Note meeting time change to 8 a.m.

Friday, May 14, 2010
8 to 9 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

- PROPOSED FY 2011 PROGRAM BUDGET
  (INCLUDING THE OVERALL WORK PROGRAM)

- STATE LEGISLATIVE STATUS REPORT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

MISSION STATEMENT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Executive Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Executive Committee may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Executive Committee meeting. Any handouts, presentations, or other materials from the public intended for distribution at the Executive Committee meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.

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EXECUTIVE COMMITTEE
Friday, May 14, 2010

ITEM # | RECOMMENDATION
--- | ---
+1. | APPROVAL OF APRIL 9, 2010, MEETING MINUTES
2. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Committee 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 5)

+3. | PROPOSED FY 2011 PROGRAM BUDGET (INCLUDING THE OVERALL WORK PROGRAM) (Lauren Warrem, Tim Watson)

SANDAG Bylaws require the Board of Directors to adopt a final budget by June 30 of each year. The proposed FY 2011 Budget includes the Overall Work Program, Capital Improvement Program, TransNet Program, and Administrative and Board budgets. The Executive Committee is asked to recommend that the Board of Directors approve Resolution No. 2010-12 (Attachment 1), adopting the FY 2011 Budget (including the Overall Work Program), in substantially the same form as shown in Attachment 2.

+4. | STATE LEGISLATIVE STATUS REPORT (Genevieve Morelos)

Periodic status reports on legislative activities are provided to the Executive Committee during the year. The Executive Committee is asked to discuss and consider a possible position on various pending state bills.

+5. | REVIEW OF MAY 28, 2010, DRAFT BOARD AGENDA

6. | UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, June 11, 2010, at 9 a.m.

7. | ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
APRIL 9, 2010

First Vice Chair Jerome Stocks (North County Coastal) called the Executive Committee meeting to order at 9:07 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES (APPROVE)

Upon a motion by Second Vice Chair Jack Dale (East County) and a second by Mayor Jim Janney (South County), the minutes of the March 12, 2010, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no public comments.

REPORTS (3 through 5)

3. LEGISLATIVE STATUS REPORT (DISCUSSION/POSSIBLE ACTION)

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This status report provides an update on federal legislation pertaining to the Hiring Incentives to Restore Employment Act, the Federal Aviation Administration reauthorization, the new House of Representatives earmark rules, the Tax Extenders Act, and the Livable Communities Act of 2009, as well as a status update on the state budget.

Victoria Stackwick, Legislative Analyst, briefed the Committee on issues at the federal level.

Genevieve Morelos, Senior Legislative Analyst, provided information on activities at the state level.

Action: Upon a motion by Mayor Janney, and a second by Second Vice Chair Dale, the Executive Committee voted to take a support position on the Livable Communities Act of 2009.
4. SERVICE BUREAU MID-YEAR STATUS REPORT AND FY 2009 SourcePoint AUDITED FINANCIAL STATEMENTS (INFORMATION)

SANDAG Board Policy requires that the Executive Committee receive periodic progress reports on the project activities and financial status of the Service Bureau. This report also includes the FY 2009 financial audit of SourcePoint, performed annually, as required by the SourcePoint bylaws.

Cheryl Mason, Senior Research Analyst, provided the Service Bureau’s mid-year status report and the SourcePoint audited financial statements.

Action: This report was presented for information only.

5. REVIEW OF APRIL 23, 2010, DRAFT BOARD AGENDA

Renee Wasmund, Chief Deputy Executive Director, reviewed the draft agenda for the April 23, 2010, Board of Directors meeting, and noted any changes.

Action: Upon a motion by Supervisor Pam Slater-Price (County of San Diego), and a second by Mayor Ron Morrison (South County), the Executive Committee voted unanimously to approve the agenda for the SANDAG Board of Directors meeting on April 23, 2010, as revised.

6. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for May 14, 2010, at 8 a.m.

7. ADJOURNMENT

First Vice Chair Stocks adjourned the meeting at 9:27 a.m.

Attachment: Attendance Sheet
**CONFIRMED ATTENDANCE**  
**SANDAG EXECUTIVE COMMITTEE MEETING**  
**APRIL 9, 2010**

<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
<th>ATTENDING</th>
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<tr>
<td>North County Inland</td>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler, Chair</td>
<td>Member</td>
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<td></td>
<td>City of Poway</td>
<td>Don Higginson</td>
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<td></td>
<td>City of Carlsbad</td>
<td>Matt Hall</td>
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<td>City of National City</td>
<td>Ron Morrison</td>
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<td></td>
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<td></td>
<td>City of Lemon Grove</td>
<td>Mary Sessom</td>
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<td>City of San Diego</td>
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<td>Jerry Sanders</td>
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<td></td>
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<td>Ben Hueso</td>
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<td></td>
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<td>Tony Young</td>
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<tr>
<td>County of San Diego</td>
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<td>Pam Slater-Price</td>
<td>Member</td>
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<td></td>
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<td>Bill Horn</td>
<td>1st Alternate</td>
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<tr>
<td></td>
<td></td>
<td>Greg Cox</td>
<td>2nd Alternate</td>
<td>No</td>
</tr>
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introduction

The Fiscal Year (FY) 2011 Budget (including the Overall Work Program (OWP)) has been under development since last October. The Executive Committee has participated in two previous reviews, which included discussions on agency strategic goals and priorities, revenue projections, work element proposals, and other budget components. The Executive Committee and the Board of Directors reviewed the draft FY 2011 Budget in March and approved the document for distribution to our funding agencies, member agencies, and other interested parties. The proposed FY 2011 Budget reflects direction received from the Executive Committee and Board of Directors during the last year and incorporates comments received from the funding agencies, member agencies, and the general public. The development of the annual Overall Work Program (OWP) is done in accordance with Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) guidelines. The OWP is a component of the SANDAG Budget.

Discussion

Current Funding Environment

Current revenue estimates indicate that SANDAG recurring revenue is nearly flat, with modest increases in federal planning funds and local TransNet funds. Recurring revenue pays for approximately one-fourth of the OWP efforts, with the balance being paid for with dedicated funding.

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 growth in recurring revenues compared to the prior year. About half of the recurring revenue that funds the OWP comes from local sales tax-based sources (Transportation Development Act [TDA] and TransNet). During FY 2010, the nation and the San Diego region continued 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 projected FY 2010 estimates would be an additional 10 percent lower relative to FY 2009 actual receipts.

Pursuant to state statute, the San Diego County Auditor and Controller Office is responsible for providing the TDA apportionment for the upcoming fiscal year. The apportionment is developed in consultation with SANDAG staff and is based on actual sales tax receipts through December of the previous year. With actual sales tax receipts received through April, it appears that we are on track
to meet our Board-approved estimate of a decrease of 10 percent over FY 2009 actuals. The County TDA forecast for the next year is consistent with SANDAG’s projected growth rate of 1.87 percent. However, the FY 2011 TDA apportionment is the same as the FY 2010 estimate, due to the need to offset a negative fund balance of approximately $1.5 million and to build a slight reserve of approximately $400,000. Changes to the March draft budget include a minor decrease of $130,000 of TDA and TransNet funding due to minor changes in the refinement of scope and estimates of several projects.

Federal and State Revenue - Federal and state recurring revenues comprise the remainder of the flexible funding for the OWP. The federal revenue assumed is based on preliminary estimates received from the state and federal governments (a slight growth from FY 2010), and are subject to both the state and federal governments approving their FY 2011 budgets.

Changes to the March draft budget include the identification by Caltrans of additional FHWA Metropolitan Planning and FTA Section 5303 carryover funds from FY 2009. This represents an increase to these revenue sources of approximately $350,000 in FY 2011.

