget situation.

Mr. Gallegos stated that the state has run out of cash for bond projects. What’s at risk is work on State Route (SR) 905, SR 52, and Interstate 15 (I-15). Without these state funds, work on construction projects will need to stop. He explained that Caltrans submits a monthly progress pay estimate on the 20th of each month for work done in the previous month. Contractors are expected to get paid each month for the past month’s work. Caltrans submitted those pay estimates, but the State Controller has indicated he is not going to pay them. Mr. Gallegos said that he and Pedro Orso-Delgado, Caltrans District 11
Director, met with several contractors earlier in the week. A lot of our contractors are at risk of not getting paid for work done. We conducted an analysis that shows that if these construction projects were to shut down, several thousand direct and indirect jobs related to those projects would be lost.

Mr. Gallegos said that we have been working with the Board leadership on an idea for the Executive Committee’s consideration to pursue as a stop-gap measure. The idea is to consolidate the various funding sources in the major corridors. We currently program individual projects in each corridor one at a time. The work on I-15 north of Lake Hodges is being paid with sales tax revenues and federal dollars. The work south of Ted Williams Parkway is being paid for with bond dollars. So, the work on the southern portion of I-15 would come to a halt. What we are suggesting is that we go back and repackage the projects on a corridor basis. We may have to jump through some procedural hoops to reprogram those dollars, which would allow us to use the sales tax and federal monies to continue paying for the work on the projects currently under construction. We have been working with Caltrans on this proposal.

Mr. Gallegos cautioned that this is not a long-term fix. It would probably extend the contracts on those projects by about eight months. If a budget is not passed and the state cannot pay its bills, then we would have used up all of the flexible money at that point. The risk is that if the state is unable to come up with the funding to backfill those other funding sources, then there is a potential to have two partially finished projects rather than one.

There are some pending opportunities that could help mitigate these risks. First, a federal economic stimulus package is being discussed, and if this comes to fruition, we might be able to use stimulus dollars to keep the current work going. In terms of bond dollars, San Diego is in a unique spot in that we have a disproportionate amount of Prop. 1B bond-funded projects under construction. As part of the Prop. 1B process, we secured more than $400 million in financing early on and put it to work right away. A second alternative would be to use TransNet dollars. We sold $600 million in bonds that are funding a number of TransNet Early Action Program (EAP) projects. The consequences of using TransNet monies is that other EAP projects would be slowed down.

Staff recommends that you endorse the Cash Management concept for consolidating funds within the individual major corridors, and move it to the Transportation Committee for consideration. Assuming we could get approval from the Transportation Committee, we would then take this idea to the SANDAG Board for consideration and possible action to pursue. We have done some initial work with California Transportation Commission (CTC) and Caltrans staffs, and have received positive feedback from both that this proposal is doable.

Chair Pfeiler asked if there was any cost to the procedural part. Mr. Gallegos said that the cost would mainly be staff time. We would have to approve this idea locally, then obtain approval at the state and federal levels. Caltrans has estimated that it would cost at least $18-$20 million immediately to shut the current construction projects down. In addition, there would be a continuing cost of about $2 million per month. There also may be substantial claims from contractors.
Mr. Orso-Delgado added that this is a two-step process. One step is to move sales tax money first as it is the most flexible. The second step would be to move the federal money on those jobs. When we went out to bid on the I-15 projects, it was without the required federal boilerplate language. We may need money to revise those bids to include the federal requirements. We would work with the federal government and contractors on those requirements.

Mr. Gallegos said that if we were to reprogram some of the dollars, we will need an agreement from the CTC to allow us to use the bond dollars on other projects in the San Diego region. We have other projects that could use the Proposition 1B funds.

Supervisor Slater-Price asked if there are any downsides to the first option besides the projects not getting done. Mr. Gallegos responded that that is the biggest risk. Another risk is if you choose not to backfill with TransNet, eight months later if a state budget is not passed, we could be in the same situation as we are in today.

First Vice Chair Stocks commented that another downside is if we used the TransNet money, we would lose the interest revenue, and the state will not reimburse you for that lost revenue. However, the financial pain of receiving less interest would be less than the cost to halt construction projects.

Supervisor Slater-Price did not support using TransNet monies. During the debate on the TransNet Extension, one issue brought up was that several projects did not get done from the first TransNet measure. It will be harder to get this type of tax approved in the future if we don’t complete the projects in the program. Using TransNet funds should only be done as a last resort. She agreed that monies will be lost if we don’t continue existing construction projects. She supported the idea of consolidating the existing funding in the corridors.

Supervisor Roberts agreed with Supervisor Slater-Price’s comments.

Chair Pfeiler recognized Brad Barnum with the Associated General Contractors (AGC).

Mr. Barnum thanked Mr. Gallegos, Mr. Orso-Delgado, and Armando Garcia (Caltrans staff) for their commitment to this process. This is a serious situation. A number of contractors are considering shutting down their projects. They strongly support Mr. Gallegos’ idea, and he suggested a joint trip to Sacramento to meet with state legislators.

Mayor Morrison expressed concern that we not be “punished” by the state if we choose to use local funds on these projects, and then backfill them with state funds when they become available.

Mr. Gallegos said that as long as we were bringing projects that complied with state requirements of the bond and have a list of eligible projects, we should be able to reach agreement with the state on that issue.

First Vice Chair Stocks said that there was a similar situation in the past and we obtained Letters of No Prejudice. Is this what you are talking about? Mr. Gallegos replied that it would be something similar to that, but more of an ironclad agreement.
First Vice Chair Stocks said he was impressed that our staff believes we can make these administrative changes and get approval from state, CTC, and the federal government in less than a month.

Mr. Gallegos said that there has to be a 30-day notice to approve STIP amendments. The CTC has been trying to think ahead of a possible federal economic stimulus package and has scheduled a meeting at the end of this month for possible STIP amendments. We could get our part done quickly by taking this item to the Transportation Committee and Board this month prior to the special CTC meeting at the end of the month. We could tier this idea to use our sales tax dollars first, then work on getting the federal funding moved.

First Vice Chair Stocks supported this very creative approach. We are going to lose out on interest but that would be a minimal loss. We have to do this and have faith that the state couldn’t possibly continue for another six months at a budget impasse.

Mr. Gallegos added that if the state doesn’t do something soon it will run out of cash by February.

Supervisor Roberts commented that we should not expect any interim solutions from the state. If you predicate this upon where the state will be in six months, you might be in trouble. He doesn’t see any structural solutions at the state level. He supports this concept but saw some problems with it. You have the money for one section, but not for the other. When you talk about closing down, there is only one project that that would apply to. If you can keep the I-15 South project going and it’s going to take 30-45 days to work through this, can the contractor continue for this period of time? If subcontractors are going under on one project, then we should use the money for the other project.

Mr. Gallegos acknowledged that was a good point and we will talk to contractors on the I-15 projects before the Transportation Committee meeting on January 16. We have the same exact scenario on SR 52.

Supervisor Roberts said we shouldn’t trust the state and imagine it will be healthy in six months. To parallel this, we also should also be working on long-term solutions.

Second Vice Chair Jack Dale (East County) expressed concerns similar to those expressed by Supervisor Roberts. Let’s make sure that when we spend money we will accomplish something and, if we have to shut a project down, we need to be in control of that. Let’s not have three uncompleted projects.

Supervisor Slater-Price agreed with Supervisor Roberts’ comments.

First Vice Chair Stocks agreed that we should have a caveat that contractors are not going to shut down before we can go through this process.

Second Vice Chair Dale added that contractors need to have stable financial partners. We have to have a long-term plan in place that presumes the state will not come through. If we do, that will be in addition to a framework that we are currently discussing. We may have to
delay parts of projects such as landscaping that are not crucial to getting a project completed.

Mr. Orso-Delgado commented that there might be an interim approach where a contractor and Caltrans decide to temporarily suspend a job for a month and then restart a month later.

Chair Pfeiler agreed that staff should talk with contractors about these various issues. We should move this suggestion forward to the Transportation Committee so everyone understands the risks. We also should bring our local legislators up to speed so that they understand what we are doing. She suggested we also reach out to the Governor’s office.

Mr. Gallegos said that the San Diego Legislative caucus meets on a regular basis, and Senator Denise Ducheny chairs the caucus. We could request a meeting of that caucus. Part of the Board leadership could meet with the caucus to explain our concerns and seek assurances. We could then follow-up with letters to the Governor and the Legislative leadership as needed.

First Vice Chair Stocks suggested that we also indicate our dissatisfaction with having to come up with these kinds of solutions.

Second Vice Chair Dale thought the suggestion of a joint trip with the AGC to Sacramento was a good one.

Second Vice Chair Dale asked if there is something to be said for keeping all of the projects going but at a slower pace; that way you spend money with all of the different contractors. He wasn’t sure of the benefits of doing that.

Mr. Gallegos said that he and Mr. Orso-Delgado recently met with 40 contractors. We are getting good direction from this Executive Committee meeting. We will meet with those individual project contractors and see where they are so we can bring that additional information to the Transportation Committee meeting.

Supervisor Roberts agreed that a creative slowdown of the work with the contractors was a good suggestion.

Second Vice Chair Dale stated that some of the TransNet money was set aside for bicycle routes and environmental efforts. He asked if there was flexibility to move money from those accounts. Mr. Gallegos said that the Board has authority to make certain changes, but it would require a two-thirds vote from Board.

Ms. Wiley noted that there are two segments in the TransNet program that cannot be changed: the environmental mitigation program (EMP) and the unfinished projects from the original TransNet program.

Action: This item was presented for information only.
8. **REVIEW OF JANUARY 3, 2009, DRAFT BOARD AGENDA (APPROVE)**

Diane Eidam, Chief Deputy Executive Director, reviewed the draft agenda and suggested some additional items. She noted that Item No. 7, US Department of Defense Projects Affecting the San Diego Region, may be moved. We would like to add another item under the Chair’s Report recognizing outgoing Chair Mary Sessom. We would like to add the following under Reports: Destination Lindbergh would be an oral report; today’s item about the state budget impacts on transportation projects; a presentation by a local coalition about hate crimes in the San Diego region, as requested by Assemblymember Lori Saldaña; and a possible presentation by the San Diego Convention & Visitors Bureau (CONVIS) on the impacts of the current economy on tourism in San Diego.

**Action:** Upon a motion by Supervisor Slater-Price, and a second by Mayor Morrison, the Executive Committee voted to approve the agenda for the January 23, 2009, Board of Directors meeting, as revised.

9. **UPCOMING MEETINGS**

The next meeting of the Executive Committee is scheduled for Friday, February 13, 2009, at 9 a.m.

10. **ADJOURNMENT**

Chair Pfeiler adjourned the meeting at 10:31 a.m.

Attachment: Attendance Sheet
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<th>NAME</th>
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<th>ATTENDING</th>
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<td>City of Escondido</td>
<td>Lori Holt Pfeiler, Chair</td>
<td>Member</td>
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<td>City of Poway</td>
<td>Mickey Cafagna</td>
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<td>Jerome Stocks, 1st Vice Chair</td>
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<td>Cheryl Cox</td>
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<tr>
<td></td>
<td></td>
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<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>City of San Diego</td>
<td></td>
<td>Jerry Sanders</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ben Hueso</td>
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<td></td>
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<td>Tony Young</td>
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</tr>
<tr>
<td>County of San Diego</td>
<td></td>
<td>Dianne Jacob</td>
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<td></td>
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<td>Pam Slater-Price</td>
<td>1st Alternate</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Ron Roberts</td>
<td>2nd Alternate</td>
<td>Yes</td>
</tr>
</tbody>
</table>
FEDERAL AND STATE LEGISLATIVE STATUS REPORT

Introduction

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This status report focuses on recent federal economic recovery legislation being considered by Congress and includes updates on other pending federal and state transportation issues.

The U.S. House of Representatives passed its version of an economic recovery package in late January. However, as of the date of writing of this report, the Senate proposal was still being debated on the Senate Floor; it is expected to be passed during the first week of February. The House and Senate packages would then go to conference where differences between the bills may be resolved. It appears that the package remains on track to be cleared for the President’s signature by mid-February. Discussions to date at the federal level have been very fluid; staff will report on any significant changes at the February 13, 2009, Executive Committee meeting.

Discussion

H.R. 1: American Recovery and Reinvestment Plan

Over the last few weeks, Congress has been considering various proposals in a concerted effort to create and save 3 million to 4 million jobs, jumpstart the economy, and begin the process of transforming the country for the 21st century. Working with the Obama administration, on January 16, 2009, Democrats in the House of Representatives introduced H.R. 1, entitled The American Recovery and Reinvestment Plan (ARRP). The short-term goal of the legislation is to stave off the loss of millions of jobs and increase economic activity. The long-term intent of the bill is to make the needed investments in infrastructure, clean energy and technology, in order to become more competitive, energy efficient and produce more job opportunities for future generations.

H.R. 1 was crafted by the House Ways and Means, Appropriations, and Energy and Commerce Committees. The measure provides $819 billion in tax cuts and incentives and domestic spending, including funding for infrastructure, energy, science and technology, education, healthcare, and assistance to states. The plan is comprised of $275 billion in tax cuts and $544 billion in spending for priority investments.

In general, H.R. 1 contains no earmarks and is subject to strict transparency guidelines. Under the proposal, projects that receive federal stimulus funds would have to list on the Web site, Recovery.gov, a description of the proposed infrastructure investment, purpose, total cost, rationale of the agency for funding the project, and a point of contact at the local agency, among other information.
There also are general provisions included in the legislation to ensure that states don’t cut their own program spending in response to federal passage of a recovery plan. The House language requires each governor to sign a certification that the state will “maintain its effort” and keep its nonfederal spending on each stimulus program at the same level it otherwise would have maintained between the date of enactment and September 30, 2010.

The House passed H.R. 1 on Wednesday, January 28, 2009, by a vote of 244 to 188, generally along party lines.

House Transportation Programs

The House measure allocates $47 billion for the U.S. Department of Transportation (USDOT), which includes $30 billion for Federal Highway Administration (FHWA), $12 billion for Federal Transit Administration (FTA), $1.1 billion for Federal Railroad Administration (FRA), and $3 billion for Federal Aviation Administration (FAA) programs. Of the $30 billion in FHWA funding, Caltrans and FHWA have estimated that California’s share would be approximately $3.5 billion.

All funds have a 100 percent federal share and would require no state or local match. Members of the House Transportation and Infrastructure Committee were disappointed with the spending package, since their portion of the bill was substantially less than the $85 billion originally proposed by the Committee.

A tight “use-it-or-lose-it” provision would apply to the highway, transit, rail, and aviation portions of the ARRP. Fifty percent of the funds distributed by these transportation sections of the bill would be required to be obligated in 90 days (reduced from the original 180-day timeframe).

Federal Highway Administration

The House version of the ARRP proposal outlines specific terms and conditions for using the federal funding. Of the $30 billion in available FHWA funding, at least half of the amounts apportioned to the states must be obligated within 90 days. For the funds distributed to metropolitan planning organizations (MPOs) like SANDAG, the current legislation provides 75 days to obligate the funds, after which the remaining regional funds would be redistributed by the state before its 90-day obligation deadline. Any amount not obligated within the state’s “use it or lose it” deadline would be returned to FHWA and redistributed to other states.

A similar redistribution among states would take place on August 1, 2010, allowing other states to obligate funds before the money expires on September 30, 2010.

FHWA monies would be distributed through two funding streams: 55 percent would go directly to the state DOTs and 45 percent would be distributed through the federal Surface Transportation Program (STP). The distribution of STP funds includes a 10 percent off the top allocation for Transportation Enhancements (TE). Of the remaining 90 percent of STP funds, 62.5 percent would be suballocated to the regions, and the other 37.5 percent would remain at the state’s discretion.

Of the $30 billion in total FHWA spending, approximately $29.2 billion would be apportioned to states, including $20.5 billion to states, approximately $7.4 billion to MPOs, and approximately $1.3 billion available for the TE program. Based on the current numbers provided in H.R. 1, the San Diego region would receive approximately $172 million. This is based on estimates provided by
Caltrans and FHWA. Attachment 1 of this report shows the flow of funding in the House bill, including its distribution of funds within California.

**Federal Transit Administration**

The House legislation provides a total of $12 billion for programs administered by the FTA. The bill allocates $7.5 billion is set asides for transit capital assistance grants, of which, 90 percent would go out under the urban formula program (Section 5307) and 10 percent would go out under the rural formula program (Section 5311). The monies could be used for any purpose under these programs; however, they can not be commingled with prior allocations of these funds. The federal cost share is 100 percent. Similar to the highway spending, 50 percent of these funds would need to be obligated within 90 days, with the remaining 50 percent spent within two years of grant award.

In anticipation of the federal stimulus funding, FTA has developed initial programming guidelines, which provide that regions should assume a doubling of annual program funding for programming purposes. Based on these guidelines, the San Diego region would receive approximately $113 million in Section 5307 funding.

H.R. 1 also distributes $2 billion under the fixed guideway modernization formula program (Section 5309). Of this, the San Diego region would receive approximately $24 million. An additional $2.5 billion is set aside for the New Starts program, to be distributed at the discretion of the USDOT, with priority to given to projects currently in construction or that are able to award contracts based on bids within 90 days.

**Intercity Passenger Rail**

H.R. 1 allocates a total of $1.1 billion for intercity passenger rail programs. Of this amount, $800 million is dedicated for Amtrak capital and debt service with priority given to projects for the repair, rehabilitation, and upgrade of railroad assets and infrastructure (funds cannot be used to subsidize operating losses).

In addition, the measure makes available $300 million in grants to states to build intercity passenger rail infrastructure. The USDOT Secretary would give preference to projects that can be awarded within 180 days, are Federal Railroad Administration (FRA) compliant for rolling stock and locomotive acquisitions, and support the development of high-speed rail service. There also are “use it or lose it” provisions. The bill provides that the first 50 percent of intercity passenger rail funds must award a contract within one year of bill enactment or 9 months after grant award, whichever is later. The second 50 percent of funds must award a contract within two years of enactment or 21 months of grant award, whichever is later. Funds not awarded within the timeframes are redistributed to other eligible recipients.

**S. 1 Senate Economic Recovery Package**

During the last week of January, several committees in the Senate began drafting its legislative version of the ARRP, which will eventually be given the bill number S.1. The $888 billion Senate stimulus version includes $268 billion in tax cuts and $620 billion in spending, of which $45.5 billion is allocated to USDOT. This USDOT amount includes $27 billion for FHWA, $8.4 billion for FTA, $3.1 billion for FRA, $1.3 billion for FAA programs, $5.5 billion for discretionary grants to state and
local governments made by the USDOT Secretary for major transportation projects, and $200 million for the Inspector General and the Maritime Administration.

FHWA Formula Funding

The FHWA formula funding included in S.1 would be distributed among the state using the STP formula, with 55 percent of the funds distributed to the state, 40 percent suballocated in each state to MPOs using the STP suballocation formulas (with no set-aside for the TE program), and 5 percent reserved for Congestion Mitigation and Air Quality (CMAQ) eligible projects that are in areas meeting CMAQ criteria. The estimated California share of highway formula funding is $2.6 billion.

“Use it or lose it” provisions also are included in the Senate measure, but they are less restrictive than the House version. The provisions require at least 50 percent of the funds to be obligated within 180 days of apportionment; any remaining unobligated difference would be redistributed to other states. After 1 year from the date of apportionment, any unused funds are withdrawn and redistributed through the $5.5 billion USDOT discretionary grant program described above.

Of the second 50 percent of FHWA formula funds, 20 percent of the second half of the highway money would go directly to the states with the remaining 80 percent allocated to local governments.

FTA Formula Funding

The legislation also directs $8.4 billion for allocation under the existing FTA procedures. The FTA funding also is divided into two halves; the first half must be spent within 180 days of apportionment, otherwise any unobligated amounts are redistributed to other states. The second half must be obligated within a year of apportionment; any unused funds are withdrawn and redistributed through the discretionary grant program described above. The estimated California share of transit formula funding is $1.2 billion.

Of the $8.4 billion in FTA funding, $200 million would be set aside for discretionary grants for transit capital investments that reduce energy consumption or greenhouse gases, and $8.2 billion would apportioned to states using the Section 5307, Growing States, and Section 5311 distribution formulas. The Senate version also includes a Buy America requirement.

InterCity Passenger Rail

The Senate version includes $1.3 billion for intercity passenger rail programs, including a $250 million Capital Assistance for Intercity Passenger Rail program. Under this program, the USDOT Secretary would give preference for projects that can be completed within 2 years and improve safety and reliability. The federal share shall be 100 percent of the project cost, prevailing wage requirements would apply, and projects must be included in a Statewide Transportation Improvement Program (STIP). An additional $850 million would be provided for Amtrak, with priority for capacity expansions, and projects that shall be completed within 2 years. The Senate bill also includes an addition $200 million for high-speed rail funding, which would remain available until September 30, 2011. As with the FTA funding, Buy America requirements would apply.
Differences between House and Senate Proposals

There are several differences between the House and Senate bills. The House proposal provides more overall funding for transportation, stricter “use it or lose it” provisions for spending the available funding, and requires certification by the Governor that stimulus funds will not supplant existing funds. The Senate version is silent on maintenance of effort provisions. The Senate version also includes Buy America requirements, which are not included in the House proposal.

Another key difference is the inclusion in the Senate package of a new discretionary program within USDOT that would award at least $5.5 billion in competitive grants for major transportation infrastructure projects. Eligible projects include highway, transit, freight and passenger rail, and port infrastructure projects, which can be completed within 3 years of enactment. The minimum grant size is $20 million with a maximum grant size of $500 million. Any unused economic stimulus transportation formula funds from the states would be added to this discretionary program to supplement the initial $5.5 billion in grant funding.

Regarding transit funding, the House version provides Section 5309 Fixed Guideway funding and Section 5309 New Starts funding. Funding for these two transit programs is not included in the Senate proposal.

Attachment 2 of this report provides a summary of the two stimulus proposals developed by the National Association of Regional Councils (NARC); the NARC summary highlights the provisions most relevant to regional agencies.

Federal Emission Standards

On January 19, 2009, President Obama announced that he was directing the U.S. Environmental Protection Agency (EPA) to reconsider an application by California and 13 other states to set stricter limits on greenhouse gas emissions from cars and trucks, opening the way for tighter fuel efficiency standards nationwide. President Obama also is directing USDOT to issue guidelines that will ensure the U.S. auto fleet reaches an average fuel economy of 35 miles per gallon by 2020 at the latest. Together the directives, the first official memoranda issued by the new President, signal his willingness address the country’s dependency on foreign oil.

