EXECUTIVE COMMITTEE
AGENDA

Friday, February 12, 2010
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

• FY 2010 OVERALL WORK PROGRAM:
  PROPOSED BUDGET AMENDMENTS

• PRELIMINARY FY 2011 OVERALL WORK
  PROGRAM BUDGET

• LEGISLATIVE STATUS REPORT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

MISSION STATEMENT
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San Diego Association of Governments  ·  401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900  ·  Fax (619) 699-1905  ·  www.sandag.org
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 12, 2010

ITEM # RECOMMENDATION

+1. APPROVAL OF JANUARY 8, 2010, MEETING MINUTES APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

REPORTS (3 through 6)

+3. FY 2010 OVERALL WORK PROGRAM: PROPOSED BUDGET AMENDMENTS (Tim Watson) APPROVE

Transportation Development Act and TransNet sales tax revenue have declined more than projected, leaving a shortfall in Overall Work Program (OWP) revenues of approximately $1.1 million. This report identifies the project spending cuts necessary to adjust current expenses to meet the revenue shortfall. The Executive Committee is asked to approve amendments to the FY 2010 OWP for a total amount of $1.2 million in budget reductions, in substantially the same form as shown in the attachment.

+4. PRELIMINARY FY 2011 OVERALL WORK PROGRAM BUDGET RECOMMEND

(Tim Watson)

This item provides an update to progress made in the development of the FY 2011 Program Budget, including the areas of emphasis, project objectives, funding estimates, and choices for balancing the budget, including a proposal to increase planning, programming, and monitoring funds in FY 2011. The Executive Committee is asked to: (1) review and provide comment on the proposed FY 2011 Program Budget work elements, and (2) recommend that the Board of Directors approve a revision to the 2010 State Transportation Improvement Program to increase planning, programming, and monitoring funds from 1 percent to 3 percent for FY 2011.

+5. LEGISLATIVE STATUS REPORT (Victoria Stackwick and Genevieve Morelos) DISCUSSION/POSSIBLE ACTION

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This status report focuses on the Governor’s FY 2010-11 budget proposal and the Local Taxpayer, Public Safety, and Transportation Protection Act as well as the Jobs for Main Street Act of 2010. The Executive Committee is asked to discuss and to consider taking a possible position on the Local Taxpayer, Public Safety, and Transportation Protection Act.
6. REVIEW OF FEBRUARY 26, 2010, DRAFT BOARD AGENDA  

7. UPCOMING MEETINGS

There will be a joint meeting of the Executive Committees of SANDAG and the Southern California Association of Governments on Thursday, February 25, 2010, from 11 a.m. to 12:30 p.m. This meeting will be held at the Laguna Cliffs Marriott Resort & Spa located at 25135 Park Lantern, Dana Point, California.

The next meeting of the SANDAG Executive Committee is scheduled for Friday, March 12, 2010, at 9 a.m.

8. ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
JANUARY 8, 2010

Chair Lori Holt Pfeiler (North County Inland) called the Executive Committee meeting to order at 9:03 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Supervisor Pam Slater-Price (County of San Diego) and a second by Vice Chair Jerome Stocks (North County Coastal), the minutes of the December 4, 2009, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no public or member comments.

CONSENT ITEM (3)

3. FEDERAL LEGISLATIVE STATUS REPORT (INFORMATION)

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This status report provided an update on recent federal legislation pertaining to FY 2010 appropriations, the surface transportation authorization, and other transportation-related legislation.

Action: This item was presented for information.

CHAIR’S REPORT (4)

4. EMPLOYMENT AGREEMENT FOR EXECUTIVE DIRECTOR (RECOMMEND)

The Executive Committee is asked to recommend that the Board of Directors approve the proposed First Amendment to the employment agreement for the Executive Director in substantially the same form as attached to the report. The proposed amendment would revise the subsequent term of the employment agreement from three years (July 1, 2009 through June 30, 2012) to six years, five months (July 1, 2009 through November 30, 2015).

Chair Holt-Pfeiler directed staff to include this item for approval on the consent agenda for the Board of Directors.
Action: Upon a motion by Chair Holt-Pfeiler and second by Supervisor Slater-Price, the Executive Committee voted to recommend that the Board of Directors approve the proposed First Amendment to the employment agreement for the Executive Director in substantially the same form as attached to the report.

REPORTS (5 through 9)

5. PROPOSED AGENDA FOR 2010 SAN DIEGO REGIONAL TRIBAL SUMMIT (APPROVE)

SANDAG included in its FY 2010 Budget and Overall Work Program the convening of a Tribal Summit as a component of the tribal consultation process for the 2050 Regional Transportation Plan. An ad hoc task force composed of elected officials from the Borders Committee and the Southern California Tribal Chairmen's Association (SCTCA) has helped develop a draft agenda for this event. The Borders Committee and SCTCA Board of Directors recommend that the Executive Committee approve the proposed agenda for the 2010 Tribal Summit, which would be held on April 9, 2010.

Jane Clough-Riquelme, Senior Regional Planner, presented the item.

Action: Upon a motion by Supervisor Slater-Price, and a second by Vice Chair Stocks, the Executive Committee voted to approve the proposed agenda for the 2010 Tribal Summit, which would be held on April 9, 2010.

6. PROPOSED SANDAG COMMENTS ON THE DEL MAR FAIRGROUNDS MASTER PLAN PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT (APPROVE)

The Del Mar Fairgrounds Master Plan project includes plans for maintenance and improvement to the current service condition of the Fairgrounds facilities, including renovation and modernization of several structures and parking areas, construction of new structures, demolition of structures, and relocation of a maintenance yard and fire station. The Executive Committee is asked to approve the comment letter, in substantially the same form as attached to the report, for submittal as a response to the Draft Environmental Impact Report for the Del Mar Fairgrounds Master Plan project.

Coleen Clementson, Principal Regional Planner, presented the item.

Action: The Executive Committee directed staff to redraft the comment letter after considering comments made at this meeting, and return to the Transportation Committee at its January 15, 2010, meeting for further review and recommendation, with final action on the SANDAG comment letter scheduled for the Board of Directors meeting on January 22, 2010.

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

Staff is proposing amendments to Board Policies and Bylaws as well as one new Board Policy, as part of the annual review of these governing documents. In December, the Executive Committee began its review of the proposed amendments. The Executive Committee is asked to discuss the amendments to Board Policy No. 031 and the Bylaws (Attachments 1 and 3), and proposed new Board Policy No. 035 (Attachment 2) and recommend that the Board of Directors approve all of the
proposed amendments to the Board Policies and Bylaws, including Board Policy No. 031, contingent on the Independent Taxpayer Oversight Committee’s (ITOC’s) position on that amendment.

Julie Wiley, General Counsel, presented the item.

**Action:** Upon a motion by Supervisor Slater-Price, and a second by Vice Chair Stocks, the Executive Committee voted to recommend that the Board of Directors approve all of the proposed amendments to the Board Policies and Bylaws, including Board Policy No. 031, contingent on the ITOC position on that amendment.

8. **FY 2009 BUDGET AND OWP YEAR-END REPORT (DISCUSSION)**

This report presents the status of the FY 2009 Budget and Overall Work Program from July 1, 2008, through June 30, 2009. Staff presented the significant accomplishments from the annual report.

Tim Watson, Budget Program Manager, presented the item.

Chair Holt-Pfeiler directed staff to include this item on the consent agenda for information for the Board of Directors.

**Action:** This item was presented for discussion.


Renée Wasmund, Chief Deputy Executive Director, presented the item.

**Action:** Upon a motion by Supervisor Slater-Price, and a second by Mayor Jerry Sanders (City of San Diego), the Executive Committee voted to approve the draft Board agenda, as amended.

12. **UPCOMING MEETINGS**

The next meeting of the Executive Committee is scheduled for February 12, 2010, at 9 a.m.

13. **ADJOURNMENT**

Chair Pfeiler adjourned the meeting at 9:48 a.m.

Attachment: Attendance Sheet
CONFIRMED ATTENDANCE
SANDAG EXECUTIVE COMMITTEE MEETING
JANUARY 8, 2010

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<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
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INTRODUCTION

SANDAG staff has been monitoring the trends relating to Transportation Development Act (TDA) and TransNet local sales tax revenues. At its January 22, 2010, meeting, the Board of Directors approved a reduction to the TDA apportionments and TransNet revenue estimates based on actual receipts through December 2009, resulting in a $1.1 million negative impact to the Overall Work Program (OWP). Budget reductions of approximately $1.2 million are therefore proposed to recognize the impact of the lower sales tax revenue projections.

DISCUSSION

CURRENT FUNDING ENVIRONMENT

Local Sales Tax Revenue – The approved FY 2010 OWP originally assumed that TDA revenues would be 1 percent less (consistent with County of San Diego projections) and TransNet revenues would be 2 percent higher in FY 2010 than compared to estimated FY 2009 revenue projections.

In November 2009 the Board of Directors approved revised estimates reflecting a 6.5 percent decline in both TDA and TransNet sales tax revenue for 2010 (as compared to actual FY 2009 receipts), with a confidence range of plus or minus 2.5 percent. Subsequently, as a result of sales tax receipts received through December 31, 2009, in January the Board approved revised estimates reflecting a 10 percent decline in both TDA and TransNet sales tax revenue for FY 2010 (as compared to actual FY 2009 receipts) with a confidence range of plus or minus 2.5 percent. The revised FY 2010 revenue forecast is $199,792,224 for TransNet and $97,182,395 for TDA. The most recent negative adjustment of 10 percent reflects the belief that the second half of the fiscal year will be better than the first half, but not robust enough to make up for the significant weakness experienced during the first half of this fiscal year. The following table shows three years of actual/projected rates of change compared to the rates of change used in the initial budget projections:

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<th>Fiscal Year</th>
<th>Actual &amp; Projected Change</th>
<th>Initial Budget Projections</th>
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<td>2008</td>
<td>-1.4% (actual)</td>
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<tr>
<td>2009</td>
<td>-9.2% (actual)</td>
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<tr>
<td>2010</td>
<td>-10.0% (projected)</td>
<td>-1% (TDA), 2% (TransNet)</td>
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The reductions in actual revenue experienced in FY 2009 occurred late in the fiscal year, and therefore, a comprehensive amendment was not made due to the late date. However, consistent
with our current budget discipline, several staff vacancies were left unfilled and certain expenditures were postponed, which allowed for enough project savings to end the year with a positive balance. Per Board Policy, this year-end savings was deposited into the Contingency Reserve.

For this year, the decline in TDA and TransNet sales tax estimates is of a magnitude that makes it necessary to take a more formal action to balance these key funding sources. The negative impact of these two funding sources on the OWP is approximately $1.1 million.

Federal and State Revenue - Federal and state recurring revenues comprise the remainder of the annual flexible funding for the OWP. The revenue assumed was based on estimates received from the state and the federal governments, and were subject to both the state and federal governments approving FY 2010 budgets as indicated in March 2009. No adjustments in this area are needed.

**Proposed Project Budget Amendments**

Staff has been continually monitoring sales tax receipts and has taken a proactive look at potential areas for savings and where other spending could be reduced or deferred. With two years of reduced sales tax revenues (FY 2008 and FY 2009), projects that rely heavily on these flexible funds had already been subject to budget tightening and downsizing. Staff examined all areas of the OWP to rebalance and reprioritize resources. Local sales tax revenues represent a little more than 16 percent of the OWP budget, and are a critical source for the local match requirement necessary to garner federal and state planning funds and other grants.

The OWP projects that are proposed for reduced or deferred spending for the remainder of the fiscal year are shown in Attachment 1. In general, each project relying on annual flexible funding was scrutinized in terms of its year-to-date actual expenditures compared to its budget for staffing resources, other direct costs, and professional services. A disciplined internal process for filling vacant positions has been in place for a couple of years; as a result, approximately $1 million in agency savings has been identified as a result of vacant and unfilled positions, which translates into approximately $400,000 in savings for projects using flexible funds.