Discretionary Grants and Dedicated Funds - SANDAG has been able to respond quickly to multiple opportunities for federal and local grant funding, and successful grant awards have been included in the FY 2011 OWP. We received notification from the County of San Diego of a $3.1 million from the Centers for Disease Control (CDC) to incorporate public health into the Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP). The CDC grant also includes funding for a Safe Routes to School program that would provide grants to cities to prepare health elements and other local “public health interventions.” Changes to the March draft budget include the addition of a portion of the CDC grant funding, approximately $2.0 million of which is expected to be used in FY 2011.

Additionally, an $8.7 million grant was received from FHWA for the Integrated Corridor Management (ICM) Initiative, as approved by the Board of Directors in January. There were several other minor grants that were pending award in March and are now incorporated as part of the final budget proposal.

Overall, the OWP increased by approximately $2.3 million since the March draft budget. The Automated Regional Justice Information System (ARJIS) incorporated some revisions to the FY 2011 federal amounts by carrying over federal funding from FY 2010 and adding two new grants totaling $500,000. This is offset by a decrease in the Local Other funds of ARJIS Reserves for the Enterprise System project. Additionally, the scope and estimates of several project-related expenses were refined, resulting in minor changes to the funding sources.

Member Assessments - SANDAG, Criminal Justice, and the ARJIS member agency assessments are proposed to remain unchanged at $547,426, $200,000, and $1,366,983, respectively. Individual member agency assessments for SANDAG and Criminal Justice (shown in Chapter 11) have shifted slightly as a result of the May release of County population statistics. Member assessments are based on each agency’s share of the County population. ARJIS member assessments remain unchanged since the March draft budget.

Contingency Reserve - The current balance in the contingency reserve is approximately $5.4 million, or 9 percent of the amended FY 2010 OWP Budget and 8 percent of the final draft FY 2011 Budget. In FY 2011, we have programmed $116,187 of contingency reserve funds to carry out actions previously approved by the Board of Directors for commitments relating to the Destination Lindbergh master planning effort and the RTP. This has increased since the March draft due to
carrying over contingency funding approved for the RTP in FY 2010 to FY 2011. As a result of aggressive cost-cutting and project savings analysis done this year, our latest projection is to include approximately $500,000 in surplus funds for deposit into the contingency reserve as part of the year-end reconciliation. Assuming this deposit to the contingency reserve, the projected balance of the contingency reserve at the end of FY 2010 would be $5.9 million, or 9 percent of the final draft FY 2011 OWP budget, exceeding the requirement of 5 percent as set forth in Board Policy No. 030 (Contingency Reserve Policy).

As discussed with both the Executive Committee and the Board of Directors at their March 2010 meetings, we are pursuing grant funding to assist with the additional work required under SB 375 related to the 2050 RTP. As metropolitan planning organizations (MPOs) throughout the state continue to pursue the issue of funding availability with Caltrans and other state agencies, we continue to assume an additional $1 million in potential state funding in the final draft FY 2011 Budget. In the event we are not successful in obtaining the additional grant funds, we will return to the Executive Committee with other options, including the use of the contingency reserve.

**Overview of the Program Budget**

As a result of the constrained funding environment, we continue to take a conservative approach with the FY 2011 OWP and have designed a work program that focuses on the Board’s priorities (Chapters 2 and 3 of Attachment 2). As indicated in March’s review, the budget process began with an update to the Strategic Goals and the Areas of Emphasis. The Strategic Goals are meant to be long-term areas of achievement that change 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. A zero-based approach was taken to all work elements, focusing on the six Areas of Emphasis as the primary basis for prioritizing the projects. Work elements were developed using a cross-functional approach aimed at improving the strength and ownership of the teams responsible for implementing the OWP work elements.

The following are the proposed FY 2011 OWP expense/revenue components. The same line items are provided for the previous fiscal year for comparison purposes:

<table>
<thead>
<tr>
<th>Application of Funds</th>
<th>Proposed FY 2011 (in millions)</th>
<th>FY 2011 March Draft (in millions)</th>
<th>FY 2010 (in millions)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>OWP Expenses</td>
<td>$64.8</td>
<td>$62.5</td>
<td>$60.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$64.8</strong></td>
<td><strong>$62.5</strong></td>
<td><strong>$60.0</strong></td>
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<th>Sources of Funds</th>
<th>Proposed FY 2011 (in millions)</th>
<th>FY 2011 March Draft (in millions)</th>
<th>FY 2010 (in millions)*</th>
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<tr>
<td>Recurring Program Funds</td>
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<td>$15.8</td>
<td>$15.6</td>
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<tr>
<td>Carryover savings from previous year</td>
<td>0.0</td>
<td>0.1</td>
<td>1.1</td>
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<tr>
<td>Dedicated Funds &amp; Grants</td>
<td>48.7</td>
<td>46.6</td>
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<tr>
<td>Use of Contingency Reserve</td>
<td>0.1</td>
<td>0.0</td>
<td>0.9</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$64.8</strong></td>
<td><strong>$62.5</strong></td>
<td><strong>$60.0</strong></td>
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</tbody>
</table>

* as amended

The Capital Program (Chapter 9 of Attachment 2) also reflects the Board’s priorities and is composed primarily of the TransNet Early Action Program (EAP), as well as transit capital improvements for which SANDAG has the implementing authority. Details of the capital program are included in the final draft FY 2011 Budget. A portion of the Capital Program, the Transit Capital Program, was
reviewed in April by Transportation Committee. The current FY 2011 Capital Program projected expenditure amount for the TransNet Program is $616,357,000, with the Transit Capital Program funded in the amount of $60,404,000.

Summary of Proposed Budget and Schedule Changes to TransNet EAP

There are a number of proposed budget changes to the TransNet EAP section of the Capital Program. Overall, the total program budget for the TransNet EAP would be reduced by approximately $136 million compared to the EAP costs from the FY 2010 Budget, largely resulting from lowered rates of change in construction costs and lower bid prices. The resulting program-level EAP budget would be approximately $5.28 billion. Proposed adjustments to individual project budgets include:

- **Reductions in project budgets**, based on lower than expected bid amounts for current Interstate 15 (I-15), State Route 52 (SR 52), and SR 76 construction projects. In addition, lowered construction escalation rates in future fiscal years would result in budget reductions for future I-15, I-805, and SR 76 construction projects.

- **Support cost increases** are proposed for I-15 and I-805 corridor projects. Additional work required as part of the I-15 FasTrak® system installation and additional environmental studies needed for the I-805/Carroll Canyon project have resulted in an increased need for Caltrans support.

- The SuperLoop transit project budget is proposed to be reduced by $2.8 million based on a lower estimate to complete.

- A $6.6 million increase is proposed in order to complete environmental clearance on the I-5 North Coast Corridor project.

- A $2.0 million increase is proposed for the LOSSAN Oceanside Station Stub Tracks and Crossovers project to cover increased design costs; the impact footprint for this project was underestimated during the initial planning phase.

- The recently obtained $8.4 million ARRA high-speed rail grant would be added to the LOSSAN Tecolote–Washington Street Crossovers project budget.

FY 2011 Cost-Efficiency Initiatives and Staffing Strategy

In order to achieve a balanced budget within the constrained funding environment of the flexible planning funds, staff has engaged in a series of cost-cutting activities. SANDAG will continue with a conservative staffing strategy in FY 2011. Work program elements have been crafted to optimize the use of existing staff and foster closer interdepartmental collaboration.

SANDAG has expanded its comprehensive workforce planning efforts this past year with the goal of aligning current staff positions to the strategic goals of the organization. Several staffing decisions have occurred this year that have resulted in salary and benefit savings. As an ongoing practice, the agency’s management team reviews each vacant position and only approves filling positions that are critical to SANDAG core functions or strategic priorities. This practice will continue.