FY 2009 Appropriations

An omnibus package comprising the nine remaining FY 2009 appropriations bills that Congress has yet to enact is expected to reach the House floor during the second week of February. The current continuing resolution (CR) for these remaining measures expires March 6, 2009. Senate Democratic leaders have requested that their House colleagues put off consideration of the omnibus package so that Senate lawmakers may focus on finishing the economic stimulus package.

State Legislative Update

Senate Bill 375 and Regional Targets Advisory Committee

Senate Bill 375 (Steinberg, 2008) requires state, regional, and local governments to coordinate and develop plans for land use patterns, housing, and transportation with the goal of reducing
passenger vehicle-related greenhouse gas emissions. As part of this process, SB 375 directed the Air Resources Board (ARB) to appoint a Regional Targets Advisory Committee (RTAC) to recommend to ARB factors to be used for setting greenhouse gas emissions reduction targets for the 18 metropolitan regions of the state. RTAC is required to make its recommendations on factors to be considered and methodologies to be used in the regional target setting process to ARB by September 2009.

On January 23, 2009, ARB appointed 21 individuals to RTAC, including two from the San Diego region: Gary Gallegos, SANDAG Executive Director, and Stephen Doyle, President, Brookfield San Diego Builders, Inc. Mike McKeever, Executive Director of the Sacramento Association of Councils of Governments (SACOG), will chair the committee. The first meeting of RTAC was held on February 3, 2009, in Sacramento, CA.

Consistent with our 2009 Legislative Program, SANDAG staff has begun working with stakeholders, including the Department of Housing and Community Development (HCD), Housing California and California Rural Legal Assistance Foundation (statewide housing advocates), League of California Cities, and Senator Steinberg’s office to introduce clean up legislation to align the upcoming Regional Transportation Plan (RTP) and Regional Housing Needs Assessment (RHNA) cycles for the San Diego region.

Additionally, SANDAG staff has started to review the California Environmental Quality Act (CEQA) provisions in SB 375 to evaluate possible modifications to these sections of the bill. As legislative proposals emerge, staff will present information to the Executive Committee for further direction.

KIM KAWADA
Policy and Legislative Affairs Program Manager

Attachments: 1. House Economic Stimulus Bill Flow of Funding
               2. Side-by-Side House and Senate Economic Recovery Bills

Key Staff Contacts: Victoria Stackwick, (619) 699-6926, vst@sandag.org
                   Genevieve Morelos, (619) 699-1994, gmo@sandag.org
HOUSE APPROPRIATIONS BILL

FLOW OF FUNDING

$45
Subvented
23 USC 133(d)

$4.50 (10%)
TE Takedown

$40.50 (90%)
Expended Through
SHC 182.6

$25.31 (62.5%)
To Regions By Population

$15.19 (37.5%)
To State

$55
To States

Operations/Maintenance
SHOPP

STIP

75% RIP

25% IIP

Award 50% of funding within 90 Days

Award 50% of funding within 120 Days

Remaining Funds Must Be Awarded No Later Than August 1, 2010
## General Provisions:

**House Bill – HR 1**

(introduced January 15, 2009; passed January 28, 2009)

- Coordinated by the House leadership and Appropriations and Ways & Means Committees, providing $825 billion economic stimulus bill.
- All funds appropriated are available for obligation until September 30, 2010. (Pg 3)
- Enactment of this Act will have no effect on funds under the 2009 CR (PL 110-329) and is addition to amounts otherwise appropriated for the fiscal year involved.
- Bill is set up and funding designated as an emergency requirement to meet emergency needs. (Pg 2)
- All applicable provisions in this Act are designated as an emergency for purposes of pay-as-you-go principles. (Pg 2)

**Senate Bill – S 1**

(S 336 As Introduced on January 23, 2009)

- Coordinated by the Senate leadership and Appropriations and Finance Committees.
- Click here to access the draft of the Senate Appropriations Committee bill.
- Focuses on five areas critical to rebuilding our economy and creating the conditions for economic growth in the long-term: Infrastructure and Science; Education and Training; Energy; Protecting the Vulnerable; and Health.
- The program and tax portions were marked up and approved by the Senate Appropriations and Senate Finance Committee respectively on Tuesday, January 27, 2009.

### General Principles

Pgs 2-4

- Preference given to activities that can be started and completed expeditiously, including a goal of using at least 50 percent of the funds for activities that can be initiated not later than 120 days after the date of the enactment of this Act
- Use grant funds in a manner that maximizes job creation and economic benefit
- Formula grants using funds shall be awarded not later than 30 days after the date of the enactment
- Competitive grants using funds made available in this Act shall be awarded not later than 90 days
- Includes use-it-or-lose-it provisions to deobligate funding if in contracts within one year of enactment and must make use of 50% of funds and enter into contracts within 2 years of enactment to make use of remaining funds
- Grants programs include: EPA State and Tribal Assistance Grants; DOT FAA AIP Grants; DOT FRA Capital Assistance for Intercity Passenger Rail; DOT FTA Capital Investment Grants; DOT FTA

- Funds are distributed whenever possible through existing formulas and programs that have proven track records and accountability measures already in place.
- Numerous provisions in the bill provide for expedited but effective obligation of funds so that dollars are invested in the economy as quickly as possible.
- The Government Accountability Office and the Inspectors General are provided additional funding for auditing and investigating recovery spending.
- A new Recovery Act Accountability and Transparency Board will coordinate and conduct oversight of recovery spending and provide early warning of problems.
- A special website will provide transparency by posting information about recovery spending, including grants, contracts, and all oversight activities.
- State and local whistleblowers who report fraud and abuse are protected.
- There are no earmarks in this bill.
<table>
<thead>
<tr>
<th><strong>Prohibited Uses</strong></th>
<th>Pg 4</th>
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</thead>
<tbody>
<tr>
<td>• No funds appropriated may be used for any casino or other gambling establishment, aquarium, zoo, golf course or swimming pool.</td>
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</table>

<table>
<thead>
<tr>
<th><strong>Requirements</strong></th>
<th>Pgs 4-5</th>
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<tr>
<td>• Must use American iron and steel for project construction, alternation, maintenance or repair of public building or public works effort, unless there is an insufficient amount available or overall project cost will increase by 25%. (included definition of “public building” and “public work”)</td>
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<td>• Must pay contractors or subcontractors the prevailing wage under Davis Bacon</td>
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<tr>
<td>• Must allocate at least 10% of USDA Rural Development Programs, Rural Community Advancement Program for assistance in impoverished counties, meaning any county that has had at least 20% or more of its population living in poverty over the last 30 years.</td>
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<tr>
<td>• Governor of each state must certify within 45 days that the state will request and use funds provided. The state legislature can also adopt a concurrent resolution to certify funds, which will allow distribution to local governments, councils of governments, public entities and public-private entities within the state either by formula or at the state’s discretion.</td>
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**TRANSPARENCY/ACCOUNTABILITY:**

| Recovery.gov | Will have a public website – www.recovery.gov that will host: (Pgs 5-7, 8-9) |
| 19) | • federal agencies to post a plan for using funds and all funding announcements, and contracts/grants awarded.  
• federal, state and local agencies must post all funds obligated to infrastructure investments, intended use of the funds, purpose of investment, total cost, rationale for funding with these funds, contact information, certification from appropriate executive (i.e. Governor, Mayor, etc), to verify full review and vetting process, and number of jobs created or sustained.  
• Any federal agency inspector general can review and questions raised about funds being spent and shall post all reviews on the website.  
• US Comptroller General will conduct bimonthly reviews and prepare reports on use of funding – these will be posted  
• Allows the public to give feedback.  
• Contains strict public, online reporting requirements  
• Infrastructure projects must have received full reviews and vetting required by law – must be fully certified  
• Contracts shall be awarded through fixed-price, competitive contracts. |

| Review Boards: (Pgs 7-9) | (Pgs 405-427)  
• Establishes “Recovery Act Accountability and Transparency Recovery Board” to conduct spending oversight and prevent waste, fraud and abuse; will submit “flash reports” and quarterly reports to Congress on any findings; annually reports will be submitted on the use of funds to recovery.gov.  
• Establishes an “Independent Advisory Panel” to advice the Board (see above)  
• Establishes the Recovery Accountability and Transparency Board (the Board) to provide oversight and transparency. It will coordinate and conduct oversight of funds expended and obligated under authorities provided in this act in order to prevent waste, fraud, and abuse. It will provide transparency for the taxpayer by posting on the Board's website up-to-date, easily understandable information about spending authorized in this act (Pgs 405-415; 420-422)  
  o Will have to submit quarterly reports to the President and Congress on findings.  
  o Will have to provide an annual report to the President and Congress on expended/obligated funds.  
  o All reporting will be made public on a website established by the Board.  
  o Website will be a database for findings and all key information relating to the Act, and provide a way for the public to give feedback.  
• Establishes the Recovery Independent Advisory Panel (the Panel) to provide independent recommendations to the
Board. (Pgs 422-426)

- Director of OMB, Secretary of Treasury and Chair of Council of Economic Advisers shall submit quarterly reports to the House and Senate Appropriations Committees on estimated impacts of programs funded through expended/obligated funds. The first report must be submitted 15 days after the end of the first full quarter after enactment.

**Maintenance of Effort:**

(Pg 70)

- No later than 30 days after enactment, the Governor shall certify that the state will maintain its effort with regard to state funding for projects within this appropriation; submit to the appropriate federal agency a statement identifying the non-federal amount of funds the state planned to expend as of the date of enactment through 9/30/2010
- Each grant recipient shall submit periodic reports to the appropriate federal agency on how the funds were used. Reports will be collected and compiled by the federal agencies and transmitted to Congress.
- Periodic reports shall include:
  - Amount of federal funding appropriated, allocated, obligated and outlaid
  - Number of projects put out to bid under the funding and the amount of federal funding associated with such contracts
  - Number of projects awarded to contract and the total amounts of federal funding associated
  - Number of projects where work has begun and the federal funds associated
  - Number of projects completed and federal funds associated
  - Number of jobs created or sustained by the federal funds associated, including information on job sectors and pay levels
  - Actual aggregate expenditures by each grant recipient from non-federal sources as compared to the levels that were planned to occur from enactment through 9/30/10
- Report Timing:
  - First report is required no later than 30 days after enactment
  - Updated reports 60 days, 120 days, 180 days, 1 year and 3 years after enactment

**AGRICULTURE, NUTRITION, and RURAL DEVELOPMENT:**

<table>
<thead>
<tr>
<th>Title II (Pgs 19-22)</th>
<th>Title I (Pgs 4-35)</th>
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11
| Natural Resources Conservation Services | $350 million – Watershed and Flood Prevention Activities  
  - $175 million for expenses to purchase and restore floodplain easements – no more than $50 million for any one state  
  - Priority of funds given to projects that can be fully funded and completed  
  $50 million – Watershed Rehabilitation  
  - Priority of funds given to projects that can be fully funded and completed | $275 million for Watershed and Flood Prevention Operations for watershed and flood prevention activities to remain available until 9/30/10.  
  $120 million for Watershed Rehabilitation Program for critical activities to remain available until 9/30/10. |
| Rural Community Advancement Program | $5.838 billion Loans  
  - $1.102 billion Rural Communities Facilities Direct Loans  
  - $2 billion Business and Industry Guaranteed Loans  
  - $2.736 billion Rural Water and Waste Disposal Direct Loans  
  $1.8 billion for modifications and additional costs  
  - $63 million Rural Communities Facilities Direct Loans  
  - $137 million Rural Communities Facilities Grants  
  - $87 million Business and Industry Guaranteed Loans  
  - $13 million Rural Business Enterprise Grants  
  - $400 million for Rural Water and Waste Disposal Direct Loans  
  - $1.1 billion Rural Water and Waste Disposal Grants  
  - Priority given to projects that can be completed with funds and commence promptly following enactment  
  - No more than 3% of funds can be used for administrative costs | $1.375 billion in budget authority that will support $2,820,000,000 in loans and $963,000,000 in grants for needed water and waste disposal facilities in rural areas. (Pg 7) |
| Rural Housing Service | $22.129 billion loans to Sec 502 borrowers  
  - $4.018 billion direct loans  
  - $18.111 unsubsidized guaranteed loans | $200 million to support $11.5 billion in loans that will provide an estimated 105,000 very low to moderate-income rural households the opportunity of homeownership or avoid the risk of foreclosure. (Pg 5) |
| Rural Utilities Services | $2.825 billion Broadband Loans and Grants  
  - At least 75% of area to be served by a project receiving funds shall be in a rural area without sufficient access to high speed broadband service to facilitate rural economic development  
  - 50% of funds must be awarded no later than 9/30/09  
  - Priority to projects that can be completed with funds  
  - Priority to projects that can commence immediately  
  - If receive funding here, cannot also receive funding from the Broadband Deployment Grant Program  
  - USDA Secretary must provide a report on planned spending and actual obligation of funds no later than 90 days after enactment | $50 million for Rural Energy – available for use by local units of government (Pg 6) |
## Side-by-Side House and Senate Economic Recovery Bills

*Updated January 31, 2009*

### Page 6 of 22

<table>
<thead>
<tr>
<th>CBO Analysis</th>
<th>CBO expects the proposed funding for USDA to help extend broadband Internet service to rural areas would significantly exceed the existing funding of roughly $20 million in 2009. CBO expects that many of the larger projects initiated with funds provided by H.R. 1 would take up to five to seven years to complete.</th>
<th>N/A</th>
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## COMMERCE, JUSTICE and SCIENCE:

### Economic Development Administration (EDA)

| **Title III** (Pgs 23-24) | $250 million Economic Development Assistance Programs  
| | o Up to $50 million can be transferred to federally authorized regional economic development commissions |
| Title II (Pgs 35-56) | $150 million Economic Development Assistance Programs [EDAP] within the Economic Development Administration (EDA) to stimulate employment and increase incomes in areas that are characterized by underutilized resources.  
| | o $100 million for public works grants and $50 million for economic adjustment assistance.  
| | o Priority given to areas that have experienced sudden and sever economic dislocation and job loss |

### Bureau of Census

| $1 billion 2010 Decennial Census | $1 billion for the census bureau to support the 2010 census. |

### National Telecommunications and Information Administration

| $350 million State Broadband Data and Development Grant Program  
| | o Available until 9/30/11  
| | o To identify and track the availability and adoption of broadband services within each state  
| | o To develop and maintain a nationwide inventory map  
| $2.825 billion Wireless and Broadband Development for Unserved and Underserved Areas  
| | o $1 billion for Wireless Development Grants  
| | o $1.825 billion for Broadband Development Grants  
| | o NTIA to submit a report on planned spending and actual obligations on use of funds no later than 120 days after enactment, and updated report 60 days later to appropriate Congressional committees  
| | o 50% of grants must be awarded no later than 9/30/09  
| $9 billion for the National Telecommunications and Information Administration’s (NTIA) Broadband Technology Opportunities Program.  
| | o At minimum $450 million is for competitive grant funding will increase broadband access and usage in unserved and underserved areas of the Nation, which will better position the U.S. for economic growth, innovation, and job creation.  
| | o 50% of funds are to be used for projects in rural areas.  
| | o $350 million for creating and maintaining a broadband inventory map |

### CBO Analysis

CBO expects that funds appropriated under title III would be spent over the same number of years as would be typical for existing programs, with one primary exception. CBO anticipates that funds provided to the National Telecommunications and Information Administration (NTIA) to administer the broadband grant would take longer to spend—eight years—because the new appropriations would far exceed the agency's
2009 funding of $17 million and the legislation would require grant recipients to deploy such services with technological features that are not widely available today. In total, about two-thirds of the funds provided in title III would be spent during fiscal years 2009 through 2011.

**ENERGY and WATER:**

<table>
<thead>
<tr>
<th>Title V (Pgs 26-28)</th>
<th>Title IV (Pgs 59-77)</th>
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<tbody>
<tr>
<td><strong>Corps of Engineers</strong></td>
<td><strong>$4.6 billion in funding for the Corps of Engineers, including:</strong></td>
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<tr>
<td><strong>$2 billion Construction</strong></td>
<td>o $2 billion for a nationwide program of construction of major rehabilitation of inland waterway locks and dams; dam safety/scour repair/seepage stability correction measures; deep draft and coastal navigation projects; flood control and storm damage reduction projects; major rehabilitation of Corps owned and operated hydropower facilities; environmental restoration projects; environmental infrastructure projects; and small projects under the Continuing Authorities Program.</td>
</tr>
<tr>
<td>o Corps is directed to prioritize funding for activities based on the ability to accelerate existing contracts or fully fund project elements and contracts for such elements within 2 years after enactment, giving preference to projects and activities that are labor intensive</td>
<td>o $1.9 billion is provided for operation and maintenance activities across the nation and will consist of dredging Federal harbors and waterways to authorized widths and depths; major maintenance of flood control, navigation and public use facilities (including improving energy efficiency at Corps owned buildings); major maintenance of Corps owned and operated hydropower facilities; environmental and cultural stewardship activities at Corps owned facilities; and to continue the inventory and evaluation of our Nation’s flood control infrastructure.</td>
</tr>
<tr>
<td>o Secretary of Army to submit quarterly reports to appropriate Congressional committees on the allocation, obligation and expenditure of funds no later than 45 days after enactment</td>
<td>o $500 million is provided for studies, construction, and maintenance of projects along the mainstem and tributaries of the Mississippi River and Tributaries Project.</td>
</tr>
<tr>
<td>o Funds only used for projects, programs and activities previously funded</td>
<td>o $100 million is included to accelerate clean-up activities at some of the Nation’s early atomic energy facilities.</td>
</tr>
<tr>
<td>o Priority given to projects that can be completed using funds</td>
<td>o $50 million is provided to pre-place materials and equipment for emergency operations in preparation for natural disaster response.</td>
</tr>
<tr>
<td><strong>$250 million Mississippi River and Tributaries (Corps of Engineers)—programs, projects or activities previously funded</strong></td>
<td>o $25 million is provided to accelerate high priority flood control, navigation and storm damage reduction studies.</td>
</tr>
<tr>
<td><strong>$2.225 billion Operation and Maintenance</strong></td>
<td>o $25 million is included to address additional Regulatory permitting issues generated by the additional work funded in the Bill.</td>
</tr>
<tr>
<td>o Corps is directed to prioritize funding for activities based on the ability to accelerate existing contracts or fully fund project elements and contracts for such elements within 2 years after enactment, giving preference to projects and activities that are labor intensive</td>
<td>o $25 million is provided to accelerate high priority flood control, navigation and storm damage reduction studies.</td>
</tr>
<tr>
<td>o Secretary of Army to submit quarterly reports to appropriate Congressional committees on the allocation, obligation and expenditure of funds no later than 45 days after enactment</td>
<td>o $25 million is included to address additional Regulatory permitting issues generated by the additional work funded in the Bill.</td>
</tr>
<tr>
<td><strong>$25 million for Corp of Engineers “Regulatory Program”</strong></td>
<td></td>
</tr>
</tbody>
</table>
### Bureau of Reclamation

$500 million Water and Related Resources treatment facilities
- $126 million for water reclamation and reuse projects authorized under Title XVI (PL 102-575)
- $80 million for rural water projects on water intake and treatment facilities

$1.4 billion for inventory and analysis of existing infrastructure, especially canals that could potentially impact population centers; maintenance or replacement of Reclamation owned and operated infrastructure; drought preparation and emergency response activities; improving energy efficiency at Bureau of Reclamation owned facilities as well as for maintenance and rehabilitation of Bureau of Reclamation owned and operated hydropower facilities; tribal and nontribal rural water projects; water reclamation and reuse projects; construction of water delivery projects.

### Department of Energy

**Energy Efficiency and Renewable Energy**

$2 billion expenses related to energy efficient and renewable energy research, development, demonstration and deployment activities to accelerate technology
- $800 million for biomass
- $400 million for geothermal

$500 million expenses necessary to implement program authorized under part E of title III of the Energy Policy and Conservation Act (42 USC 6341 et seq)

$1 billion Grants to Institutional Entities for Energy Sustainability and Efficiency (includes local govts)

$6.2 billion Weatherization Assistance Program

$3.5 billion Energy Efficiency & Conservation Block Grants

$40 billion to the Department of Energy for development of clean, efficient, American energy. The Bill invests in boots-on-the-ground projects and activities that get people back to work as well as energy research, demonstration, and deployment that will provide for our future and assure a cleaner environment. Including:
- $4.2 billion for Energy Efficiency and Conservation Grants. (Pgs 69-71). Governor of state must ensure that state or units of local government have the authority to adopt building codes that will improve energy efficiency
- $2.9 billion is available for the Weatherization Assistance Program.
- $4.5 billion for smart-grid related activities, including work to modernize the electric grid, enhance security and reliability, perform energy storage research, development, demonstration and deployment, and provide worker training.

### Electricity Delivery and Energy Reliability

$4.5 billion Electricity Delivery and Energy Reliability to modernize the electric grid, enhance security and reliability of energy infrastructure, energy storage research, etc.
- $100 million worker training

### CBO Analysis

CBO expects that most funds provided under title V would ultimately be spent within seven years. The amounts provided would be significantly higher than DOE’s current funding levels for related programs. CBO expects that the proportion of spending that would occur in the first few years would be lower than that for existing programs, reflecting the time it would take DOE to establish new programs and to ramp up its spending from current levels. CBO estimates that about three-quarters of these...
funds would be spent during fiscal years 2009 through 2013.