All other categories of spending also were examined, with approximately $800,000 of savings identified by a combination of (1) reducing the scope of some professional services; (2) recognizing situations where project schedules have changed and the need for professional services could be deferred; and (3) reducing other direct costs, such as travel and equipment purchases. The combination of the proposed amendments (shown in Attachment 1) yields approximately $1.2 million in savings of flexible funding, which is slightly more than the $1.1 million needed to balance the FY 2010 OWP budget, providing a small amount of flexibility, if needed, as we near the end of the fiscal year.

Also included in this analysis is the Administration budget, which is allocated across all projects, including the OWP and the Capital Improvement Program (CIP). Recognizing that much of the capital program is funded with dedicated grants, we estimate that every $100 reduction in administrative costs (including salaries and benefits) generates $34 in flexible fund savings.

Complete project descriptions itemizing the proposed reductions are shown in Attachments 2 through 4, for three of the four projects with amendments exceeding $100,000 (Airport Multimodal Accessibility Plan, Regional Quality of Life Planning, and New Border Crossing and State Route 11). The fourth project being amended in excess of $100,000 (Asset Evaluation) is proposed to be
deferred until additional funding can be identified.

**Next Steps**

Upon Executive Committee approval, staff will process OWP project amendments accordingly, and where applicable, incorporate any impacts into the draft FY 2011 Budget, which is scheduled for Executive Committee review on March 12, 2010.

LAUREN WARREM  
Director of Finance (Acting)

Attachments: 1. FY 2010 OWP Proposed Budget Amendment Summary  
              2. Work Element 31013.1: Airport Multimodal Accessibility Plan  
              3. Work Element 32000.2: Regional Quality of Life Planning  
              4. Work Element 34200.1: New Border Crossing and State Route 11

Key Staff Contact: Tim Watson, (619) 699-1966, twa@sandag.org
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<th>OWP #</th>
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<th>PROFESSIONAL SERVICES SCOPE REDUCTIONS</th>
<th>DEFERRED PROFESSIONAL SERVICES REDUCTIONS</th>
<th>REDUCTIONS IN OTHER DIRECT COSTS</th>
<th>FY 2010 REVISED PROJECT BUDGET</th>
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**PROGRAM WORK ELEMENT: 31013.1**

**TITLE: AIRPORT MULTIMODAL ACCESSIBILITY PLAN (AMAP)**

**FY 2010 BUDGET: $276,639 $476,639** **MULTI-YEAR PROJECT** **AREA OF EMPHASIS: LONG RANGE PLANNING**

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<td>Member Assessment</td>
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<td>$0</td>
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<td></td>
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**OBJECTIVE**

In accordance with Senate Bill 10, SANDAG is the lead agency for AMAP. The objective of this work element is to 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 (SDCRAA), 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 (OWP work element 31012, Regional Air-Rail Network Study), 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 role of other modes in providing access to these aviation facilities. Once these facilities are identified and evaluated, the project also will develop financial strategies and policy recommendations to address these long-term demands. This information will be incorporated into the 2050 Regional Transportation Plan (RTP) (OWP work element 31005, 2050 RTP Development). 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.
PREVIOUS AND ONGOING WORK

SANDAG initiated the first phase of the AMAP in FY 2009 with the Regional Air-Rail Network Study.

**Project Manager**  
Linda Culp, Planning Dept.

**Committee(s):**  
Transportation Committee

**Working Groups:**  
None

PRODUCTS, TASKS, AND SCHEDULES

<table>
<thead>
<tr>
<th>Task No.</th>
<th>% of Completion</th>
<th>Task Description / Product / Schedule</th>
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</thead>
</table>
| 1.0      | 10%            | Task Description: Coordinate with the SDCRAA and other regional stakeholders and review previous plan, including the RASP and 2030 RTP.  
Product: Previous plan review and stakeholders list  
Completion Date: 6/30/2010 |
| 2.0      | 25%            | Task Description: Multimodal Facilities Requirements: In addition to rail facilities, identify the multimodal transportation investments that will improve surface transportation access to airports.  
Product: Facilities plan  
Completion Date: 2/28/2010 12/31/2010 |
| 3.0      | 25%            | Task Description: AMAP Financial Strategies: In conjunction with the SDCRAA, identify a program of funding opportunities for the facilities identified in both Task 2.0 and the RASP.  
Product: Financial plan  
Completion Date: 4/30/2010 12/31/2010 |
| 4.0      | 25%            | Task Description: AMAP Policy Recommendations: In conjunction with the SDCRAA, identify major multimodal transportation policies and strategies to address long-term demand.  
Completion Date: 5/30/2010 1/31/2011 |
| 5.0      | 15%            | Task Description: Prepare draft and final AMAP.  
Product: Draft and final reports  
Completion Date: 6/30/2010 1/31/2011 |

FUTURE ACTIVITIES

Future activities will focus on incorporating the major facilities and strategies from the AMAP with the RASP for the 2011 RTP.
WORK ELEMENT: 32000.12 Regional Quality of Life Funding Strategies
FY 2010 BUDGET: $651,232 $901,232

AREA OF EMPHASIS: Sustainable Development Strategies

<table>
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<th>FY 2010 BUDGET</th>
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<td>$651,232</td>
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<td></td>
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<td>$901,232</td>
</tr>
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</table>

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 Regional Comprehensive Plan 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.

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.” The level of federal planning funds will be set to ensure coverage of habitat conservation and transit service components only.

PREVIOUS ACCOMPLISHMENTS

This work element continues work that was initiated in FY 2008. SANDAG held workshops and had received stakeholder input on regional Quality of Life needs in FY 2007 through FY 2009, and the SANDAG Board of
Directors established the Quality of Life Ad Hoc Steering Committee. SANDAG has conducted initial public opinion surveys and initial outreach to stakeholders groups to determine the feasibility of getting a Quality of Life funding measure passed and the timing of such a measure.

Project Manager: Rob Rundle
Committee(s): Regional Planning Committee
Working Groups: Quality of Life Ad Hoc Steering Committee

PRODUCTS, TASKS, AND SCHEDULES

<table>
<thead>
<tr>
<th>Task No.</th>
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<td>Task Description: Staff Quality of Life Ad Hoc Steering Committee and prepare agendas with backup materials for the monthly meetings (non-PL eligible). Product: Meeting minutes and agendas Completion Date: 06/30/2010</td>
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<td>2.0</td>
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<td>Task Description: Implement regional education and outreach effort. Product: Outreach strategy Completion Date: 05/30/2010 12/31/2010</td>
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<td>3.0</td>
<td>20</td>
<td>Task Description: Conduct public opinion research and focus groups. Product: Public opinion survey results and focus group input Completion Date: 12/30/2009</td>
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<td>4.0</td>
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<td>Task Description: Prepare a draft expenditure plan for the Quality of Life measure. Product: Detailed expenditure plan Completion Date: 10/30/2009</td>
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</table>

FUTURE ACTIVITIES

SANDAG will continue to engage with stakeholders in developing the expenditure plan and preparing the environmental document for the Quality of Life funding strategy. SANDAG also will implement the education and outreach program, which will include public opinion surveys/research and focus groups to determine if there is public support for pursuing a Quality of Life funding strategy in the region. SANDAG also will continue to identify stakeholders in the region interested in refining the plan and strategy.
**WORK ELEMENT:** 34200.1 NEW BORDER CROSSING AND STATE ROUTE 11 (SR 11)

**FY 2010 BUDGET:** $580,994 $409,693

**AREA OF EMPHASIS:** New Borders

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<th>Funds Application</th>
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<td>$580,994</td>
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OBJECTIVE

The objective of this work element is to move into the design and financing phase of the Otay Mesa East Border Crossing and SR 11. Work will focus upon a due-diligence process that will result in a new economically efficient Otay Mesa East Border Crossing and connecting SR 11. The overall project will be jointly developed by SANDAG and Caltrans in cooperation with the Mexican Secretariat of Foreign Relations and the Mexican Secretariat of Communications and Transportation, the United States General Services Administration (GSA), and the United States Customs and Border Protection. Emphasis in FY 2010 will be on the development of a financing strategy for the Otay Mesa East Border Crossing and SR 11.

PREVIOUS ACCOMPLISHMENTS

Previous accomplishments include completion of a project study report and tier I environmental document. In addition, the United States and Mexico have exchanged diplomatic notes of interest for this project and the U.S. Department of State has approved a Presidential Permit application for a new border crossing. The California Legislature passed and Governor Schwarzenegger approved Assembly Bill 1486 to allow SANDAG to be the toll authority to build these facilities. Also, the SR 11/Otay Mesa East project was selected by the U.S. Department of Transportation/Federal Highway Administration for the Transportation Border Congestion Relief Program. This designation opens the way for the federal government to provide technical assistance and support to expedite the project in the areas of environmental clearance, design, right-of-way, toll financing, intelligent transportation systems, and others. Lastly, over $13 million have been secured to process the environmental clearance and preliminary engineering of this project, and the California Transportation Commission identified $75 million in Trade Corridors Infrastructure Account funds for the construction phase.

Project Manager: Christina Casgar, Planning Department
Committee(s): Borders Committee; Transportation Committee
Working Groups: Committee on Binational Regional Opportunities; Regional Freight Working Group

PRODUCTS, TASKS, AND SCHEDULES

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<th>TASK NO.</th>
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<th>TASK / PRODUCT DESCRIPTION(S) / SCHEDULE</th>
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| 1        | 10%            | **Task Description:** Complete procurement to engage senior investment underwriter skilled in developing financing for large, complex capital projects.  
**Product:** Procurement and reports to Board  
**Completion Date:** 6/30/2010 |
| 2        | 70%            | **Task Description:** Develop financial strategy to finance the SR 11/Otay Mesa East Port of Entry project.  
**Product:** Preliminary financial strategy  
**Completion Date:** 6/30/2010-9/30/2010 |
| 3        | 10%            | **Task Description:** Coordinated financial strategy with partners, including Mexico.  
**Product:** Meetings with various stakeholders and Mexico’s federal and state agencies  
**Completion Date:** 6/30/2010 |
| 4        | 10%            | **Task Description:** Coordinate project meetings with Caltrans, Otay Mesa community groups, GSA, Department of Homeland Security, and the California Highway Patrol.  
**Product:** Summary of meetings and agreements  
**Completion Date:** 6/30/2010 |
FUTURE ACTIVITIES

Future activities include: (1) completing the tier II environmental document; (2) securing right-of-way; coordinating with local, state, and federal agencies and Mexican agencies; and (3) continuing with the due-diligence process to ensure successful financial strategy.
EXECUTIVE COMMITTEE

February 12, 2010

AGENDA ITEM NO.: 4

Action Requested: RECOMMEND

PRELIMINARY FY 2011 OVERALL WORK PROGRAM BUDGET

File Number 1500400

Introduction

The process of developing the FY 2011 Budget, including the Overall Work Program (OWP), is underway. The Strategic Goals have been updated and “Areas of Emphasis” have been developed reflecting discussions that occurred at meetings of the Board of Directors and the Policy Advisory Committees during the past year (Attachment 1). The overall objective is to develop a work program that targets the most important issues for the coming year, recognizing that FY 2011 will be a challenging year due to declining revenues that typically fund the OWP.

Discussion

Prioritizing the OWP

The first step in the development of the FY 2011 OWP was to update the Strategic Goals and the Areas of Emphasis (Attachment 1). The Strategic Goals are long-term areas of achievement that change very little on an annual basis. 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 next step in the development of the FY 2011 OWP was to take a zero-based approach to all work elements, focusing on the six Areas of Emphasis as the basis for prioritizing the projects. Work elements were developed using a cross functional approach that eliminated the departmental “ownership” of projects. For each Area of Emphasis, a budget coordinator and a cross-section of team members are tasked with developing and defining each work element. The result is related activities are now grouped together in a more intuitive way. After several iterations, staff is proposing options in order to balance revenues and expenses, while at the same time focusing on the Board’s established priorities.

