EXECUTIVE COMMITTEE

April 10, 2009

AGENDA ITEM NO.: 1

Action Requested: APPROVE

EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
MARCH 13, 2009

Chair Lori Holt Pfeiler (North County Inland) called the Executive Committee meeting to order at 9:04 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Action: Upon a motion by Second Vice Chair Jack Dale (East County) and a second by First Vice Chair Jerome Stocks (North County Coastal), the minutes of the February 13, 2009, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Don Stillwell, a member of the public, commented that he attended a meeting of the Metropolitan Transit System (MTS) Board of Directors regarding the transit fare structure and decrease in operating funds. He commented that an alternate source of funding needs to be found to ensure that transit service is not eliminated.

Jim Schmidt, a member of the public, distributed an article that he had written regarding affordable housing and the sub-prime mortgage problems in the housing market.

Chuck Lungerhausen, a member of the public, provided written comments regarding the upcoming Multiple Sclerosis fundraising campaign, which he read into the record.

REPORTS

3. DRAFT FY 2010 BUDGET (INCLUDING THE OVERALL WORK PROGRAM) (ACCEPT AND RECOMMEND)

Tim Watson, Budget Program Manager, presented the item and summarized the highlights of the FY 2010 Budget, which includes the Overall Work Program (OWP).

Mr. Watson stated that it has been particularly challenging this year to produce a balanced budget during the rapidly changing funding environment. Our latest revenue estimates continue to indicate that SANDAG’s recurring revenue is flat, with modest increases in federal planning funds offsetting the decrease in sales tax-based subsidies (Transportation Development Act [TDA] and TransNet). These projections are based on the conclusion that the regional economy will bottom out by 2009 and start a slow recovery over the next couple of years, somewhat ahead of the national economy. Based on this economic analysis, staff has taken a myriad of measures to keep spending
to a minimum and produce a balanced budget that is basically flat relative to our current budget. Mr. Watson stated that the report identifies the various projections of revenue sources, and these are unchanged from the report given last month, including no changes to the three revenue sources of member assessments SANDAG has the most direct control over: SANDAG, Criminal Justice, and ARJIS member fees & assessments.

Chair Pfeiler questioned when the member agencies’ fees were last increased, and Gary Gallegos, Executive Director, responded that the last increase in member agency dues was in the 1990s.

Renée Wasmund, Director of Finance, commented that the ARJIS and Criminal Justice fees had increased slightly in recent years.

Mr. Watson stated that regarding the use of the contingency reserve, the draft budget includes the previous authorization for a one-time use of $555,000 to meet the commitments made relating to the 2030 Regional Transportation Plan (RTP) settlement agreement. In addition, if all other projections go as planned, there will be approximately $180,000 available for deposit back into the contingency reserve by the end of FY 2010, yielding a $4.4 million balance or 7.8 percent of the proposed OWP budget. We also just received approval of $400,000 in grant funds to continue our Regional Comprehensive Plan, or Blueprint planning efforts for this year and FY 2010, which we will incorporate into the final version of the budget in May. Also helping to shore up our funding projections is that all of the activities included in the pending discretionary grant applications shown in Chapter 5 have already been included in the mainline budget and funded through other means. If these Caltrans grant awards continue to be awarded as in the past, we anticipate a sizeable amount of new funding by mid-year with no increases in expenses.

Mr. Watson stated that as indicated last month, we have taken an austere approach to developing the FY 2010 budget, starting with a zero-based approach and adding only projects that demonstrate the ability to advance our Strategic Goals or Areas of Emphasis. As part of this effort, a new emphasis was placed on developing cross-functional projects aimed at improving the strength and ownership of the inter-departmental teams responsible for implementing the work plan. He stated that close attention also is being paid to progress on this year’s budget, identifying any project savings and carrying the funding over into FY 2010. As part of this analysis, staff reviewed the accomplishments that are occurring in this fiscal year, capitalizing on their momentum by continuing those efforts that support the FY 2010 Areas of Emphasis.