<table>
<thead>
<tr>
<th>DEPARTMENT OF HOMELESS SECURITY:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FEMA grants to State and local governments:</strong></td>
<td><strong>Title VI (Pgs 104-113)</strong></td>
</tr>
</tbody>
</table>
| N/A – other items included in the House bill are not of primary importance to NARC members | $950 million in, to provide for one-time investments to modify and upgrade infrastructure assets in the Nation that have been left vulnerable. Priority is given to construction projects that will address the Nation's most significant risks which can also be completed in a timely fashion, (Pg 108-110)  
  - $500 million is specifically directed to construction projects to upgrade critical infrastructure.  
  - $100 million for public transportation security assistance, railroad security assistance and systemwide Amtrak security upgrades  
  - $100 million for port security grants  
  - $250 million for upgrading, modifying or constructing emergency operations centers or state and local fusion centers  
  - Within 60 days after the enactment, DHS Secretary shall submit a report to the House and Senate Appropriations bill on a plan for expenditure of funds |

<table>
<thead>
<tr>
<th>INTERIOR and ENVIRONMENT:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bureau of Land Management</strong></td>
<td><strong>Title VII (Pgs 41-43)</strong></td>
</tr>
<tr>
<td>$325 million priority road, bridge and trail repair</td>
<td>$1.5 billion national parks, an unspecified portion of which can be used for bridge and road repair.</td>
</tr>
<tr>
<td>$1.5 billion national parks, an unspecified portion of which can be used for bridge and road repair.</td>
<td></td>
</tr>
<tr>
<td><strong>Bureau of Indian Affairs</strong></td>
<td><strong>Title VII (Pgs 113-119)</strong></td>
</tr>
<tr>
<td>$500 million, an unspecified portion of which can be used for Indian Reservation roads.</td>
<td></td>
</tr>
<tr>
<td><strong>Forest Service</strong></td>
<td></td>
</tr>
<tr>
<td>$650 million, an unspecified portion of which can be used for forest roads, bridges, trails, removal of fish passage barriers and watershed improvement.</td>
<td></td>
</tr>
<tr>
<td><strong>Environmental Protection Agency (EPA)</strong></td>
<td></td>
</tr>
<tr>
<td>$800 million Hazardous Substance Superfund remedial program</td>
<td>$1.4 billion for EPA’s nationwide environmental cleanup programs, including Superfund.</td>
</tr>
<tr>
<td>$200 million Leaking Underground Storage Tank Trust Fund Program for cleanup activities - funds are not subject to state match</td>
<td></td>
</tr>
</tbody>
</table>
### EPA State and Tribal Assistance Grants

**$8.4 billion Total for:**

**$6 billion Clean Water State Revolving Fund**
- Each state shall use 50% of the amount of the capitalization grant to provide assistance (forgiveness of principle, negative interest loans and grants) to municipalities for projects included in the state’s priority list of which 80% shall be used for projects to benefit municipalities that meet affordability criteria as determined by the Governor
- 20% for projects that address water efficiency, energy efficiency, mitigate stormwater runoff or encourage environmentally sensitive planning, design and construction

**$2 billion Drinking Water State Revolving Fund**
- 50% to provide subsidization assistance (forgiveness of principle, negative interest loans and grants) to municipalities for projects included in the state priority list

**$300 million for grants from Title VII, Subtitle G of Energy Policy Act of 2005, which is for Diesel Emissions Reduction**
- This law requires that 70% of the funds made available under the program be used to provide grants and low-cost revolving loans to regional, state, local, tribal, and port authorities for the purpose of installing diesel retrofits (defined as “certified engine configurations or verified technologies”).
- The law requires 30% of the funds made available under the program be awarded to states for the purpose of funding their own state grant and loan programs to significantly reduce diesel emissions by financing the installation of diesel retrofits.

**$100 million competitive Brownfields grants**
- for environmental site assessment and cleanup
- provides training to facilitate site assessment, remediation of brownfields sites, or site preparation

### Rural water and waste disposal facilities

Not included in this section.

### CBO Analysis

CBO expects Title VIII to appropriate a total of nearly $15 billion, including nearly $8.4 billion for the Clean Water and Drinking Water State Revolving Funds (SRFs). Under both programs, for the past few years, the SRFs have received federal funding of about $1.5 billion to about $2 billion annually. Historically, money appropriated to the SRFs is spent slowly (about half is spent over the first three years), and CBO expects

**$6 billion for local clean and drinking water infrastructure improvements, including:**
- $4 billion for the Clean Water State Revolving Fund
- $2 billion for the Drinking Water State Revolving Fund.
  - Includes provisions to allow broad eligibility for Clean and Drinking Water State Revolving Funds, including the authority for States to offer negative interest loans and principal forgiveness for up to 100 percent of the cost of projects.
  - Priority to be given to 'shovel-ready' projects on which construction can begin within 180 days of enactment of this act, including projects not on State priority lists that meet the other eligibility requirements of the Clean or Drinking Water State Revolving Funds.
  - Funds not obligated for binding commitments to proceed to construction within 180 days of enactment of the act may be reallocated by the Administrator.
  - Not less than 15% of funds shall be designated for green infrastructure, water efficiency improvements or other environmentally friendly innovative projects

**$100 million for Brownfields Remediation.**

**$1.4 billion to support $3.8 billion in loans and grants for needed water and waste disposal facilities in rural areas.**

N/A
that a similar pattern would apply to the funds provided in title VIII. Overall, CBO estimates that most of the funds provided in this title would be spent in fiscal years 2009 through 2012.

**LABOR, HEALTH and HUMAN SERVICES, and EDUCATION:**

<table>
<thead>
<tr>
<th>Employment and Training Administration</th>
<th>Title IX (Pgs 44-45)</th>
<th>Title VIII (Pgs 122-124)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$4 billion Workforce Investment Act Training and Employment Services</td>
<td>$3.4 billion for job training including State formula grants for adult, dislocated worker, and youth programs (including $1.2 billion to create up to one million summer jobs for youth). The training and employment needs of workers also will be met through dislocated worker national emergency grants, new competitive grants for worker training in high growth and emerging industry sectors (with priority consideration to “green” jobs and healthcare), and increased funds for the Job Corps and YouthBuild programs. Green jobs training will include preparing workers for activities supported by other economic recovery funds, such as retrofitting of buildings, green construction, and the production of renewable electric power.</td>
<td></td>
</tr>
</tbody>
</table>

**CBO Analysis**

CBO expects that most of the funds provided by title IX would be spent within two and a half years. CBO expects that the initial rate of spending would be lower, however, reflecting the time it would take the agencies to establish new programs and to ramp up their spending from current levels.

**TRANSPORTATION, and HOUSING and URBAN DEVELOPMENT:**

<table>
<thead>
<tr>
<th>Aviation</th>
<th>Title XII (Pgs 65-70)</th>
<th>Title XII (Pgs 226-262)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$3 billion Grants-In-Aid for Airports (AIP)</td>
<td>$1.3 Billion total</td>
<td></td>
</tr>
<tr>
<td><strong>Aviation Use It Or Lose It</strong></td>
<td><strong>First 50 percent of the funds</strong></td>
<td></td>
</tr>
<tr>
<td>o Use It or Lose It provisions require grantees to award contracts for not less than 50 percent of the funds within 120 days after award of grant</td>
<td>o $200 million for FAA infrastructure</td>
<td></td>
</tr>
<tr>
<td>o Second 50 percent of the funds</td>
<td>o $1.1 billion for discretionary grants to airports</td>
<td></td>
</tr>
<tr>
<td>o Must award contract within two-years of enactment or 21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>o Federal share is 100 percent</td>
<td>o Priority to projects that can be completed in 2 years</td>
<td></td>
</tr>
<tr>
<td>o Prevailing wage rate law applies</td>
<td>o Federal share is 100 percent</td>
<td></td>
</tr>
</tbody>
</table>

N/A
months of grant award, whichever is later

- Funds not awarded within the timeframe above are redistributed to other eligible recipients
- Uncommitted funds redistributed by appropriate federal department or agency.

<table>
<thead>
<tr>
<th>Highway Funding:</th>
<th>$30 billion Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal share is up to 100 percent at discretion of the recipient</td>
<td></td>
</tr>
<tr>
<td>$29.41 billion made available for projects and activities eligible for funding under the following programs:</td>
<td></td>
</tr>
<tr>
<td>- Surface Transportation Program {23 USC 133}</td>
<td></td>
</tr>
<tr>
<td>- Bridge {except for discretionary program} {23 USC 144}</td>
<td></td>
</tr>
<tr>
<td>- Interstate and National Highway System {23 USC 103}</td>
<td></td>
</tr>
<tr>
<td>- Interstate Maintenance {23 USC 119}</td>
<td></td>
</tr>
<tr>
<td>- Metropolitan Planning {23 USC 134}</td>
<td></td>
</tr>
<tr>
<td>- Highway Safety Improvement Program {23 USC 148}</td>
<td></td>
</tr>
<tr>
<td>- Congestion Mitigation and Air Quality Program {23 USC 149}</td>
<td></td>
</tr>
<tr>
<td>- $300 million for Indian Reservation Roads {23 USC 204}</td>
<td></td>
</tr>
<tr>
<td>- $250 million for park roads and parkways {23 USC 204}</td>
<td></td>
</tr>
<tr>
<td>- $20 million for highway surface and transportation training {23 USC 140(b)}</td>
<td></td>
</tr>
<tr>
<td>- $20 million for Disadvantaged Business Enterprises Bonding Assistance {49 USC 332(e)}</td>
<td></td>
</tr>
<tr>
<td>Priority given to projects that can obligate within 90 days; are included in approved STIP and/or TIP; can be completed within a 3 year timeframe; and, are located in economically distressed areas.</td>
<td></td>
</tr>
<tr>
<td>Economically Distressed definition: the project shall be located in an area that, on the date of submission of the application, meets 1 or more of the following criteria: (1) Low per capita income The area has a per capita income of 80 percent or less of the national average. (2) Unemployment rate above national average The area has an unemployment rate that is, for the most recent 24-month period for which data are available, at least 1 percent greater than the national average unemployment rate. (3) Unemployment or economic adjustment problems The area is an area that the Secretary determines has experienced or is about to experience a special need arising from actual or threatened severe unemployment or economic adjustment problems resulting from severe short-term or long-term changes in economic conditions. (b) Political boundaries of areas An area</td>
<td></td>
</tr>
</tbody>
</table>

| $32.506 billion Total |
| Federal share for the formula funds is up to 100 percent at the discretion of the recipient, but discretionary grants must be 100 percent of project cost |
| $26.356 billion made available for projects eligible for funding under the Surface Transportation Program and Congestion Mitigation and Air Quality Program. Funds may also be used for: |
| - Stormwater |
| - Passenger and Freight Rail |
| - Port Infrastructure |
| - $5.5 billion reserved for discretionary grants made by the Secretary of US DOT |
| - Grant minimum is $20 million, maximum is $500 million |
| - Awarded to State and Local Governments |
| - Used for highway, transit, freight and passenger rail, and port infrastructure projects |
| - $200 million reserved for TIFIA program and State Infrastructure Bank support |
| - $60 million for ferries (discretionary program) |
| - $320 million for Indian Reservation Roads |
| - $100 million for Park Roads and Parkways |
| - $70 million for Forest Highways |
| - $10 million for Refuge Roads |
| - Balance of funds reserved for distribution to US Territories and FHWA administrative expenses. |
that meets 1 or more of the criteria of subsection (a) of this section, including a small area of poverty or high unemployment within a larger community in less economic distress, shall be eligible for assistance under section 3141 or 3149 of this title without regard to political or other subdivisions or boundaries. (c) Documentation (1) In general A determination of eligibility under subsection (a) of this section shall be supported by the most recent Federal data available (including data available from the Bureau of Economic Analysis, the Bureau of Labor Statistics, the Census Bureau, the Bureau of Indian Affairs, or any other Federal source determined by the Secretary to be appropriate), or, if no recent Federal data is available, by the most recent data available through the government of the State in which the area is located. (2) Acceptance by Secretary The documentation shall be accepted by the Secretary unless the Secretary determines that the documentation is inaccurate. (d) Prior designations Any designation of a redevelopment area made before the effective date of the Economic Development Administration Reform Act of 1998 shall not be effective after that effective date.

<table>
<thead>
<tr>
<th>Highway Allocation and Suballocation:</th>
<th>o Funds allocated to states based on share of FFY 2007/2008 appropriations formula.</th>
<th>o Funds allocated to states based on the state distribution formula for the Surface Transportation Program (based on highway miles, vmt, and population)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>o 45 percent of the funds are suballocated in each State according to 23 USC 133(d), the Surface Transportation Program population distribution, including the 10 percent Transportation Enhancement set aside.</td>
<td>o 5 percent of the funds are reserved for CMAQ eligible projects that are in areas meeting CMAQ criteria, the bill does not specify that the funds be distributed according to the CMAQ allocation formulas</td>
</tr>
<tr>
<td></td>
<td>o 55% of the funds are distributed to the State.</td>
<td>o 40 percent of the funds are suballocated in each state according to 23 USC 133 (d)(3) and (d)(4), the Surface Transportation Program population formulas, there is no set aside for Transportation Enhancements</td>
</tr>
<tr>
<td></td>
<td>o Highway Use It Or Lose It:</td>
<td>o Any funds not used by August 1, 2010 shall be redistributed to States that have committed all of their funds</td>
</tr>
<tr>
<td></td>
<td>o If less than 50 percent of the funds are obligated within 90 days of distribution, the remainder of the 50% are redistributed to other states that have met the 50% commitment.</td>
<td>o If less than 50 percent of the funds are obligated within 180 days of apportionment, the remainder are redistributed to other states</td>
</tr>
<tr>
<td></td>
<td>o For funds suballocated under 23 USC 133(d) the 50% deadline is triggered in 75 days, at which time the funds will revert to the state for allocation at its discretion.</td>
<td>o Funds suballocated under the Surface Transportation Program are exempt from the first 50 percent requirement</td>
</tr>
<tr>
<td></td>
<td>o Any funds not used by August 1, 2010 shall be redistributed to States that have committed all of their funds</td>
<td>o After 1 year from the date of apportionment, any unused funds are withdrawn and redistributed through the discretionary grant program described above</td>
</tr>
</tbody>
</table>

| Transit Funding: | $12 Billion Total | $8.4 Billion Total |
### Transit Capital Assistance
- $6.0 billion
  - $6.75 billion for grants under 5307 program and apportioned under formulas in 49 USC 5336
    - Recovery funds cannot be commingled with 5336 funds.
  - $750 million for grants under the 5311 program
    - Funds cannot be commingled with existing 5311 funds.
    - 3% or $18 million of the funds set aside for Public Transit on Indian Reservations.
  - The federal share is up to 100 percent at the discretion of the recipient.
  - 10 percent Disadvantaged Business Enterprise requirement
  - FTA can reserve .75% for administration and oversight of the 5336 and .5% for 5311 funds.

### Fixed Guideway Infrastructure Investment
- $2.5 billion
  - For capital expenditures under 49 USC 5309 (b)(2) Fixed Guideway Modernization
  - Apportioned using formulas in 49 USC 5337
  - Funds cannot be commingled with funds available under Formula and Bus Grants account.
  - The federal share is up to 100 percent at the discretion of the recipient.
  - Use It Or Lose It Deadline for first 50% is 120 days after apportionment otherwise see Grant Provisions below.
  - 10 percent Disadvantaged Business Enterprise requirement
  - FTA can reserve 1% for administration and oversight

### Capital Investment Grants
- $1.0 billion
  - For Major Capital Investment Grants under discretionary allocation.
  - Priority given to projects that can award within 90 days of enactment
  - Use It Or Lose It Deadline for first 50% is 120 days after apportionment otherwise see Grant Provisions below.
  - FTA can reserve 1% for administration and oversight

### Transit Use It Or Lose It:
- Use It Or Lose It Deadline for first 50% is to obligate 90 days after apportionment
- Second 50 percent of the funds
  - Must award contract within two-years of enactment or 21

### Transit Capital Assistance Formula Distribution:
- $8.2 billion (note: the following distributions are estimates):
  - $5.822 billion apportioned to states using the 5307 program distribution formula
  - $1.596 billion apportioned to states using the Growing States distribution formula
  - $840 million apportioned to states using the 5311 program distribution formula
  - $16.4 million or 2 percent of the 5311 distribution is set aside for Indian Reservation Roads
  - The federal share is up to 100 percent at the discretion of the recipient.
  - Disadvantaged Business Enterprise requirement

### Buy America requirement

### $200 million set aside for discretionary grants for transit capital investments that reduce energy consumption or greenhouse gases

### Transit Use It Or Lose It:
- If less than 50 percent of the funds are obligated within 180 days of apportionment, the remainder are redistributed to other states
- After 1 year from the date of apportionment, any unused...
<table>
<thead>
<tr>
<th>Rail Funding:</th>
<th>Rail Use It Or Lose It:</th>
<th>Housing Funding:</th>
</tr>
</thead>
</table>
| o Capital Assistance for Intercity Passenger Rail: $300 million  
  - US DOT Secretary to give preference for projects that:  
    - Can be awarded within 180 days,  
    - Are FRA compliant for rolling stock and locomotive acquisitions,  
    - Support the development of high speed rail service.  
    - The federal share is up to 100 percent at the discretion of the recipient.  
  o AMTRAK: $800 million  
    - Priority given to repair, rehabilitation, and upgrade of railroad assets and infrastructure  
    - Funds cannot be used to subsidize operating losses.  
    - Funds must be awarded within 7 days of enactment. | o First 50 percent Intercity Passenger Rail funds  
  - Must award contract within one-year of enactment or 9 months of grant award whichever is later  
  o Second 50 percent of the funds  
    - Must award contract within two-years of enactment or 21 months of grant award, whichever is later  
  o Funds not awarded within the timeframe above are redistributed to other eligible recipients  
  o Uncommitted funds redistributed by appropriate federal department or agency. | $5 billion Public Housing Capital Fund  
  - allow Public Housing Authorities (PHAs) to complete repair and |
| | o Capital Assistance for Intercity Passenger Rail: $250 million  
  - US DOT Secretary to give preference for projects that:  
    - Can be completed within 2 years,  
    - Improve safety and reliability  
    - The federal share shall be 100 percent of the project cost  
    - Prevailing wage requirements apply  
    - Projects must be included in a Statewide Transportation Improvement Plan  
  o AMTRAK: $850 million  
    - Not more than 50 percent may be allocated to the Northeast Corridor  
    - Priority to capacity expansion  
    - Projects shall be completed within 2 years  
  o High Speed Rail: $200 million  
    - Federal share shall be 100 percent of project cost  
    - Funds remain available until September 30, 2011  
  o Buy America requirements apply to all sections of this part of the Title | $5 billion Public Housing Capital Fund to enable local public housing agencies to address a $32 billion backlog in capital |

Funds not awarded within the timeframe above are redistributed to other eligible recipients  
Uncommitted funds redistributed by appropriate federal department or agency.
construction projects
- $4 billion to PHAs through the existing formula
- Priority given to capital projects that can award contracts within 120 days
- Priority given to rehabilitation of vacant rental units
- $1 billion through a competitive process for projects that rehabilitate units to improve energy efficiency; increase affordable housing projects that are ready-to-go; are located near public transportation; and, address the housing needs of senior citizens and persons with disabilities.
- Secretary may waive provisions related to obligation of funds for timely expenditure

$2.5 billion Elderly, Disabled, and Section 8 Assisted Housing Energy Retrofit
- awarded competitively to renovate and retrofit federally-assisted housing
- 1% available for staffing, training, technical assistance, technology, etc.

$1 billion Community Development Block Grants
- distributed through the existing formula used in FY08
- required to adhere to an accelerated timeframe
- does not require any additional plans
- priority given to projects that can award contracts within 120 days
- Secretary may waive any provisions to expedite funding

$4.19 billion Neighborhood Stabilization Program
- Emergency assistance for redevelopment of abandoned and foreclosed homes
- $3.44 billion are competitive grants – grantees include states, units of local government and nonprofit entities or consortia of nonprofit entities to help with foreclosure/abandoned home crisis
- Up to $750 million awarded based on competition to nonprofit entities or a consortia of nonprofit entities to provide community stabilization assistance by accelerating state and local government and nonprofit productivity and helping with the foreclosure crisis

$1.5 billion HOME Program to help rehabilitate and construct housing, as well as fill financing gaps caused by the credit freeze
- Secretary may waive any provisions to expedite funding
- Priority to projects that can be awarded within 120 days

needs -- especially those improving energy efficiency in aging developments. $3 billion will be distributed by formula and $2 billion competitively to incentivize innovative (energy conservation and retrofits) and largescale projects.

Over $2.1 billion Project-Based Stability for full year payments to owners receiving Section 8 project-based rental assistance. By providing funding for a full year, it will send a signal to these owners and others thinking of investing in affordable housing that the government can pay their bills on time and in full. In addition, owners that want to participate in the energy retrofit program will have to agree to additional periods of affordability and it is important that they have confidence in the government’s ability to pay their bills.

$2.25 billion Neighborhood Stabilization Program for the redevelopment of abandoned and foreclosed homes. In addition to states and local governments, nonprofits will also be able to compete for this funding. The funding will be used to support communities across the country hardest hit by the foreclosure crisis.

$2.25 Billion for the HOME Investment Partnerships Program block grant to enable state and local government, in partnership with community-based organizations, to acquire, construct, and rehabilitate affordable housing and provide rental assistance to poor families. It also authorizes the Secretary of the Department
### CBO Analysis

According to CBO, for the programs funded in this title, projects often take several years to complete. CBO estimates that about 85 percent of the funds provided by title XII would be spent over the 2009-2013 period. In fiscal year 2008 (and at an annualized rate under the continuing resolution for fiscal year 2009), state and local governments have been allocated $41.2 billion per year for highway programs and $10.4 billion per year for transit programs. The $39 billion provided for those purposes in H.R. 1 would nearly double the recent funding levels. Grantees would be required to move quickly to obligate the new funds. After obligation of funds, grantees would need to muster significant staff and private-sector resources to undertake the projects. Simple projects typically take several months from the time the funds are obligated to the start of construction. Complicated projects can take significantly longer. Scheduling many projects during the warmer months (as would be necessary in some areas of the country) and ensuring that adequate traffic management measures are taken (such as nighttime work hours) can also affect the pace of spending. Many projects funded under these programs take several years to complete. Historically, money appropriated for highways and transit is spent at a slow rate in the first year and has an extremely long “tail,” in that funds provided in a particular year are frequently spent over a six-to-eight-year period. As a result, when those programs have seen previous significant increases in budgetary resources, outlays have increased more slowly.

Concerns exist about how quickly state and local governments can adjust their contracting procedures to accommodate the significant increase in the amount of funding. On balance, CBO concludes that many states would probably move as rapidly as possible to obligate new funds, but that much of the construction and procurement work associated with highway and transit projects would occur over an extended period of time, leading to federal outlays over several years.

CBO estimates that funds provided to HUD for housing assistance programs would be spent over the next several years at rates consistent with historical spending patterns for the affected programs. HUD grants for community development would be spent similar to the slow pace of expenditure historically observed for the Community Development Block Grant program.