Attachment 2 provides a summary description of each of the proposed work elements, categorized by Area of Emphasis.

Current Funding Environment

Local Sales Tax Revenue – As a result of the current and expected economic climate, FY 2011 will continue to be a challenging year with little or no growth in recurring revenues compared to the

Recommendation

The Executive Committee is asked to: (1) review and provide comment on the proposed FY 2011 Program Budget work elements, and (2) recommend that the Board of Directors approve a revision to the 2010 State Transportation Improvement Program to increase planning, programming, and monitoring (PPM) funds from 1 percent to 3 percent for FY 2011.
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. Actual FY 2009 TransNet and TDA receipts were approximately 9 percent lower than FY 2008, and the latest FY 2010 estimates are an additional 10 percent lower than FY 2009 actual receipts.

As the second half of FY 2010 begins, there are signs that the national recession is letting up, evidenced by the slowing in the rate of job losses each month as well as the leveling out of new unemployment claims filed each week. This could be a sign that a recovery is underway, but it will be slow. For example, some economists are suggesting that it may take 5 to 7 years (2015 to 2017) to get the unemployment rate back to where it was prior to the start of the recession. In addition to correcting problems in the labor market, the recovery will need to address the damage to household balance sheets. Paying down household debt and recovering lost equity from the decline in asset values is expected to take time.

These lingering effects of the recession will set the pace for expected sales tax revenue growth. SANDAG is forecasting a positive, but mild increase of 1.87 percent in sales tax revenue for FY 2011. The declines in sales tax revenue over the past three years have reduced revenues by about 20 percent, and it will take a long time to get back to where our region was prior to the start of the recession.

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 (a slight growth from FY 2010), and are subject to both the state and federal governments approving FY 2011 budgets.

Contingency Reserve – The current balance in the contingency reserve is $5.4 million, which is approximately 9 percent of the FY 2010 OWP Budget. This balance exceeds the requirement of 5 percent of the OWP budget, as set forth in Board Policy No. 030 (Contingency Reserve Policy). An option for the use of a portion of this reserve is discussed below.

As in the past, the work program is designed to ensure that recurring costs do not exceed available recurring revenue. The continual decline in recurring revenue is presenting a challenge in balancing the Board’s priorities against the available revenue. In response to this challenge, staff has been exploring a couple of funding options for the Executive Committee’s consideration, specifically related to the work that needs to be done in FY 2011 to complete the 2050 Regional Transportation Plan (RTP).

SANDAG will be the first major metropolitan planning organization to prepare an RTP in compliance with the provisions of Senate Bill 375 (SB 375) (Steinberg, 2008). Additional work for the 2050 RTP includes initiating an economic analysis of alternative transportation investment scenarios, conducting additional SB 375 modeling, performing stakeholder outreach, and preparing the Environmental Impact Report, including a legal analysis. The 2050 RTP is estimated to cost in excess of $4.5 million over a three-year period, which would require approximately $1.5 to $2 million more in resources than previous RTP efforts. Other efforts such as longer range forecasts and strategic planning efforts that will support the RTP recommendations are included elsewhere in the proposed FY 2011 OWP. In order to fund these one-time additional efforts, staff is working on several options as outlined below:
• **Blueprint Planning and Proposition 84 funding** - There might be an opportunity for the state to provide additional grant funding under the Blueprint Planning program. SANDAG has successfully competed for these funds in the past. Some of the 2050 RTP development efforts would qualify for this category of funding, and given that SANDAG is the first MPO in the state to develop an RTP under the new guidelines, the agency should be well positioned to receive additional Blueprint Planning funds. In addition, Proposition 84 (2006) included bond funding for regional planning activities. In October 2009, the Strategic Growth Council, which oversees these funds, awarded SANDAG $400,000 for modeling associated with SB 375 implementation. Allocation of the Proposition 84 funding, however, is contingent upon future state bond sales; the timing of state bond sales are not known at this time.

Alternatively, if SANDAG is unsuccessful in obtaining the Blueprint Planning grant funds, or if the Proposition 84 funding is not received in a timely fashion, the SANDAG Contingency Reserve could be used as a stopgap measure. Use of this reserve is governed by Board Policy No. 030 (Contingency Reserve) and is subject to approval of the Executive Committee. One of the qualifying uses of the reserve is to “advance urgent high priority needs,” which is consistent with the RTP development effort.

A decision does not have to be made at this time about whether to use Contingency Reserve funds. Staff will continue to update the Executive Committee throughout the budget development process on the prospects of the Blueprint Planning grant and the timing of the Proposition 84 funding. A decision would need to be made by the time of final budget approval in May.

• **Planning, Programming, and Monitoring (PPM) Funds** – PPM funding is received as part of our STIP county share. Historically, SANDAG has requested and used 1 percent ($705,000 in FY 2010) of the STIP county share to fund PPM eligible activities (including the RTP). However, state law allows counties to program up to 5 percent of the STIP county share for PPM. As a matter of comparison, other counties around the state have programmed their PPM at levels ranging from 2 percent (e.g., San Bernardino County) up to 5 percent (e.g., Orange County). In January the Board of Directors approved programming $705,000 (1 percent) of PPM funding in the 2010 STIP to fund these FY 2011 activities. Increasing the amount from 1 percent to 3 percent would provide $1,410,000 in additional funding to help comply with the SB 375 requirements as they relate to the RTP development. This increase in PPM would not impact the proposed programmed projects in the 2010 STIP; however, it would reduce the amount available for programming other capital projects in the 2012 STIP cycle by that amount. California Transportation Commission (CTC) staff has indicated that submittal of this STIP revision would be allowed; however, CTC must receive it prior to the STIP hearings beginning on March 22, 2010. The Executive Committee is asked to recommend that the Board of Directors approve a revision to the FY 2010 STIP to increase PPM funding from 1 percent to 3 percent for FY 2011.

**Cost-Efficiency Initiatives**

In recognition of the constrained funding environment, SANDAG will continue with a conservative staffing strategy in FY 2011. 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, a continued effort of strong interdepartmental collaboration is anticipated next year. During the last two years, the agency’s management team has continued to review all vacant positions and only
has approved filling positions that are critical to SANDAG core functions and strategic priorities, or that can demonstrate long-term cost-effectiveness. This practice will continue.

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.

Over the past several years, SANDAG has undertaken an ambitious OWP and Capital Improvement Program using consultants, which provided flexibility to expand and contract as circumstances warranted. While the use of consultants has long been a part of a successful strategy for adapting to changing needs, there appears to be opportunities to bring recurring expertise in-house when quality and cost savings can be demonstrated. This analysis is ongoing, with details and options to be provided to the Executive Committee in March with the draft budget.

**Next Steps**

With Executive Committee action, a STIP revision to increase the PPM from 1 percent to 3 percent will be brought to the February 26, 2010, Board of Directors meeting for consideration.

Additionally, at its March 12, 2010, meeting, the Executive Committee will be asked to accept the Draft FY 2011 Budget (reflecting comments and direction received at the February 12 meeting), authorize distribution of the document to the funding agencies for review, and recommend that the Board of Directors accept the Draft FY 2011 Budget in March for distribution to member agencies and other interested parties for review. In April and May, staff will provide additional reviews as needed to the Executive Committee. Action by the Board of Directors on the Final FY 2011 Budget is scheduled for May 28, 2010.

LAUREN WARREM
Director of Finance (Acting)

Attachments: 1. FY 2011 SANDAG Strategic Goals and Areas of Emphasis
2. FY 2011 Proposed OWP Work Element Objectives

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

1. **Implement the regional vision and guiding principles** through the next update of the Regional Comprehensive Plan and the Regional Transportation Plan, and by providing constructive input into the next federal surface transportation act and other key federal and state legislation.

2. **Improve mobility** by providing more transportation choices through implementation of TransNet, public transportation, goods movement, Transportation Demand Management, intelligent transportation systems, and regional bikeway projects.

3. **Develop and implement strategies to improve the quality of life in the region**, as characterized by a sustainable economy, healthy environment, public safety, and more housing choices, consistent with the Regional Comprehensive Plan and SANDAG’s mission, recognizing current and future fiscal constraints.

4. **Enhance organizational effectiveness**, both internally and externally through continuous improvements and fiscal discipline.

5. **Pursue innovative solutions** to fiscal and economic challenges and opportunities.

**FY 2011 AREAS OF EMPHASIS**

**Planning and Forecasts.** A coordinated planning process that will lead to adoption of an updated Regional Transportation Plan in 2011, including a Sustainable Communities Strategy and regional housing needs assessment. This area of emphasis also includes 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.

**Sustainable Development Strategies.** Formulation of integrated planning, funding, and implementation strategies for regional investment in the areas of habitat conservation, water quality, shoreline preservation, smart growth, and transportation. Participate in discussions and encourage sustainable strategies in other areas such as energy and water supply. By working together, these efforts are expected to provide the opportunity to achieve three goals simultaneously: 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, improve mobility and address air quality and climate change goals in key corridors through subregional plans, financing strategies, transportation demand management programs, enhanced intergovernmental review of development projects, and other means.

**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 and operational issues today and into the future.

**Intermodal Planning and Implementation.** Prepare plans and investment strategies for evolving, high-concept intermodal transportation hubs and corridors, including a third border crossing and connecting highway improvements in East Otay Mesa, an intermodal transportation center at the San Diego International Airport, and high-speed, intercity, and freight rail services connecting the San Diego region.

**Internal and External Coordination.** Coordination within the agency as well as with federal, state, and local agencies to ensure rapid delivery of transportation projects, strategic efforts to enhance communications with member, partner agencies, Advisory Committees, and the public, and providing innovative solutions to fiscal and economic challenges.
PROPOSED FY 2011 OWP WORK ELEMENT OBJECTIVES

AREA OF EMPHASIS: MODELING AND RESEARCH ................................................................. 1
23000.00 Transportation Model Maintenance & Continuous Improvement ........................................ 1
23002.00 Activity-Based Model (ABM) Development ............................................................... 1
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AREA OF EMPHASIS: MODELING AND RESEARCH

23000.00  **Transportation Model Maintenance & Continuous Improvement**

**Objective**
A critical function of the regional models group is to ensure that the transportation model is up-to-date and reflects the current and future needs of SANDAG. Emphasis in FY 2011 will be to: (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) allow flexibility to address policy issues that may arise; (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) develop ad hoc models for providing travel analysis where the regional transportation model is the inappropriate tool to use. Emphasis in FY 2011 will be on maintaining up-to-date networks and data while focusing on model quality control.

23002.00  **Activity-Based Model (ABM) 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 four-step model. The ABM will be used for transportation modeling in the post-2011 Regional Transportation Plan, Regional Transportation Improvement Plan, and corridor studies, as well as for modeling requests made to the SANDAG Service Bureau by cities, counties, and regional agencies. Emphasis in FY 2011 will be on: (1) Tour Mode Choice Model; (2) Toll Transponder Ownership Model; (3) Employer-Provided Parking Model; and (4) Trip Models.

23004.00  **Production, Exchange, and Consumption Allocation System (PECAS) Development**

**Objective**
The objective of this Overall Work Program (OWP) is to design, build, and maintain a small-area land use simulation model based on the PECAS framework. This model will be fully integrated with SANDAG's activity-based transportation model (ABTM). These two additions to SANDAG's suite of models will move the agency into the forefront of state-of-the-art model development. Emphasis in FY 2011 will be to design, develop, and begin implementation of the third iteration of the PECAS land use model. The third iteration of the model will be capable of policy simulation and will be integrated with the ABTM.