Mr. Watson stated that pages 3 and 4 of the report list some examples of accomplishments this year. SANDAG was granted a Presidential Permit for the proposed third U.S./Mexico border crossing, and received related legislative authority to collect tolls on State Route 11 to develop the Otay Mesa East Port of Entry facility. This plays directly into our FY 2010 Area of Emphasis to seek development proposals for the new Border Crossing at Otay Mesa. Also, Senate Bill 1685 was signed into law, allowing SANDAG to continue our efforts to develop funding options for infrastructure elements that expand the scope of traditional transportation projects toward creating an integrated transportation network that supports our Sustainable Development strategies. Another accomplishment in the area of Internal and External Communications, SANDAG held two successful promotions to mark the openings of segments of Interstate 15 managed lanes, and is developing marketing strategies to pro-actively get our success stories out to the media and the public. SANDAG also was awarded grants for the TransNet Senior Mini-Grant Program and federal Jobs Access Reverse Commute (JARC) and New Freedom programs, and initiated the first round of the TransNet Smart Growth Incentive Program to fund local projects. These efforts contribute to our
growing toolkit of Smart Mobility programs for both member agencies and the public. Other accomplishments include continued development of Activity Based Transportation modeling and other cutting edge planning tools will keep us at the forefront of our emphasis on Modeling and Research, and progress with airport and multimodal transportation planning activities pursuant to Senate Bill 10, including participation on the Destination Lindbergh joint efforts, which will help support our Long-Range Regional Planning efforts.

Mr. Watson stated that as a result, SANDAG is now projecting a $56.6 million OWP compared to the current year OWP budget of $56.7 million. The Capital budget went through a similar process of aligning approved capital improvements with the Board’s priorities by continuing implementation of TransNet Early Action Program projects as well further prioritization of the transit capital investments under SANDAG control.

Mayor Mary Sessom (East County) requested clarification regarding what section of the OWP covered the budget for the Office of General Counsel staff, and Ms. Wasmund directed her to the appropriate chapter in the FY 2010 Budget and the position classifications.

Second Vice Chair Dale asked whether SANDAG had any budgetary responsibilities regarding water issues.

Mr. Watson responded that regional water planning is incorporated into the long-range planning activities.

Bob Leiter, Director of Land Use and Transportation Planning, stated that SANDAG does currently have a work element on water supply and water quality, and our role is to provide updated information on water supply to the member agencies. The San Diego County Water Authority is responsible for long-range planning, and they use our forecast for population and employment forecasts, but we do no have direct responsibility for water planning strategies.

Mr. Gallegos stated that SANDAG provides growth forecasts and other data to the County Water Authority to use to determine water usage during all types of conditions. They determine if there is enough water for potential growth, and historically the County Water Authority has determined that there are sufficient water resources to meet growth forecasts. Mr. Gallegos stated that with a severe drought, we may come to a point where the water resources are not sufficient.

Mr. Watson continued his presentation and stated that consistent with our zero-based cross-functional budgeting approach, we have taken a fresh look at our staffing resources as one large pool of talent and skill sets, utilizing those skills across the organization in creative new ways. For example, research talent in the Criminal Justice area will be used for ridership surveys rather than hiring more consultants. In addition, difficult choices were made not to fund several vacant positions for replacement in the coming year. Staff will continue to critically assess the necessity for filling vacant positions. In addition, 19 Limited Term positions that are expiring or are vacant have been unfunded, reducing the total agency staffing costs by more than $743,000. Additional mid-year positions have been added as a result of the final stages of the SB 1703 consolidation between NCTD and SANDAG, as detailed in the agenda report.

Mr. Watson stated that in terms of proposed new positions for FY 2010, SANDAG is continuing the consolidation with ARJIS that began in 2004, by building the ARJIS staff group and reducing the use of consultants for core business functions. In FY 2010, ARJIS is recommending that three positions
historically filled by contractors, temporary staff, and contingent employees be changed to regular staff positions. As further explained in the agenda report, the work performed by these positions has been essential to ARJIS operations for a number of years. The positions are: Principal Technology Program Analyst, Senior Programmer Analyst, and Information Systems Analyst. The requested action would not have a budget impact because the funding from consultant/contractor services would be re-directed to staff salaries and benefits.