During the course of FY 2010, and specifically as part of this year’s budget development process, the agency also has examined its use of consultant resources. A number of recommendations and
actions have occurred as a result of this analysis. One such recommendation, which is described in detail below, is the proposed addition of two regular staff positions in FY 2011 specifically to support the TransNet Project Office and the delivery of regional capital projects. During FY 2010, several staffing decisions have been implemented that resulted in an increase to the number of Temporary/Intern/Part-time/Seasonal (TIPS) employees, but with an overall savings to the agency.

Measures also were taken to critically examine the miscellaneous or “other direct costs” associated with OWP projects and administrative support, retaining only the essential elements for the coming fiscal year. For example, after passing through two initial budget reviews, project-related training and travel costs were scrutinized and reduced by 13 percent and 18 percent, respectively.

Proposed New Positions for FY 2011

As part of the FY 2011 budget development process, a comprehensive evaluation was conducted to review the agency’s use of consultants. Particular attention was paid to the use of consultants for long-term agency commitments, such as TransNet. The result of the analysis is a recommendation to add two scheduler positions. Between the SANDAG and Caltrans TransNet Project Offices, the program currently has five schedulers — two full-time Caltrans employees and three less-than-full-time on-call consultants. The work performed by these positions has been essential to the TransNet Project Office for a number of years. Scheduling is an activity that is fundamental to managing both the 40-year program and the individual projects. It is a primary building block to meeting reporting requirements and delivering on commitments to the SANDAG Board of Directors, the Independent Taxpayer Oversight Committee, and the public at large. As such, project scheduling will be an integral component over the 40-year life of the TransNet program.

Given the long-term need for schedulers, a comparison of the cost of using SANDAG staff to on-call consultants was performed. The results of interviews and analysis indicate that more closely aligning the activities of both the Caltrans and SANDAG schedulers could result in efficiencies that would necessitate the hiring of only two full-time employees to approximate the level of effort currently provided by the three less-than-full-time on-call consultants. It is anticipated that this action would result in annual savings of approximately $418,000.

The salary and benefits costs of the positions would be charged directly to TransNet projects funded with TransNet funding, and as described above, represent a net savings to the agency. The two positions that we are recommending are as follows:

- **Senior Engineer (Senior Scheduler)**
  (Class 23; salary range - $68,211 to $109,137 per year)

- **Engineering Technician (Assistant Scheduler)**
  (Class 11; salary range - $37,972 to $60,755 per year)

Staff also is recommending the addition of three limited-term Regional Planner positions in FY 2011 to support the CDC grant funded work described above. The SANDAG portion of the funding for the two-year grant is approximately $3 million; this amount would cover the costs of the limited-term staff and other program elements.

- **Senior Regional Planner**
  (Class 22; salary range - $64,963 to $103,940 per year)
• Associate Regional Planner  
  (Class 16; salary range - $48,463 to $77,541 per year)

• Regional Planner I/II  
  (Class 12 - 14; salary range - $39,876 to $70,332 per year)

Compensation and Benefits

The compensation and benefits portion of the proposed FY 2011 budget assumes no changes to the salary ranges for staff positions, no merit or cost of living increases, and no changes to the employee benefits program.

Overview of the Main Components

The Program Budget document includes the OWP, as well as the Administration and Board Budgets, the Capital Budget, the TransNet Program, the Member Agency assessments, and the Personnel Summary information.

A brief outline of the main components of the final draft FY 2011 Budget follows:

Chapter 1 – Introduction - Describes the decision-making structure and the multiple agency designations co-existing under the SANDAG umbrella, how the OWP integrates the key regional planning activities, and how the state and federal planning emphasis areas are being addressed.

Chapter 2 – Detailed Work Element Descriptions - Describes the objectives, budget, tasks, products, and past and future activities for each work element.

Chapter 3 – OWP Program Revenues and Expenses Summary (or Sources and Application of Funds) - Shows how funds will be used for each work element in terms of staff costs, contracted services, materials and equipment, and pass-through services. On the funding side, the Program Revenues table identifies the amount and type of funding for each work element.

Chapter 4 – Multi-Year Tables - For active work elements, a growing number are multi-year, project-oriented activities with a discrete beginning and end. This section shows the total multi-year cash flows as currently projected, along with all funding sources that are known at this time.

Chapter 5 – Pending Discretionary Grants - This section describes the activities that have been submitted for additional grant awards. As part of a new cost-saving strategy, grant applications submitted in April will help fund activities already included in the OWP. This will avoid the necessity of finding additional local fund matches for newly awarded grants mid-year. In addition, grant awards will free up flexible funds committed to these efforts.

Chapter 6 – Certifications and Resolutions - These are certifications and assurances required to be signed by SANDAG and Caltrans officials as part of the OWP approval process. The resolution will be approved in conjunction with Board approval of the final FY 2011 Budget, and will serve as the control document for submitting amendments to the funding agencies.

Chapter 7 – Regionally Significant Planning Efforts - Also a requirement of the OWP, this chart outlines all of the active regional planning efforts being coordinated or monitored by Caltrans or SANDAG for the region.
Chapter 8 – Administration and Board Budgets – These budgets describe the cost of providing administrative services, including staff time, facility rental, travel, and training. This year also has a schedule showing costs for each administrative business service unit. The Board Budget shows the costs associated with conducting Board of Directors and related Policy Advisory Committee meetings. The Administration expenses are funded by allocating the costs among the OWP and Capital Improvement Program projects.

Chapter 9 – Capital Budget – The SANDAG Capital Budget includes those capital projects that SANDAG is responsible to implement for the San Diego region. The FY 2011 Transit Capital Improvement Program was approved by the SANDAG Transportation Committee and Board of Directors at their April 2010 meetings. The new projects and additional funding for existing projects that will be implemented by SANDAG have been added to the Capital Budget.

Chapter 10 – TransNet Program – The TransNet Program summary shows the projected half-cent sales tax revenue for FY 2011, and how the revenue is allocated in accordance with the TransNet Extension Ordinance approved in November 2004. Also included are three TransNet grant programs for assistance to senior transportation, bicycle and pedestrian projects, and smart growth incentives.

Chapter 11 – Member Agency Assessments – This chapter shows the SANDAG, Criminal Justice, and ARJIS member assessments. The tables show the assessments for each jurisdiction relative to the previous year. No change to the overall assessment levels is anticipated.

Chapter 12 – Personnel and Organization Structure – This chapter contains the agency’s organization charts, a summary of personnel-related costs, proposed changes to authorized positions, and the revised position classification table.

Appendices – Includes the Contracted Services report of professional services budgeted in the OWP, a listing of Policy Advisory Committee involvement relating to each OWP work element, milestones or achievements for SANDAG since its inception, and a glossary defining acronyms used at SANDAG.

Next Steps

With the Executive Committee’s recommendation, the final draft FY 2011 Budget (including the OWP), and accompanying Resolution No. 2010-12, will be presented for adoption at the May 28, 2010, Board of Directors meeting. Any comments and suggestions received by the Executive Committee at the May 14, 2010, meeting will be communicated to the Board as well.