23005.00  **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, and income) support state- and federal-mandated projects, including the Regional Transportation Plan, Regional Comprehensive Plan, Regional Housing Needs Assessment, and other SANDAG programs.
Emphasis in FY 2011 will be on updating the existing suite of models to integrate with the Population Synthesizer model, and thus support work on the activity-based transportation model and the PECAS forecasting model.

In addition to new modeling objectives, each year this work element involves the following: (1) maintain and update the Consolidated Estimation Program (CONCEP) model and documentation; (2) produce the 2010 demographic and housing estimates; (3) produce 2010 daytime population estimates; (4) publish 2010 household income estimates; (5) update 2010 estimate documentation; and (6) start planning for 2011 estimates publications.

23006.00 Geographic Information Systems (GIS) to Support Modeling, Forecasting, and Planning Efforts

Objective

The objective of this work element is to support state- and federal-mandated initiatives, such as the Regional Transportation Plan (RTP) and TransNet-funded programs, such as the Environmental Mitigation Program (EMP) and Smart Growth Incentive Program. Emphasis in FY 2011 will be to: (1) collaborate with the planning and modeling groups to support long-range planning initiatives such as the activity-based model (ABM) and Production, Exchange, and Consumption Allocation System (PECAS) development model; (2) migrate the legacy transportation network management system to a more robust and modern system; and (3) develop and maintain GIS data and applications in support of state- and federal-mandated initiatives such as the RTP, TransNet EMP, and the Smart Growth Incentive Program.

23007.00 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 2011 is to: (1) develop geographic information systems (GIS) visualization for the 2050 Regional Transportation Plan (RTP), including results from the 2050 Regional Growth Forecast; (2) develop GIS visualization for activity-based model (ABM) and Production, Exchange, and Consumption Allocation System (PECAS) model outputs; and (3) enhance the data interpretation and presentation of the SANDAG GIS Web-based applications and Web mapping services.

23009.00 Data Acquisition and Maintenance

Objective

The objective of this work element is to acquire, store, and maintain data to support population and transportation model development and performance monitoring indicators for the region's transportation network, the Regional Comprehensive Plan (RCP), the Regional Transportation Plan (RTP), the Congestion Management Plan (CMP), the State of the Commute, and the Sustainable Competitiveness Index. Emphasis in FY 2011 will be on: (1) establishing and maintaining a system for gathering, updating, and storing data under this Overall Work Program (OWP); (2) collecting and maintaining data for population and transportation forecasting models; and (3) updating indicators for RCP monitoring report.

23011.00 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 2011 includes: (1) completing the 2010 Cross Border Travel
Behavior Survey - data weighting/expansion and final report; (2) conducting the 2011 Visitors Survey (needed for activity-based model (ABM) development); and (3) conducting the 2010/2011 Special Events Survey (needed for ABM).

23012.00 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 Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and TransNet; (2) periodically update the San Diego Regional Economic Prosperity Strategy, the San Diego Regional Indicators of Sustainable Competitiveness, the San Diego Regional Employment and Residential 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. The emphasis in FY 2011 will be placed on updating the indicators of sustainable competiveness, supporting the RTP update, and improving TransNet revenue forecasts.

23014.00 Regional Census Data Center Operations

Objective

SANDAG is the Regional Census Data Center (RCDC) for San Diego County. As the RCDC, SANDAG coordinates with the State and the U.S. Census Bureau to collect and disseminate data. Coordinating these activities helps to ensure that the region has the best data available for population and housing estimate and forecast models, transportation models (Census Transportation Planning Package), and other regional data needs. Emphasis in FY 2011 is to: (1) match SANDAG geography boundaries, such as subregional areas (SRAs) to Census 2010 geographies; (2) create census traffic analysis zones to use with American Community Service (ACS) Census Transportation Planning Package Data; and (3) respond to member agency and public census data requests.

23400.00 CJ - 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 (PSC). Focus in FY 2011 will be to continue to improve the usefulness of Clearinghouse products and seek additional resources for the region for public safety purposes.

23401.00 CJ - Substance Abuse Monitoring

Objective

The SAM 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 objective of this work element is to support practitioners and policy-makers in assessing the effectiveness of prevention activities and changes in drug trends. Emphasis in FY 2011 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 other drug use history.
23450.00 CJ - Adult Criminal Justice Projects (Group Program)

Objective

The Criminal Justice Research Division (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 2011 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, as well as serving as the fiscal agent, and conduct a process and impact evaluation of two reentry programs for adult offenders.

23500.00 CJ - Youth Evaluation Projects (Group Program)

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 2011 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.

23580.00 CJ - Public Health Projects (Group Program)

Objective

There is a nexus between many public safety and public health issues, including drug use and family violence. The Criminal Justice Research Division (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 2011 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.

75000.00 SANDAG Service Bureau

Objective

The SANDAG Service Bureau is a fee-based operation that provides customized data and reports to member agencies, nonmember government agencies, tribal governments, and private organizations and individuals. Key objectives in FY 2011 are to: (1) provide professional products and services in the areas of geographic information systems (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.
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<td>Aggregate Supply Study</td>
<td>The objective of this work element is to develop information regarding the location of aggregate resources in the San Diego region. The study will be completed in FY 2011 and will provide a comprehensive review of aggregate sources in the region, clarify the needs and issues surrounding the supply of aggregate, and develop a regional geographic information system (GIS) database that allows for visualization of aggregate sources with informational overlays.</td>
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<tr>
<td>75087.00</td>
<td>Border Master Plan Technical Update</td>
<td>The objectives of the California-Baja California Border Master Plan Technical Update, to be completed in FY 2011, are to: (1) discuss possible impacts of the global economic crisis on the Border Master Plan process; (2) update and rerank the port of entry and related transportation facility projects following the methodology approved by the Policy Advisory Committee in the 2008 study; and (3) assess the Policy Advisory Committee's views on the use of information provided by the 2008 study.</td>
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AREA OF EMPHASIS: PLANNING AND FORECASTS

31000.00 Regional Comprehensive Plan (RCP) and Sustainable Communities Strategy (SCS) Planning

Objective
The objectives of this work element are to: (1) implement key strategic initiatives in the RCP; (2) prepare an SCS and a Regional Housing Needs Assessment (RHNA) pursuant to the requirements of Senate Bill (SB) 375; and (3) coordinate key elements for the future update of the RCP. In addition to continuing the 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 (GHG) emission targets in the 2011 Regional Transportation Plan (RTP), and an Alternative Planning Strategy (APS), if the SCS does not result in GHG emission reduction goals. In addition, SB 375 calls for inclusion of an eight-year RHNA allocation for the next housing element cycle. Emphasis in FY 2011 will be to: (1) prepare the SCS per SB 375 as an element of the 2050 RTP, implement the associated public outreach program, and initiate the preparation of the APS; (2) develop enhanced social equity, environmental justice, and public health planning strategies and incorporate into the SCS and the RCP update; (3) update the Smart Growth Concept Map for use in the Smart Growth Incentive Program; and (4) complete the 2010 RCP Monitoring Report and begin preparation of the 2011 report.

The transportation-related tasks and activities described herein support and are necessary to carry out the transportation planning process (23 USC 104(f) and 505 (a)). The development of the RHNA is now a state requirement for completing a comprehensive, legally compliant RTP.

31002.00 California Blueprint Planning Grant

Objective
Complete grant-funded initiatives of the Regional Comprehensive Plan (RCP). Emphasis in FY 2011 will focus on continued implementation of fourth-year funded activities, including staff support for development of a regional transit investment and integrated infrastructure strategy and development of transportation and land use scenarios and associated public outreach efforts to support the Sustainable Communities Strategy (SCS).

31004.00 Regional Transportation Planning and Implementation

Objective
The objective of this work element is to continue to implement the 2030 Regional Transportation Plan (RTP) adopted in November 2007. Emphasis in FY 2011 will be to make further progress in the implementation of adopted actions and requirements of the 2030 RTP Environmental Impact Report (EIR) settlement agreement.

31005.00 2050 Regional Transportation Plan (RTP) Development

Objective
The objective of this work element is to continue work on the development of 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 Senate Bill 375 and requirements of the 2030 RTP Environmental Impact Report (EIR) settlement agreement. The results of other studies conducted under separate work elements,
such as the Urban Core Transit Strategy and Goods Movement, will be incorporated into the development of the 2050 RTP, in addition to a new regional growth forecast. This work element will be prepared in accordance with state and federal guidelines. Emphasis in FY 2011 will be to analyze the initial RTP scenarios, including the Sustainable Communities Strategy (SCS), selecting a preferred scenario, conducting environmental, economic, and environmental justice analysis, producing a draft 2050 RTP and EIR, and conducting outreach activities.

31006.00  Air Quality Planning and Transportation Conformity  
Objective  
The objective of this work element is to comply with federal requirements for air quality conformity analysis. Emphasis in FY 2011 will be: (1) the preparation of transportation conformity determinations for amendments to the 2008 Regional Transportation Improvement Program (RTIP) and for the 2010 RTIP; (2) consultation and regional emissions analysis for the 2050 Regional Transportation Plan (RTP); (3) implementation of the federal standard for 8-Hour Ozone and collaboration with the San Diego Air Pollution Control District and California Air Resources Board on the preparation of the State Implementation Plan; and (4) compliance with updates to transportation conformity rules and procedures. This work element will be prepared in accordance with state and federal guidelines.

31007.00  Goods Movement Planning  
Objective  
The objectives of this work element are to: (1) collaborate with 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 2050 Regional Transportation Plan (RTP). Emphasis in FY 2011 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 (MPOs), Caltrans, the U.S. Department of Transportation, and other agencies to refine the state and national goods movement strategies and incorporate strategic objectives into the SANDAG 2050 RTP.

31008.00  Comprehensive Freight Gateway Study  
Objective  
The objective of this work element is to prepare a freight gateway study that will produce a baseline freight forecast (2007-2050), which will be updated on an annual basis. The study will inform the 2050 Regional Transportation Plan and to keep the regional freight stakeholders informed of freight trends. Emphasis in FY 2011 will be to: (1) continue working with stakeholders to use the freight forecast in the gateway study; and (2) launch and oversee semi-annual updates to the gateway study.

34001.00  Interregional Planning: Imperial, Orange, and Riverside Counties  
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 Imperial, Orange, and Riverside Counties.

Imperial County: The objective for Imperial County is to continue the implementation of early actions and initiatives identified in the San Diego-Imperial County Interstate 8 (I-8) Corridor Strategic Plan in collaboration with the Imperial
Valley Association of Governments (IVAG). Emphasis in FY 2011 will be on implementing selected strategies identified in the plan.

**Riverside County:** Emphasis in FY 2011 is to monitor the implementation of strategic initiatives developed in Phases II and III of the Interregional Partnership and to coordinate with Riverside partner agencies on the development of the 2050 Regional Transportation Plan (RTP) update and related transportation studies.

**Orange County:** Emphasis in FY 2011 is to coordinate with Orange County Transportation Authority (OCTA) on the development of the 2050 RTP update and related transportation studies.

### 34002.00 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 (COBRO), as well as collaboration with the City of Tijuana Subcommittee on Border Affairs and the Municipal Planning Institute (IMPlan) Governing Board. Emphasis in FY 2011 will be to continue implementing 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.

### 34005.00 Interregional Planning: 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 (Working Group); and (5) provide technical assistance in transportation planning to the Reservation Transportation Authority (RTA) for collaborative projects, such as the Federal Transportation Administration (FTA)-funded Tribal Transit Program. The emphasis in FY 2011 will be to coordinate substantive involvement of tribal nations in the development of the 2050 Regional Transportation Plan (RTP), including programming the collaborative agenda developed at the 2010 San Diego Regional Tribal Summit and coordinating collaborative transit/transportation demand management projects with the RTA and the Working Group.
AREA OF EMPHASIS: SUSTAINABLE DEVELOPMENT STRATEGIES

32000.00  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 Regional Comprehensive Plan and improve quality of life in the region. The FY 2011 emphasis includes developing an expenditure plan and confirming with the SANDAG Board of Directors the elements to be included in the funding strategy.