<table>
<thead>
<tr>
<th><strong>CBO Analysis</strong></th>
<th>of Housing and Urban Development (HUD) to distribute up to 20% percent of authorized funding (approx. $450 million) to incentivize investments of HOME funds in projects that promote energy efficiency and green technologies.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>N/A</strong></td>
<td></td>
</tr>
</tbody>
</table>
### ACCOUNTABILITY & TRANSPARENCY:

- $7.75 million to the Inspector General for audits and investigation in regard to the transportation provisions of the bill.
- In general “Buy America” applies throughout the act.
- Governor or responsible chief executive required to certify that investment is an appropriate use of tax dollars.
- Includes “whistle blower” protections.
- Creates an independent board with oversight and coordination responsibility for audits and fraud and waste prevention.
- Creates an advisory panel to advise on fraud, waste and abuse.

### Taxes:

**Option for State and Local Governments to Issue Tax-Credit Bonds:**

<table>
<thead>
<tr>
<th>Title I, Subtitle F (Pgs 86-94)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• This includes any bond that would normally be considered tax-exempt under current law. This option is intended to alleviate the need for states to make interest payments. Under the measure, if a state or local government took the option, which could not be revoked, then a bond holder would receive a tax credit equal to 35% of the amount of the interest payment due on a payment date. The sum of the tax credits received could be used to offset liability under both regular tax rules and the Alternative Minimum Tax (AMT), and unused credits could be carried into subsequent years. The bill stipulates that interest on taxable government bonds subject to this option would be included in gross income, and it applies to the bonds certain rules that apply under current law to existing tax-credit bond programs.</td>
</tr>
<tr>
<td>• Permits state and local governments to choose to receive a direct payment from the federal government in 2009 and 2010 that would be equal to the amount of the tax credits that would have been available.</td>
</tr>
<tr>
<td>• Includes a “transitional rule” concerning the coordination of this change with state tax laws - any interest on government bonds for which the tax-credit option is chosen, as well as the amount of credit for that bond, would be considered as being exempt from federal taxation for the purpose of state tax laws. The transitional rule would apply until a state provided otherwise by changing its own tax laws.</td>
</tr>
<tr>
<td>• The Joint Committee on Taxation (JCT) estimates that these</td>
</tr>
</tbody>
</table>
### Build America Bonds

The proposal would provide State and local governments with a new tax credit bond option for new capital projects. Because the market for tax credits is currently small given current economic conditions, the mark would allow the State or local government to elect to receive a direct payment from the Federal government equal to the subsidy that would have otherwise been delivered through the Federal tax credit for bonds issued in 2009, 2010, and 2011.

### Recovery Zone Bonds:

- a new type of tax-credit bond intended to spur investment in “national recovery zones”
- authorizes $10 billion in national recovery zone economic development bonds and $15 billion in national recovery facility zone bonds.
- Recovery zones would be areas designated by a bond issuer, and would be required to have significant poverty, unemployment, home foreclosures, or general distress.
- allows areas that have been designated as empowerment zone or renewal communities to be eligible for designation as recovery zones.
- These bonds would be used to fund economic development expenditures intended to promote economic development or other activity, including capital expenditures paid or incurred with respect to property in a recovery zone, for public infrastructure and construction of public facilities, and expenditures for job training and educational programs.
- required to comply with Davis-Bacon prevailing wage requirements.
- would be used to finance certain facilities for certain types of businesses.
- would be allocated to states based on the relative decline in employment in states in 2008. Each state would then reallocate the bonds among the large cities and counties in the state based on the relative employment losses.
- JCT estimates that the measure’s recovery zone provisions would cost $4.9 billion through FY 2019, of which $2.3 billion would result from increased government outlays, rather than a reduction in federal tax revenue.

### Financial Assistance for National Recovery Zones

The proposal would create two new types of bonds: recovery zone infrastructure bonds and recovery zone facility bonds. The bonds would be allocated to States based on total unemployment.
- Recovery zone infrastructure bonds would be a new type of tax credit bond which would be used to finance public infrastructure improvements within national recovery zones that would facilitate economic development within that zone. The total allocation would be $10 billion.
- Recovery zone facility bonds would be a new type of tax-exempt private activity bond for capital investments in a national recovery zone. The total allocation would be $15 billion.

### Clean Renewable Energy Bonds (“CREBs”)

The proposal would create two new types of bonds: recovery zone infrastructure bonds and recovery zone facility bonds. These bonds would be allocated to states based on total unemployment.
| Energy Bond Provisions: | • provides additional bonds under two energy bond programs created under the tax portion of the financial markets rescue (PL 110-343), which authorized the issuance of $800 million of each of these two types of bonds  
• authorizes additional $1.6 billion in "Clean Renewable Energy Bonds" to finance facilities that produce energy from certain renewable sources.  
• Under the current-law rules for the bonds, this allocation will be divided three ways, so that one-third will go to projects by state, local and tribal governments; one-third to public power providers; and one-third to electric cooperatives.  
• JCT estimates the additional bonds, which provide a tax-credit to investors, would reduce revenue by $578 million.  
• authorizes $2.4 billion in energy conservation bonds to finance conservation efforts, including certain capital expenditures, grants or expenditures to support research, mass commuting facilities, demonstration projects, and public education campaigns.  
• permits the energy conservation bonds to be used to finance loans and grants to implement green community programs.  
• requires projects funded by these provisions to comply with Davis-Bacon requirements.  
• JCT estimates these additional bonds would reduce revenue by $803 million.  
| authorize an additional $1.6 billion of clean renewable energy bonds to finance facilities that generate electricity from renewable resources. The proposal is estimated to cost $578 million over ten years.  
Conservation Bonds. This proposal authorizes an additional $2.4 billion in conservation bonds. The proposal is estimated to cost $803 million over ten years. |
| Government Accountability Office (GAO) Study | • requires GAO to submit reports to the Ways and Means Committee on Feb. 1, 2010, and every three months after that in 2010.  
• would include information on the most recent national, and when available, state-by-state information on the following:  
  o the bill's economic effects;  
  o the bill's effects on employment, including a comparison of the number of jobs preserved and created as a result of the bill, and a comparison of the number of jobs created and preserved in the public and private sectors;  
  o the share of tax and non-tax expenditures provided under the bill that were spent or saved, by group and income class;  
  o how funds provided by the bill to states have been spent, including a breakdown of funds used for services provided to citizens and wages and compensation for public employees; and,  
  o a description of any funds that remain unspent and the reasons why.  
<p>| N/A |</p>
<table>
<thead>
<tr>
<th>BROADBAND COMMUNICATIONS:</th>
<th>Title VI: (Pgs 171-175)</th>
<th>N/A</th>
</tr>
</thead>
</table>
| Inventory of Broadband Service Capabilities and Availability: | • NTIA to develop and maintain a broadband inventory map of the U.S. that identifies and depicts the geographic extent to which broadband service capability is deployed and available throughout each state.  
• No later than 2 years after enactment, NITA shall make the inventory map available on the web in an interactive, searchable format. | N/A |
| Wireless and Broadband Grant Programs | • NTIA is authorized to provide grants to eligible entities for non-recurring costs associated with broadband infrastructure deployment in rural, suburban and urban areas  
o NTIA is required to keep the public and grantees aware of the funding process and application status  
• Not later than 75 days after enactment, each state intending to participate must submit to NTIA a report indicating the geographic areas of the state which consider to have the greatest priority for  
o wireless voice service in unserved areas  
o advanced wireless broadband service in underserved areas  
o basic broadband service in unserved areas  
o advance broadband service in underserved areas  
• Wireless Deployment Grants  
o 25% of grants for wireless service to unserved areas  
o 75% grants for advanced wireless broadband service to underserved areas  
• Broadband Deployment Grants  
o 25% grants for basic broadband service to unserved areas  
o 75% grants for advanced broadband service to underserved areas  
• Grant applications should include:  
o Cost-study estimate for serving the particular geographic area to be served  
o Proposed build-out schedule to residential household and businesses  
• No later than 1 year after enactment, the FCC is required to submit to appropriate committees on a national broadband plan | N/A |

<p>| 2007 ENERGY BILL TECHNICAL CORRECTIONS: | Title VII (Pg 175) | N/A |</p>
<table>
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<tr>
<th>Energy Efficiency Block Grants Allocation of Funds:</th>
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<tr>
<td>• 34% of funding is eligible to units of local governments that meet the following requirements of:</td>
</tr>
<tr>
<td>o a city with a population—(I) of at least 35,000; or (II) that causes the city to be 1 of the 10 highest populated cities of the State in which the city is located; and</td>
</tr>
<tr>
<td>o a county with a population—(I) of at least 200,000; or (II) that causes the county to be 1 of the 10 highest populated counties of the State in which the county is located.</td>
</tr>
<tr>
<td>• 34% of funding is eligible to units of local governments that meet the following requirements of:</td>
</tr>
<tr>
<td>o a city with a population of at least 50,000; or a county with a population of at least 200,000.</td>
</tr>
</tbody>
</table>
FY 2009 BUDGET AMENDMENT: REGIONAL MULTIMODAL AIRPORT PLANNING

Introduction

Senate Bill 10 (Kehoe) calls for SANDAG and the San Diego County Regional Airport Authority (SDCRAA) to work together on regional aviation and multimodal transportation plans. The initial component of the work for which SANDAG has the lead is a regional air-rail network study that would address the following objectives: (1) identify ways to better utilize regional airports with excess capacity to relieve San Diego International Airport (SDIA) to be connected via high-speed rail; and (2) identify ways to increase airport capacity at congested airports by shifting short-haul air traffic to moderate or high-speed rail. Study partners include the SDCRAA, Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC), and the California High-Speed Rail Authority (CHSRA). A Technical Working Group of regional stakeholders has been formed to guide this work.

Recommendation

The Executive Committee is asked to amend the FY 2009 Budget and Overall Work Program (OWP) to include $320,000 in federal funds for OWP work element 30073 for the San Diego Regional Air-Rail Network Study.

Discussion

For the remainder of FY 2009, this effort will focus on working cooperatively with these Southern California agencies to complete: (1) a feasibility study of alignments and state locations for the intercity high speed rail corridor from Los Angeles to San Diego via the Inland Empire; (2) a feasibility study of extending high-speed train service from San Diego to the International Border/Tijuana International Airport; and (3) a study of the feasibility of high-speed commuter rail service (i.e., rail service with more frequent stops for commuter trips within the corridor) along the same alignment. This work would constitute Phase I of the Airport Multimodal Accessibility Plan (AMAP). The AMAP will be completed in FY 2010. The CHSRA is funding item number 1 above, with SANDAG funds to be used for item numbers 2 and 3.

In 2005, SANDAG received federal funds to complete a feasibility study of a proposed high speed Maglev train system to Imperial County and a potential future airport. Of the $1 million received for that effort, approximately $480,000 remains. Recent federal legislation was passed and signed that will enable SANDAG to use these remaining funds for the study of potential north-south high-speed train alignments. The proposed budget amendment would allow use of $320,000 in FY 2009, with the remaining $160,000 to be programmed in FY 2010 for completion of the regional air-rail network study (Attachment 1). Local matching funds for FY 2009, totaling approximately $80,000, are already available in OWP work element 3007300. The Transportation Committee approved an amendment to the Regional Transportation Improvement Plan (RTIP) at its January 16, 2009, meeting to program the remaining federal funds for this project.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. 30073 - Regional Multimodal Airport Planning

Key Staff Contact: Linda Culp, (619) 699-6957, lcu@sandag.org
**PROGRAM WORK ELEMENT: 30073.1**

**TITLE: REGIONAL MULTIMODAL AIRPORT PLANNING**

**FY 2009 BUDGET: $314,223401,945**

**STRATEGIC GOAL: IMPROVE MOBILITY**

---

### Funds Source

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<th>FY 10-13</th>
<th>TOTAL</th>
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<td>Local Other</td>
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### Funds Application

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<th>FY 10-13</th>
<th>TOTAL</th>
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<td>$0</td>
</tr>
<tr>
<td>Materials &amp; Equipment</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Pass through/In-kind Services</td>
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<td>$0</td>
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<td>$0</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$0</td>
<td>$314,223</td>
<td>$440,000</td>
<td>$841,945</td>
</tr>
</tbody>
</table>
OBJECTIVE

Senate Bill 10 (Kehoe) calls for SANDAG and the San Diego County Regional Airport Authority (SDCRAA) to work together on regional aviation and multimodal transportation plans. The initial component of the work is an air-rail network study that would address the following objectives: (1) identify ways to better utilize regional airports with excess capacity to relieve San Diego International Airport (SDIA) to be connected via high-speed rail; and (2) identify ways to increase airport capacity at congested airports by shifting short-haul air traffic to moderate or high-speed rail. Study partners will include the SDCRAA, tribal governments, Southern California Association of Governments, San Bernardino Associated Governments, Riverside County Transportation Commission, and the California High-Speed Rail Authority (CHSRA). In FY 2009 this work effort will focus on finalizing a scope of work seeking outside funding for the study, complete work on Phase I of the study (initial air-rail assessments, Tasks 2 through 4 below), and begin Phase 2 work (I-15 feasibility, Task 5 below). This will lead to future preparation of the Airport Multimodal Access Plan (AMAP).

The federal metropolitan transportation planning fund tasks and products listed below are necessary and reasonable for the accomplishment of the objectives of 23 USC 134, with the exception of those tasks labeled “Non-PL.”

PREVIOUS ACCOMPLISHMENTS

Initial planning and scope of work development are to be completed in FY 2008.

Committee(s): Transportation Committee
Working Group(s): None
Project Manager: Linda Culp

PRODUCTS, TASKS, AND SCHEDULES

<table>
<thead>
<tr>
<th>LEVEL OF MANDATE</th>
<th>TASK #</th>
<th>% OF EFFORT</th>
<th>TASK DESCRIPTION / PRODUCT / SCHEDULE</th>
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<tbody>
<tr>
<td>MANDATED</td>
<td>COMMITTED</td>
<td>EMPHASIS AREA</td>
<td>AIRPORT PLANNING</td>
</tr>
</tbody>
</table>
| SB 10 | | | 1 | 10 | **Task Description:** Working Group - Develop an agency coordination group with the agencies mentioned above and other interested parties.  
**Product:** Establish working group, schedule meetings, and agendas  
**Completion Date:** 6/30/2009 |
| SB 10 | | | 2 | 10 | **Task Description:** Institutional Assessment - Assess interest of various regional airports to cooperate as a reliever airport for San Diego to serve San Diego’s future air passenger and cargo needs.  
**Product:** Interest assessment report  
**Completion Date:** 9/30/2008 3/1/2009 |
| SB 10 | | | 3 | 20 | **Task Description:** Aviation Evaluation - Work with SDCRAA to develop regional aviation demand forecast and develop the required aviation and rail facilities needed to meet this demand.  
**Product:** Capacity evaluation report  
**Completion Date:** 12/31/2008 6/30/2009 |
LEVEL OF MANDATE

<table>
<thead>
<tr>
<th>MANDATED</th>
<th>COMMITTED</th>
<th>EMPHASIS AREA</th>
<th>TASK #</th>
<th>% OF EFFORT</th>
<th>TASK DESCRIPTION / PRODUCT / SCHEDULE</th>
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</thead>
<tbody>
<tr>
<td>SB 10</td>
<td></td>
<td>AIRPORT PLANNING</td>
<td>4</td>
<td>20</td>
<td><strong>Task Description:</strong> Initial Alternatives Assessment – Determine initial alignments and stations based on interest of the individual airports, and conduct initial feasibility assessment. <strong>Product:</strong> Alternative assessment report <strong>Completion Date:</strong> 3/31/2009 – 6/30/2009</td>
</tr>
<tr>
<td>SB10</td>
<td></td>
<td>AIRPORT PLANNING</td>
<td>5</td>
<td>30</td>
<td><strong>Task Description:</strong> Participate with CHSRA on assessing I-15 corridor feasibility, alignment, and stations. <strong>Product:</strong> Feasibility analysis <strong>Completion Date:</strong> 6/30/2009</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AIRPORT PLANNING</td>
<td>6</td>
<td>10</td>
<td><strong>Task Description:</strong> Identify Funding and Next Steps Scope of Work – Based on results above, outline next steps and seek additional funding to complete, including federal, state, and other regional sources. (Non-PL) <strong>Product:</strong> Grant application, including scope of work <strong>Completion Date:</strong> 12/31/2008 – 6/30/2009</td>
</tr>
</tbody>
</table>

FUTURE ACTIVITIES

An OWP amendment for consultant study would be made to undertake phase 2 planning and engineering analysis of HSRA feasibility/conceptual engineering assuming a successful completion of the Phase 1 feasibility work outlined in the task listings. The Regional Air-Rail Network Study will be completed in FY 2010 as Phase 1 of the AMAP. The remaining AMAP phases also will be completed in FY 2010 for inclusion into the 2011 update of the Regional Transportation Plan. Preparation of AMAP also would be undertaken.
Introduction

The process of developing the FY 2010 Budget, including the Overall Work Program (OWP), is underway. The Strategic Goals have been updated and “Areas of Emphasis” have been developed reflecting discussions occurring at meetings of the Board of Directors and the Policy Advisory Committees over the past year (Attachment 1). The overall objective is to develop a work program that targets the most important issues for the coming year, keeping in mind that FY 2010 will be a challenging year with respect to funding.

Recommendation

The Executive Committee is asked to review and provide comment on the proposed FY 2010 Budget work elements.

Discussion

Current Funding Environment

Local Sales Tax Revenue – As a result of the current and expected economic climate, FY 2010 will be a challenging year with no growth in recurring revenues compared to the prior year. More than half of the recurring revenue that funds the OWP comes from sales tax-based sources (Transportation Development Act [TDA] and TransNet). Unfortunately, the nation and the San Diego region continue to experience a downward trend in taxable retail sales and sales tax revenues from which TDA and TransNet revenue are derived. FY 2008 TransNet and TDA receipts were 1.4 percent lower than FY 2007; using national level information from Global Insight as a guideline, staff’s initial estimate was for FY 2008 to decline by 2.9 percent. Receipts for TDA and TransNet for the first quarter of the current fiscal year were nearly 4 percent less than the same period in the previous year.

Using the Global Insight national level data as well as local data showing how the economy has been impacted by past severe recessions, staff expects the current economic slowdown to reduce sales tax receipts by 4 percent during FY 2009. The rate at which the national economy is declining is expected to slow during the last quarter of FY 2009 and begin to grow slowly during the first quarter of FY 2010. Locally, the economy is expected to follow a similar trend, although San Diego will likely rise out of the recession ahead of the nation as a whole. From peak to trough on an annual basis, local sales tax receipts are expected to decline 5.4 percent. The national and local economies are not expected to fully recover from the downturn until calendar year 2011, while the transition to more normal rates of revenue growth may take three years (2013). SANDAG is expecting its TransNet sales tax revenue to follow a similar path; staff is projecting growth of 2 percent in FY 2010 for TransNet, the first positive growth after two years of decline and off a much lower FY 2009 base year.
Pursuant to state statute, the County of San Diego has the responsibility for providing the TDA sales tax estimate, which then forms the basis for the annual TDA claims submitted by SANDAG and the transit agencies. The County has forecasted a 1 percent decline in FY 2010 for TDA sales tax revenue, as explained in the attached letter (Attachment 2). In an effort to align the forecasts more closely, SANDAG and County staffs are continuing to discuss the difference in assumptions underlying each of the forecasts.

Federal and State Revenue - Federal and state recurring revenues comprise the remainder of the flexible funding for the OWP. The revenue assumed is based on preliminary estimates received from the state and the federal governments, and are subject to both the state and federal governments approving FY 2010 budgets.

As in the past, staff has been careful to design a work program that does not exceed available recurring revenue. Given the preliminary revenue estimates from which staff is working, SANDAG is holding the line and proposing an OWP funded at the same level as FY 2009 ($56 million). The process staff has used to prioritize the work efforts is described below.

Contingency Reserve - The current balance in the contingency reserve is $4.8 million. There is $555,000 of contingency reserve funds programmed in FY 2010 to carry out actions previously approved by the Board for commitments relating to the 2030 Regional Transportation Plan. This will reduce the current balance of the reserve to $4.2 million, or 7.4 percent of the proposed OWP budget, exceeding the requirement of 5 percent as set forth in Board Policy No. 030 (Contingency Reserve Policy).

Prioritizing the OWP

The first step in the development of the FY 2010 OWP was to update the Strategic Goals and the Areas of Emphasis (Attachment 1). The Strategic Goals are meant to be long-term areas of achievement that change very little on an annual basis. Likewise, the Areas of Emphasis are intended to be updated each year to highlight particular areas of focus for the coming year and are designed to support the Strategic Goals.

The second step in the development of the FY 2010 OWP was to take a zero-based approach to all work elements, focusing on the eight Areas of Emphasis as the basis for prioritizing the projects. Work elements were developed using a cross functional approach aimed at eliminating the departmental ‘ownership’ of projects. Each Area of Emphasis has two team leaders and a cross-section of team members tasked with developing all new work elements. The result is that related activities are now grouped together in a more intuitive way. After several iterations, staff preliminarily has balanced revenues and expenses and is proposing an OWP that it believes is more focused, comprehensive, and easier to understand.

Attachment 3 provides a summary description of each of the proposed work elements categorized by Areas of Emphasis.

Staffing Strategy and Assumptions

In keeping with the prioritized OWP and in recognition of the constrained funding environment, SANDAG will continue with a conservative staffing strategy in FY 2010. Work program elements have been crafted to optimize the use of existing staff. With project managers making use of talent from an agencywide pool of resources, we anticipate even stronger interdepartmental collaboration next year.
The salary and benefits portion of the budget assumes no changes to the salary ranges for staff positions, no merit or cost of living increases, and no change to the employee benefits program. For more than 12 months, the agency’s management team has reviewed all vacant positions and only has approved filling positions that are critical to SANDAG core functions or strategic priorities. This practice will continue.

As part of the budget development process, staff has included changes to the agency’s regular staff positions that resulted from agency consolidation commitments and have determined that several regular staff positions, which currently are vacant, will not be funded in FY 2010 due to declining revenues. Further, many of the contingent staff positions (limited term positions) often included in the annual budget in anticipation of increased work demands, have been eliminated for next year. Details will be provided with the full budget draft in March.