Mr. Watson stated that overall, the compensation and benefits portion of the FY 2010 budget assumes no changes to the salary ranges for staff positions, no merit or cost of living increases, and no cost increases to the employee benefits program. In FY 2010, staff is recommending that SANDAG further reduce future benefit costs by requiring employees hired after June 30, 2009, to pay the member’s share of the Public Employee Retirement System (PERS) retirement contribution (currently 8 percent). SANDAG currently pays this amount on behalf of its employees. This practice is estimated to save the agency approximately $91,000 on an annual basis, subject to turnover rates over the next year. The savings would continue to increase year over year as additional new employees are hired to replace those who leave the agency. Any potential cost savings have not yet been factored into the budget with the thought that any savings would flow to the contingency reserve. Staff also is evaluating other potential changes to the structure and selection of benefits for the future that will result in both short-term and long-term savings as well as reducing the agency’s long-term liabilities.

Mr. Watson stated that the Program Budget document includes the OWP, as well as the Administration and Board Budgets, the Capital Budget, the TransNet Program, the Member Agency assessments, and the Personnel Summary information. A brief outline of the main components is explained further in the agenda report, as well as the detailed Table of Contents in the Draft Budget document.

Mr. Watson stated that with today’s approval, the Draft FY 2010 Budget will be provided to the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and Caltrans for their review and comment, and the Board of Directors will be asked to approve the Draft FY 2010 Budget (including the OWP) at its March 27 meeting. Upon Board approval, the draft document will be distributed to the member agencies and other interested parties for review and comment. On May 8, 2009, the Executive Committee will again review the FY 2010 Budget and will address any comments received from the funding agencies and member agencies. Final Board approval is scheduled for May 22, 2009.

Second Vice Chair Dale stated that he did not find reference to SANDAG’s efforts with regards to the San Diego County Regional Airport Authority and our efforts with Destination Lindbergh, and asked whether there was staff time or resources budgeted toward these efforts.

Mr. Watson stated that the airport is budgeted under Long-Range Regional Planning, under three work elements: Destination Lindbergh; the Regional Air/Rail Network Study; and efforts to update the Airport Multimodal Accessibility Plan (AMAP).

Second Vice Chair Dale asked whether the long-term planning efforts included budgeting resources and staffing.

Mr. Gallegos stated that the budget incorporated funding for staff and resources for the Destination Lindbergh piece, and if staff finds that there is a need for additional funding, they
would return to the Board to request that funding. Additionally, staff will continue to seek other funding sources such as cooperatively working with the City of San Diego and the San Diego County Regional Airport Authority to maximize dollars.

Second Vice Chair Dale stated that the current situation with crime in Mexico continues to escalate and asked whether this issue needs to be addressed in the budget either as it relates to border projects such as the new border crossing in Otay Mesa or our efforts in criminal justice.

Mr. Gallegos stated that the focus for the new border crossing over the next year will be to advance the project, and SANDAG would operate as the banker to finance the new Port of Entry. The challenge is to ensure adequate infrastructure at the border. With the new border crossing there is an opportunity to expand the infrastructure on both sides of the border. Currently there is an inadequate number of gates to serve the crossborder traffic that returns to the United States; this is due to the increased inspection efforts. We will continue our efforts to improve the infrastructure on the Mexican side of the border.

Second Vice Chair Dale stated that SANDAG needs to determine what responsibility we have to assist Mexico and what resources we need to commit to prevent any escalation of the crime into the United States.

Mayor Jerry Sanders (City of San Diego) stated that the City prefers that any funds be given to the Drug Enforcement Agency (DEA) or the Federal Bureau of Investigation (FBI) to continue or to increase their presence at the border. He stated that these two agencies have successfully worked to prevent escalation here; thus we have seen very little impact on this side of the border.