LAUREN WARREM
Director of Finance

Attachments: 1. FY 2011 Budget Resolution No. 2010-12
   2. Final Draft FY 2011 SANDAG Budget (including OWP) – Hard copies provided to Board members only; CD included for others, and the entire report is available by contacting the Public Information Office at (619) 699-1950 or at www.sandag.org/final_draft_FY_2011_budget

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

7
RESOLUTION
NO. 2010-12

ADOPTION OF FY 2011 OVERALL WORK PROGRAM
AND FINAL BUDGET AND PROVIDING FOR ALL AUTHORIZATIONS
NECESSARY AND PERTINENT THERETO

WHEREAS, the San Diego Association of Governments (SANDAG) Bylaws stipulate that the Board of Directors shall adopt a Final Budget no later than June 30th of each year; and

WHEREAS, SANDAG serves as the San Diego County Regional Transportation Commission (Commission), and California Public Utilities Section 132104(a), which is part of the enabling legislation creating the Commission, requires the adoption of an annual budget; and

WHEREAS, the Final FY 2011 Overall Work Program (OWP) was reviewed and approved by the Board of Directors as the basis, through this budget, for carrying forward the OWP for FY 2011; and

WHEREAS, the Final FY 2011 SANDAG Budget, including the OWP, anticipates reliance on federal, state of California, and other funds, which require certification of nonfederal matching funds; and

WHEREAS, such required match is identified as being available from Transportation Development Act funds, member agency assessments, local assistance, and other local funds and in-kind services; and

WHEREAS, the SANDAG Executive Director must be authorized to execute or continue agreements to lease or purchase property, materials, supplies, services, and equipment for the fiscal year; and

WHEREAS, SANDAG Board Policy No. 017 delegates authority to the SANDAG Executive Director to execute or continue grant agreements or other agreements to accept funding or revenue anticipated in the approved SANDAG Budget for the fiscal year; and

WHEREAS, it is necessary to authorize the SANDAG Executive Director to reimburse SANDAG for necessary administrative expenditures made on behalf of the Commission, including Board of Directors expenses, SANDAG staff services, and contractual services necessary to carry out the legal, administrative, auditing, and investment management responsibilities of the Commission;

NOW THEREFORE

BE IT RESOLVED by the Board of Directors of SANDAG, which also serves as the Board of Directors for the Commission, that:

a. The FY 2011 Budget, including the OWP, hereby incorporated by reference, is adopted in an amount estimated to be $993.2 million, including the OWP in the amount of $64.8 million, and the annual portion of the Capital Program in the amount of $676.8 million. The SANDAG Director of Finance hereby is authorized to finalize the FY 2011 appropriations based on actual grant agreements/funding contracts executed, transfer of funds from consolidated transit agencies, actual sales tax revenues, sales tax-backed commercial paper proceeds, and interest earnings received pursuant to this budgetary authority, and the actual end-of-year carryover funds status as determined by the Director of Finance; and
b. Each member agency hereby is assessed its share of the amount shown in the Final FY 2011 SANDAG Budget for the base SANDAG membership, the Criminal Justice Clearinghouse assessment, and for the Automated Regional Justice Information System; and

c. The SANDAG Director of Administration is authorized to make such personnel changes, Position Classification and Salary Range Table adjustments, and other employee compensation package adjustments for which funding is provided in the Final FY 2011 Budget and as may be amended by the Board of Directors; and

d. The SANDAG Executive Director, or his/her designee, hereby is authorized to submit grant applications and revenue claims, and execute grant and revenue agreements in the amounts identified in this Final FY 2011 Budget and as may be amended subject to the final agreement of the funding agencies; and

e. The SANDAG Executive Director, or his/her designee, is hereby authorized to execute grant agreements and all necessary documents and covenants required by granting agency laws, rules, and administrative regulations, and the Board of Directors hereby certifies the required nonfederal match to the above-listed agencies and in the amounts necessary subject to SANDAG Director of Finance certification of funds availability; and

f. The SANDAG Executive Director hereby is authorized to enter into and/or continue agreements to purchase or lease property, materials, supplies, services (including but not limited to legal, investment management, financial advisor, and independent auditing services), and facilities and equipment for the fiscal year as identified herein, subject to certification by the SANDAG Director of Finance of funds availability and approval by the SANDAG Office of General Counsel; and

g. The SANDAG Executive Director hereby is authorized to accept funds from member agencies and other entities for the performance of Service Bureau projects and is further authorized to enter into agreements for goods and services in any amount requested by the entities as may be necessary to carry out the project; and

BE IT FURTHER RESOLVED that a copy of this resolution and Final FY 2011 Budget, including the OWP, be filed with the Clerk of each member agency.

PASSED AND ADOPTED this 28th day of May, 2010.
INTRODUCTION

Periodic status reports on legislative activities are provided to the Executive Committee throughout the year. The Executive Committee is asked to discuss and consider possible positions on Senate Bill 1268 (Simitian), which would set deadlines for purging data on active and closed user accounts in order to protect personal information for users of various toll systems statewide; Assembly Bill 2620 (Eng), which would dedicate an unspecified percentage of toll revenues from new toll facilities to the State Highway Operation and Protection Program; and Senate Bill 1318 (Committee on Transportation and Housing), which would eliminate the requirement for SANDAG to submit biennial consolidation reports to the Legislature.

DISCUSSION

Senate Bill 1268 (Simitian). Toll Bridges, Lanes, and Highways: Electronic Toll Collection Mechanisms: Disclosure of Personal Information

Senate Bill 1268 (SB 1268) was introduced by Senator Joe Simitian (D-Palo Alto) on February 19, 2010, and was last amended on April 20, 2010. SB 1268 would prohibit a transportation agency from selling, or providing to any other person, the personally identifiable information of either subscribers of an electronic toll collection system. Per the bill’s author, the purpose of SB 1268 is to protect the privacy of users of the various toll systems statewide. SANDAG does not sell or provide customer information to third parties, and therefore would comply with these provisions in the proposed bill.

The bill is supported by the American Civil Liberties Union, Electronic Frontier Foundation, and Privacy Rights Clearinghouse. The Transportation Corridor Agencies, which operate toll roads in Orange County, has adopted an oppose unless amended position on the bill. Other toll agencies also have raised concerns about the possible effects the bill would have on customer service and operations and are taking the bill through their legislative review processes.

SB 1268 would establish timelines for discarding personally identifiable information on active accounts and would set timelines for purging account information on closed accounts. The bill would require that personally identifiable information only be retained to perform such functions as billing, account settlement, or enforcement activities. SB 1268 would require other information to be discarded six months after the closure date of the billing cycle, or 60 days after the bill has been paid, whichever occurs last. For closed accounts, SB 1268 would require that personally identifiable information be purged within 60 days after the account is closed or terminated.
Additionally, this bill would require transportation agencies to establish privacy policies and make the information available to the customer. The bill would not prohibit the use of aggregated data for agency use, but all personally identifiable information would need to be removed.

Staff believes that the proposed timelines for purging personal data for customer accounts are too short, and would inhibit SANDAG from providing quality customer service for its FasTrak™ users. Staff believes a two-year time limit would be a more reasonable timeframe, as it would allow SANDAG to address any issues that could potentially arise with a customer account. For example, SANDAG customers often request personal account information for tax purposes, and at times SANDAG also may need to resolve disputed charges as well as retain customer account information for audit purposes. For comparison, the current practice for the credit card industry is to retain information for five years after an account is closed.

Goal No. 4C of the 2010 Legislative Program allows SANDAG to monitor legislation requiring local agencies to implement new administrative compliance measures. SB 1268 would create new administrative compliance measures that raise implementation concerns for staff. The Executive Committee is asked to discuss and take a possible position on SB 1268. Staff recommends adopting an oppose unless amended position, to ensure that the staff concerns about the timelines for purging customer account data are addressed by the author.

Assembly Bill 2620 (Eng). Transportation: Toll Facilities

Assembly Bill 2620 (AB 2620) was introduced by Assembly Member Mike Eng (D-Monterey Park) on February 19, 2010, and was last amended on April 26, 2010. The bill is sponsored by the Professional Engineers of California Government. AB 2620 would dedicate an unspecified amount of toll revenues from future toll facilities to the state highway system for maintenance, preservation, and rehabilitation of the system. This bill would apply to any high occupancy vehicle (HOV) lane conversion to a high occupancy toll (HOT) lane as well as any new toll facility developed on and after January 1, 2011.