**Next Steps**

On March 13, the Executive Committee will be asked to accept the Draft FY 2010 Budget (reflecting comments and direction received at today’s meeting), authorize distribution of the document to the funding agencies for review, and recommend that the Board of Directors approve the Draft FY 2010 Budget at its March 27, 2009, meeting. April and May will provide additional reviews as needed, culminating in a recommendation to the Board of Directors for approval of the Final FY 2010 Budget on May 22, 2009.

RENÉE WASMUND  
Director of Finance

Attachments: 1. SANDAG Strategic Goals and Areas of Emphasis  
2. County of San Diego letter dated February 2, 2009  
3. FY 2010 Proposed OWP Work Element Objectives  

Key Staff Contact: Tim Watson, (619) 699-1966, twa@sandag.org
SANDAG STRATEGIC GOALS

- **Develop a regional vision and guiding principles** that can be used by SANDAG in preparing the next update of the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan (RTP), and in providing constructive input into the next federal surface transportation act and other key federal and state legislation.

- **Improve mobility** by providing better public transportation services and implementing TransNet and goods movement projects, transportation demand management (TDM), and intelligent transportation systems.

- **Develop and implement strategies to improve the quality of life in the region**, as characterized by a strong economy, healthy environment, public safety, and more housing choices, consistent with the RCP strategic initiatives and other mandates.

- **Enhance organizational effectiveness**, both internally and externally through continuous improvements.

FY 2010 AREAS OF EMPHASIS

- **Long-range Regional Plans and Forecasts.** Initiation of a coordinated planning process that will lead to adoption of an updated RTP by 2011, including an updated regional growth forecast, regional housing needs assessment, and regional climate action plan.

- **Sustainable Development Strategies.** Formulation of integrated planning, funding, and implementation strategies for regional investment in the areas of habitat conservation, water quality, shoreline preservation, and public transportation that will lead to a healthy environment, economic prosperity, and social equity in the region.

- **Smart Mobility Programs and Services.** Collaborative planning/implementation efforts among SANDAG, Caltrans, and local jurisdictions to reduce congestion and improve mobility in key corridors through subregional plans, financing strategies, TDM programs, enhanced intergovernmental review of development projects, and other means.

- **Implement Transportation Projects.** Rapid delivery of transportation projects, utilizing TransNet and Proposition 1B funds, through improved coordination with other federal, state, and local agencies and streamlining of project development processes.

- **Interregional Planning.** Collaborative efforts with partner agencies in neighboring counties, Mexico, and tribal nations, focusing on development of strategies and delivery of projects and programs that will improve mobility and sustainability in our regions.

- **Modeling and Research.** Employ new technologies, methodologies, and models to enhance and expand research and analysis capabilities, equipping SANDAG to more comprehensively address complex policy issues today and into the future.

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

- **Internal and External Communication Improvements.** Strategic efforts to improve communications, records management, and record security within SANDAG, as well as enhancement of communications with member and partner agencies and the general public via the Web and other methods.
February 2, 2009

Renée Wasmund
San Diego Association of Governments
First Interstate Plaza
401 B Street, Suite 800
San Diego, CA 92101

Dear Ms. Wasmund:

ESTIMATE OF RECEIPTS OF THE LOCAL TRANSPORTATION FUND (LTF) FOR FISCAL YEAR 2009-10

In compliance with Title 21, Section 6620 of the California Code of Regulations, the Auditor and Controller is required to furnish to the transportation planning agency an estimate of moneys to be available for apportionment and allocation during the ensuing fiscal year.

We concur with your sentiment that the current economic slowdown will significantly impact the third and fourth calendar quarters of 2008 and all of 2009, with much weakness occurring during the last quarter of 2008 and the first two quarters of 2009. We also agree that it may take several years before we return to more normal rates of revenue growth.

The County also tracks sales tax receipts for Proposition 172, Realignment, and the local sales and use tax revenues received, based on activity in the unincorporated area and for the region, and we are noticing a significant decrease in revenues this fiscal year as well as a substantial negative variance for the month of January 2009. Proposition 172 remittances are down 6.69% on a year-to-date basis for September 2008 through January 2009 compared to the same period the previous fiscal year. Sales tax remittances for Realignment are down 6.67% on a year-to-date basis for September 2008 through January 2009 compared to the same period the previous fiscal year. Sales and use tax allocations in the San Diego region for the second and third quarters of 2008 (April through September) are down 2.4% compared to the same period the previous year. Based on the trends in Proposition 172 and Realignment, we expect the region’s sales and use tax allocations to be down considerably for the fourth calendar quarter of 2008 when we receive final figures in March 2009.

On a year to date basis through January 2009 LTF receipts are down approximately $2,424,000 (3.5%) compared to the same seven months last fiscal year, they are down approximately $3,948,000 compared to the initial LTF budget, and they are down approximately $440,000 from the mid-year revised budget of $113,800,000 which was based on a 4% decline in TransNet receipts.

We have modeled three scenarios for Local Transportation Fund tax receipts for FY 2008-09 as a starting point for our recommendation for FY 2009-10. They are summarized in attachments 1, 2, and 3 to this letter.

• The first scenario builds on the concept of revising down the FY 2008-09 budget by four percent that SANDAG implemented mid-year. We modeled a scenario where receipts declined by four percent over FY 2007-08 actuals for February through June 2009. Under this scenario, we looked at the outstanding
months remaining in the year and took into account a four percent decrease to actuals, and adjusted for statewide administration expenses. We reflected these adjustments in the quarterly adjusting periods of March 2009 and June 2009. Based on this approach, we estimate LTF receipts will come in slightly better than the revised budget.

- The second scenario addressed a six percent decline in actuals for February through June 2009. We used a six percent decline in actuals for this scenario based on the fact that we have been seeing approximately a six percent year-to-date decline in the Proposition 172 and Realignment sales tax remittances. This scenario estimates a year-ending figure of approximately $112,960,000.

- The third scenario incorporated a ten percent decline for the same period and projects a year-end estimate of approximately $110,860,000. Given the volatility in sales tax revenues and the substantial year-over-year drop in Proposition 172 and Realignment remittances statewide for December 2008 and January 2009, we are anticipating a scenario where remittances could decline by ten percent for the remaining months of this fiscal year.

At the County, we are taking a cautious approach to the timing of the recovery for our preliminary budget projections for Fiscal Year 2009-10 and are anticipating a 1.0% year-over-year decline in sales and use tax revenues for the unincorporated area. Although the Proposition 172 and Realignment budget estimates are not finalized for Fiscal Year 2009-10, we do not anticipate that we will see any positive growth in the short-term.

You have proposed using a growth factor of 2% over the current year's revised budget of $113,800,000 to arrive at an apportionment amount of $116,076,000 for Fiscal Year 2009-10. We would recommend that you take a more conservative approach at this time and plan for sales tax revenue of $112,662,000, a 1% reduction in receipts from the FY 2008-09 revised budget. Your unobligated fund balance will serve as a reserve for uncertainty to bridge gaps that may occur either this year or next. Should we see signs of a turn around in revenues, we would support an appropriate upward revision to the LTF budget at that time.

Attachment 4 is a table that shows the total estimated receipts, resources and disbursements of the fund for Fiscal Year 2009-10. After setting aside a reserve for uncertainty of $4.152 million (comprised of the unobligated fund balance of $3.77 million plus estimated interest earnings of $0.385 million) and estimated County administrative costs of $43,000, the total estimated amount available for apportionment would be $112,619,000.

If you have any questions, please contact Janel Pehau, Director of the Office of Financial Planning, at (619) 531-5175.

Sincerely,

TRACY M. SANDOVAL
Assistant Chief Financial Officer/Auditor and Controller

OFP:JP:Id

Attachments

c: Janel Pehau, Director, Office of Financial Planning
   Brian Ruehle, Manager, General Accounting Division
## PROPOSED FY 2010 OWP WORK ELEMENT OBJECTIVES

### AREA OF EMPHASIS: LONG-RANGE REGIONAL PLANS AND FORECASTS

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRP0100</td>
<td>Series 12 Regional Growth Forecast</td>
<td>1</td>
</tr>
<tr>
<td>LRP0210</td>
<td>Destination Lindbergh Master Plan</td>
<td>1</td>
</tr>
<tr>
<td>LRP0220</td>
<td>Regional Air-Rail Network Study</td>
<td>1</td>
</tr>
<tr>
<td>LRP0230</td>
<td>Airport Multimodal Accessibility Plan</td>
<td>1</td>
</tr>
<tr>
<td>LRP0300</td>
<td>Regional Comprehensive Plan (RCP) and Sustainable Communities Strategy Planning</td>
<td>2</td>
</tr>
<tr>
<td>LRP0320</td>
<td>Blueprint Planning</td>
<td>2</td>
</tr>
<tr>
<td>LRP0400</td>
<td>Urban Core Transit Plan</td>
<td>2</td>
</tr>
<tr>
<td>LRP0500</td>
<td>Regional Transportation Planning and Implementation</td>
<td>2</td>
</tr>
<tr>
<td>LRP0510</td>
<td>2050 Regional Transportation Plan Development</td>
<td>3</td>
</tr>
<tr>
<td>LRP0520</td>
<td>Air Quality Planning and Transportation Conformity</td>
<td>3</td>
</tr>
<tr>
<td>LRP0530</td>
<td>Goods Movement Planning</td>
<td>3</td>
</tr>
<tr>
<td>LRP0540</td>
<td>Comprehensive Freight Gateway Study</td>
<td>3</td>
</tr>
</tbody>
</table>

### AREA OF EMPHASIS: SUSTAINABLE DEVELOPMENT STRATEGIES

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>SDS0100</td>
<td>Regional Quality of Life Funding Strategies</td>
<td>5</td>
</tr>
<tr>
<td>SDS0200</td>
<td>Regional Habitat Conservation Planning</td>
<td>5</td>
</tr>
<tr>
<td>SDS0300</td>
<td>Regional Shoreline Management Planning</td>
<td>5</td>
</tr>
<tr>
<td>SDS0400</td>
<td>Regional Energy/Climate Change Planning</td>
<td>5</td>
</tr>
<tr>
<td>SDS0401</td>
<td>California Energy Commission Planning Agreement</td>
<td>5</td>
</tr>
<tr>
<td>SDS0500</td>
<td>Regional Water Quality/Water Supply Planning</td>
<td>6</td>
</tr>
<tr>
<td>SDS0600</td>
<td>Regional Solid Waste Planning</td>
<td>6</td>
</tr>
</tbody>
</table>

### AREA OF EMPHASIS: SMART MOBILITY PROGRAMS AND SERVICES

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMP0100</td>
<td>Subregional Transportation and Land Use Planning</td>
<td>7</td>
</tr>
<tr>
<td>SMP0101</td>
<td>I-805 Corridor System Management Plan</td>
<td>7</td>
</tr>
<tr>
<td>SMP0102</td>
<td>Interstate 5 (I-5) South Multimodal Corridor Study</td>
<td>7</td>
</tr>
<tr>
<td>SMP0200</td>
<td>Intergovernmental Review</td>
<td>7</td>
</tr>
<tr>
<td>SMP0401</td>
<td>TransNet Smart Growth Incentive Program</td>
<td>8</td>
</tr>
<tr>
<td>SMP0402</td>
<td>Nonmotorized Transportation Planning</td>
<td>8</td>
</tr>
<tr>
<td>SMP0403</td>
<td>Transportation Development Act (TDA)/TransNet Bicycle, Pedestrian, and Neighborhood Safety Traffic-Calming Grant Program</td>
<td>8</td>
</tr>
<tr>
<td>SMP0501</td>
<td>Smart Parking</td>
<td>8</td>
</tr>
<tr>
<td>SMP0502</td>
<td>Freeway Service Patrol (FSP)</td>
<td>9</td>
</tr>
<tr>
<td>SMP0504</td>
<td>I-15 FasTrak® Value Pricing Program</td>
<td>9</td>
</tr>
<tr>
<td>SMP0505</td>
<td>I-15 Violation Enforcement System (VES) Study</td>
<td>9</td>
</tr>
<tr>
<td>SMP0506</td>
<td>Advanced Traveler Information Service – 511 (ATIS/511)</td>
<td>9</td>
</tr>
<tr>
<td>SMP0507</td>
<td>Compass Card Program</td>
<td>10</td>
</tr>
<tr>
<td>SMP0508</td>
<td>Transportation Demand Management Program</td>
<td>10</td>
</tr>
<tr>
<td>SMP0509</td>
<td>Regional Arterial Management System</td>
<td>10</td>
</tr>
<tr>
<td>SMP0510</td>
<td>Intermodal Transportation Management System (IMTMS)</td>
<td>10</td>
</tr>
<tr>
<td>SMP0511</td>
<td>Intelligent Transportation Systems Operation</td>
<td>11</td>
</tr>
<tr>
<td>SMP0512</td>
<td>Regional Intelligent Transportation Systems Program Management</td>
<td>11</td>
</tr>
<tr>
<td>SMP0700</td>
<td>City Heights Walks to School</td>
<td>11</td>
</tr>
<tr>
<td>SMP0800</td>
<td>Health Equity by Design</td>
<td>12</td>
</tr>
<tr>
<td>SMP0910</td>
<td>Short-Range Transit Service Activities</td>
<td>12</td>
</tr>
</tbody>
</table>
### AREA OF EMPHASIS: TRANSPORTATION PROJECT IMPLEMENTATION

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>TP0110</td>
<td>Project Monitoring and Oversight</td>
<td>15</td>
</tr>
<tr>
<td>TP0120</td>
<td>TransNet Financial Management</td>
<td>15</td>
</tr>
<tr>
<td>TP0125</td>
<td>Independent Taxpayer Oversight Committee (ITOC) Program</td>
<td>15</td>
</tr>
<tr>
<td>TP0130</td>
<td>Funds Management and Oversight</td>
<td>15</td>
</tr>
<tr>
<td>TP0140</td>
<td>OWP and Budget Program Management</td>
<td>16</td>
</tr>
<tr>
<td>TP0150</td>
<td>Transit Planning Internship</td>
<td>16</td>
</tr>
<tr>
<td>TP0402</td>
<td>Asset Evaluation</td>
<td>16</td>
</tr>
<tr>
<td>TP0500</td>
<td>Regional Bikeway Implementation</td>
<td>16</td>
</tr>
</tbody>
</table>

### AREA OF EMPHASIS: INTERREGIONAL PLANNING

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>IRP0100</td>
<td>Interregional Planning: Imperial County</td>
<td>17</td>
</tr>
<tr>
<td>IRP0200</td>
<td>Interregional Planning: Binational Planning and Coordination</td>
<td>17</td>
</tr>
<tr>
<td>IRP0300</td>
<td>Interregional Planning: Orange County</td>
<td>17</td>
</tr>
<tr>
<td>IRP0311</td>
<td>Interregional Partnership with Riverside – Phase III</td>
<td>17</td>
</tr>
<tr>
<td>IRP0320</td>
<td>West Coast Coalition Corridor</td>
<td>17</td>
</tr>
<tr>
<td>IRP0322</td>
<td>LOSSAN Rail Corridor Planning</td>
<td>17</td>
</tr>
<tr>
<td>IRP0400</td>
<td>Tribal Liaison Program</td>
<td>18</td>
</tr>
<tr>
<td>IRP0500</td>
<td>ARJIS: Interregional Justice Data Sharing</td>
<td>18</td>
</tr>
</tbody>
</table>

### AREA OF EMPHASIS: MODELING AND RESEARCH

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>MR00110</td>
<td>Next Generation Model Development</td>
<td>19</td>
</tr>
<tr>
<td>MR00111</td>
<td>ABM Development</td>
<td>19</td>
</tr>
<tr>
<td>MR00112</td>
<td>PECAS Development</td>
<td>19</td>
</tr>
<tr>
<td>MR00113</td>
<td>Regional Transportation Model Enhancements Grant</td>
<td>19</td>
</tr>
<tr>
<td>MR00120</td>
<td>Transportation Model Maintenance and Continuous Improvement</td>
<td>19</td>
</tr>
<tr>
<td>MR00220</td>
<td>Regional Demographic and Economic Estimates</td>
<td>20</td>
</tr>
<tr>
<td>MR00310</td>
<td>Maintain Geographic Information Systems (GIS) to Support Modeling, Forecasting, and Planning Efforts</td>
<td>20</td>
</tr>
<tr>
<td>MR00320</td>
<td>Develop Innovative Visualization and Data Dissemination Methods</td>
<td>20</td>
</tr>
<tr>
<td>MR00330</td>
<td>Regional GIS Data Warehouse</td>
<td>21</td>
</tr>
<tr>
<td>MR00400</td>
<td>Maintain Performance Indicator Database</td>
<td>21</td>
</tr>
<tr>
<td>MR00410</td>
<td>Develop and Enhance Tools for Transportation Performance Measurement</td>
<td>21</td>
</tr>
<tr>
<td>MR00510</td>
<td>Transportation Studies</td>
<td>21</td>
</tr>
<tr>
<td>MR00520</td>
<td>Regional Economic and Municipal Finance Services</td>
<td>21</td>
</tr>
<tr>
<td>MR00530</td>
<td>Regional Census Data Center Operations</td>
<td>22</td>
</tr>
<tr>
<td>MR00540</td>
<td>Criminal Justice Clearinghouse</td>
<td>22</td>
</tr>
<tr>
<td>MR00550</td>
<td>Youth Evaluation Projects (Group Program Work Element)</td>
<td>22</td>
</tr>
<tr>
<td>MR00560</td>
<td>Substance Abuse Monitoring</td>
<td>23</td>
</tr>
<tr>
<td>MR00570</td>
<td>Public Health Projects (Group Program Work Element)</td>
<td>23</td>
</tr>
<tr>
<td>MR00580</td>
<td>Adult Criminal Justice Projects (Group Program Work Element)</td>
<td>24</td>
</tr>
<tr>
<td>MR00600</td>
<td>SANDAG Service Bureau</td>
<td>24</td>
</tr>
<tr>
<td>MR00610</td>
<td>San Diego Region Aggregate Study</td>
<td>24</td>
</tr>
<tr>
<td>MR00650</td>
<td>IGR Development Review Tracking System</td>
<td>24</td>
</tr>
<tr>
<td>Area of Emphasis</td>
<td>Description</td>
<td>Page</td>
</tr>
<tr>
<td>------------------</td>
<td>-------------</td>
<td>------</td>
</tr>
<tr>
<td><strong>NEW BORDER CROSSING/STATE ROUTE (SR) 11</strong></td>
<td>NBC0100 New Border Crossing &amp; State Route (SR) 11</td>
<td>25</td>
</tr>
<tr>
<td><strong>INTERNAL AND EXTERNAL COMMUNICATION</strong></td>
<td>IEC0100 TransNet Public Information Program</td>
<td>27</td>
</tr>
<tr>
<td></td>
<td>IEC0200 Public Involvement Program</td>
<td>27</td>
</tr>
<tr>
<td></td>
<td>IEC0300 Marketing Coordination and Implementation</td>
<td>27</td>
</tr>
<tr>
<td></td>
<td>IEC0500 ARJIS: Maintenance and Support</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>IEC0600 ARJIS: Project Management and Enhancements</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>IEC0700 ARJIS: Enterprise System</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>IEC0800 ARJIS: ONASAS</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>IEC0900 ARJIS: Tactical Identification System</td>
<td>29</td>
</tr>
<tr>
<td></td>
<td>IEC1000 ARJIS: SmartSearch</td>
<td>29</td>
</tr>
<tr>
<td></td>
<td>IEC1100 ARJIS: SRFERS Grant</td>
<td>29</td>
</tr>
<tr>
<td></td>
<td>IEC1300 PC, Internet, and Database Applications</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>IEC1400 Government Relations</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>IEC1500 Interagency Coordination</td>
<td>30</td>
</tr>
</tbody>
</table>
AREA OF EMPHASIS:  LONG-RANGE REGIONAL PLANS AND FORECASTS

LRP0100  Series 12 Regional Growth Forecast

Objective:  The objective of this work element is to prepare the next growth forecast for use in the 2011 Regional Transportation Plan (RTP) update, including the Sustainable Communities Strategy required under Senate Bill (SB) 375 (2008). This forecast also will be used in preparing the next Regional Housing Needs Assessment (RHNA) cycle, as well as a future update of the Regional Comprehensive Plan (RCP) and other regional and local planning efforts. Furthermore, since the forecast horizon for the Series 12 Forecast will be 2050, this forecast will need to go beyond current plans and policies land use assumptions of the local jurisdictions. Emphasis in FY 2010 will be: (1) coordination with local jurisdictions to complete Existing Land Use Plans and Policies Forecast; (2) coordination with County Water Authority and other regional agencies on the forecast; and (3) coordination with local jurisdictions to develop long-range land use strategies beyond 2020.

LRP0210  Destination Lindbergh Master Plan

Objective:  The objective of this work element is to provide a long-range master plan for maximizing the carrying capacity of Lindbergh Field, including development of an intermodal transportation center (ITC) along the north side of the airport to improve and maximize transit mode share potential. The proposed ITC also would improve connectivity for the regional transit system and operational flexibility for rail and bus services serving downtown San Diego. While the long-range master plan is expected to be completed by the San Diego County Regional Airport Authority in FY 2009, SANDAG will continue to be involved in the planning and design of the Terminal 2 expansion and phased implementation of the ITC. Emphasis in FY 2010 will be further work on detailing the ground access plan/ITC site planning based on the recommendations from the Master Plan work in FY 2009.

LRP0220  Regional Air-Rail Network Study

Objective:  The objective of this work element is to complete the final component of the Regional Air-Rail Network Study, initiated in FY 2009, by analyzing the feasibility of shifting short-haul aviation demand to rail as a way to increase aviation capacity. This work will be done in coordination with the California High-Speed Rail Authority, San Diego County Regional Airport Authority, and other southern California regional agencies. Emphasis in FY 2010 will be to complete the Regional Air-Rail Network Study and transition the study findings into the Airport Multimodal Accessibility Plan (AMAP) that is required under SB 10 (2007) (OWP work element LRP0230).