32001.00  Regional Habitat Conservation Planning

Objective
The objectives of this work element are to: (1) conduct 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 Regional Comprehensive Plan; 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 2011 is to coordinate regional management and monitoring efforts to leverage existing resources and develop efficient, cost-effective approaches.

32002.00  Regional Shoreline Management Planning

Objective
The objectives of this work element are to: (1) implement or facilitate the implementation of regional beach restoration through opportunistic replenishment activities; and (2) continue the implementation of the regional shoreline monitoring program. The emphasis for FY 2011 is to finish the environmental, permitting, and engineering for the construction of the second Regional Beach Sand Project.

32003.00  Regional Energy/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 FY 2011 is expanding energy and climate planning assistance to local governments through the Sustainable Region Program (SRP) and the San Diego Gas and Electric (SDG&E) Local Government Partnership and assisting in the agency's implementation of Senate Bill (SB) 375 requirements.

SANDAG believes that with respect to state legislation, energy and climate change planning is an important component to the development of a comprehensive and viable transportation plan.
<table>
<thead>
<tr>
<th>Code</th>
<th>Work Element</th>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>32005.00</td>
<td>Regional Water Quality/Water Supply Planning</td>
<td>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, the San Diego County Water Authority, and other key stakeholders. The emphasis in FY 2011 is to keep SANDAG staff up-to-date on water quality and water supply issues.</td>
</tr>
<tr>
<td>32006.00</td>
<td>Regional Solid Waste Planning</td>
<td>The objective of this work element is to fulfill the SANDAG role as the countywide Integrated Waste Management Local Task Force. This function requires SANDAG to make recommendations to the Integrated Waste Management Board on how local jurisdictions are complying with Assembly Bill 93 (1989). Emphasis in FY 2011 will be to respond to local jurisdictions requests for recommendations to the Integrated Waste Management Board.</td>
</tr>
<tr>
<td>32007.00</td>
<td>San Diego Gas and Electric (SDG&amp;E) Local Government Partnership</td>
<td>The objective of the SDG&amp;E Partnership is to enable SANDAG, in partnership with SDG&amp;E, to make energy efficiency outreach, planning, and technical assistance available to local governments through the Energy Roadmap initiative, which is an expansion of the existing SANDAG Sustainable Region Program (SRP). The Partnership is expected to help local governments save money, use less energy, and reduce greenhouse gas emissions. The Partnership will fund the Energy Roadmap initiative from January 2010 through December 2012. The emphasis in FY 2011 will be preparing Energy Roadmaps for local jurisdictions.</td>
</tr>
</tbody>
</table>
### AREA OF EMPHASIS: SMART MOBILITY PROGRAMS AND SERVICES

#### 15005.00 Asset Evaluation
**Objective**
The objective of this work element is to focus on the inspection and engineering evaluation of safety and operationally critical rail capital assets operated by the North County Transit District (NCTD). Emphasis in FY 2011 will be on completing a report based on inspection results and engineering assessments to determine the remaining life status to plan end-of-service life replacement for the aging infrastructure on the Los Angeles to San Diego (LOSSAN) corridor.

#### 23010.00 Develop and Enhance Tools for Transportation Performance Measurement
**Objective**
The objective of this work element is to provide measurement tools for OWP element 23009, Maintain Performance Indicator Database. Emphasis in FY 2011 is on the completion of the Performance Measurement System (PeMS) contractual work, including adding arterial detection to the A-PeMS system, and completion of the Transit PeMS module (T-PeMS).

#### 33000.00 Smart Mobility Services to Member Agencies (Group Program)
**Group**
The objective of this group program is to provide the most valuable set of smart mobility services and projects as identified by partnering with member agencies.

<table>
<thead>
<tr>
<th>Group ID</th>
<th>Name</th>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>33001.00</td>
<td>TransNet Smart Growth Incentive Program</td>
<td>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 Regional Comprehensive Plan that provides a direct incentive for the coordination of local land use plans with regional transportation plans. The emphasis of this program in FY 2011 will be monitoring and oversight of the projects funded in the program's first funding cycle, and preparing for the second cycle by reviewing and revising, as necessary, the project selection criteria and program guidelines.</td>
</tr>
<tr>
<td>33002.00</td>
<td>Active Transportation Programs Management</td>
<td>The objective of this work element is to support the agency efforts to improve mobility and access through coordinated, nonmotorized transportation planning and project development activities. The Regional Bicycle Plan and the Active Transportation Program support the goals and principles of the Regional Comprehensive Plan and the Regional Transportation Plan to improve mobility, provide travel choices, and improve public health. Emphasis in FY 2011 will focus on implementation of the Regional Bicycle Plan, Regional Safe Routes to School Program, and improving coordination with local agencies and other organizations on nonmotorized planning efforts.</td>
</tr>
<tr>
<td>33003.00</td>
<td>Transportation Development Act (TDA)/TransNet Bicycle, Pedestrian, &amp; Neighborhood Safety Traffic-Calming Program</td>
<td>The objective of this work element is the administration of the 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 SANDAG Board of...</td>
</tr>
</tbody>
</table>
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 Accommodations Policy are taken to the Independent Taxpayer Oversight Committee (ITOC). Emphasis in FY 2011 will be to administer the Bicycle, Pedestrian, and Neighborhood Safety/Traffic-Calming Program (Active Transportation Program) by developing program guidelines and recommending projects and provide support to the BPWG; and monitor the routine accommodations policy.

33004.00 Transit-Oriented and Joint Development Strategies

Objective

The objective of this project is to implement recommendations resulting from the Transit-Oriented Joint Development (TOJD) Study completed in FY 2010. Actions focus on collaborative efforts that result in public-private partnerships that support infrastructure investments, smart growth development, and affordable housing in areas on the Smart Growth Concept Map scheduled for TransNet Early Action Program (EAP) projects investments or other priority Smart Growth Opportunity Areas. Emphasis in FY 2011 will be to develop a Memorandum of Understanding among transit agencies, SANDAG, Caltrans, and other stakeholders involved in Transit-Oriented Development (TOD) or TOJD; identify key locations for evaluation of market-readiness and financial feasibility; and identify Best Management Practices to facilitate TOD/TOJD.

33100.00 Smart Mobility Services to the Public (Group Program)

Group

The objective of this group program is to implement services to the public that reduce traffic congestion and improve mobility throughout our region. The services provided in FY 2011 for this group of projects includes: Smart Parking, Freeway Service Patrol, Interstate 15 (I-15) FasTrak® Value Pricing Program, I-15 Violation Enforcement System (VES) Study, 511 Advanced Traveler Information Service (511 ATIS), Compass Card Program, Transportation Demand Management (TDM), Regional Arterial Management System (RAMS), Intermodal Transportation Management System (IMTMS), Intelligent Transportation Systems (ITS) Operation, and Regional ITS Program Management.

33101.00 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 Interstate 5 (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 2011 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.
33102.00 Freeway Service Patrol (FSP)

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 assists/removes stranded or disabled vehicles during peak commute hours. The FSP is an ongoing effort administered by SANDAG in coordination with Caltrans and the California Highway Patrol. Emphasis in FY 2011 will be placed on continued support for ongoing FSP towing services, including the implementation of a newly restructured/expanded FSP services program based on the findings from the service fleet operational analysis and the roving service truck demonstration project. Other efforts will include: (1) the continuation of existing FSP towing services along the Interstate 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.

33103.00 Interstate 15 (I-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 "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. The emphasis in FY 2011 will be to: (1) continue ongoing operations; (2) introduce promotions and marketing plans to increase usage and awareness; (3) ensure financial stability to cover operations cost and provide opportunities to fund transit services in the corridor; and (4) identify and develop services and features to improve our customer's experience.

33104.00 Interstate 15 (I-15) Violation Enforcement System (VES) Study

Objective
The objective of this work element is to deploy and test state-of-the-art VES and strategies for the FasTrak® value pricing and high-occupancy vehicle (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 State Route (SR) 163 and SR 78. Emphasis in FY 2011 will be on reporting the results of the initial proof-of-concept testing of one viable VES technology product to stakeholders. Expanded testing on the I-15 Corridor may be conducted in FY 2011 if proof-of-concept is passed and funding becomes available. Test results will assist in the development of recommendations to the SANDAG 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.

33105.00 511 Advanced Traveler Information Service (511 ATIS)

Objective
The objective of this work element is to enhance the existing 511 ATIS for the region. During FY 2011, emphasis will be on implementing new features to address road closure notification, personalized services, and transit information.
A goal of the 511 program is to offset program expenses through the generation of revenue and partnering. Program staff will manage the development and implementation of these features and evaluate opportunities to offset program expenses.

33107.00 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 2011 will be on employer partnerships that promote awareness and participation in transit, ridesharing, expanding participation in the regional vanpool program, implementing a carpooling incentive program, and introducing Transportation Demand Management Program (TDM) products designed to meet first- and last-mile solutions.

33108.00 Regional Arterial Management System (RAMS)

Objective

The objective of this work element is to enhance and connect the traffic signal systems used by each of the San Diego Regional Traffic Engineers Council (SANTEC) member cities, the County, and Caltrans, enabling the region to work cooperatively on achieving regional arterial management performance goals and objectives. Emphasis in FY 2011 will be on: (1) facilitating ongoing performance monitoring and operational use of the system; (2) coordinating and supporting the implementation of local, regional, or corridor-level signal timing plans; and (3) finalizing integration into the regional Intermodal Transportation Management System (IMTMS).

33109.00 Intermodal Transportation Management System (IMTMS)

Objective

The objective of this work element is to develop a comprehensive, regional transportation management system consistent with the Regional Intelligent Transportation Systems (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. The development and integration of the modal systems provide an aggregated data source and regional platform for the region’s 511 Advanced Traveler Information Service and a comprehensive multimodal management tool. Emphasis in FY 2011 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.
Intelligent Transportation Systems (ITS) Operation

Objective
The objective of this work element is to address the ongoing operations, system administration, network 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 2011 will be on: (1) support of deployed systems (Intermodal Transportation Management System (IMTMS), Regional Arterial Management System (RAMS), Compass Card, 511 Advanced Traveler Information Service (511 ATIS), 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 ATIS data through transportation management center (TMC) staffing; (5) implementation support and methodology development for change control procedures in the regional configuration management system; and (6) maintain an ongoing security compliance program consistent with Payment Card Industry Standards.

Integrated Corridor Management (ICM) Initiative

Objective
The objective of this work element is to implement the ICM Interstate 15 (I-15) project. The focus is on utilizing multimodal partnerships and integrated, corridor-based systems to establish a cooperative and multiagency philosophy for improving mobility, maximizing system efficiency, and providing traveler choices for commuters in the I-15 corridor. The I-15 corridor in the San Diego region was selected as one of eight pioneer sights in the nation to participate in the development of an ICM initiative. This U.S. Department of Transportation (U.S. DOT) initiative focuses on establishing the operational, institutional, and technical platforms that will allow transportation networks to be operated in a coordinated and integrated manner, resulting in a multiagency, multifunctional, and multimodal seamless transportation corridor. The emphasis in FY 2011 is to undertake the development of the I-15 ICM system, Stage 3.

FACTS

Objective
The objective of this work element is to establish a pilot project to chart and coordinate transportation resources in San Diego, including shuttles, to improve access for the Colina Park Neighborhood residents. This service would link residents to commercial areas, clinics, housing, education centers, jobs, and transit routes. FACTS would stimulate the local economy by developing jobs and promoting residents to invest locally. Emphasis in FY 2011 is to conduct community outreach on transit issues in Colina Park, perform data collection and analysis, and develop an implementation plan for transportation service.