AB 2620 would not apply to HOT lane facilities already authorized in San Diego, Alameda, Santa Clara, Riverside, and Los Angeles counties. San Diego County has existing authority for Interstate 15 (I-15) Express Lanes plus two additional corridors, either I-805, I-5 North Coast, or State Route 52. However, AB 2620 would likely apply to the toll lanes included in the SANDAG 2030 Regional Transportation Plan (RTP), including toll roads on State Route 11 (SR 11), Interstate 5 (Vandegrift Boulevard to Orange County), and on I-15 (SR 78 to Riverside County).

Under existing law, funding for the State Highway Operation and Protection Program (SHOPP) is generated from gasoline sales tax revenues. The SHOPP is a four-year program of projects developed to reduce collisions, restore major damage, preserve bridges, preserve the roadway and roadside, enhance mobility, and preserve other transportation facilities related to the state highway system.

With the recent decline in gas tax revenues, the Legislature is considering other options to provide an alternative source of funding for the SHOPP. According to the author, the intent of AB 2620 is to

1 Currently, SANDAG operates the I-15 Express Lanes, which provide 16 miles of high occupancy toll lanes in San Diego County. Solo drivers pay a fee to use these lanes; carpools, vanpools, and transit riders use the lanes free of charge.
increase the amount of money available for use in the SHOPP, by requiring new toll facilities to pay a portion of their toll revenues to the state for the SHOPP. The author states that the toll facilities are maintained by the state, and therefore revenues that are generated from the facilities should help pay for the ongoing maintenance of the state highway system.

AB 2620 is inconsistent with Senate Bill 1486 (Ducheny, 2008), which established the Otay Mesa East Toll Facilities Act. SB 1486 authorized SANDAG to collect a toll from travelers using State Route 11 (SR 11) to develop and construct a new highway and Otay Mesa East Port of Entry Facility. SB 1486 carefully prescribed how toll revenues shall be used. Under the law, toll revenues would be allocated in the following specific order:

- Payments to bonds and resolutions;
- Payments to SANDAG to cover costs for operation of the toll facilities;
- Reimbursement to federal, state, and local agencies for costs incurred for services provided pursuant to any agreement;
- Costs for capital improvements to repair or rehabilitate a project, to expand project capacity, to improve project operations, or to increase public transit and nonmotorized capacity in the corridor; and
- Excess revenues would be allocated to an approved Board of Directors plan that may increase transportation options in the corridor, including public transit.

In addition to SR 11, AB 2620 would automatically allow the state to decide how toll revenues would be allocated on future toll facilities in our region and throughout the state. The bill would require funding for the SHOPP without consideration of the other uses of toll revenues that may be required or planned by regional agencies such as SANDAG.

Goal No. 12B of the 2010 Legislative Program supports mechanisms providing for the implementation of the RTP, including value pricing, managed lanes, and HOT lanes; and Goal No. 4B supports efforts to prevent additional diversions of public transit funding. If passed in its current form, AB 2620 would reduce the amount of toll revenues available to implement the proposed SR 11 toll road project by mandating that a certain amount of the tolls be provided to the state. AB 2620 also would affect the additional revenues that SANDAG could dedicate to public transit and other transportation options in the corridor. The Executive Committee is asked to discuss and take a possible position on this bill. Staff recommends opposing the bill as currently written.

**Senate Bill 1318 (Committee on Transportation and Housing). Omnibus Bill.**

Senate Bill 1318 (SB 1318) was introduced by the Committee on Transportation and Housing on February 19, 2010, and was last amended on April 14, 2010. SB 1318 is currently on the floor of the Senate. Each year, the Committee on Transportation and Housing sponsors an omnibus bill that makes noncontroversial changes to sections of law related to both transportation and housing. Included in this year’s omnibus bill is a provision to repeal the reporting requirements related to SANDAG consolidation.

Under existing law, SANDAG is required to complete an evaluation of progress in the consolidation of the agency, and report on its findings to the Governor and the Legislature on a biennial basis by December 31 in even numbered years. These reporting requirements were originally established by
Senate Bill 1703 (Peace, 2002) and modified by Assembly Bill 361 (Kehoe, 2003) to evaluate the effectiveness of the agency consolidation.

The last report on consolidation was sent to the Governor and the California Legislature in July 2009. The report discussed the final completion of the agency consolidation, when the remaining staff from North County Transit District transferred to SANDAG in September 2008. With the consolidation process complete, staff recommends eliminating the biennial reporting requirement, which also would save approximately $15,000 to $20,000 in costs every two years. A support position is consistent with Goal No. 14B of the 2010 Legislative Program, which supports legislation and/or policies that promote governmental efficiencies and cost savings. The Executive Committee is asked to take a support position on SB 1318.

**Next Steps**

Staff will continue to monitor the proposed legislation and report back to the Executive Committee as the bills make their way through the legislative process.

KIM KAWADA  
TransNet and Legislative Affairs Program Director

Key Staff Contact: Genevieve Morelos, (619) 699-1994, gmo@sandag.org
REVIEW OF MAY 28, 2010, DRAFT BOARD AGENDA

1. APPROVAL OF MEETING MINUTES

   +A. APRIL 9, 2010, BOARD POLICY MEETING MINUTES
   +B. APRIL 23, 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. 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 Borders Committee on April 23, the Transportation Committee on May 7 and 21, and the Executive Committee on May 14, 2010.

CONSENT ITEMS (4 through XX)

4. FY 2011 TRANSPORTATION DEVELOPMENT ACT PRODUCTIVITY IMPROVEMENT RECOMMENDATIONS (Phil Trom)

   SANDAG is responsible for determining if the transit agencies have made a reasonable effort to implement the productivity improvement recommendations adopted by the Board of Directors for the current fiscal year. This item discusses the transit agency productivity improvements associated with the Transportation Development Act (TDA) claim for FY 2011. The Transportation Committee recommends that the Board of Directors find that the Metropolitan Transit System and North County Transit District made a reasonable effort to implement productivity improvements, and to approve continuing this program in FY 2011, which fulfills the requirements outlined in Section 99244 of the TDA law.

5. FY 2011 WEIGHTED VOTING FORMULA (Lauren Warrem)

   On an annual basis, SANDAG is required to recompute the weighted vote of the Board of Directors based on updated population figures. The population figures
used for this purpose have been certified by the California Department of Finance.
The Board of Directors is asked to approve the FY 2011 weighted voting formula.

+6. 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 of Directors meeting.

+7. 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.

+8. QUARTERLY INVESTMENT REPORT - PERIOD ENDING MARCH 31, 2010 (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 March 31, 2010.

+9. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - JANUARY TO MARCH 2010 (José A. Nuncio)*

This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and transportation demand management projects in the SANDAG five-year Regional Transportation Improvement Program for the period January to March 2010.

+10. UPDATE ON THE INTERSTATES 15 AND 8 INTERREGIONAL PARTNERSHIPS (Jane Clough-Riquelme and Ron Saenz)

This report summarizes the status of these two interregional planning efforts in the Interstates 15 and 8 corridors.
13. QUALITY OF LIFE FUNDING STRATEGY UPDATE

The Quality of Life Ad Hoc Steering Committee and the Quality of Life Stakeholders Working Group have been meeting monthly to provide input to the SANDAG Board of Directors on the development of a Quality of Life funding strategy. An update will be provided on the work that has been accomplished to date.

14.

REPORTS (15 through XX)

+15. NAVY TRANSPORTATION DEMAND MANAGEMENT INITIATIVE UPDATE
(Second Vice Chair Jack Dale, Transportation Committee Chair; Dan Martin, SANDAG; TBD, Navy Representative)

The United States Navy, as one of the largest employers in the San Diego region, has partnered with the Metropolitan Transit System (MTS) and SANDAG to provide an analysis of commuter travel activity between the major naval housing areas and naval bases/facilities in the San Diego metropolitan area. Staff will provide an overview of the study, which evaluated transportation demand management alternatives for the Navy’s Murphy Canyon Housing. The Transportation Committee recommends that Board of Directors approve a proposed pilot service between the naval housing and base facilities.