Supervisor Pam Slater-Price (County of San Diego) stated that the San Diego County Water Authority has a representative that sits on the SANDAG Board of Directors to keep SANDAG apprised of water issues. She stated that historically our region has used more than its share of water resources, and under the current conditions that is no longer an option. The idea that water will always be available is not going to be the case anymore due to higher demand and the decrease in resources. She stated that she would like to have the County Water Authority give a presentation to the Board of Directors on the future of water availability in our region.

Mayor Sessom stated that she had already had a presentation on water resources at her City Council meeting and cautioned that before placing this item on a Board agenda, the member agencies should be polled to determine their desire for this presentation at a Board meeting. Mayor Sessom asked for clarification regarding how funds are budgeted in Criminal Justice and ARJIS. She stated that she was under the impression that all funds were targeted for specific projects through grants and other dedicated funding sources, and if SANDAG wanted to commit funds for border criminal activity there would not be funds already available in the budget.

Ms. Wasmund stated that the all of the funding is dedicated. Staff receives grants and other funds for specific Criminal Justice Research projects.

Mr. Gallegos stated that staff would have to seek other funding sources such as through grants to fund any additional study of criminal activity at the border.

Supervisor Dianne Jacob (County of San Diego) stated that the Local Agency Formation Commission (LAFCO) is meeting April 6, 2009 at 9:00 a.m. at the County Administration Building to discuss water
issues and is inviting different water agencies to present. Supervisor Jacob requested clarification regarding the budget item for the project study reports on page 8 of the OWP for the SR 67 Corridor.

Mr. Watson stated that Chapter 7 is an attempt by Caltrans and SANDAG and our member agencies to pull the various agency planning projects together to show what is being worked on throughout the region. This item acts as a type of inventory of planning projects.

Mr. Gallegos stated that Caltrans is the lead agency for project study reports, and SANDAG staff can follow up with them to provide a copy of the study schedule to the Supervisor.

Supervisor Jacob stated that this region needs to have shovel-ready projects and having the project study report done brings us that much closer to be competitive for future funding. She stated that this could be an opportunity to partner on funding with the County. She stated that she would work with SANDAG and Caltrans on the specifics.

Mayor Jim Janney (South County) commended staff on their work with the benefits package in the budget and stated that the member agencies are facing the same constraints; he thanked staff for their proactive leadership.

**Action**: Upon a motion by First Vice Chair Stocks, and a second by Mayor Sanders, the Executive Committee accepted the Draft FY 2010 Budget (including the Overall Work Program), authorized distribution of the document to the funding agencies for review, and recommended that the Board of Directors approve the Draft FY 2010 Budget for distribution to member agencies and other interested parties for review.

**4. SERVICE BUREAU MID-YEAR STATUS REPORT AND FY 2008 SourcePoint AUDITED FINANCIAL STATEMENTS (INFORMATION)**

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

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

Ms. Mason stated that Table 1 included in the staff report illustrates the financial status of the Service Bureau during the first six months of the fiscal year. The table reflects a new reporting method that only includes earned revenue and expenses that occurred during the reported time period. Although some projects are multi-year, only revenues and actual expenditures occurring during the time period are included. This reporting structure presents a realistic picture of the Service Bureau’s current financial activities.
Ms. Mason stated that project expenses were $266,400 while earned revenue was $300,000 during the July 1 to December 31, 2008, time period. This means that revenues exceeded costs by 13 percent. There are some nonrecoverable costs related to management and business development that also should be covered by this fee. When those year-to-date expenses are taken into account, SANDAG revenues exceeded costs by 1 percent.

Ms. Mason stated that in the six-month span between July 1 and December 31, 2008, 71 projects were started or carried over from the previous fiscal year. In terms of the number of projects, about two-thirds were concentrated in transportation modeling. The vast majority of the transportation projects are short-term, lasting less than one month. However, we also are working on longer-term transportation modeling services for the City of Coronado to provide it information for its tunnel initiative, and we are coordinating with the City of Chula Vista and others to develop a South Bay Transportation Model. The majority of product we produce is travel time analyses.