First and Last Mile Solutions

Objective
The objective of this work element is to support the agency efforts to improve mobility and access through integration of first and last mile solutions to achieve better transit usage. This project supports the goals and principles of the Regional Comprehensive Plan and the Regional Transportation Plan and will enhance options included in the 2050 RTP relating to transit use. Emphasis in FY 2011 will be the development of station specific first and last mile solutions that will result in increased ridership and connectivity.
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 2011 includes: (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) overseeing the 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.

Compass Card Marketing

Objective
The Compass Card Marketing Program guides the marketing, outreach, and implementation efforts for the Compass Card. This Marketing Program coordinates the activities required for the implementation of the Compass Card with Metropolitan Transit System (MTS) and North County Transit District (NCTD) marketing teams to reach MTS and NCTD passengers. Emphasis in FY 2011 will be placed on coordinating triagency marketing and outreach effort to implement the Compass Card, implementation of the Compass Card with Vons and other retail outlets, and conducting outreach with transit passengers, employers, community, social service, educational, and other organizations about the Compass Card.

State of the Commute - Performance Monitoring Report

Objective
The objective of this work element is to provide a performance monitoring report on the state of the commute for the San Diego region in accordance with the TransNet ordinance. Emphasis in FY 2011 will be to: (1) coordinate transportation data collection, assessment, and analysis activities for development of the State of the Commute Report; (2) work with Caltrans and local agencies to gain consensus on key transportation performance indicators for inclusion in the State of the Commute Report; and (3) oversee and coordinate the development of the State of the Commute Report.

SuperLoop Operations

Objective
Working with Metropolitan Transit System (MTS), the objective of this program for FY 2011 is to monitor service performance for purposes of TransNet dashboard, coordinate with MTS on potential service adjustments and community/rider issues, and monitor costs. Emphasis in FY 2011 is to conduct ongoing monitoring of SuperLoop services and provide periodic reports to the Transportation Committee and Independent Taxpayer Oversight Committee (ITOC) on service performance and any service changes.

Transit Service Planning (Group Program)

Group Objective
This group program of transit planning projects relate to various monitoring, planning, and development efforts aimed at assisting the transit agencies. Some of the following activities are mandated as part of the consolidated agency
responsibility, others involve active partnering with transit agencies toward improving regional services in an environment of constrained funding.

33201.00  **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 (SRTP), Transportation Development Act (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 (CTSA). The emphasis in FY 2011 will be to ensure that activities that are undertaken support transit revenue generation or improve transit accessibility and mobility for residents in the region in face of continuing fiscal challenges and service reductions.

33202.00  **Coordinated Plan and Job Access and Reverse Commute (JARC)/New Freedom (NF) Programs**

**Objective**

The objective of this work element is to fulfill Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislative requirements to prepare, update, and maintain a Coordinated Human Services and Public Transportation Plan for San Diego County and to award and administer grants for JARC/NF. The grant award and administrative process includes the holding of a competitive process for JARC and NF and the program administration and monitoring performance of the grant subrecipients, including the collection of data to meet federal requirements. The emphasis in FY 2011 will be fulfilling federal requirements and ensuring that grant subrecipients are adequately monitored as they strive to complete their grant-funded projects.

33203.00  **Passenger Counting Program (PCP)**

**Objective**

The objective of this work element is to undertake the regional Passenger Counting Program (PCP) that fulfills a Federal Transportation Agency (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 estimation counts, which are required by the FTA, and are used to manage 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 2011 will be to adjust the counting methodology for the Trolley, COASTER, and SPRINTER using Compass Card data.

33204.00  **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 to 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 2011 will be to prepare the comprehensive rural component information for the Coordinated Plan.

33206.00 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. Emphasis in FY 2011 is to hire and provide mentoring for two interns for Metropolitan Transit System (MTS), SANDAG, and North County Transit District (NCTD).

33207.00 A Rail Line Runs Through It - Transit Services in San Marcos
Objective The objective of this grant-funded project is to work with the City of San Marcos, a city with 79,000 residents, to develop and evaluate marketing, advertising, and promotion options for expanding transit use in the heavily traveled State Route (SR) 78 corridor. Emphasis in FY 2011 is to conduct research that identifies the best strategies to promote transit and the Compass Card services to a variety of audiences: college students, Native Americans, commuters, and transit users.

33208.00 New Freedom Pass Thru
Objective This project exists to provide pass through funding for 5317 New Freedom grants. The administration and oversight of these grants is funded separately in work element 33202.

33209.00 Job Access and Reverse Commute (JARC) Pass Thru
Objective This project provides the pass thru funding for JARC projects funded under 5316. The administration and oversight of these grants is funded separately in work element 33202.

33300.00 Subregional Transportation and Land Use Planning
Objective The objective of this work element is to coordinate the Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP) 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. This work element includes staff resources to prepare project scopes and budgets and to oversee subregional and corridor studies. Emphasis in FY 2011 will focus on coordinating transportation planning with local agency plans.

33302.00 Interstate 5 (I-5) South Multimodal Corridor Study
Objective The primary purpose of the Interstate 5 (I-5) South Multimodal Corridor Study is to identify the various forms of transportation that exist along and adjacent to the I-5 corridor between State Route (SR) 54 and Main Street in Chula Vista, and find ways to
maximize their effectiveness through multimodal planning to meet the anticipated
demand through the year 2035. Existing modes of transportation include motorized
vehicles (including transit vehicles), freight trains, light rail transit (LRT), bicycles, and
pedestrians. The emphasis for this work element in FY 2011 will be to complete the
final LRT/freight rail project initiation document for the I-5 South Corridor in the
City of Chula Vista, finalize the corridor study, and coordinate with Caltrans District 11
in Caltrans' development of the Project Study Report-Project Development Support
for I-5 between SR 15 and the international border.

33303.00  Intergovernmental Review

Objective

The objective of this work element is to manage the Intergovernmental Review (IGR)
program. The ongoing emphasis for this program is to oversee the review of local
environmental documents and monitor current and future development plans for
potential impacts on the regional transportation network. This work is done in
coordination with other work elements to facilitate implementation of the Regional
Comprehensive Plan (RCP) and Regional Transportation Plan (RTP). This work is also
done in collaboration with Caltrans, Metropolitan Transit System (MTS) and North
County Transit District (NCTD).

33304.00  State Route (SR) 78 Corridor Study

Objective

The SR 78 Corridor Study will examine the feasibility of toll and non-toll alternatives
to address future regional and local travel demand within this regionally significant
corridor. The study area includes SR 78 from Interstate 5 (I-5) to I-15 and involves
SANDAG, Caltrans, local jurisdictions, and other key stakeholders. Emphasis in FY 2011
will be to define the study area, reach consensus on a problem statement, develop
alternatives and travel demand analysis, and begin technical studies.
AREA OF EMPHASIS: INTERMODAL PLANNING AND IMPLEMENTATION

31011.00 Destination Lindbergh
Objective
The objective of this work element is to develop the long-range master plan that was completed in 2009 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. The emphasis in FY 2011 will be to: (1) complete the advanced planning work for the Phase 1 ITC that was begun in FY 2010, (2) assist Caltrans in the development of capital cost estimates for the I-5 direct connector ramps; and (3) to begin environmental work on the Phase 1 ITC improvements. SANDAG also will continue to be involved in coordinating the ITC development with the San Diego County Regional Airport Authority (SDCRAA) efforts to develop the CONRAC facility.

34006.00 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 contributing funding to this effort to reimburse SANDAG administrative costs. SANDAG will staff the LOSSAN Technical Advisory Committee (TAC) and Board of Directors. The emphasis in FY 2011 will be to assist the LOSSAN project manager to complete the LOSSAN Corridorwide Strategic Implementation Plan, a plan of short-term and long-term strategies to better integrate the corridor’s three passenger rail services.

34007.00 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 2011 includes administrative support to the WCCC Executive Consultant and the SANDAG Board of Directors, Web site, WCCC fact sheets, and other materials.

34009.00 High-Speed Rail Corridor Planning
Objective
The objective of this work element is to coordinate planning, environmental, and preliminary engineering along the Los Angeles to San Diego via Inland Empire High-Speed Train Section with the California High-Speed Rail Authority (CHSRA), Federal Railroad Administration (FRA), and fellow corridor planning agencies, that together, make up the Southern California High-Speed Rail Inland Corridor Group (SOCAL ICG). The emphasis in FY 2011 will be completing alternatives analysis along this section and progressing the project-level environmental document.
34200.00 New Border Crossing and State Route (SR) 11

Objective
The objective of this work element is to oversee the financial team, which is assembling the funding elements for the project. The overall project will be jointly developed by SANDAG and Caltrans in cooperation with the Mexican Secretariat of Foreign Relations and the Mexican Secretariat of Communications and Transportation, the United States General Services Administration (GSA), and the United States Customs and Border Protection. Emphasis in FY 2011 will be on the development of a financing strategy for the Otay Mesa East Border Crossing and SR 11.
AREA OF EMPHASIS: INTERNAL AND EXTERNAL COORDINATION

15000.00  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, Trade Corridors Improvement Fund, and State-Local Partnership Program; federal Surface Transportation Program (STP); 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 2011 will continue to include: (1) reviewing environmental documents; (2) monitoring 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; (2) State Proposition 1B-funded projects; and (3) projects funded by economic stimulus packages.

15001.00  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 2011 will be on: (1) implementing the Early Action Program (EAP); and (2) updating the associated Plan of Finance (POF).

15002.00  Independent Taxpayer Oversight Committee (ITOC) 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 2011 includes management and oversight of independent fiscal audits, implementation of the 2009 Triennial Performance Audit recommendations, and development of a work program for the ITOC itself.

15003.00  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), Transportation Development Act (TDA), State Transit Assistance (STA), TransNet, and Federal Transit Administration (FTA)/Federal Highway Administration 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. Emphasis in FY 2011 will be to: (1) provide annual apportionment and five-year revenue projections to transit operators and local jurisdictions;
(2) finalize the next update to the RTIP, process RTIP amendments, and submit to the state; (3) conduct annual fiscal audit for TDA/STA recipients including Proposition 1B PTMISEA program; (4) file TDA/STA claims, update TDA manual, and maintain TDA database; and (5) monitor the Consolidate Planning Grants to ensure the necessary funding is available to conduct various SANDAG planning activities.

15004.00 Overall Work Program (OWP) and Budget Programs 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 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 the SANDAG Board of Directors direction. Emphasis in FY 2011 will be on: (1) using a zero-based approach to the budget and OWP, develop and define cross-functional planning efforts driven by agency priorities, and funding constraints; (2) continuing the emphasis on enhancing software tools and other technologies to provide an increasingly effective platform for defining, developing, and managing 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.

23008.00 Regional Geographic Information Systems (GIS) Data Warehouse

Objective
The objectives of this work element are to: (1) continue initiatives begun in FY 2009 to develop a regional 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 the County of San Diego, to assume full responsibility for the existing regional GIS data warehouse; and (3) work with the San Diego State (SDSU) Regional Technology Center (RTC) to update and develop an integrated regional GIS framework for the region. In addition, SANDAG will monitor and implement new products, initiatives, and data sources to enhance the regional GIS infrastructure. Emphasis in FY 2011 will be to: (1) maintain data transfer and data dissemination scripts related to the SanGIS data warehouse; (2) develop applications, databases, and services to support regional data collaboration and data sharing with member agencies; (3) identify and implement technology solutions to aid the publishing of GIS data and services; and (4) support SDSU RTC San Diego Regional Emergency Geospatial Information Network.