+16. PROPOSED FY 2011 BUDGET (INCLUDING OVERALL WORK PROGRAM)
(First Vice Chair Jerome Stocks; Lauren Warrem, Tim Watson)

SANDAG Bylaws require the Board of Directors to adopt a final budget by June 30 of each year. The proposed FY 2011 Budget includes the Overall Work Program, Capital Improvement Program, TransNet Program, and Administrative and Board budgets. The Executive Committee recommends that the Board of Directors approve Resolution No. 2010-12, adopting the FY 2011 Budget (including the Overall Work Program) in substantially the same form as attached to the report.

+17. DISADVANTAGED BUSINESS ENTERPRISE DRAFT GOAL FOR FEDERAL FY 2011 TRANSIT PROJECTS
(First Vice Chair Jerome Stocks; Elaine Richardson)

The Board of Directors is asked to accept the draft federal FY 2011 Federal Transit Administration Overall Annual Disadvantaged Business Enterprise (DBE) goal in substantially the same form as attached to the report for release to the public for the 45-day public review period.
+18. INTERSTATE 5 SOUTH MULTIMODAL CORRIDOR STUDY: RECOMMENDED ALTERNATIVE (Second Vice Chair Jack Dale, Transportation Committee Chair; Rachel Kennedy)*

SANDAG, in collaboration with the City of Chula Vista and Caltrans, is conducting the Interstate 5 South Multimodal Corridor Study to examine potential transportation improvements between State Route 54 and Main Street in the City of Chula Vista. The Transportation Committee recommends that the Board of Directors approve Alternative 2 of the Interstate 5 South Multimodal Corridor Study for consideration in the development of the 2050 Regional Transportation Plan.

+19. INTERSTATE 805 CORRIDOR UPDATE (Second Vice Chair Jack Dale, Transportation Committee Chair; Joel Haven)*

Staff will present an update on the ongoing project development work in the Interstate 805 (I-805) corridor. The Transportation Committee recommends that Board of Directors approve $16 million in additional TransNet funding for the design of the initial phase of the I-805 North Segment between State Route 52 and the I-5/I-805 merge.

+20. TRANSPORTATION ENHANCEMENT PROGRAM FUNDING RECOMMENDATION (Second Vice Chair Jack Dale, Transportation Committee Chair; Stephan Vance)

The Transportation Committee recommends that the Board of Directors approve the following: (1) programming an additional $750,000 in FY 2010 Transportation Enhancements funds for the Bayshore Bikeway project; and (2) amending the FY 2010 SANDAG Budget to increase the Bayshore Bikeway CIP No. 1143700 from $1,611,000 to $2,361,000 for the construction of an additional section of the bikeway.

+21. SAN DIEGO REGIONAL BICYCLE PLAN (Second Vice Chair Jack Dale, Transportation Committee Chair; Chris Kluth)

The Transportation Committee recommends that the Board of Directors: (1) adopt Resolution No. 2010-XX certifying the Final Mitigated Negative Declaration for the San Diego Regional Bicycle Plan; and (2) approve the San Diego Regional Bicycle Plan.

+22. FINAL COMPREHENSIVE FREIGHT GATEWAY STUDY REPORT (Second Vice Chair Jack Dale, Transportation Committee Chair; Christina Casgar)

This report highlights the findings of the San Diego and Imperial Valley Gateway Study, including forecast freight volumes to the year 2050 for both counties. The Transportation Committee recommends that the Board of Directors accept the Final Comprehensive Freight Gateway Study Report in substantially the same form as attached to the report.
+23. POTENTIAL OPTIONS FOR PROVIDING ADDITIONAL TRANSIT OPERATIONS FUNDING (Second Vice Chair Jack Dale, Transportation Committee Chair; Dave Schumacher)*

Pursuant to Board of Directors discussion, the leadership and staffs of SANDAG, Metropolitan Transit System, and North County Transit District have continued to investigate several potential options for providing funding for transit operations. Staff presented a summary of the potential options to the Transportation Committee on April 16, 2010. The Transportation Committee recommends that the Board of Directors approve an option to enable all remaining transit funding from the original TransNet measure to be allocated to transit operations pursuant to Section 5C of the TransNet Extension Ordinance. The Board of Directors is asked to make certain findings to allow for this allocation to occur.

+24. UPDATE ON STATE ROUTE 11 AND EAST OTAY MESA PORT OF ENTRY PROJECT (Marney Cox)

Staff will report on the progress to date on selecting an investment banker for the State Route 11 and East Otay Mesa Port of Entry project.

25. FINANCIAL MARKET STATUS (Lauren Warrem and Marney Cox)*

This monthly briefing is intended to keep the Board of Directors informed about the latest developments in the financial markets, the economy, and revenues, and the strategies we are exploring and implementing to minimize possible impacts to SANDAG.

+26. COMPASS CARD STATUS UPDATE (James Dreisbach-Towle)

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

27. CLOSED SESSION-CONFERENCE WITH LEGAL COUNSEL - PURSUANT TO GOVERNMENT CODE SECTION 54956.9(a) - EXISTING LITIGATION: SANDAG V. BOARD OF TRUSTEES OF CALIFORNIA STATE UNIVERSITY (CASE NO. 37-2007-00083768-CU-TT-CTL) (John Kirk)

28.

29.

30. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, June 11, 2010, at 10 a.m.
The next Board Business meeting is scheduled for Friday, June 25, 2010, at 9 a.m.

31. ADJOURNMENT

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

Ms. Ana J. Matosantos
Director of Finance and Chair RTLC
State Capitol
Room 1145
Sacramento, CA 95814

Mr. Ron Diedrich
Acting Director Dept. of General Services
Executive Office
PO Box 989052
West Sacramento, CA 95798-9052

Mr. A. G. Kawamura
Director, Dept. of Food and Agriculture
1220 N. Street
Suite 400
Sacramento, CA 95814

Mr. Russ Penniman
22nd District Agricultural Association
Del Mar Fairgrounds
Del Mar, CA 92014

Ms. Ann Davies
22nd District Agricultural Association
Del Mar Fairgrounds
Del Mar, CA 92014

Mr. Kelly Burt
22nd District Agricultural Association
Del Mar Fairgrounds
Del Mar, CA 92014

Dear Members of the State of California Race Track Leasing Commission:

Subject: Moving forward with the construction drawings and environmental permitting leading to the construction of the Permanent Seasonal Rail Platform to serve the Del Mar Fairgrounds.

The San Diego Association of Governments (SANDAG) requests you financial support for the immediate commencement of the development of construction documents and the environmental permitting required for construction of a Permanent Train stop north of the San Dieguito River at the western edge of the fairground property.

While the ultimate project in this section of the Coastal Rail Corridor will include new trestles over the river, and double tracks both north and south of the river, it is the portion north of the river which effects the development of a train stop from which patrons could easily walk to fairground events.

In the past, on May 4, 2009 and on March 2, 2010 we requested that the RTLC include reference to this project in the Request for Proposals (RFP) for the Thoroughbred Race concession with the intent that potential proposers would participate financially in these improvements.

We are pleased to see that the RTLC did include such language in the RFP.

Specifically, at this time, we would request the RTLC, through its Race Track Authority or other mechanisms to fund SANDAG’s development of construction drawings and SANDAG’s commencement of the environmental permitting process associated with the construction of a permanent stop above the 100 year flood plain level north of the river and the addition of the new
second rail from Solana Beach to the north side of the river, where at this time, trains would continue to utilize the existing trestle. That trestle is scheduled to receive a significant renovation, funded by another source, within this next year.

This location is being selected for the proposed installation of the first 600 foot section of the Permanent stop as it would fully service the fairground’s direct rail transportation needs, yet preserves the potential to select from various south of the river routes for future rail alignments as those south of the river alternatives continue to be studied by SANDAG.