Ms. Mason stated that in coordination with the SANDAG Mobility Management and Project Implementation Department, we provided Geographical Information System (GIS) and transportation modeling services to the Department of Navy to help identify opportunities for military commuters to utilize alternative transportation options. Other projects included the completion of a housing element update for the City of Solana Beach and a survey for the County of San Diego’s Department of Aging. Ms. Mason briefed the committee on several projects from the past year.

Ms. Mason stated that in terms of our work on strategic and comprehensive plans, we completed our work with Caltrans on the California-Baja California Border Master Plan, which evaluated the planning processes for ports of entry and related transportation facilities. In addition, we finished up our work for the California Coastal Conservancy to provide a vision plan and assessment of the Salt Works Site. We continued to work with the County of San Diego and the Cities of Chula Vista and National City on the Bayshore Bikeway study, which provides preliminary engineering and planning services for a portion of the bikeway.

Ms. Mason stated that since January 2009, the Service Bureau has entered into agreements totaling nearly $400,000. One of these projects is additional work with SANDAG and the Department of Navy to identify alternative transportation options for military commuters. The Service Bureau will assist in the effort by surveying Navy commuters to gain an understanding of issues and needs so that appropriate transportation services can be identified.

Ms. Mason stated that between July 1 and December 31, 2008, staff met with executives of several local chambers of commerce, participated in employer expo and outreach events, prepared Service Bureau articles for local newsletters, and attended relevant association meetings. The Service Bureau will continue attending appropriate professional group events, scheduling presentations with local government representatives and community groups that would benefit from our products and services, and other activities to increase market awareness.

In addition, we will begin work with Caltrans on two projects. The first is to update and enhance the Intergovernmental Review database to improve the efficiency and functionality of the tracking system. The second is to conduct an aggregate strategy study, which will provide a review of construction aggregate sources in the region and develop a regional GIS database to allow for the visualization of aggregate sources with informational overlays.
The Service Bureau also is coordinating a request for proposal to hire on-call consultants to produce visual simulations, which help illustrate how streetscapes could be transformed by smart growth development and/or capital infrastructure improvements. These services would be available for SANDAG projects as well as for our member agencies through the Service Bureau. In terms of transportation projects, we will begin work for the City of Oceanside to develop several transportation model alternatives for the City's circulation element.

Mayor Janney commented that his city has used the Service Bureau and that the marketing aspect of the agency is very important to the region.

Action: This item was presented for information only.

5. LEGISLATIVE STATUS REPORT (INFORMATION)

Kim Kawada, Policy and Legislative Affairs Program Manager, presented the state legislative status update.

Ms. Kawada stated that the FY 2009 and FY 2010 state budget package consists of actions over the next 17 months to address a projected budget shortfall of $41.7 billion. The budget passed by the Legislature and signed by the Governor includes $14.9 billion in expenditure reductions, $12.5 billion in tax increases, $5.4 billion in borrowing, $7.8 billion of federal economic stimulus funds, and $947 million in vetoed line items by the Governor.

Ms. Kawada stated that this year the state budget package includes a number of tax increases. These taxes include a temporary one-cent sales tax increase, a personal income tax surcharge of 0.25 percent, reduction in the personal income tax dependent credit, and a vehicle license fee (VLF) increase from 0.65 percent to 1 percent for General Fund purposes, and an additional 0.15 percent VLF increase dedicated to fund local public safety programs. Ms. Kawada stated that Table 1 of the staff report summarizes the tax increases, including when the tax increases would take effect and their duration, which is dependent on the May 19, 2009, statewide special election results. As part of the budget, six ballot measures will appear on a statewide special election ballot on May 19, 2009. Ms. Kawada summarized the six propositions for the members. First Vice Chair Stocks requested clarification regarding the propositions on the May 19, 2009, special election ballot and why the temporary tax increase proposals would extend for more years if the propositions pass.