LRP0230  Airport Multimodal Accessibility Plan

Objective:  In accordance with SB 10, SANDAG is the lead agency for the Airport Multimodal Accessibility Plan (AMAP), which will develop a multimodal strategy to improve surface transportation access to airports. The AMAP will be developed in close coordination with the San Diego County Regional Airport Authority, which is the lead agency for the Regional Aviation Strategic Plan (RASP), a plan that will identify workable strategies to improve the performance of the regional airport system. Phase 1 of the AMAP is being initiated in FY 2009 with the Regional Air-Rail Network Study (Overall Work Program [OWP] Work Element LRP0220), which will be completed in early FY 2010. While the Regional Air-Rail Network Study focused on the role for high-speed rail in providing access to the region’s airport, this project will evaluate the
Once these facilities are identified and evaluated, the project will develop financial strategies and policy recommendations to address these long-term demands. This information will be incorporated into the RTP update (OWP Work Element LRP0510). The emphasis in FY 2010 will be to: (1) identify multimodal facility requirements; (2) identify funding opportunities; and (3) identify major multimodal transportation policies and strategies to address long-term demand.

**LRP0300 Regional Comprehensive Plan and Sustainable Communities Strategy Planning**

**Objective:** The objectives of this work element are to implement key strategic initiatives in the RCP, prepare a Sustainable Community Strategy (SCS) and an RHNA pursuant to the requirements of SB 375, and coordinate key work elements for the future update of the RCP. In addition to continuing development of the Smart Growth Tool Box to assist local jurisdictions to implement smart growth projects in areas identified on the Smart Growth Concept Map, this work element includes the preparation of an SCS, which will set forth the land use and sensitive resource protection strategies that, combined with transportation strategies, could lead to attainment of regional greenhouse gas emission targets in the 2011 RTP. In addition, SB 375 calls for inclusion of an 8-year RHNA allocation for the next housing element cycle. This work will include a strong public involvement component, including possible formation of a new Regional Planning Stakeholders Working Group, in order to provide input into this coordinated, long-range planning effort and into the future update of the RCP.

**LRP0320 Blueprint Planning**

**Objective:** The objective of this work element is complete the grant-funded initiatives of the RCP. Emphasis in FY 2010 will be focused on staff support for developing a regional infrastructure funding strategy.

**LRP0400 Urban Core Transit Plan**

**Objective:** The objective of this work element is to develop and evaluate land use and transit scenarios to assess how transit ridership in urban core areas of the San Diego region can be maximized, helping to contribute to reductions in vehicle miles traveled (VMT) that would lead to reductions in greenhouse gas (GHG) emissions. This effort also would satisfy the 2007 RTP settlement agreement conditions regarding development of an urban core plan. The result of this work will provide the basis for a revised transit plan in the 2011 RTP and provide a preferred urban core land use/transportation scenario for the future RCP update. The emphasis in FY 2010 will be to complete a draft plan of the Urban Core Transit Plan that will serve as input into the 2011 RTP.

**LRP0500 Regional Transportation Planning and Implementation**

**Objective:** The objective of this work element is to continue to implement the 2030 RTP adopted in November 2007. Emphasis in FY 2010 will be to implement adopted actions and requirements of the RTP Environmental Impact Report (EIR) settlement agreement.
LRP0510  2050 Regional Transportation Plan Development

Objective: The objective of this work element is to begin the initial work on the 2050 RTP that will lead to the adoption of an updated RTP in 2011. There are several new components in this RTP update including compliance with SB 375 and requirements in the RTP EIR settlement agreement. The results of other studies conducted under separate work elements, such as the Regional Climate Action Plan and Urban Core Transit Plan, will be incorporated into the development of the 2050 RTP in addition to new regional growth forecasts. This work element will be prepared in accordance with state and federal guidelines. Emphasis in FY 2010 will be to finalize the 2050 RTP OWP, develop the RTP public participation plan and initial scenarios, and begin initial work on the EIR.

LRP0520  Air Quality Planning and Transportation Conformity

Objective: This objective of this work element is to comply with federal requirements for air quality conformity analysis. Emphasis in FY 2010 will be: (1) the preparation of transportation conformity determinations for amendments to the 2008 Regional Transportation Improvement Program (RTIP) and for the draft 2010 RTIP; (2) consultation and initial emissions analyses for the draft 2050 RTP; (3) implementation of the federal standard for 8-Hour Ozone; and (4) compliance with updates to transportation conformity rules and procedures. This work element will be prepared in accordance with state and federal guidelines.

LRP0530  Goods Movement Planning

Objective: The objectives of this work element are to: (1) collaborate with tribal governments, interregional, state, and federal agencies and goods movement organizations to coordinate the development, operations, funding, and legislative and regulatory changes for goods movement transportation system and (2) coordinate with the region’s freight agencies to continue development and implementation of the regional freight strategy as outlined in the 2030 RTP. Emphasis in FY 2010 will be to: (1) continue coordination and oversight of Trade Corridors Improvement Fund (TCIF) Goods Movement projects; and (2) continue collaboration with other metropolitan planning organizations, Caltrans, and other agencies to refine the state and national goods movement strategies and incorporate strategic objectives into the SANDAG 2020 RTP update.

LRP0540  Comprehensive Freight Gateway Study

Objective: In 2008, SANDAG received a $400 million allocation from the Proposition 1B TCIF for various projects to improve freight network mobility in the region. TCIF funding includes $124 million for the San Ysidro Rail Yard and the supporting South Line trackage, $92 million for State Route (SR) 905, $75 million for SR 11 and Otay Mesa East Port of Entry, $98 million for Port capacity projects, and $11 million for the Los Angeles-San Diego-San Luis Obispo (LOSSAN) north rail corridor. The objective of this work element is to prepare a gateway study that will produce a baseline freight forecast tool, which will be updated on a quarterly basis. Emphasis in FY 2010 will be to: (1) continue working to engage stakeholders in the forecasting process; (2) coordinate study findings with stakeholder groups; and (3) launch the quarterly updates.
AREA OF EMPHASIS:  SUSTAINABLE DEVELOPMENT STRATEGIES

SDS0100  Regional Quality of Life Funding Strategies

Objective:  The objective of this work element is to develop and implement a quality of life funding strategy to meet regional needs for habitat conservation plans, shoreline preservation activities, water quality improvements, and transit service enhancements (beyond what is funded already). This also would include comprehensive surveying, focus groups, and public outreach activities. The strategy would meet goals outlined in the RCP and improve quality of life in the region. The FY 2010 emphasis includes refining cost estimates for the four infrastructure areas and completing an initial expenditure plan.

SDS0200  Regional Habitat Conservation Planning

Objective:  The objectives of this work element are to: (1) advance planning and implementation of the region’s habitat preserve system through assisting in the development and implementation of the regional habitat conservation plans pursuant to the RCP; and (2) pursue funding through federal, state, and/or regional sources to meet the long-term requirements for various environmental programs. The emphasis in FY 2010 is to get management and monitoring contracts underway and to develop a proposal for a possible regional habitat management and monitoring entity.

SDS0300  Regional Shoreline Management Planning

Objective:  The objectives of this work element are to: (1) implement the restoration of regional beaches through large-scale and opportunistic replenishment programs; and (2) continue the ongoing implementation of the Regional Shoreline Monitoring Program. Emphasis in FY 2010 includes: (1) continuing to work to secure additional funding for replenishment and monitoring; (2) conducting planning and environmental work for the Regional Beach Sand Project II (RBSP II); and (3) conducting a Regional Sediment Management Device Study.

SDS0400  Regional Energy Strategy/Climate Change Planning

Objective:  The objectives of this work element are to: (1) coordinate implementation of the Regional Energy Strategy (RES); (2) work with federal and state energy planning and regulatory agencies to help the region attain its energy goals; (3) integrate transportation energy planning issues into regional energy planning efforts; and (4) develop and implement a strategy to mitigate climate change impacts caused by regional energy use. The emphasis for the first half of FY 2010 is completion of the long-range planning documents: RES Update and Regional Climate Action Plan. The emphasis for the second half of FY 2010 is expanding energy and climate planning assistance to local governments through the Sustainable Region Program and assisting in the agency's implementation of SB 375 requirements.

SDS0401  California Energy Commission Planning Agreement

Objective:  In 2007 SANDAG entered into an agreement with the California Energy Commission (CEC) planning agreement to assist with development of a Regional Climate Action Plan (RCAP), update of the RES, expansion of the Sustainable Region Program for local governments, and assessment of regional alternative transportation fuels and infrastructure opportunities. In performing these tasks, the CEC agreement also
requires that SANDAG develop products that can serve as examples of the kinds of energy and climate planning analysis that metropolitan planning organizations (MPO) can undertake in this field. The emphasis for FY 2010 is to complete remaining project deliverables by March 15, 2010, when the contract expires. In addition, during FY 2010 a report will be produced on alternative transportation options for regional governments and how-to guides for local and regional governments on energy and climate planning.

**SDS0500 Regional Water Quality/Water Supply Planning**

**Objective:** The objective of this work element is to participate in regional water quality and water supply planning efforts undertaken by the County of San Diego, San Diego County Water Authority, and other stakeholders. The emphasis for FY 2010 will be on participation as a member of the Integrated Regional Water Management Plan (IRWMP) Regional Advisory Committee (RAC), as well as attending committee and other regionally significant meetings, such as the efforts led by the San Diego Regional Water Quality Control Board in the Tijuana River Estuary.

**SDS0600 Regional Solid Waste Planning**

**Objective:** The emphasis of this work element in FY 2010 is to fulfill the SANDAG role as the countywide Integrated Waste Management Local Task Force (LTF). This function requires SANDAG to make recommendations to the Integrated Waste Management Board on the how the local jurisdictions are complying with Assembly Bill 939 (1989).
AREA OF EMPHASIS: SMART MOBILITY PROGRAMS AND SERVICES

SMP0100 Subregional Transportation and Land Use Planning

Objective: The objective of this work effort is to coordinate the RCP, RTP, and Congestion Management Program (CMP) with the local land use and transportation planning processes in the 18 cities and the County of San Diego, Caltrans, transit agencies, tribal governments, and others to reduce congestion and improve mobility. Additionally, staff will coordinate with the Congestion System Management Plans (CSMP) that are now being prepared by SANDAG and Caltrans. This work element includes staff resources required to prepare project scopes and budgets and to oversee subregional and corridor studies. Emphasis in FY 2010 will focus on coordinating transportation planning with local agency plans, analyzing remaining deficient CMP segments, and CMP data analysis for the 2010 RCP Monitoring Report.

SMP0101 Interstate 805 Corridor System Management Plan

Objective: The objective of the Interstate 805 (I-805) CSMP is to identify and assess strategies that would provide greater mobility benefits by focusing on systemwide transportation investments and assessing which strategies would yield the greatest efficiencies, including reliability, accessibility, and safety along the complete length of the I-805 corridor. Accordingly, the CSMP places greater emphasis on performance assessment and system evaluations through the application of modeling and simulation tools. The emphasis in FY 2010 is to complete the I-805 CSMP, including: (1) review of existing and planned transportation investments; (2) assessing corridor performance, which will rely on data collection, model simulations, and/or other analytical tools; (3) evaluating corridor strategies; and (4) maximizing mobility benefits.

SMP0102 Interstate 5 South Multimodal Corridor Study

Objective: The objective of this work element is to evaluate multimodal improvements to accommodate current and future travel demand in the I-5 South corridor from Main Street to SR 54 in the City of Chula Vista. The study will focus on freeway and interchange improvements, including current interchange spacing and operation; light rail transit and freight rail services running parallel to I-5; and transit/pedestrian/bicycle circulation adjacent to I-5. This study will propose capital improvements with estimated costs and a conceptual phasing plan for financing and construction. Caltrans also will prepare a highway systemwide analysis between SR 15 and the international border with Mexico (Project Study Report/Project Development Support [PSR/PDS]). Emphasis in FY 2010 will focus on the screening and analysis of alternatives, development of a draft PSR/PDS, stakeholder coordination, and public outreach.

SMP0200 Intergovernmental Review

Objective: The objective of this work element is to manage the Intergovernmental Review (IGR) program. This program oversees review of local environmental documents and project plans, monitoring of the current and future development plans of local jurisdictions and special districts, a portion of the CMP, and coordination with lead agencies to determine appropriate mitigation for regionally significant projects. Emphasis in FY 2010 includes continuing to coordinate with other agencies to monitor and comment on local development projects and plans and maintaining a database of all
regionally significant development projects. In addition, IGR staff will coordinate with related OWP projects to facilitate implementation of the RTP and RCP.

**SMP0401 TransNet Smart Growth Incentive Program**

**Objective:** The objective of this work element is to administer and implement the TransNet Smart Growth Incentive Program. The program is a strategic initiative of the RCP that provides a direct incentive for the coordination of local land use plans with regional transportation plans. The emphasis of this program in FY 2010 will be monitoring and oversight of the projects funded in the program's first funding cycle.

**SMP0402 Nonmotorized Transportation Planning**

**Objective:** The objective of this work element is to support the agency’s efforts to improve mobility and access through coordinated, nonmotorized transportation planning and project development activities. The Regional Bicycle Plan and the nonmotorized transportation program support the goals and principles of the RCP and the RTP to improve mobility, provide travel choices, and improve public health. Emphasis in FY 2010 will focus on improving coordination with local agencies and other organizations on nonmotorized planning efforts.

**SMP0403 Transportation Development Act/TransNet Bicycle, Pedestrian, and Neighborhood Safety Traffic-Calming Grant Program**

**Objective:** The objective of this work element is the administration of the Transportation Development Act (TDA)/TransNet Bicycle, Pedestrian, and Neighborhood Safety Traffic-Calming Grant Program that provides funding and support for local and regional bicycle and pedestrian projects and programs. The funding for this program is distributed through a competitive grant process that is approved annually by the Board of Directors based upon input from each of the region's jurisdictions represented on the Bicycle-Pedestrian Working Group (BPWG). This work element also includes review of exceptions to the TransNet Routine Accommodation Policy (Board Policy No. 031, Rule 21). Recommendations regarding consistency with the TransNet Routine Accommodation Policy are taken to the Independent Taxpayer Oversight Committee (ITOC). Emphasis in FY 2010 will focus on updating the TDA/TransNet program project selection criteria to be consistent with the Regional Bicycle Plan and to provide ongoing administration and oversight of the program.

**SMP0501 Smart Parking**

**Objective:** The objective of this work element is to assess the pilot application of smart parking technology as a tool to increase transit ridership, reduce congestion, and thereby, improve mobility along the I-5 corridor. Specifically, this work element focuses on: (1) examining the use of modern wireless technologies as a cost-effective solution for improving parking management; (2) enhancing transit services by providing customers access to real-time parking availability; (3) conduct ongoing evaluation of user acceptance of paid and preferential-based parking strategies; and (4) evaluate parking pricing business models as a means to generate alternative funding sources for increasing parking supply and enhanced parking facilities. The emphasis in FY 2010 will be to: (1) complete implementation for the pilot project; (2) provide ongoing management and oversight of the pilot operations and evaluation of objectives; and (3) perform cross project activities to accomplish the integration of smart parking data into the regional management systems and traveler information.
**SMP0502  Freeway Service Patrol**

**Objective:** The objective of this ongoing program is to reduce freeway congestion by providing a roving motorist assistance service that patrols designated urban freeways and removes stranded or disabled vehicles during peak commute hours. The Freeway Service Patrol (FSP) is an ongoing effort administered by SANDAG in coordination with Caltrans and the California Highway Patrol (CHP). Emphasis in FY 2010 will be placed on continued support for ongoing FSP towing services, including the development and implementation of a program expansion plan for FSP services beginning in FY 2011. Findings from the FY 2009 service fleet operational analysis and the roving service truck demonstration project will be used to determine vehicle fleet composition, service beat structure, and other operational features for future FSP services. Other efforts will include: (1) the continuation of existing FSP towing services along the I-15 Managed Lanes construction projects and supporting future freeway construction projects as requested by Caltrans; and (2) reviewing, evaluating, and supporting FSP data reporting and fleet management monitoring systems to ensure long-term system efficiency and operations.

**SMP0504  Interstate 15 FasTrak® Value Pricing Program**

**Objective:** The objectives of this work element are to: (1) allow FasTrak customers to pay a toll/fee to use the excess capacity of the high occupancy vehicle (HOV) expressway on I-15; (2) manage a high-quality, customer-driven, and cost-efficient customer service center; (3) collect toll revenue and fees from FasTrak customers enrolled with SANDAG and interoperable agencies; (4) maintain a minimum level of service (LOS) "C" or better in the HOV lanes to ensure reliable commute times; and (5) increase throughput of the HOV lanes through effective transportation systems management (TSM).

The emphasis in FY 2010 will be to: (1) continue ongoing operations; (2) enhance services to align with the opening of the extended I-15 facility; (3) introduce new customer services for account sign-up and management; (4) introduce enhanced marketing plans to support increased usage; and (5) develop a program business plan, which identifies opportunities and methods to enhance the program.

**SMP0505  Interstate 15 Violation Enforcement System Study**

**Objective:** The objective of this work element is to deploy and test state-of-the-art violation enforcement systems (VES) and strategies for the FasTrak value pricing and HOV lanes. This project is a systems engineering effort and builds upon the I-15 Managed Lanes Toll Collection System that is being deployed on the I-15 Managed Lanes between SR 163 and SR 78. Emphasis in FY 2010 will be on reporting the results of the proof-of-concept testing of viable VES technology products to stakeholders and the development of recommendations to the Board of Directors. If viable VES technology is identified and approval is granted, SANDAG will complete VES systems engineering for any product(s) that pass the proof-of-concept phase.

**SMP0506  Advanced Traveler Information Service - 511**

**Objective:** The objective of this work element is to enhance the existing Advanced Traveler Information Service - 511 for the region. During FY 2010 emphasis will be on investigating funding opportunities for the development of the break-a-link function for 511 services.
**SMP0507 Compass Card Program**

**Objective:** The objective of this work element is to implement and support the Regional Fare Ordinance by offering monthly passes and other fare products on the Compass Card. The Compass Card Program uses advanced technology to: (1) improve fare collection activities; (2) enhance data availability for ridership and product usage; and (3) introduce a common fare product for regional transit customers. The emphasis of the program in FY 2010 include: (1) continuing deployment and utilization of the Compass Card Program, including centralized and consolidated fare payment management for the region’s transit operations; (2) completing the transition path from the manual pass sales system to an automated, self-service system; (3) operations of the regional customer account management service center for Compass Card customers; and (4) furthering the effort to develop brand identity adoption of the Compass Card and recognition of the new card.

**SMP0508 Transportation Demand Management Program**

**Objective:** The objective of this work element is to manage peak-period demand on the regional transportation system by providing commuter and employer programs and services aimed at promoting use of alternatives to driving alone. Activities are carried out in cooperation with Caltrans, tribal governments, transit providers, and local jurisdictions. Activities include promotion of transit, carpooling, vanpooling, Guaranteed Ride Home, employer and school district outreach, marketing, and self-service to allow greater information distribution to the general public. Emphasis in FY 2010 will be on employer partnerships that promote awareness and participation in transit, ridesharing, expanding participation in the regional vanpool program, implementation of carpooling incentive program, and introducing Transportation Demand Management Program (TDM) products designed to meet first- and last-mile solutions.

**SMP0509 Regional Arterial Management System**

**Objective:** The purpose of this project is to enhance the traffic signal systems used by each of the San Diego Regional Traffic Engineers Council (SANTEC) member cities, the County, and Caltrans to ensure that the existing systems become interconnected, enabling each city or agency to work cooperatively on achieving regional arterial management performance goals and objectives. Emphasis in FY 2010 will be on: (1) facilitating operational use of the system; (2) coordinating and supporting the implementation activities of the Traffic Light Synchronization Program; and (3) the integration to the regional intermodal management system (IMTMS). This integration will improve systems management capabilities and enhance traveler information through the delivery of arterial information.

**SMP0510 Intermodal Transportation Management System**

**Objective:** The objective of this work element is to develop a comprehensive regional transportation management system consistent with the Regional Intelligent Transportation System (ITS) architecture. The goals of this work element are to: (1) enhance Caltrans District 11’s freeway management system; and (2) develop and implement software/hardware systems connecting various modal management systems, including freeway traffic management, arterial management, incident management, and transit management so that the data from the systems can be aggregated into a comprehensive management tool and feed into the region’s
511 Advanced Traveler Information System. Emphasis in FY 2010 will be on: (1) enhancements to IMTMS and the freeway management system; (2) ongoing support to member agencies for deployed systems and integration; (3) integration of smart parking data; (4) integration of arterial data through the Regional Arterial Management System (RAMS); (5) deployment of arterial data collection elements; and (6) development and implementation of a regional configuration management system.

SMP0511 Intelligent Transportation Systems Operation

**Objective:** The objective of this work element is to address the ongoing operations, system administration, communications, and maintenance needs of Regional ITS deployments. SANDAG has deployed several modal programs and systems and regional communications networks that are transitioning from implementation into normal or pilot operations. These systems require ongoing support for operations, administration, and maintenance to ensure that the systems perform as expected and deliver mobility services to the public. Emphasis in FY 2010 will be on: (1) supporting deployed systems (IMTMS, RAMS, Compass Card, 511, etc.); (2) coordination and remote support for regional partners; (3) execution of third party agreements for maintenance/support and communication lines; (4) delivery of enhanced 511 data through Transportation Management Center (TMC) staffing; and (5) implementation support and methodology development for change control procedures in the regional configuration management system.

SMP0512 Regional Intelligent Transportation Systems Program Management

**Objective:** The objectives of this work element are to: (1) provide ongoing management support for the region’s ITS program and provide for the development of and implementation of strategic plans; (2) conduct liaison activities and explore development opportunities with federal, state, tribal, and local agencies, such as the Federal Transit (FTA) and Federal Highway Administration (FHWA), Caltrans, SANDAG member agencies and other peer agencies; and (3) provide oversight over the region’s various ITS deployments, ensuring consistency and compliance with ITS Regional Architecture and federal mandates. Strategic planning, project management, and regional integration and collaboration are core to the SANDAG mission in fulfilling the region’s vision and required resource allocations. Emphasis in FY 2010 will be to: (1) complete development of a new ITS Strategic Plan; (2) complete development and adopt of a new ITS Regional Architecture; (3) pursue additional funding and partnership opportunities; and (4) provide oversight and support for regional ITS activities.