Such an approach holds the potential to have a functioning Permanent stop in operation by the time Del Mar receives additional weeks or racing due the closing of Hollywood Park. It also provided a positive step toward mitigation of the traffic and increased carbon footprint which both the added racing days and any additional developments at the fairgrounds will require.

Our staff requests the opportunity to meet with you so that the specifics of the costs can be development and the construction planning and environmental permitting process can commence.

The train stop at the Del Mar Fairgrounds is a regional priority for both SANDAG and the North County Transit System, and would provide significant economic benefits to both the 22nd DAA and the recipient of the Thoroughbred Race concession contract.

We look forward to working with you toward that implementation.

Sincerely

GARY L. GALLEGOS
Executive Director

Cc: Scott Harvey, Chief Deputy Director, Dept of General Services
Cynthia Bryant, Chief Deputy Director, Dept of Finance
Will Brown, Undersecretary, Dept of Food and Agriculture
Matt Tucker, Executive Director No. County Transit District

Bcc: Helen and Richard.
Please take action today authorizing Gary to send the letter to the State Race Track Leasing Commission asking for funding for the design drawings and the environmental permitting of the first 600’ train stop platform at the Del Mar Fairgrounds and the double tracks (new west rail) from Solana Beach to the north side of the San Dieguito River.

- This project has been “in planning” for 25 years.
- The money is there...and the foolish Fair staff intends to ask for it for an equally foolish “temporary stop” located ½ mile from the fair entrance, to be located in the middle of business backyards and Del Mar neighborhoods.
- Why are they doing that? Because they know that... in addition to their fantasy plans to convert of the fairgrounds to a full time convention center, they also know that new weeks of racing are coming to Del Mar from Hollywood Park’s closing and they want to pass off this “temporary stop” idea as adequate mitigation for what is really needed with respect to real access, and carbon footprint/pollution/traffic reduction.
- From the permanent stop, located on the west side of the fair’s parking lot, north of the River, (where it has been in the master plan since 1985), patrons of the races (and other fairground events) can easily walk to those venues.
- It also provides a safe ride home to which those who have drank to much alcohol at fairground events can stagger to get a safe ride back to LA or Escondido, where-ever.
- The realistic alternative is: now they stagger to their cars and drive off the fairgrounds. Factual note: on major days, the Fair Board’s food and beverage concessionaire takes in over a million dollars in alcohol and food sales...and underage drinking is a major problem. As the song goes: I’m a teenager going to the fair....’cause I can drank and get Marijuana there..."
- The surrounding communities have protested extensively against the “Las Vegas-izing of the fairgrounds” without any success...which this Fair staff and Board appear determined to achieve.
- It is into this context that we respectfully suggest that SANDAG authorize Gary to send the simple letter (see draft) asking for the design drawing funds and the cost needed to achieve the environmental permitting for:
  - The first 600 feet of a platform on which Amtrak and Coaster train riders can get off for the races, and Coaster riders for all/other fairground events.
  - Because of the lack of a decision as to where the route will go south of the river (there are three SANDAG options studied) the 600 foot stop would be located on the east side of the existing track, ABOVE the 100 year flood plain (just south and below the Brigantine Restaurant) which provides adequate space to the south for implementing all future alternative routings for the south-of-river options.
  - The design and environmental approval activities should include the construction of the section of track (west of the original) from the Solana Beach double tracks to the north side of the San Dieguito River.
While the south-of-the-river routes are being negotiated, all N and S trains will utilize the soon-to-be strengthened existing trestle.

Preoccupied with their “Las Vegas-izing” plans the current Fair Board and staff (AND THEIR FRONTMEN) will likely oppose this proposition.

In our attempt to enlighten, we can only offer the following two articles which appeared these past weeks in the Del Mar Community News Journal: The Sandpiper. And the story which was on page one of Voice of San Diego Tuesday, May 11, 2010.

Greenway Clears Hurdle
John Graybill J 15th Street

Site of the future Greenway. Photo Stu Smith.

Senator Christine Kehoe’s proposed Senate Bill 1177 for a greenway was approved by the Food and Agriculture Committee in Sacramento on April 20th by a vote of 3-1. The greenway would extend along the north bank of the San Dieguito River from I-5 to the railroad tracks near the river mouth. This was the second major hurdle for the proposed bill in the legislative process. Clearing this milestone was significant because the 22nd DAA has been aggressively lobbying against the proposed bill. It was approved by the Senate Natural Resources and Water Committee on April 13th by a vote of 6-2. Next it goes before the Senate Appropriations Committee in mid-May.
The significance of the proposed bill goes beyond the obvious environmental benefits of a permanent buffer between the Fairgrounds and the river and the restoration of the natural wetlands. It would require the 22nd DAA to make adjustments to the massive development proposed recently in a Draft Environment Impact Report (DEIR) to be sensitive to the environment. The master plan calls for huge buildings, a parking structure, and a hotel that would allow it to function like a large convention center, thereby intensifying the use of the Fairgrounds to bring year-round crowds, traffic, noise, and bright light to the area at the expense of a fragile ecosystem.

In the 22nd DAA’s board meeting on April 13th, their February 22nd press release was discussed regarding the bill. It was the equivalent of a child’s tantrum. They claim catastrophic loss of jobs, devastation of the use of the fairgrounds, elimination of the recycling center, safety hazards, etc. The scare tactics and inflammatory rhetoric can only be described as absurd. What appeared to bother them most was facing the possibility that they won’t be able to do exactly what they want and rubberstamp approval on their DEIR.

It is an unfortunate state of affairs when an organization entrusted with the stewardship of the Fairgrounds has so arrogantly ignored the concerns of its neighboring community that a state senator has to get involved and take the fight all the way to Sacramento to protect the river and lagoon adjacent to the Fairgrounds. Senator Kehoe could use her valuable time to focus on other pressing issues facing the State of California. That is if the 22nd DAA had some reporting responsibility to the community in which it is located and the board of directors was composed of leaders willing to respect its environment.

Mushroom Management and River Greenways... a Little Bird Told Us the Connection.

Posted: Monday, May 10, 2010 5:02 pm | Updated: 8:36 am, Tue May 11, 2010.

By Helen and Richard Nielsen-Eckfield

While we were enjoying a mini-vacation on Catalina Island a little bird made its appearance in Del Mar carrying two important messages. We are speaking of the May issue of the Sandpiper, a volunteer community newspaper produced by concerned citizens in that village.

One story was about us (not written by us, but about us) and our almost four years of effort to re-establish a train stop at the rear of the fairgrounds, north of the San Dieguito River.
With added weeks of racing coming to Del Mar from the anticipated closing of Hollywood Park, the fair staff now realizes they have to do something to mitigate the added traffic, congestion and pollution that will result, and a train stop is the only significant mitigation measure available.

Establishing a train stop at that location has been proposed in their master plan for the past 25 years, but now they are facing the reality of the need to actually do something, and not just talk about doing it.

So, the fair staff has resurrected an idea floated in 2007 about locating a “temporary stop” in the neighborhoods behind 21st through 24th streets in Del Mar and at the rear of the businesses fronting Jimmy Durante.

That sight could use the double tracks left over from the former downtown Del Mar train station. It would be far less convenient than the permanent site proposed for the past quarter decade and would require a complicated shuttle system, but it would cost slightly less than building the permanent stop from which people can easily walk into fairground events -- the site where it has been planned all these years.

The problem is no one is telling the people in these neighborhoods what is being proposed -- train loads of fair and race goers unloading in their back yard. And, when the fair staff does speak, there is so much obfuscation in the facts used, that we have tagged their style as “mushroom management -- keeping their board and the public in the dark and feeding them steer manure.”

And that is what the Sandpiper story is all about. It’s a fun read. We thank the Sandpiper for their coverage of this important issue.

Only if concerned citizens and community groups band together can productive things happen and ill-conceived ideas be thwarted.