Ms. Kawada stated that a two-thirds vote was needed to pass the budget package; it required several Republican legislators to support the proposed tax increases. To gain this support, the package was crafted to provide incentives for both parties to support the special election ballot measures. Passage of the ballot measures would allow the temporary tax increase to remain in effect for a longer period (thereby avoiding additional spending cuts), while at the same time requiring a spending cap and the establishment of a rainy day fund for the state budget.

Supervisor Slater-Price commented that the budget deal made was a compromise between the two parties.
Ms. Kawada stated that the most significant impact to transportation in the state budget concerns public transit funding. The budget package reduces FY 2009 State Transit Assistance (STA) funding in half to $153 million, which results in a $9.3 million loss to the San Diego region for FY 2009. In addition to the current year reduction, the budget proposes to suspend STA funding entirely through FY 2013, but keep the program in existence.

Ms. Kawada stated that the package includes a number of triggers that would affect some spending cuts and tax increases. For example, if California receives at least $10 billion in federal economic stimulus funds to offset General Fund spending, then $947 million in spending cuts and $1.8 billion in tax increases related to the personal income tax surcharge would not take effect. The current budget conservatively estimates that California will receive $7.8 billion in economic stimulus funding, and the state has until April 1, 2009, to make this determination.

Ms. Kawada stated that the FY 2010 budget fully funds Proposition 42. She stated that due to the special election in May, the Governor’s May Revise of the budget is expected to be done in June.

Ms. Kawada stated that during the week of February 23, 2009, Will Kempton, Caltrans Director, testified before a joint Assembly and Senate Transportation Committee about California’s anticipated share of federal economic stimulus funds. Director Kempton estimated that California would receive about $4.4 billion in economic stimulus funds related to transportation. This would include formula programs in the American Recovery and Reinvestment Act (ARRA), of which the apportioned amounts include $2.57 billion for highways, local streets and roads, freight and passenger rail, and port infrastructure projects, and $1.07 billion for transit programs. Additionally, there are ARRA discretionary programs where California also could receive funds. Preliminary numbers show that the San Diego region would receive about $85 million for transit formula funding, and approximately $135 million in highway formula funding.

Ms. Kawada stated that there have been discussions at the state level about how best to ensure that all California funds are obligated before the statutory deadlines in ARRA. Under current law, 30 percent of the highway funds would be sub-allocated to the regions, and the remaining 70 percent would go to the state. In accordance with current law, the 70 percent in funding provided to the state would be programmed and allocated by the CTC through existing processes, which gives priority to the State Highway Operation and Protection Program (SHOPP) and then to the State Transportation Improvement Program (STIP). The STIP funds are subdivided between the Regional Improvement Program (STIP-RIP) for use at the discretion of the regions, and the Interregional Improvement Program (STIP-IIP) for use at the state’s discretion.

On February 19, 2009, CTC took action to begin this sub-allocation process, and set the threshold allocation at $500 million for the SHOPP. The $500 million SHOPP threshold would result in $975 million in statewide STIP-RIP funding and $324 million in statewide STIP-IIP funding as shown in Attachment 2.

Ms. Kawada stated that there have been discussions at the state level with support from Caltrans, cities, counties, and regions, to amend current state law so that a portion of the ARRA funding provided to the state (and subsequently moved through the SHOPP and STIP processes) is sub-allocated to regions using Surface Transportation Program (STP) formulas. Under this option, 62.5 percent of the total ARRA funding would be apportioned by formulas to the regions, and 37.5 percent would be apportioned to the state as shown in Attachment 3. In order to implement this option, legislation would have to be enacted no later than mid-March, given the ARRA obligation deadlines.
Ms. Kawada stated that the United States Department of Transportation (USDOT) is expected to apportion ARRA funds in early March. Once the federal funds are apportioned, the ARRA “use-it-or-lose-it” provisions begin taking effect (50 percent of highway formula funds must be obligated within 120 days, and 50 percent of transit formula funds must be obligated within 180 days). Staff will continue to monitor state actions on the implementation of ARRA and will report back to the Executive Committee as more information becomes available.