SMP0700 City Heights Walks to School

**Objective:** The objective of this work element is to provide outreach to parents, children, officials, community stakeholders, and residents to plan for safe routes to schools (SR2S) in City Heights, revolving around National Walk to School Day events in October. Efforts will build upon the curriculum in schools to educate students on traffic safety and create excitement around these types of events. This proposal intends to create and/or update SR2S maps for each school identified in this application with direct input from residents, parents, school, and city officials. In addition to the maps, a needs assessment will be done for each school that identifies deficiencies, solutions, and costs of implementing pedestrian safety improvements around the schools. This project is being administered by SANDAG on a pass-through basis to WalkSanDiego.
SMP0800  Health Equity by Design

**Objective:** The objective of this work element is to gain health equity in underserved neighborhoods through community-driven, transit-oriented neighborhood development. SANDAG, in association with WalkSanDiego, the County of San Diego Public Health Services (PHS), and the Reduce and Eliminate Health Disparities Initiative (REHDI), will lead Health Equity by Design in the low-income, minority communities of City Heights and Barrio Logan. This grant funded project will be completed with a final report in FY 2010.

SMP0910  Short-Range Transit Service Activities

**Objective:** The objectives of this work element are to: (1) fulfill the short-range transit planning functions of SANDAG (including preparation of the Regional Short-Range Transit Plan, TDA Performance Monitoring, federal Title VI Monitoring and Reporting, Fare Policy Development, and Fare Setting); (2) support the Compass Card program; (3) manage the competitive process for TransNet Senior Mini-Grant program and monitoring grant recipients; (4) prepare transit area studies, operations plans, and planning input for TransNet projects; and (5) oversee the Consolidated Transportation Services Agency. The emphasis in FY 2010 will be ensure that activities that are undertaken support transit revenue generation or improving transit accessibility and mobility for residents in the region.

SMP0920  Coordinated Plan and Jobs Access & Reverse Commute/New Freedom (JARC/NF)

**Objective:** The objective of this work element is to fulfill Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to prepare, update, and maintain a Coordinated Human Services and Public Transportation Plan for San Diego County and to award and administer grants for Jobs Access & Reverse Commute/New Freedom (JARC/NF). The grant award and administrative process includes the holding of competitive process for JARC and NF and the program administration and monitoring performance of the grant sub recipients, including the collection of data to meet federal requirements. The emphasis in FY 2010 will be fulfilling federal requirements and ensuring that grant sub recipients are adequately monitored.

SMP0930  Passenger Counting Program

**Objective:** The objective of this work element is to undertake the regional passenger counting program (PCP) that fulfills an FTA requirement for the transit operators and provides data required for local transit planning and performance monitoring. This project also manages the SPRINTER and Trolley ridership counts, which are required by the FTA and are used to manage the local revenue-sharing requirements between Metropolitan Transit System (MTS) and North County Transit District (NCTD). It also includes funds to cover other minor surveys required to manage the revenue-sharing agreements, including COASTER and Day Pass counts. In addition to conducting the annual counts, the emphasis in FY 2010 will be to improve/verify the accuracy of the counts.

SMP0940  Rural Planning Grant

**Objective:** The objective of this work element is to prepare an update for the rural component of the Coordinated Plan. The Coordinated Plan is a federal requirement, and SANDAG is required for complete the plan for the entire county; however, funding is provided
only by the federal government to fund plan preparation for the urbanized portions of the county. This grant will enable SANDAG to prepare a more complete and detailed rural component covering all areas designated as rural by the federal government. It also will provide a change to update the rural component based on recent developments, including transit service improvements made possible by successful tribal transit grants received by the Reservation Transportation Authority. The emphasis in FY 2010 will be preparing comprehensive rural input to the Coordinated Plan.

SMP0950 Results of Market Based Planning for the COA (MTS) Grant

Objective: The MTS recently completed implementation of the Comprehensive Operational Analysis (COA). This project will evaluate the results of the COA restructuring program, continue to optimize services and resources, as well as share successful techniques and strategies with other transit districts. MTS is conducting the study which will be completed in FY 2010. SANDAG provides the administrative oversight for the grant.
AREA OF EMPHASIS: TRANSPORTATION PROJECT IMPLEMENTATION

TPI0110 Project Monitoring and Oversight

Objective: The objective of this work element is to provide ongoing coordination and liaison activities with sponsors of projects funded in the regional portion of the State Transportation Improvement Program (STIP); Proposition 1B, including Corridor Mobility Improvement Account (CMIA), TCIF and State-Local Partnership Program (SLPP); federal Surface Transportation Program (STP); and Congestion Mitigation and Air Quality (CMAQ) programs; the TransNet program; and other federal, state, and local programs. This will include ongoing tracking and monitoring of expenditures of San Diego-Coronado Bridge toll revenues. General oversight will be exercised to ensure that the projects stay on schedule, keep within scope and budget, and meet all relevant federal state, and local requirements regarding the timely use of funds. Emphasis in FY 2010 will continue to include: (1) reviewing environmental documents; (2) monitoring of design and construction activities; (3) administering consultant services; and (4) tracking project expenditures and schedules to help ensure timely delivery of projects. Additional emphasis will be implementation of: (1) the TransNet Early Action Program (EAP); (2) State Proposition 1B-funded projects; and (3) projects funded by economic stimulus packages.

TPI0120 TransNet Financial Management

Objective: The objectives of this work element are to manage and administer the local TransNet transportation sales tax funds so that projects are implemented as efficiently as possible within the context of the TransNet Ordinance and Expenditure Plan. Activities include revenue forecasting, cash flow analysis, financial planning, evaluation of debt strategies and instruments, policy development, fund investments, disbursements, and meeting accounting and other reporting requirements. Emphasis in FY 2010 will be on: (1) implementing the Early Action Program (EAP); and (2) updating the associated Plan of Finance.

TPI0125 Independent Taxpayer Oversight Committee Program

Objective: The objective of this project is to fulfill the requirements of the TransNet Ordinance, authorizing the ITOC to perform a number of functions relating to independent oversight of the TransNet program. Emphasis in FY 2010 includes management and oversight of independent fiscal audits and development of a work program for the ITOC itself.

TPI0130 Funds Management and Oversight

Objective: The objective of this work element is to provide funding oversight that sustains regional transportation systems and facilities by: (1) estimating, administering, and allocating local, state, and federal funds (including the Consolidated Planning Grants (CPG), TDA, State Transit Assistance (STA), TransNet, and FTA/FHWA programs); (2) preparing, adopting, and amending the Regional Transportation Improvement Program (RTIP); and (3) ensuring compliance and consistency with local, state, and federal laws and regulations related to the administration of these various funding sources.
TPI0140  Overall Work Program and Budget Program Management

Objective: The objective of this work element is to provide the overall development, management, coordination, and direction for creating and implementing the annual SANDAG budget, including the OWP. The OWP is a required component of the budget process and encompasses all of the regional planning activities related to transportation, including supporting infrastructure. Development and monitoring of the OWP ensures that approved planning efforts are completed effectively and efficiently, both within SANDAG and with other agencies (including tribal governments) as guided by Board direction. Emphasis in FY 2010 is to: (1) using a zero-based methodology for restructuring the budget and OWP, developing a more cross-functional approach to defining planning efforts driven by agency priorities; (2) continuing the emphasis on enhancing software tools and other technologies to provide an increasingly effective platform for defining, developing, and communicating cross-departmental projects and project teams; and (3) implementing revised processes and reporting to monitor results, provide more timely means for identifying corrective action to keep projects on track, and respond quickly to new or changing priorities.

TPI0230  Transit Planning Internship

Objective: The objective of this work element is to manage the Transit Planning Internship program that provides professional development opportunities for interns in the Masters in City Planning graduate program at San Diego State University (SDSU). This grant-funded program will conclude in FY 2010 with the FY 2008-2010 phase upon the completion of grant-funded internship from previous programs.

TPI0402  Asset Evaluation

Objective: The objective of this work element is to focus on the inspection of safety and operationally critical light rail capital assets operated by MTS. Emphasis in FY 2010 will be on completing a report based on inspection results to determine the remaining life status to plan end-of-service life replacement.

TPI0500  Regional Bikeway Implementation

Objective: The objective of this work element is to develop a project development process, from planning to implementation, for regional bikeway projects. Rather than asking local jurisdictions to plan, design, and construct portions of a regional bicycle project, it is proposed that SANDAG assume the primary responsibility of planning and implementing regional bicycle projects to achieve an improved level of coordination, consistency, efficiency, and effectiveness. Emphasis in FY 2010 will include development of detailed nonmotorized project implementation guidelines for regional bikeways. This work element also will focus on the continuing efforts to complete unfinished sections of regional bicycle projects that are currently underway, such as the Bayshore Bikeway, Coastal Rail Trail, and Inland Rail Trail. Additionally, this work element allows SANAD to provide technical assistance to local jurisdictions regarding the design and implementation.
AREA OF EMPHASIS: INTERREGIONAL PLANNING

IRP0100  Interregional Planning: Imperial County

**Objective:** This objective of this work element is to begin the implementation of early actions and initiatives identified in the San Diego-Imperial County I-8 Corridor Strategic Plan. Emphasis in FY 2010 will be on implementing a select number of specific strategies identified in the plan.

IRP0200  Interregional Planning: Binational Planning and Coordination

**Objective:** The objective of this work element is to oversee and coordinate binational planning activities. This includes support of the Borders Committee and the Committee on Binational Regional Opportunities, City of Tijuana Subcommittee on Border Affairs, and the Municipal Planning Institute (IMPlan) Governing Board. Emphasis in FY 2010 will be to implement select initiatives from the Otay Mesa-Mesa de Otay Strategic Plan and continued oversight and review of the San Ysidro Port of Entry (POE) Reconfiguration and Expansion project to ensure that public transit and pedestrians are adequately accommodated.

IRP0300  Interregional Planning: Orange County

**Objective:** The objective of this work element is to oversee and coordinate the planning activities that impact the border of the San Diego region with Orange County. Emphasis in FY 2010 is to coordinate with Orange County Transportation Authority on development of the 2011 RTP update and related transportation studies.

IRP0311  Interregional Partnership with Riverside - Phase III

**Objective:** The objective of the I-15 Interregional Partnership with Riverside (I-15 IRP) is to develop collaborative, interregional strategies in transportation, economic development, and housing that will improve the quality of life of residents in both counties. Phase III, funded by a Caltrans grant began in FY 2009. The emphasis in FY 2010 will be to complete: (1) an interregional strategic transportation implementation plan for short-term improvements in the interregional corridor; (2) an interregional economic development strategic action plan, based on the results of a two-county employment cluster study; and (3) transit-oriented housing strategies, including the development of a smart growth concept map for southwestern Riverside and workforce housing strategies for northern San Diego County.

IRP0320  West Coast Coalition Corridor

**Objective:** The objective of this work element is to provide staff support to the West Coast Corridor Coalition (WCCC), an advocacy group of member agencies from the states of California, Oregon, Washington, and Alaska. The WCCC advocates collaborative solutions to transportation system challenges along the West Coast Corridor. Emphasis in FY 2010 includes administrative support to the WCCC Executive Consultant and the Board of Directors, Web site, and development of WCCC fact sheets and other materials.

IRP0322  LOSSAN Rail Corridor Planning

**Objective:** The objective of this work element is to coordinate planning and project development along the Los Angeles to San Diego to San Luis Obispo (LOSSAN) Rail Corridor. SANDAG is the lead coordinating agency, with all agencies along the corridor.
contribution funding to this effort to reimburse SANDAG administrative costs. SANDAG also will staff the LOSSAN Rail Corridor Technical Advisory Committee and Joint Powers Board of Directors. The emphasis in FY 2010 will be continued coordination on planning and project development in the LOSSAN corridor and conducting an Oceanside transit center study to develop improvement strategies to facilitate increased rail operations in the future.

IRP0400 Tribal Liaison Program

Objective: The objectives of this work element are to: (1) continue the government-to-government framework for engaging the 17 federally recognized sovereign tribal nations in the region in the regional transportation planning process as mandated by federal and state regulations; (2) coordinate and consult with tribal governments on major transportation, land use, and other regional planning initiatives to ensure their timely and meaningful input into the decision-making process; (3) facilitate the substantive involvement of the Southern California Tribal Chairmen's Association (SCTCA) in the SANDAG policy-making structure; (4) provide a technical forum for discussing tribal transportation issues on an ongoing basis through the Interagency Technical Working Group on Tribal Transportation Issues; and (5) provide technical assistance in transportation planning to the Reservation Transportation Authority (RTA) for collaborative projects, such as the FTA-funded Tribal Transit Program. The emphasis in FY 2010 will be to coordinate with the RTA and Interagency Technical Working Group on the implementation of collaborative transit and transportation management projects, as well as coordinate the planning of the 2009 San Diego Regional Tribal Summit with the SCTCA.

IRP0500 Automated Regional Justice Information System: Interregional Justice Data Sharing

Objective: The objective of this work element is to coordinate, develop, and implement public safety applications that enhance public safety between the San Diego region and Orange, Imperial, and Los Angeles counties. The emphasis in FY 2010 will be to strengthen collaboration with justice agencies and entities in an interregional context, as well as coordinate with the Borders Committee, the Public Safety Committee, and the criminal justice agencies in the neighboring counties. This includes expanding COPLINK to other neighboring regions, possible data-sharing of license plate reader data, and exploring the feasibility of integrating border transit security technology.
AREA OF EMPHASIS: MODELING AND RESEARCH

MR00110 Next Generation Model Development

Objective: The Activity-Based Model (ABM)/Production Exchange and Consumption Allocation System (PECAS) integration will develop an integrated land use and transportation modeling framework. The objective of this work element is to focus on the communications framework and software protocols that bind the ABM and PECAS models together. The objectives in FY 2010 include: (1) defining a common documentation framework for ABM and PECAS; (2) ensuring coding standards are adhered by staff and consultants for code integration; (3) eliminating redundant model components; (4) cross training staff across both models; and (5) identifying the methodology to integrate the ABM and PECAS project.

MR00111 Activity-Based Model Development

Objective: The objective of this work element is to develop a new regional travel forecasting model for the San Diego region. The ABM, which is characterized by its activity-based platform and disaggregate micro-simulation modeling techniques, is more behaviorally realistic and has greater spatial and temporal details compared with the traditional 4-step model. The ABM will be used for transportation modeling in the post-2011 RTP, RTIP, and corridor studies, as well as for modeling requests made to the SANDAG Service Bureau by cities, counties, and regional agencies. Emphasis in FY 2010 will be to complete five of the 20 tasks outlined in the original scoping document: (1) daily activity pattern; (2) joint tour generation model; (3) trip generation enhancements; (4) primary destination choice model; and (5) tour time-of-day choice model.

MR00112 Production Exchange and Consumption Allocation System Development

Objective: The objective of this work element is to continue the effort to develop and deploy a PECAS land use forecasting and simulation model. This new PECAS land use model will replace the existing Urban Development Model (UDM) and will be theoretically and functionally superior to the UDM. The theoretical superiority of PECAS is derived from its reliance on choice theory, land economics, and an input/output model to simulate location choice and the economic interactions among subregions within the county and between the San Diego region and other areas. These enhancements will make it possible to simulate land use and transportation scenarios and evaluate their economic impacts. Thus, the PECAS model will be applicable to our efforts on the RTP, the RCP, and quadrennial growth forecasts. Emphasis in FY 2010 will focus on: (1) finding, evaluating, and documenting data sources for model development and implementation; (2) finalizing Stage 2 calibration; (3) integrating second iteration of PECAS with 4-step transportation mode; (4) preparing task orders for third iteration PECAS model; (5) preparing design diagram for third iteration of PECAS model; and (6) developing the third iteration of the PECAS model.

MR00113 Regional Transportation Model Enhancements Grant

Objective: This is the portion of MR00111 (ABM Development) that is grant funded.

MR00120 Transportation Model Maintenance and Continuous Improvement

Objective: A critical function of the transportation modeling group is to ensure that the transportation model is up to date and reflects the current and future needs of
SANDAG. This function includes several key categories: (1) maintain the transportation model transit and highway networks; (2) provide continuous quality control of the modeling process, input data, and output results; (3) integrate new travel survey information (travel behavior surveys, on-board surveys, border wait times, etc.); (4) develop new procedures to address policy questions not currently being answered; (5) develop new procedures to address new or modified laws, regulations, and guidelines for conducting transportation forecasting; (6) change procedures to remain compatible with state air quality programs or federal user benefit programs; and (7) integrate ad-hoc models developed for other purposes. Emphasis in FY 2010 will be on: (1) updating the four-step model for the Series 12 Growth Forecast; (2) providing quarterly updates of the transportation network; (3) conducting jurisdictional review of model for 2050 RTP; (4) updating jurisdiction traffic counts in model for the 2050 RTP; (5) revising the model to adhere to updated federal and state standards; (6) building an online traffic count database; and (7) analyzing the cost-effectiveness of updating the San Diego Traffic Generation Handbook.

MR00220 Regional Demographic and Economic Estimates

**Objective:** The objective of this work element is to produce up-to-date population, housing, and income estimates that serve a wide variety of planning and analytical uses both at SANDAG and at other agencies across the region. The annual demographic and economic estimates (e.g., housing, population, income) support state and federal mandated projects, including the RTP, RCP, RHNA, and other SANDAG programs. Emphasis in FY 2010 will be on the following objectives: (1) maintain and update the Consolidated Estimation Program (CONCEP) model and documentation; (2) produce the 2009 demographic and housing estimates; (3) provide 2009 daytime population estimates; (4) publish 2009 household income estimates; (5) publish estimates to SANDAG Web site; (6) update 2009 estimate documentation; and (7) start planning for 2010 estimates publications.

MR00310 Maintain Geographic Information Systems to Support Modeling, Forecasting, and Planning Efforts

**Objective:** This work element supports state and federally mandated initiatives such as the RTP and TransNet-funded programs, such as the Environmental Mitigation Program (EMP) and Smart Growth Incentive Program. Emphasis in FY 2010 will be to: (1) collaborate with the planning and modeling groups to support long-range planning initiatives such as the ABM and PECAS model; (2) assist the Regional Census Data Center in the decennial census geography review; and (3) develop and maintain GIS data in support of state and federally mandated initiatives such as the RTP, TransNet EMP, and the Smart Growth Incentive Program.

MR00320 Develop Innovative Visualization and Data Dissemination Methods

**Objective:** The objective of this work element is to provide tools for policy makers, stakeholders, and staff to better understand issues and to help them make informed decisions. Emphasis in FY 2010 is to: (1) develop visualization methods for ABM and PECAS model outputs that aid policy and decision makers in understanding the model’s results; (2) enhance the Freeway Performance Measurement System (PeMS) visualization model with Arterial (A-PEMS) and Transit (T-PEMS) data; (3) enhance the data interpretation and presentation of the Traffic Forecast Information Center (TFIC), Regional Demographic and Economic Information (REDI), and Smart Growth
applications; and (4) research and develop innovative visualization models and data dissemination methods.

**MR00330 Regional Geographic Information Systems Data Warehouse**

**Objective:** The objectives of this work element are to: (1) continue initiatives begun in FY 2009 to develop a regional Geographic Information Systems (GIS) data infrastructure for the region; (2) continue ongoing collaboration with the San Diego Geographic information Source (SanGIS), a joint powers agreement between the City of San Diego and County of San Diego, to assume full responsibility for the existing regional GIS data warehouse; and (3) work with the San Diego State University Regional Technology Center to update and develop an integrated regional GIS framework with the region. In addition, SANDAG will monitor and implement new products, initiatives, and data sources to enhance the regional GIS infrastructure.

**MR00400 Maintain Performance Indicator Database**

**Objective:** The objective of this work element is to collaborate with Caltrans, our member agencies, and University California, Berkeley to enhance the PeMS tools (under MR00410) and establish indicators related to the performance of the region’s transportation network and the continued implementation of the RCP, RTP, and CMP. Emphasis in FY 2010 will be on: (1) transportation network performance monitoring initiatives focusing on system performance, tracking transportation trends, identifying system deficiencies, and determining improvements; (2) RCP activities focusing on updating and maintaining performance monitoring data for the RCP Monitoring Report, State of the Commute Report, and the Sustainable Competitiveness Index; (3) CMP activities focusing on identifying deficient arterials, highways, and freeways in the region and assisting local jurisdictions in the preparation of Deficiency Plans and developing other congestion management strategies; (4) full implementation of monitoring travel times and volumes for regional arterials and the transit system; (5) determining best practices for performance monitoring measures; and (6) the ongoing monitoring of the RCP.

**MR00410 Develop and Enhance Tools for Transportation Performance Measurement**

**Objective:** The objective of this work element is to provide measurement tools for work element MR00400 (Maintain Performance Indicator Database). Emphasis in FY 2010 is on the completion of the PeMS contractual work including the A-PeMS and T-PeMS systems.

**MR00510 Transportation Studies**

**Objective:** The objective of this work element is to conduct transportation studies and surveys that are used for transportation and transit planning purposes and for transportation modeling. Emphasis in FY 2010 includes: (1) Onboard Survey – NCTD routes; (2) Border Crossing Travel Behavior Survey (need for ABM); (3) Parking Study (need for ABM); and (4) a Transit Intercept Survey (need for ABM).

**MR00520 Regional Economic and Municipal Finance Services**

**Objective:** The objectives of this work element are to: (1) provide economic and fiscal analysis to support SANDAG projects and programs, including implementation of the RCP, RTP and TransNet; (2) periodically update the San Diego Regional Economic Prosperity Strategy (REPS), the San Diego Regional Indicators of Sustainable Competitiveness, the San Diego Regional Employment Lands Inventory, and the San Diego Regional...
Employment Clusters; and (3) provide technical assistance and support to local jurisdictions, economic development organizations, and other agencies to address issues that affect the regional and local economies and that affect municipal budgets and financial conditions. Emphasis in FY 2010 is on: (1) outreach and implementation of recently updated REPS actions; (2) completion of the employment and residential lands inventories; (3) analyzing possible funding sources and strategies to close the RTP funding gap; (4) investigating financial strategies for implementing the RCP; and (5) updating the Sustainable Competitiveness Index.

**MR00530 Regional Census Data Center Operations**

**Objective:** SANDAG is the San Diego region’s census data center. The objective of this work element is to provide assistance the Census Bureau with planning activities for the 2010 Census and the annual American Community Survey (ACS), as well as disseminating census data to the public. Coordinating these activities with the Census Bureau helps to ensure that the region has the best data available for population and housing forecast estimate models, transportation models (Census Transportation Planning Package), and other regional data needs. Emphasis in FY 2010 is to: (1) continue preparations for 2010 Census, including coordinating the region’s Complete Count Committee activities; (2) respond to member agency and public requests the ACS data and other census data; and (3) provide Census data for intra-agency needs.