This requires an “informed” public, which is what we are trying to do at VOSD.

In the same issue there is another interesting and connected story about State Senator Christine Kehoe’s efforts to protect the lagoons and wetlands from the proposed fairgrounds developments. The locals call it “the Las Vegas-izing of the Fairgrounds.”

She also wants to establish a recreational greenbelt on which you could walk, or ride trails from the ocean to the mountains. We think that is a great idea too, but there are plenty of folks working that agenda item. So, we are sticking with the task of trying to assure that the train will arrive in time for the 2012-2013 fair and races.

Always, more to come. HELEN AND RICHARD NIELSEN-ECKFIELD
Also from the May Sandpiper.

Shroom Gloom
Helen and Richard Eckfield reported by Bud Emerson

The Eckfields have coined a phrase for the Fair Board’s communication style called “Mushroom Management—to raise a mushroom you keep it in the dark and feed it steer manure.”

more>>

Shroom Gloom
May 2010 Issue | Reported by Bud Emerson, Kish Way

The Fair Board continues to get very critical feedback on its ill-advised master plan. At its April 6 monthly meeting two knowledgeable citizens from Carlsbad, Helen and Richard Eckfield, presented compelling testimony about problems with the recently constructed Arena roof and poorly designed plans for a train stop.

The Eckfields have coined a phrase for the Fair Board’s communication style called “Mushroom Management—to raise a mushroom you keep it in the dark and feed it steer manure.”

They pointed to the “300 percent cost overrun of the new roof closing from a planned $4 million to now over $15 million as ‘not our fault’...good management is also constructing it so that it does not create new problems...it now blocks not only fans, but the stewards from seeing the start of some of the races.”

As long time advocates of a permanent seasonal train stop, The Eckfields stress that it is very critical now that “we are on the verge of actually adding to the traffic load of the fairgrounds, not just with your plans for the Las Vegas-izing of the fairgrounds turning it into a convention center, but also the pending addition of additional weeks of racing now guaranteed to come to Del Mar from Hollywood Park courtesy of State legislation sponsored by Assemblyman Martin Garrick...building a train stop will be required mitigation of the traffic impact that will result.”

The Eckfields note that the train stop in the North West corner of the fairgrounds “has been in your Master Plan since 1985...that’s 25 years in planning.” Noting that the staff is now proposing instead to implement an inadequate temporary platform near the Southfair development, “I urge you to now fund the construction design and environmental permitting of the first 600 feet of the Permanent Stop north of the river, built above the 100 year flood plain—from which people can easily walk to fairground events, and to which inebriated concert party goers can easily stagger in order to get a safe ride home.” They urge affected 21-24th street residents and Southfair businesses to ask the City Council for an assessment of the proposed temporary stop impact on their neighborhoods when train loads of fair-goers and other event goers are deposited there.
The Eckfields have long been frustrated trying to get the Fair Board and the staff to give serious consideration to their detailed recommendations.

Helen and Richard’s thoughts about the above stories are: We thank the Sandpiper for their coverage of these important issue.

Only if concerned citizens and community groups band together can productive things happen, and ill-conceived ideas be thwarted.

That requires an “informed” public. We applaud the Del Mar Sandpiper for its comprehensive coverage and community service.

Also in this issue of the Sandpiper: (in addition to the story about us) we recommend:

Greenway Clearcut Hurdie by John Graybill – well written and insightful – so good in fact, that we have added it here to these comments.

Del Mar: In Search of Utopia by Pam Slater-Price – presents solid, practical, urban planning and design principles.

Action Requested....

SANDAG’s Board needs to step up and instruct Gary to send that letter to the Race Track Leasing Commission asking for the fund for detailed design planning and the environmental permitting of the Permanent stop, north of the river and the double tracks from Solana south to the north side of the river.

Please do that today!!!

Helen and Richard Nielsen-Eckfield.
A ‘no’ vote on the Coronado tunnel idea can have popular solutions

The city of Coronado, placed on the June ballot as Proposition H, to vote "yes" or "no" on whether it should continue to fund a study to build a tunnel under Fourth Street from the west end of the bridge to the Naval Air Station, North Island. Opposition continued to mount and The San Diego Union-Tribune editorially urged a "no" vote, if a "yes" vote continues the expensive study there is still no assurance that it can be built because of the funding needed, which last year were estimated to be in the $300 million range.

This writer was involved in the bridge as Gov. Reagan's appointee as chief deputy and assistant secretary of the Business and Transportation Agency, and on the California Toll Bridge Authority (CTBA) after my return to San Diego. Reagan inherited a situation where the bridge had been approved when Brown was the CTBA chairman, just after Reagan defeated Brook in November 1966. The bonds were sold and the bridge was a "done deal" with a lot of problems needing to be corrected when Reagan took office in January 1967. It was very difficult, with a lot of surprises, but we solved the financial problems and the bridge was built and opened in 1969.

Reagan and his CTBA set in place a plan to make the bridge toll-free, but the city of Coronado led the way to keep the tolls after the bond debt was paid off in 1986.

Last year there were writings and public comments that the probable source of funding for the tunnel would be bringing back the bridge tolls, which were ended by SANDAG in 2001. Information that the tolls would probably be $5 each way was not well received. This year the idea of tolls has not been discussed because of negative reaction. At meetings at the San Diego Chamber of Commerce and the Taxpayers Association that I attended the idea of funding was discussed as primarily federal and state funding instead of bridge tolls.

In San Diego we are facing a shortage of transportation funding for two reasons. First, it is easy to divert state sources of transportation funding like sales taxes on gasoline to other federal funding is a key part of our funding as well, and with the Washington deficit situation you can't count on anything. Also, a tunnel would certainly not be a good competitor for local transportation funding with the many major and badly-needed projects in San Diego.

County coastal, inland and East County. The tunnel would have a low priority so the issuance of bonds with bridge tolls would be the probable financing that Coronado would have to seek.

Commuters, including Navy civilian workers at the base, hotel workers and others going to work using on the bridge would be hurt badly by a $50 a week toll cost. A $10 toll for travelers would hurt small businesses, restaurants in Coronado and the four large hotels, which attract many events conventions. Also, many San Diego area based organizations that use hotels like the Hotel Del or the Loews Resort for their annual and other events could move away because of the tolls.

If Prop H is turned down, what are some solutions? Some things that will be looked at will be to add one traffic lane on Third and Fourth (three to four lanes), more park and ride plans and ferries for commuters to the Navy Base, from other public and Navy locations. It also should be understood that the traffic flows fairly well through Coronado.

The worst problem is occasionally when the traffic on I-75 from the north and south is congested to be able to get on the bridge from the San Diego side.

Another concern on the use of municipal bonds funded by bridge tolls is the risk of housing the bonds. Who would issue the bonds with the need for a $5 each way toll? Consider the current situation with the SR-125 toll road going into bankruptcy. Bond investors could lose, particularly when you consider that in order to avoid paying the tolls many drivers would go through Imperial Beach to get to and from Coronado. When there was a $1 toll only going west to Coronado and "free" going east, some traffic took the Strand in the morning and used the free crossing in the evening. Also, would the Navy require use of a tunnel for drivers to the base?

In summary, let's hope Prop. H is turned down and a team effort is created to come up with traffic solutions that are feasible and can be funded with low costs. With SANDAG and CalTrans District 11 teaming up with the city of Coronado, good things can happen. The three of them could appoint a committee of local civic leaders to provide input and help them analyze the situation. The bottom line is that we want and need to help Coronado and the commuters. So, let's be positive and have a team effort to go all out and make less expensive traffic relief alternatives happen.

Schmidt is a retired banker and attorney who is active with the Chamber of Commerce and civic affairs in transportation, housing and sports. He also serves on two public boards and was Gov. Reagan's appointee to three positions in state government.

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