Supervisor Jacob stated that the recommendation of apportionment to local agencies is 40 percent. She requested that a provision be made that if any city or county is not able to expend their portion of the funds, those unused funds will be returned so that other local entities with a need would have access to those funds.

Mr. Gallegos stated that staff recommendation is that TransNet rules apply to the swap dollars. The goal is to get the funds split in the current formula so that each agency gets their portion of the funds. At that time TransNet rules apply so there is not a time limit for use; local agencies won’t be constrained by a time to use those funds, the funds would remain with the local agency to use for approved transportation projects. He stated that these funds would be in addition to the current TransNet funds each agency already receives.

Chair Pfeiler stated that the member agencies are familiar with the rules of TransNet and all of them have projects that will benefit from these funds. She stated that TransNet dollars are based on a 50 percent match of funds with state and federal funds and asked how the member agencies would ensure that they meet this requirement to leverage those TransNet funds.

Mr. Gallegos stated that the current policy for discretionary dollars is that 94 percent of the funds are needed to make the TransNet program work. He stated that every dollar that is given to the local streets and roads program is one less dollar for TransNet projects and may delay those projects. Mr. Gallegos stated that the TransNet program is a 40-year program so for long range plans this can be managed. We had a deficit already scheduled in the program and knew we needed to find more funds later and we look at the economic stimulus funds as a portion of those found funds.

Supervisor Jacob stated that other regions are giving direct allocations to local agencies of 50 percent and asked how SANDAG determined the 40 percent allocation.

Mr. Gallegos stated that SANDAG is proposing the 40 percent based on the legislation that would require at least 40 percent be made available to cities and counties.

Chair Pfeiler stated that we did consider the TransNet Plan of Finance and recognized that there are regional projects that need to be a priority.

Supervisor Jacob stated that the County recognizes that the stimulus funds are being handled differently by SANDAG staff.

Supervisor Slater-Price stated her support for the 40 percent given to local agencies for their local streets and roads because the funds are needed. She questioned whether the legislation limits the amount of funding to 40 percent or whether it allows for a higher amount.

Mr. Gallegos stated that the requirement is at least 40 percent but the regions could allocate more if they choose to do so.
Ms. Kawada stated that Senate Bill 375 (Steinberg, 2008) requires the 19 local jurisdictions within the San Diego region to adopt their next housing elements (fifth revision) no later than June 30, 2010. In addition, the law requires the local jurisdictions to complete their sixth housing element revision no later than 18 months after the adoption of the next SANDAG update to the Regional Transportation Plan (RTP). In accordance with the current schedule, the next RTP update is scheduled for Board adoption in July 2011, which in turn would require subsequent housing elements to be due in January 2013 (less than three years from the 2010 housing element updates).

SANDAG has been working with Senator Darrell Steinberg’s office, the California League of Conservation Voters, the Department of Housing and Community Development, the League of Cities, housing advocacy groups, and other stakeholders on possible technical amendments to SB 375 to align the upcoming Regional Housing Needs Assessment (RHNA) and RTP cycles for the San Diego region.

Ms. Kawada stated that SANDAG is proposing to align the fifth revision of the housing element with the schedule for adoption of the 2011 RTP. This would eliminate an “interim” RHNA cycle in 2010 and allow the region to focus its resources on developing the next RHNA, Sustainable Communities Strategy (SCS), and RTP in accordance with goals of SB 375. One of the challenges that we are facing with this proposal is that several of our local jurisdictions have not completed their fourth revision of their housing elements which were due in 2005. In initial meetings, the representatives of statewide housing advocacy groups – California Housing Federation and California Rural Legal Assistance Foundation – have not been supportive of eliminating the current requirement for local jurisdictions in the San Diego region to complete a housing element in 2010.

Ms. Kawada stated that on February 27, 2009, Senator Steinberg introduced a spot bill, Senate Bill 575, which will be the vehicle for addressing technical clean up to SB 375. Senator Steinberg’s office is hosting a meeting with various stakeholders on Monday, March 9, 2009, and staff attended.

Mr. Gallegos stated that there is not a lot of support for changing the language because not all jurisdictions have met the current provisions.