**MR00540 Criminal Justice Clearinghouse**

**Objective:** The objectives of this work element are to: (1) support local criminal justice planning and policy-making by providing analyses of crime and other public safety statistics; (2) maintain current and historical information about crime and public safety strategies; (3) serve as the infrastructure for developing research designs to evaluate the effectiveness of crime prevention and reduction strategies; and (4) support the Public Safety Committee. Focus in FY 2010 will be to continue to improve the usefulness of Clearinghouse products and seek additional resources for the region for public safety purposes.

**MR00550 Youth Evaluation Projects (Group Program Work Element)**

This Criminal Justice Group Work Element includes the following grant funded projects:

- **MR00550 Juvenile Justice Crime Prevention Act**
- **MR00551 Disproportionate Minority Contact**
- **MR00552 California Gang Reduction, Intervention and Prevention Program (CalGRIP) City of San Diego**
- **MR00553 Community Development Block Grant (CDBG) San Diego**
- **MR00554 Juvenile Diversion Project**

**Objective:** For numerous years, the Criminal Justice Research Division (CJRD) has partnered with the San Diego County Probation Department to evaluate many of their programs ranging from prevention to graduated sanctions for adjudicated youth. The CJRD also has developed partnerships with other youth-serving entities in the region to provide quality evaluations that support their funding and missions to provide innovative juvenile justice prevention and intervention services to youth. Emphasis in FY 2010 will
be to accomplish the following objectives: (1) conduct (within funding agency guidelines) impact and process evaluations of programs that provide services for at-risk juveniles in San Diego County; (2) assist contracted partners in meeting their grant reporting requirements by acting as an outside program evaluator; (3) design effective research methodologies to document implementation and outcome deliverables; and (4) analyze and summarize evaluation results on a regular basis, as dictated by the specific project.

**MR00560 Substance Abuse Monitoring**

**Objective:** The Substance Abuse Monitoring project is one of the only indicators in the San Diego region that monitors drug use trends among juvenile and adult offenders over time. The project supports practitioners and policymakers in assessing the effectiveness of prevention activities and changes in drug trends. Emphasis in FY 2010 will be to continue to measure drug use and other behavior trends among arrested adults and juveniles and to conduct interviews with adults booked into three San Diego County detention facilities and juveniles booked into San Diego County’s Juvenile Hall on a biannual basis about their alcohol and drug use history.

**MR00570 Public Health Projects (Group Program Work Element)**

This Criminal Justice Group Work Element includes the following grant funded projects:

- **MR00570 State SEP Project**
- **MR00571 County HIV Project**
- **MR00572 Responsible Fatherhood**

**Objective:** There is a nexus between many public safety and public health issues, including drug use and family violence. The CJRD has developed partnerships with local community health organizations and the County of San Diego to evaluate their efforts to address various public health issues. Emphasis in FY 2010 for these work elements will be to accomplish the following objectives: (1) assist contracted partners in meeting funding reporting requirements related to increasing the knowledge and behaviors associated with a reduction in disease transmission; (2) provide technical assistance for evaluation considerations related to other public health-related efforts; and (3) analyze and summarize results in reports on a regular basis, as dictated by the specific project.

**MR00580 Adult Criminal Justice Projects (Group Program Work Element)**

This Criminal Justice Group Work Element includes the following grant funded projects:

- **MR00580 Project Safe Neighborhoods Research**
- **MR00581 Reentry Support Services (SB 618 (2005))**

**Objective:** The CJRD has long established itself as a reliable entity to provide quality research and evaluation in support of local law enforcement and public safety agencies. Emphasis in FY 2010 will be to work closely with law enforcement partners on the regional Project Safe Neighborhoods (PSN) anti-gun crime effort to compile valid and reliable statistics and to conduct a process and impact evaluation of a re-entry program targeting nonviolent adult offenders exiting the state prison system.
MR00600  SANDAG Service Bureau

Objective: The SANDAG Service Bureau is a fee-based operation that provides informational and technical services to member agencies, non-member government agencies, tribal governments, and private organization 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 generating revenue to help maintain and enhance the quality and extent of demographic, economic, transportation, land use, and other information maintained in the SANDAG Regional Information System (RIS). Key objectives in FY 2010 are to: (1) provide professional products and services in the areas of GIS mapping, demographic data and analysis, economic services, transportation modeling and analysis, and survey design and analysis to established and new clients; and (2) implement strategies identified in the Service Bureau Strategic Marketing Plan to expand our customer base and retain current clients to ensure continued growth of the Service Bureau.

MR00610  San Diego Region Aggregate Study

Objective: The objective of this work element is to develop information regarding the location of aggregate resources in the San Diego region. The study will provide a comprehensive review of aggregate sources in the region, clarify the needs and issues surrounding the supply of aggregates, and develop a regional GIS database that allows for comprehensive visualization of aggregate sources with informational overlays. Emphasis in FY 2010 will be to: (1) develop geographic and geologic information and identify potential aggregate locations; (2) develop an environmental impact assessment tool and evaluation criteria; (3) conduct a public information session in partnership with Caltrans; and (4) prepare the draft Aggregate Supply Strategy study report.

MR00650  Intergovernmental Review Development Review Tracking System

Objective: The objective of this multiyear Service Bureau project is to enhance the existing Caltrans IGR application, improving flexibility, and modifying reporting functions to meet new requirements. The application is hosted on the SANDAG Web server and utilizes a structured query language (SQL) backend for data storage and an ArcIMS server for mapping functionality. Emphasis in FY 2010 includes: (1) adding the ability to automatically check whether a project already exists in the database; (2) enhancing the automated update of project feature class data to include error trapping and error email notification; (3) deletion of project footprint when a project is deleted; and (4) hosting and supporting the application.
AREA OF EMPHASIS: NEW BORDER CROSSING/STATE ROUTE (SR) 11

NBC0100 New Border Crossing and State Route 11

Objective: The objective of this work element is to move into the design and financing phase of the Otay Mesa – Mesa de Otay Binational Border Crossing and SR 11. Work will focus upon a phased due diligence process that will result in a new economically efficient Otay Mesa East Commercial Border Crossing and connecting state highway (SR 11). The overall project will be jointly developed by SANDAG and Caltrans in cooperation with the Mexican Secretariat of Foreign Relations (SRE) and the Mexican Secretariat of Communications and Transportation (SCT), the United States General Services Administration (GSA), and the United States Customs and Border Protection (CBP).

Emphasis in FY 2010 will be on the process for the development of the final request for proposals (RFP).
AREA OF EMPHASIS: INTERNAL AND EXTERNAL COMMUNICATION

IEC0100 TransNet Public Information Program

Objective: The objective of the TransNet Public Information Program is to provide an accurate, timely, accessible, and consistent flow of easily understood information on the progress of the local transportation sales tax program. The program is designed to heighten awareness among audiences and stakeholders about how their one-half percent transportation sales tax dollars are being spent to improve this region’s highway, transit, local roads, and bicycle and pedestrian systems. During FY 2010 emphasis will be placed on providing the public with information about TransNet and the EAP projects.

IEC0200 Public Involvement Program

Objective: The objectives of this work element are to: (1) inform and involve citizens in the agency’s various programs, projects, and work activities; (2) actively seek the involvement of interested citizens and stakeholders in SANDAG work through public workshops, fully noticed public hearings, and ongoing broad citizen/organization involvement in the planning and decision-making process; (3) implement a comprehensive media relations program, including regular press release and media advisory distribution about SANDAG items; (4) provide easy access to meeting notices and agendas, reports, and other information via the SANDAG Web site; (5) develop and produce written or Web-based publications; (6) improve information access on the SANDAG Web site by expanding and improving the search engine; (7) create a comprehensive plan for public participation to comply with FTA/FHWA requirements; (8) work with member agencies to coordinate public information, public involvement, customer, community and intergovernmental relations, marketing, advertising, and Web site management; and (9) ensure meaningful involvement of traditionally underrepresented and underserved populations such as the elderly, disabled, low-income, and minority community groups and leaders. During FY 2010 emphasis will be on collaborating with Caltrans, MTS, and NCTD on regional transportation and transit events and projects and providing ongoing support of FasTrak, Compass Card, and other ITS initiatives.

IEC0300 Marketing Coordination and Implementation

Objective: The objectives of this work element are to implement a marketing program to support major work efforts, such as SuperLoop, South Bay Bus Rapid Transit (BRT), Escondido Rapid Bus, Mid-City Rapid Bus, Smart Growth Incentive Program, and to coordinate marketing efforts among the Caltrans and SANDAG corridor directors, the agency’s Service Bureau, and other projects. Emphasis in FY 2010 will include: (1) updating and expanding the strategic marketing program to include outreach to new audiences, including traditionally underrepresented and underserved populations such as the elderly, disabled, low-income, and minority community groups and leaders; (2) coordinating resources (staff, budgets, potential consultants) to deliver marketing programs among internal and external teams; and (3) continuing to work with on-call resources to enhance SANDAG staff support to provide creative services, graphics and design, advertising, video/visual simulation production, branding, and other needs. These marketing efforts will support and complement ongoing SANDAG media, communications, and public involvement efforts.
IEC0500  Automated Regional Justice Information System: Maintenance and Support

Objective: The objective of this work element is to provide ongoing support and maintenance for the ARJISNet network and applications used by ARJIS agencies. Included is customer support for these initiatives via help desk services, troubleshooting, problem tracking and reporting, and minor system and program modifications. Emphasis in FY 2010 include support of: (1) the secure network known as ARJISNet, with nodes at 75 ARJIS agency sites; (2) the ARJIS legacy application that provides real-time law enforcement data to 11,000 law enforcement users and the Crime Analysis Statistical System (CASS) used for statistics, crime analysis, and crime reporting; (3) the Domestic Violence Communication System (DVCS) that provides crime-case information to law enforcement and domestic violence treatment providers; (4) ARJIS Web-based applications, such as Cal-Photo (statewide mugshots and Department of Motor Vehicles (DMV) photos) and crime mapping for the public and law enforcement users; and (5) support 25-plus servers with service and network monitoring and reporting, periodic backups, hardware and software configuration and upgrades, and disaster recovery.

IEC0600  Automated Regional Justice Information System: Project Management and Enhancements

Objective: The objective of this work element is to enhance ARJIS systems according to priorities set by the Public Safety Committee (PSC) and Chief’s/Sheriff’s Management Committee (CSMC). Emphasis in FY 2010 includes project management and executive oversight for the ARJIS program and staffing the PSC, CSMC, and providing support for other working groups that help guide ARJIS. Specific tasks and projects will be developed, prioritized, and are expected to be approved by the CSMC and PSC by mid-2009 and could include automatic upload of ARJIS data into the new the Federal Bureau of Investigation (FBI) N-Dex database to enhance national data sharing and continued development of data input and export interfaces.

IEC0700  Automated Regional Justice Information System: Enterprise System

Objective: The objective of this work element is the replacement of the legacy ARJIS system and development of the ARJIS Enterprise System. Emphasis in FY 2010 will be to: (1) upgrade the server, network, and security infrastructure of ARJIS; (2) begin to implement enterprise-enabling database, portal, and Web services; (3) continue to explore and recommend technical enterprise solutions; (4) continue to monitor system security; (5) procure and implement the enterprise applications component solutions for Portal, Identity Access Management and Middleware as identified in the 2007 strategic solution; (6) develop and implement proof-of-concept project (the Citation Module) to ensure that it can successfully deliver operational capabilities using the selected Portal, Middleware, and IAM solutions procured through the request for proposal (RFP) process and be fully operational in the ARJIS Enterprise System environment. In addition to the procurement and implementation of component solutions, other key activities include the development, configuration, system testing, and training for each component and compiling business rules and metrics from legacy mainframe systems.

IEC0800  Automated Regional Justice Information System: Officer Notification and Smart Alerting System
Objective: This work element, sponsored by the National Institute of Justice will provide officers and investigators an easy, automated means for cross-jurisdictional information-sharing of time-sensitive and critically needed information through a single interface. Officer Notification and Smart Alerting System (ONASAS) will enhance officer safety by notifying field officers and investigators of a specific type of crime, offender, or terrorist hit across local, state, and federal databases, and solicit information for prompt action to assist agencies in solving serious crimes and apprehending offenders. The system will give public safety personnel the ability to request automated alerts and notifications based on “subjects,” including wanted persons, vehicles, locations, and phone numbers associated with reported criminal and terrorist activity. Emphasis in FY 2010 is on: (1) designing and completing the alert management component; (2) developing business rules and “watcher” to poll data sources for queries and results; and (3) developing computer-aided dispatch (CAD) interfaces.

IEC0900 Automated Regional Justice Information System: Tactical Identification System

Objective: The objective of this work element, sponsored by the National Institute of Justice, is to develop a Web service which will allow an officer in the field to take a photo and upload it to a server, which will then match it against over 800,000 San Diego booking photos. Positive matches will then be processed on the server side and a proposed photo lineup will be sent back to the law enforcement agent for comparison and the ability to run additional queries based on a name and date-of-birth standard search. Emphasis in FY 2010 is on (1) developing a facial recognition platform with a database of existing booking photos; (2) developing a Web service component for interaction between users and the server-side identity matching component query agent; and (3) developing the Tactical Identification System (TACIDS)/Global Query interface.

IEC1000 Automated Regional Justice Information System: SmartSearch

Objective: ARJIS was awarded a grant from the National Institute of Justice to develop SmartSearch, an application which will allow law enforcement officers to identify subjects and solve cases more quickly and efficiently. SmartSearch will programmatically select the appropriate system(s) that will return the most relevant results to the officers and provide a means to add new data sources without having to incur significant programming costs and delays in implementing these new sources. Emphasis in FY 2010 is on: (1) determining the architecture approach; (2) building the prototype client, service brokers and SmartSearch engine to include intelligent search engine; and (3) building the universal client application with various user interface elements.

IEC1100 Automated Regional Justice Information System: State Regional Federal Enterprise Retrieval System Grant

Objective: The objective of this work element is to develop and implement Phase II of the State Regional Federal Enterprise Retrieval System (SRFERS) grant. The goal of the SRFERS project is to develop the infrastructure, applications, interstate governance, and policies to enable data-sharing between multi-jurisdictional public safety agencies in the western region of the United States. Emphasis in FY 2010 is to: (1) continue adding new data sources, including corrections photos from Oregon and North Carolina; (2) continue implementing interstate drivers license photos capabilities at new states
and regions, including Utah and Montana; (3) and maintain the SRFERS Web portal for the SRFERS toolkit.

IEC1300  PC, Internet, and Database Applications

Objective: The objectives of this work element are to: (1) improve work and productivity through the application of database and programming technologies; (2) increase the accessibility of the Regional Information System by developing, enhancing, and documenting custom software and database solutions for the Overall Work Program, Finance, and Administrative functions; and (3) provide direct, comprehensive technical support to Transit, RideLink, FasTrak, Compass Card, ARJIS, and SANDAG Web sites and the SANDAG Intranet. Emphasis in FY 2010 is to update in-house agenda management, budgeting, and finance applications, and to support the SANDAG Web site and ancillary sites.

IEC1400  Government Relations

Objective: The objective of this ongoing work element is to manage federal and state legislative activities in accordance with the SANDAG Legislative Program. Emphasis in FY 2010 will be on developing agency principles for the next federal surface transportation and seeking technical amendments to SB 375 provisions affecting SANDAG.

IEC1500  Interagency Coordination

Objective: The objective of this work element is to continue to develop and communicate interagency solutions concerning regional transportation systems, implementation of transportation projects, optimal funding solutions, conflict resolution, and other coordination needs. Emphasis in FY 2010 includes staff participation and support of existing interagency committees and working groups, including Social Services Transportation Advisory Council (SSTAC), Cities/County Transportation Advisory Committee (CTAC), San Diego Regional Traffic Engineers Council (SANTEC), as well as coordination efforts with MTS, NCTD, and IGR processing.
San Diego Association of Governments

EXECUTIVE COMMITTEE

February 13, 2009

AGENDA ITEM NO.: 6

Action Requested: APPROVE

REVIEW OF FEBRUARY 27, 2009, DRAFT BOARD AGENDA

+1. APPROVAL OF JANUARY 23, 2009, 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 Transportation Committee on February 6, the Executive Committee on February 13, and the Transportation and Public Safety Committees on February 20, 2009.

CONSENT ITEMS (4 through XX)

+4. TRANSPORTATION REVENUE ESTIMATES AND ALLOCATIONS (Sookyung Kim)* APPROVE

The transit operators within the SANDAG region receive various revenues to support both ongoing operations and major capital projects. Each year SANDAG provides the estimates from various sources of revenues for transit. This report provides the estimates of transit revenues available for FY 2010 to FY 2014 for each fund type. SANDAG also provides local agencies the funding available for the non-motorized program for the upcoming year. Pending action at its February 2009, meeting, the Transportation Committee recommends that the SANDAG Board of Directors adopt the FY 2010 apportionments and approve the revenue projections for FY 2011 to FY 2014.

+5. QUARTERLY INVESTMENT REPORT - PERIOD ENDING DECEMBER 31, 2008 (Lauren Warrem)* INFORMATION

The SANDAG Investment Policy requires that the Board be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of December 31, 2008.
This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and transportation demand management projects in SANDAG’s five-year Regional Transportation Improvement Program for the period ending December 31, 2008.

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

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

In accordance with SANDAG Bylaws, the Chair appoints the Chairs and Vice Chairs of the Transportation, Regional Planning, Borders, and Public Safety Committees each February. A listing of appointments and the 2009 calendar of meetings are included.

This report provides a summary of the discussion at the annual SANDAG Board retreat held on January 29-30, 2009.
REPORTS (15 through XX)

+15. FUNDING RECOMMENDATIONS FOR THE JOB ACCESS AND REVERSE COMMUTE PROGRAM (Santee Councilmember Jack Dale, Transportation Committee Chair; Danielle Kochman)

Pending action on February 20, 2009, the Transportation Committee recommends that the Board of Directors approve the ranked project list outlined in the report, and use those rankings to award funds under the federal Job Access and Reverse Commute Program.

+16. 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, and revenue forecasts, and the strategies we are exploring and implementing to minimize possible impacts to SANDAG.

+17. DESTINATION LINDBERGH (DRAFT CONCEPT PLAN FOR PHASE II AMP) REVIEW OF FINAL DRAFT PLAN (Lemon Grove Mayor Mary Sessom and Santee Councilmember Jack Dale; Dave Schumacher)

Destination Lindbergh has been a year-long collaborative planning effort among SANDAG, the San Diego County Regional Airport Authority, and the City of San Diego, which has been guided by the Ad Hoc Airport Regional Policy Committee. The purpose of the study was (1) to determine the ultimate build out of Lindbergh Field; (2) to review the potential for an Intermodal Transportation Center; and (3) to determine the actions that would reduce traffic on surrounding arterial streets. This effort was designed to answer concerns raised by SANDAG and the City of San Diego regarding the proposed Terminal 2 expansion. A Memorandum of Agreement between the Airport Authority, City of San Diego, and SANDAG calls for the Airport Authority to provide SANDAG and the City the final draft concept plan in order for SANDAG to assess whether it addresses those concerns. This item will present the draft concept plan. Board action on whether the draft concept plan adequately addresses SANDAG concerns is scheduled for the March 13 Board Policy meeting.

+18. CLOSED SESSION-CONFERENCE WITH LEGAL COUNSEL SIGNIFICANT EXPOSURE TO LITIGATION

Pursuant to Government Code Section 54956.9(b)-One Potential Case
21. UPCOMING MEETINGS

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

22. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego County Regional Transportation Commission item
The American Recovery and Reinvestment Act (ARRA) Conference report was released on February 12, 2009. The Conference Committee passed and reported out a $789.5 billion economic recovery package. The House and Senate will conduct their final votes later today with signature by the President expected by Monday, February 16, 2009.

The ARRA Conference report contains the following transportation funding allocations:

<table>
<thead>
<tr>
<th>Program</th>
<th>House</th>
<th>Senate</th>
<th>Conference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Improvement Grants</td>
<td>$3 billion</td>
<td>$1.1 billion</td>
<td>$1.1 billion</td>
</tr>
<tr>
<td>Highways and Bridges</td>
<td>$30 billion</td>
<td>$27 billion</td>
<td>$27.5 billion</td>
</tr>
<tr>
<td>Competitive Grants to States and Local Governments</td>
<td>$0</td>
<td>$5.5 billion</td>
<td>$1.5 billion</td>
</tr>
<tr>
<td>Amtrak</td>
<td>$800 million</td>
<td>$850 million</td>
<td>$1.3 billion</td>
</tr>
<tr>
<td>High Speed/Intercity Rail</td>
<td>$300 million</td>
<td>$2.25 billion</td>
<td>$8 billion</td>
</tr>
<tr>
<td>Grants for Transit Investment</td>
<td>$7.5 billion</td>
<td>$8.4 billion</td>
<td>$8.4 billion</td>
</tr>
<tr>
<td>Rail Mod (transit)</td>
<td>$2 billion</td>
<td>$0</td>
<td>$750 million</td>
</tr>
<tr>
<td>New Starts</td>
<td>$2.5 billion</td>
<td>$0</td>
<td>$750 million</td>
</tr>
</tbody>
</table>

The ARRA Conference report requires states to obligate at least half of the highway/bridge funding within 120 days. The remaining 50% of funds must be spent within one year after apportionment. All unobligated balances would be redistributed to other states that used their portion of the funding. Most importantly, the initial 120 day use it or lose it provision does not apply to monies sub-allocated to the regions. States can apply to the Secretary for a one year extension. Apportionment of funds should not take longer than 21 days after enactment.

On the transit side, states must obligate the first 50% of funds within 180 days and the remaining 50% within one year of apportionment. Remaining funds will be redistributed to states that comply with the previous obligation deadlines. Funds can not be commingled with previous year allocations. Transit funds also are eligible for a one year extension by the Secretary.

In addition a new funding program was included in the Conference report. The new program allocates $1.5 billion for state and local governments for projects of regional and national significance. Criteria will be published within 90 days of enactment and grantees will be announced within a year. Projects must be completed within three years of enactment. Eligible projects include transit, highway, freight, port and intermodal facilities. The Secretary must provide equitable geographic distribution of funds.