33111.00 Regional Intelligent Transportation Systems (ITS) 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 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 regional ITS 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 2011 will be to: (1) complete
development of a new ITS Strategic Plan; (2) complete development and adopt a new regional ITS architecture; (3) pursue additional funding and partnership opportunities; and (4) provide oversight and support for regional ITS activities.

34008.00 ARJIS: 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 San Diego region and Orange, Imperial, and Los Angeles Counties. The emphasis in FY 2011 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 expansion of data-sharing of license plate reader (LPR) data to Imperial County, and exploring the feasibility of integrating border transit security technology.

73000.00 TransNet Public Information Program

Objective
Implement a public information program to update the public, elected officials, and other stakeholders on TransNet program activities and evaluate effectiveness of the program. The emphasis for FY 2011 will be on the construction of projects being built in partnership with the federal government using American Recovery and Reinvestment Act (ARRA) funds, such as State Route 76 and improvements to Interstate 805.

73001.00 Public Involvement Program

Objective
The overall objectives of the public involvement program are to inform and involve citizens in the agency’s various programs, projects, and work activities. The agency actively seeks involvement and input from interested citizens and stakeholders in SANDAG work through public meetings and workshops, fully noticed public hearings, and ongoing broad citizen/organization involvement in the planning and decision-making process. This effort also includes regular interaction with the media, as well as production and distribution of fact sheets, newsletters, and other publications in printed or online format. The comprehensive SANDAG Web site also is maintained to provide easy access to meeting notices and agendas, reports, and other information. SANDAG endeavors to ensure meaningful involvement of traditionally underrepresented and underserved populations, such as the elderly, disabled, low-income, and minority community groups and leaders. During FY 2011 emphasis will be on collaborating with Caltrans, Metropolitan Transit System (MTS), and North County Transit District (NCTD), as well as with federal and state agencies, on regional transportation and transit events and projects and providing ongoing support of FasTrak®, Compass Card, and other regional Intelligent Transportation Systems (ITS) initiatives, as well as the development of the 2050 Regional Transportation Plan and its Sustainable Communities Strategy, and other quality of life initiatives.

73002.00 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.
73003.00  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 Systems 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, iCommute, FasTrak®, Compass Card, and SANDAG Web sites and the SANDAG Intranet. Emphasis in FY 2011 is to update in-house agenda management, budgeting, and finance applications and to support the SANDAG Web site and ancillary sites.

73004.00  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 2011 include pursuing SANDAG priorities for the next federal surface transportation authorization and expanding access to resources that will enable SANDAG to prepare a Regional Transportation Plan in compliance with Senate Bill 375.

73005.00  Interagency Coordination

Objective
The objective of this work element is to continue to support the Board and Policy Advisory Committees by developing and communicating interagency solutions concerning regional transportation systems, implementation of transportation projects, optimal funding solutions, conflict resolution, and other coordination needs. Emphasis in FY 2011 includes staff participation and support of existing interagency committees and working groups, including Social Services Transportation Advisory Council, Cities/County Transportation Advisory Committee (CTAC), San Diego Regional Traffic Engineers Council (SANTEC), as well as coordination efforts with Metropolitan Transit System, North County Transit District, and Intergovernmental Review processing.

73500.00  ARJIS Services to Member Agencies (Group Program)

73501.00  ARJIS: 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 Automated Regional Justice Information System (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 2011 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 mug shots and Department of Motor Vehicles 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.
ARJIS: 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 2011 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-2010 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.

ARJIS: 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 2011 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; and (5) procure and implement the enterprise applications component solutions for Reporting Services component. 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.

ARJIS: Officer Notification and Smart Alerting System (ONASAS)

Objective
The objective of this work element, sponsored by the National Institute of Justice (NIJ), is to provide officers and investigators an easy, automated means for cross-jurisdictional information-sharing of time-sensitive and critically needed information through a single interface. 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 2011 is on: (1) developing interfaces to two new computer-aided dispatch interfaces; (2) complete a feasibility assessment of alert generation via ARJIS COPLINK queries; and (3) complete a final report for the National Institute of Justice.

ARJIS: Tactical Identification System

Objective
The objective of this work element, sponsored by the National Institute of Justice (NIJ), 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 2011 is on: (1) completing the development of the Web service component; (2) completing...
the development of the Global Query interface; (3) continue participating in the Federal Bureau of Investigation (FBI) Biometric Working Group; and (4) produce a final report for NIJ.

**73506.00 ARJIS: SmartSearch**

**Objective**

The objective of this work element, funded by a grant from the National Institute of Justice (NIJ), is 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 2011 is on: (1) Completing the development of the SmartSearch engine; (2) complete user and technical documentation; (3) customer acceptance plan and roll out; and (4) produce a final report for the NIJ.

**73507.00 ARJIS: State Regional Federal Enterprise Retrieval System (SRFERS) Grant**

**Objective**

The objective of this work element is to develop and implement Phase II of the SRFERS grant. The goal of the SRFERS project is to develop the infrastructure, applications, interstate governance, and policies to enable data-sharing between multijurisdictional public safety agencies in the western region of the United States. Emphasis in FY 2011 is to: (1) implement inter-state photo sharing capabilities at the final designated state; and (2) produce final report for the NIJ.

**73508.00 ARJIS Domestic Violence Communication System (DVCS)**

**Objective**

The objective of this work element is to implement the DVCS III and a toolkit which will serve to assist in replication at other regions in California (Anaheim, CA) and out-of-state (New Orleans, LA) identified as critically needing assistance. Emphasis in FY 2011 include: (1) pilot the DVCS II for a six-month time period at designated FJCs; (2) complete an analysis and document the results of the effectiveness of Phase II by conducting interviews with project participants and FJC staff; (3) based on feedback from the Phase II analysis, develop and implement DVCS III technical specifications and system code; and (4) deploy DVCS III in San Diego and additional regions.

**73509.00 ARJIS Geo-Query**

**Objective**

The objective of this work element is to develop and implement Geo-Query, an application that will greatly enhance data gathering and analysis abilities by taking advantage of inquiries utilizing systems with GPS or locate capability. Geo-Query will provide an improved level of information gathering that is certain to enhance the capabilities of public safety and do so with no additional work load on the part of the field personnel. Emphasis in FY 2011 will be to: (1) define requirements and determine the most effective manner of integrating an application to the overall inquiry process to provide for maximum compatibility among existing systems; (2) complete a privacy impact assessment; (3) develop an application that integrates geo/time stamping with the existing Global Query system. This step will be demonstrated by successfully deploying an operational proof of concept; (4) research the feasibility of commercial off the shelf (COTS) analytical software to perform the required queries and/or desired analysis; and (5) develop customer acceptance and
implementation plans to include users from a variety of agencies across the region while ensuring the implementation plan adheres to NCIC/CLETS policies.

**ARJIS - State Regional Federal Enterprise Retrieval System (SRFERS) III**

**Objective**

The objective of this work element is to develop and implement Phase III of the SRFERS grant. The goal of the SRFERS III project is to enhance, build, and link systems to provide law enforcement officers with the critical tools they need when investigating cases and leads across regions and states. Specific areas of emphasis in FY 2011 include: (1) collaborate with Las Vegas County Metropolitan Police Department to expand the sharing of booking photos in the Southwest region of the U.S.; (2) enhance the existing SRFERS license plate reader (LPR) query, which currently provides information from the LPRs at the borders, to include a federated query for access to regional LPR data sources; (3) apply the automated monitoring and deconfliction capabilities being developed as part of the ARJIS ONASAS project to the Nlets archive database known as RAND. This will allow users to set both regional and national alerts, testing a national level alerting capability in the San Diego area; and (4) enhance the SRFERS toolkit by developing additional content, capabilities, and resources to assist agencies seeking to initiate interstate and interregional information-sharing.
San Diego Association of Governments

EXECUTIVE COMMITTEE

February 12, 2010

AGENDA ITEM NO.: 5

Action Requested: DISCUSSION/POSSIBLE ACTION

LEGISLATIVE STATUS REPORT

File Number 7300400

Introduction

Periodic status reports on legislative activities are provided to the Executive Committee during the year. On January 8, 2010, Governor Arnold Schwarzenegger released his FY 2010-11 budget proposal to address an estimated $19.9 billion state budget shortfall over the next 18 months. This report provides a summary of the key elements of the Governor’s January budget and the Local Taxpayer, Public Safety, and Transportation Protection Act as well as a status update on federal legislation pertaining to the Jobs for Main Street Act.

Recommendation

The Executive Committee is asked to discuss and to consider taking a possible position on the Local Taxpayer, Public Safety, and Transportation Protection Act.

Discussion

State Budget

The proposed FY 2010-11 budget includes solutions to address an estimated $19.9 billion shortfall that includes an FY 2009-10 gap of $6.6 billion, a $12.3 billion shortfall for FY 2010-11, and a reserve of $1 billion. A number of factors have contributed to the growing deficit, including declining revenue estimates, federal and state court decisions that have reduced or eliminated budget solutions adopted in previous years, and population and caseload growth. The Governor’s budget proposal attempts to close the $19.9 billion shortfall through reductions, alternative funding, fund shifts, and additional federal funds. The budget does not propose revenue increases.

A summary of the Governor’s key budget proposals is provided below:

Transportation

With respect to transportation, the Governor’s budget proposes $1.8 billion in General Fund savings while continuing to fund transportation programs at the level anticipated in the 2009 Budget Act. The budget proposes a new transportation funding “swap” to eliminate the sales tax on fuel and to increase the excise tax on gasoline by 10.8 cents. Currently the gas excise tax is levied at 18 cents per gallon and would be increased to 28.8 cents under the proposal. By eliminating the state sales tax on gasoline, the state would eliminate the revenue source for Proposition 42 (Prop. 42), which under current law provides funding for the State Transportation Improvement Program (STIP) (40 percent), local streets and roads (40 percent), and public transit (20 percent). The Governor’s budget proposes to fund only highways and the local streets and roads through the increase in the excise tax on gasoline, but not public transit.
The elimination of the state sales tax on gasoline also would eliminate the spillover\(^1\) revenue. Since FY 2007-08, spillover revenues have generated more than $2.5 billion, but with the recent budgetary shortfalls the spillover revenues have been diverted to the General Fund to close the budget gap.

The Governor’s budget proposes to fund transportation in FY 2010-11 as follows:

- $2 billion for State Highway Account
- $629 million for Local Streets and Roads
- $629 million for STIP
- $675 million for Transportation Debt Service
- $976 million in savings to motorists through a five-cent decrease per gallon of gasoline

While the new funding “swap” proposal maintains the current level for the STIP and to cities and counties for local streets and roads, it now shifts these expenses to be paid from the excise tax on gasoline. The swap also does not shift the protections that the funds had under Prop. 42. Under Prop. 42, the Legislature only may borrow transportation revenues twice within a 10-year period and must repay the monies with interest within three years. The Article XIX Constitutional protections on the excise tax on gasoline differ. While the Article XIX provisions state that the Legislature must repay any borrowing within three years, they can borrow the excise tax funds as often as needed and without repaying interest.

For public transit, this proposal eliminates the funding sources for programs supported by the PTA. Under current law, the proceeds of four tax revenue streams related to the sales tax on gasoline and diesel fuel flow into the PTA: spillover, sales tax on diesel, sales tax on nine cents of the excise tax on gasoline, and sales tax on gasoline (Prop. 42).

The Governor’s proposal would circumvent a recent legal ruling on the California Transit Association (CTA) lawsuit challenging the diversion of PTA funds in the FY 2007-08 state budget. The lawsuit required the spillover revenues to be deposited in the PTA and for those revenues to be spent on mass transportation. The Governor’s proposal would eliminate PTA funding at its source, thereby eliminating the state’s requirement to use PTA funds for public transit. Currently, there is $945 million remaining in the PTA account, and the Governor’s FY 2010-11 budget proposes to use these funds on state transit programs, including Intercity Rail, Caltrans staff costs, and transit bond debt service.