Mayor Janney stated that his jurisdiction does not have an approved Housing Element and requested SANDAG support in order to complete the requirements for the Housing Element.

Mr. Gallegos stated that SANDAG staff will reach out to the local agency and provide as much assistance as possible.

Victoria Stackwick, Associate Legislative Analyst presented the federal update.

Ms. Stackwick stated that on February 25, 2009, the House passed H.R. 1105, the FY 2009 omnibus appropriations bill by a vote of 245-178. The measure contains the remaining nine appropriations bills from last year. Currently, federal agencies have been operating under FY 2008 levels through a Continuing Resolution (CR) set to expire on March 6, 2009.

Ms. Stackwick stated that for the purposes of this report, the transportation section of the omnibus saw significant increases from FY 2008. The omnibus allocates $40.7 billion for highway spending, an increase of $484 million over FY 2008 funding; the Federal Transit Administration (FTA) allocation increased by $773 million for a total of $10 billion in FY 2009 funding. This includes $1.8 billion for FTA New Starts and $8.2 billion for ongoing transit and bus capital needs.
Additionally, the bill includes $1.5 billion for Amtrak and $90 million in matching grants to states for intercity passenger rail. As a result of the FY 2009 appropriations process, discretionary funding is currently included in the House-passed measure for the eight regional and local projects. Ms. Stackwick reviewed the projects included. In addition, $19.5 million was included in Capital Investment Grants for the Mid-City Rapid Bus project. This is slightly lower than the $21.7 million requested by the Administration in the FY 2009 budget.

Ms. Stackwick stated that the Senate is expected to take up this legislation during the first week of March with final passage set to occur close to the March 6, 2009, expiration of the CR. Should the Senate choose to amend the current conference committee proposal, the measure would have to be voted on again by the House. Once Congress has passed a FY 2009 spending measure, the President is expected to sign the legislation into law.

Ms. Stackwick stated that the latest information received is that Congressman Darrell Issa will not be submitting an appropriation request due to the large spending bill. She stated that we can anticipate receiving the present draft federal budget in April.

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

6. REVIEW OF MARCH 27, 2009, DRAFT BOARD AGENDA (APPROVE)

Diane Eidam reviewed the draft agenda for the March 27, 2009, Board of Directors meeting.

**Action:** Upon a motion by Mayor Janney, and a second by Supervisor Jacob, the Executive Committee approved the agenda as amended for the March 27 2009, Board of Directors meeting.

7. UPCOMING MEETINGS

   The next Executive Committee meeting is scheduled for April 10, 2009, at 9:00 a.m.

8. ADJOURNMENT

   Chair Pfeiler adjourned the meeting at 10:23 a.m.

Attachment: Attendance Sheet
# CONFIRMED ATTENDANCE
## SANDAG EXECUTIVE COMMITTEE MEETING
### MARCH 13, 2009

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<th>GEOGRAPHICAL AREA</th>
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<td>North County Inland</td>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler, Chair</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>City of Poway</td>
<td>Mickey Cafagna</td>
<td>Alternate</td>
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<tr>
<td>North County Coastal</td>
<td>City of Encinitas</td>
<td>Jerome Stocks, 1st Vice Chair</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>City of Carlsbad</td>
<td>Matt Hall</td>
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<td>No</td>
</tr>
<tr>
<td>South County</td>
<td>City of National City</td>
<td>Ron Morrison</td>
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<td>No</td>
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<td></td>
<td>City of Imperial Beach</td>
<td>Jim Janney</td>
<td>Alternate</td>
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<td>East County</td>
<td>City of Santee</td>
<td>Jack Dale, 2nd Vice Chair</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>City of Lemon Grove</td>
<td>Mary Sessom</td>
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<td>City of San Diego</td>
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<td>Jerry Sanders</td>
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<td>Ben Hueso</td>
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<td>Dianne Jacob</td>
<td>Member</td>
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<td></td>
<td>Pam Slater-Price</td>
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<td>Ron Roberts</td>
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