The elimination of Prop. 42 would have a big impact on the PTA and would create even greater budgetary pressures on local transit operators. Under current law, in FY 2010-11 Prop. 42 revenues would generate $315 million toward the PTA and an additional $897 million in spillover revenues. These monies would be deposited into the PTA account and would be used in the formula funding for STA. The STA is distributed by formula, two-thirds to Regional Transportation Planning Agencies and one-third to Caltrans for State Transit Programs. The 2009 Budget Act eliminated the STA program through 2013. The Governor’s sales tax/gas excise tax swap proposal goes further and eliminates any future funds that would be directed to PTA account. If the proposal passed, in the future, transit operations would not have dedicated revenue sources and would have to compete with General Fund priorities for future funding.

\(^1\) Spillover revenues occur when revenue derived from sales taxes on gasoline is proportionately higher in relationship to revenue derived from all taxable sales.
Intercity Rail

Currently, Intercity Rail is funded from the PTA account. The Governor’s budget proposes to fund Intercity Rail at $131 million from the PTA account in FY 2010-11. Under the Governor’s proposal the PTA account would run out of money in FY 2011-12. At that point, Intercity Rail would have to compete with other General Fund priorities to receive funding.

High-Speed Rail

The Governor’s budget proposes $581.4 million in Safe, Reliable High-Speed Passenger Train Bond Act Bond funding (Proposition 1A, 2008) and $375 million in Federal American Recovery and Reinvestment Act (ARRA) funding. These funds would be used primarily on the Los Angeles-Anaheim, San Francisco-San Jose, and Fresno-Bakersfield segments.

The Local Taxpayer, Public Safety, and Transportation Protection Act

The League of California Cities, the California Alliance for Jobs, the California Transit Association, as well as other local government, transportation, business and public safety entities have begun signature gathering efforts to qualify the Local Taxpayer, Public Safety, and Transportation Protection Act for the November 2010 statewide ballot.

The ballot measure would prohibit the California Legislature from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking or interfering with revenues that are dedicated to funding services provided by local government or funds dedicated to transportation improvement projects, public transit, and other services. Specifically the measure would:

- Close loopholes to prevent the taking of local taxpayer funds currently dedicated to cities, counties, special districts, and redevelopment agencies
- Revoke the state’s ability to borrow local government property tax funds
- Prevent state borrowing, taking or redirecting of state sales tax on gasoline (Prop. 42 funds) and Highway User Tax on gasoline (HUTA) funds that are dedicated to transportation maintenance and improvements, and
- Prevent the State from redirecting or taking public transit funds

At its January 15, 2010, meeting, the Transportation Committee referred the Local Taxpayer, Public Safety, and Transportation Protection Act to the Executive Committee for a possible position. The Executive Committee is asked to discuss and to consider taking a possible position on the proposed measure.

Summary

On January 8, 2010 the Governor declared a fiscal emergency and called the Legislature into Special Session to address the $8.9 billion of the budget shortfall, which is more than the current year shortfall of $6.6 billion but does not address the entire two-year shortfall of $19.9 billion. Under Proposition 58 (2004) the Governor has the authority to declare a fiscal emergency, which requires the Legislature to address the budget shortfall within 45 calendar days. The Legislature cannot take action on any other legislation, if it fails to act within this period. Staff will continue to monitor the
proposed Local Taxpayer, Public Safety, and Transportation Protection Act, as well as the state budget as it moves through the Legislature.

**Jobs for Main Street Act of 2010**

On December 16, 2009 the House passed H.R. 2847, the Jobs for Main Street Act of 2010, which would redirect $75 billion in funding from Troubled Asset Relief Program (TARP) for federal and state investments related to infrastructure and job creation. In addition, the bill includes $79 billion in emergency funding to provide short-term extensions for a host of government assistance programs, including federal unemployment insurance and small business loan guarantees. The proposal also extends the surface transportation authorization until September 30, 2010, restores $20 billion to the Highway Trust Fund, and rescinds a provision that bars Trust Fund balances from earning interest.

In total, the bill provides $154.4 billion in funding, including $48.3 billion for infrastructure investments, including the following:

- Federal Highway Administration would provide $27.5 billion for highway construction and repairs and eligible passenger and freight rail transportation and port infrastructure projects
- Federal Transit Administration would be allocated $8.4 billion for public transportation investments, including $6.15 billion for urban and rural formula grants; $1.75 billion to repair existing subway, light rail and commuter rail systems; and $500 million in capital investment grants for new or expanded fixed guideway projects
- Federal Railroad Administration would receive $800 million for Amtrak through capital grants that would fund the acquisition and rehabilitation of rolling stock and passenger equipment

Senate action on H.R. 2847 is expected in the upcoming weeks. Given the recent changes in the Senate as a result of the special January election in Massachusetts, the Senate Majority Leader may find it difficult to garner the 60 votes needed to adopt the jobs legislation as passed by the House of Representatives. Specific details on the Senate proposal have not yet been disclosed. Staff will keep the Executive Committee apprised of upcoming developments as the proposal moves through the federal legislative process.

KIM KAWADA
TransNet and Legislative Affairs Program Director

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REVIEW OF FEBRUARY 26, 2010, DRAFT BOARD AGENDA

1. APPROVAL OF MEETING MINUTES

   +A. JANUARY 8, 2010, BOARD POLICY MEETING MINUTES
   +B. JANUARY 22, 2010, BOARD BUSINESS MEETING MINUTES

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes. Board members also may provide information and announcements under this agenda item.

+3. ACTIONS FROM POLICY ADVISORY COMMITTEES

   This item summarizes the actions taken by the Transportation and Regional Planning Committees on February 5, 2010, the Executive Committee on February 12, 2010, and the Transportation and Public Safety Committees on February 19, 2010.

CONSENT ITEMS (4 through XX)

+4. TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT (Kim Kawada and Marney Cox)

   The TransNet Extension Ordinance requires that the Regional Transportation Congestion Improvement Program transportation mitigation fee charged by local jurisdictions be adjusted every year on July 1 in order to maintain the purchasing power of the program for improvements to the Regional Arterial System. This report summarizes the evaluation of various construction cost indexes in order to provide direction to the local jurisdictions regarding the fee adjustment required to comply with the ordinance.
+5. FEDERAL TRANSIT ADMINISTRATION SECTION 5311 PROGRAM OF PROJECTS (Sookyung Kim)

The Federal Transit Administration (FTA) provides funding for capital and operating assistance to agencies providing rural transportation through the Section 5311 Non-Urbanized Area Formula Program. Staff proposes apportioning the FY 2010 Section 5311 funds to the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) by formula based on rural population within each agency’s service area. Pending action at its February 19, 2010 meeting, the Transportation Committee recommends that that the Board of Directors approve the FTA Section 5311 Program of Projects.

+6. QUARTERLY INVESTMENT REPORT - PERIOD ENDING DECEMBER 31, 2009 (Lisa Kondrat-Dauphin)

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, 2009.

+7. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Lauren Warrem)

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.

+8. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada)

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

9.

10.

**CHAIR’S REPORT (11 through XX)**

+11. SUMMARY OF ANNUAL BOARD OF DIRECTORS SUMMIT (Kim Kawada)

This report provides a summary of the discussion at the annual SANDAG Board Summit held on January 28-29, 2010.
+12. APPOINTMENT OF POLICY ADVISORY COMMITTEE MEMBERS (Kim Kawada)  
INFORMATION

This item summarizes the members appointed to the Executive, Transportation, Regional Planning, Borders, and Public Safety Committees as well as the Committee Chairs and Vice Chairs appointed by the SANDAG Chair.

13. RECOGNITION OF ACHIEVEMENT OF EXCELLENCE IN PROCUREMENT AWARD TO SANDAG  
INFORMATION

Sponsored by the National Purchasing Institute and other nationwide organizations, the Achievement of Excellence in Procurement award is designed to recognize organizational excellence in procurement. SANDAG was one of only 41 agencies in California to receive this prestigious award for 2009. The Administration Department is to be commended for achieving this milestone.

14. **REPORTS (15 through XX)**

+15. NEW MASTER AGREEMENT WITH CALTRANS (Second Vice Chair Jack Dale, Transportation Committee Chair; Richard Chavez)  
APPROVE

A new Master Agreement between Caltrans and SANDAG is proposed that will cover both TransNet-funded and non-TransNet-funded projects on which SANDAG will use Caltrans services. The new Master Agreement will document the roles and responsibilities of both parties with regard to future SANDAG projects. The Board of Directors is asked to approve the new Master Agreement in substantially the same form as attached to the report.

+16. FY 2011 TRANSPORTATION REVENUE ESTIMATES AND ALLOCATIONS (Second Vice Chair Jack Dale, Transportation Committee Chair; 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 2011 to FY 2015 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 19, 2010, meeting, the Transportation Committee recommends that the SANDAG Board of Directors adopt the FY 2011 apportionments and approve the revenue projections for FY 2012 to FY 2015.
+17. **2050 REGIONAL GROWTH FORECAST** (Imperial Beach Mayor Jim Janney, Regional Planning Committee Chair; Beth Jarosz)  

This forecast is based largely on input received over the past 14 months from each jurisdiction’s local planning staff and elected leaders. The Regional Planning Committee recommends that the Board of Directors accept the 2050 Regional Growth Forecast for use in the 2050 Regional Transportation Plan and other planning efforts.

+18. **DRAFT CLIMATE ACTION STRATEGY** (Imperial Beach Mayor Jim Janney, Regional Planning Committee Chair; Andrew Martin)  

The Climate Action Strategy serves as a guide to help policy-makers address climate change, with a focus on helping SANDAG identify policy measures that will help it reduce greenhouse gas emissions from passenger cars and light-duty trucks and comply with Senate Bill 375. The strategy identifies available measures to help the region integrate climate change considerations into existing planning processes affecting our transportation system, land use patterns, building stock, and energy infrastructure. The projected impacts of climate change to the region are also described. Staff has revised the preliminary draft of the strategy in response to input from the Board of Directors and other stakeholders. The Board will be asked to discuss and provide input on the revised draft before being asked to consider the final strategy at its March 26, 2010, meeting.

+19. **COMPASS CARD STATUS UPDATE** (James Dreisbach-Towle)  

Staff will provide the Board of Directors with an update on recent Compass Card project activities.

20. **FINANCIAL MARKET STATUS** (Lauren Warrem 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.

+21. **STATUS REPORT ON URBAN AREA TRANSIT STRATEGY** (Second Vice Chair Jack Dale, Transportation Committee Chair; Carolina Gregor)  

As part of the development of the 2050 Regional Transportation Plan (RTP), SANDAG is pursuing a visionary strategy to elevate transit as a premier travel option in urban areas. A team of international transportation and land use experts convened in San Diego in mid-January to provide strategic and technical expertise during the creation and evaluation of alternative transit networks that will be incorporated into the RTP. This item provides highlights from the team’s visit and outlines next steps.

22. **CLOSED SESSION-CONFERENCE WITH LEGAL COUNSEL - PURSUANT TO GOVERNMENT CODE SECTION 54956.9 SUBDIVISION (c): INITIATION OF LITIGATION - One Potential Case** (Julie Wiley)
23. CLOSED SESSION-CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION - PURSUANT TO GOVERNMENT CODE SECTION 54956.9(a) – SANDAG V. BOARD OF TRUSTEES OF CALIFORNIA STATE UNIVERSITY (CASE NO. 37-2007-00083768-CU-TT-CTL) (John Kirk)


25.

26.

27. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, March 12, 2010, at 10 a.m. The next Board Business meeting of the Board of Directors is scheduled for Friday, March 26, 2010, at 9 a.m.

28. ADJOURNMENT

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