Board Members
Jerome Stocks, Chair
Deputy Mayor, City of Encinitas
(Representing North County Coastal)

Jack Dale, First Vice Chair
Councilmember, City of Santee
(Representing East County)

Jim Janney, Second Vice Chair
Mayor, City of Imperial Beach
(Representing South County)

Don Higginson
Mayor, City of Poway
(Representing North County Inland)

Jerry Sanders
Mayor, City of San Diego

Bill Horn
Chairman, County of San Diego

Board Alternates
Lesa Heebner
Mayor, City of Solana Beach
(Representing North County Coastal)

Mary Sessom
Mayor, City of Lemon Grove
(Representing East County)

Ron Morrison
Mayor, City of National City
(Representing South County)

Jim Desmond
Mayor, City of San Marcos
(Representing North County Inland)

Anthony Young
Council President,
City of San Diego

David Alvarez
Councilmember,
City of San Diego

Ron Roberts
Vice Chair,
County of San Diego

Greg Cox
Supervisor,
County of San Diego

Gary L. Gallegos
Executive Director, SANDAG

EXECUTIVE COMMITTEE AGENDA

Friday, July 8, 2011
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

• CENTERS FOR DISEASE CONTROL AND PREVENTION: COMMUNITY TRANSFORMATION GRANT APPLICATION

• 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.

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This agenda and related staff reports can be accessed at www.sandag.org under Meetings. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form available on the Web site. E-mail comments should be received no later than 12 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 Committee no later than 12 noon, two working days prior to the meeting.

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EXECUTIVE COMMITTEE
Friday, July 8, 2011

ITEM #

+1. APPROVAL OF JUNE 10, 2011, MEETING MINUTES

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.” Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.

CHAIR’S REPORT (3)

+3. PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR

Pursuant to the employment agreement with the Executive Director, the Board of Directors shall annually review his performance. If the Executive Director’s performance is determined to be satisfactory, the Board of Directors shall adjust his base salary in accordance with the employment agreement provisions. The Executive Committee is asked to recommend that the Board of Directors approve the Executive Director’s Performance Evaluation for the period July 2010 to June 2011 and Performance Objectives for the period July 2011 to June 2012.

REPORTS (4 through 6)

+4. CENTERS FOR DISEASE CONTROL AND PREVENTION: COMMUNITY TRANSFORMATION GRANT APPLICATION (Stephan Vance)

County Health and Human Services Agency (HHSA) has asked SANDAG to continue its successful partnership on health and the built environment by participating with them in a grant application to the Centers for Disease Control and Prevention for a Community Transformation Grant. Authorization is requested to participate in this application to support ongoing efforts by SANDAG to encourage active transportation, help create active communities through design, and to incorporate health considerations into regional planning practices. The Executive Committee is asked to authorize SANDAG to participate with the County HHSA in a grant application for the Centers for Disease Control and Prevention’s Community Transformation Grants in an amount ranging from $1 million to $2.5 million per year for fiscal years 2012 through 2016.
5. STATE LEGISLATIVE STATUS REPORT (Genevieve Morelos)  
DISCUSSION/POSSIBLE ACTION

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This report provides a status on pending state legislation and an oral update on the FY 2011-12 state budget.

6. REVIEW OF JULY 22, 2011, DRAFT BOARD AGENDA (Renée Wasmund)  
APPROVE

7. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

8. UPCOMING MEETINGS  
INFORMATION

The August 12, 2011, meeting of the Executive Committee has been cancelled. The next meeting of the Executive Committee is scheduled for September 9, 2011, at 9 a.m.

9. ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
JUNE 10, 2011

Chair Jerome Stocks (North County Coastal) called the Executive Committee meeting to order at 9:00 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by First Vice Chair Jack Dale (East County) and a second by Supervisor Bill Horn (County of San Diego), the Executive Committee unanimously approved the minutes of the April 8, 2011, meeting, as amended, and the May 13, 2011, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Council President Tony Young (City of San Diego) thanked First Vice Chair Dale for hosting the Draft 2050 Regional Transportation Plan public workshop/hearing in his district.

REPORTS (3 through 5)

3. ANNUAL REVIEW OF COMMITTEES AND WORKING GROUPS (DISCUSSION/POSSIBLE ACTION)

Victoria Stackwick, Associate Legislative Analyst, provided the staff report. As required by Board Policy, an annual review of all of existing SANDAG committees and working groups has been conducted to determine whether they should continue and/or if any of their responsibilities need to be modified. The Executive Committee was asked to discuss whether certain committees and working groups described in the report should continue.

Action: Upon a motion by Second Vice Chair Jim Janney (South County), and a second by Supervisor Horn, the Executive Committee voted to sunset the formal structure of the SPRINT Smart Growth Working Group and the Interstate 15 Interregional Partnership Joint Policy Committee.

4. STATE LEGISLATIVE STATUS REPORT (DISCUSSION/POSSIBLE ACTION)

Periodic status reports on legislative activities are provided to the Executive Committee during the year. Kim Kawada, TransNet and Legislative Affairs Program Director, provided an update on the Governor’s May Revise and key state legislation, including Senate Bill 468 (Kehoe) and Assembly Bills 631 (Ma) and 307 (Nestande).

Committee discussion ensued.
Action: Upon a motion by First Vice Chair Dale, and a second by Chair Stocks, the Executive Committee took a “Support” position on Assembly Bill 631 (Ma).

Action: Upon a motion by Second Vice Chair Janney, and a second by Supervisor Horn, the Committee took a “Support” position on AB 307 (Nestande).

Action: Upon a motion by First Vice Chair Dale, and a second by Supervisor Horn, the Committee took a “Support with Amendments” position on SB 468 (Kehoe), with direction to staff to pursue streamlining of the California Environmental Quality Act requirements for rail bridges in the North Coast Corridor.

5. REVIEW OF JUNE 24, 2011, DRAFT BOARD AGENDA (APPROVE)

Renée Wasmund, Chief Deputy Executive Director, reviewed the draft agenda for the June 24, 2011, Board meeting and noted changes since the mailout.

Action: Upon a motion by First Vice Chair Dale, and a second by Mayor Don Higginson (North County Inland), the Executive Committee voted unanimously to approve the agenda for the June 24, 2011, Board of Directors meeting, as amended.

6. CONTINUED PUBLIC COMMENTS

There were no public comments.

7. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, July 8, 2011, at 9:00 a.m.

8. ADJOURNMENT

Chair Stocks adjourned the meeting at 9:50 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
### JUNE 10, 2011

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<th>GEOGRAPHICAL AREA</th>
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<td>Jerome Stocks, Chair</td>
<td>Member</td>
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PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR

Introduction

Pursuant to the employment agreement with the Executive Director, the Board of Directors shall annually review his performance. If the Executive Director’s performance is determined to be satisfactory, the Board of Directors must adjust his base salary in accordance with the employment agreement provisions. The Chair, with input from the First and Second Vice Chairs, has reviewed the Executive Director’s performance evaluation for the period July 2010 to June 2011 (Attachment 1), and recommends that the Executive Director’s performance during the past year be determined satisfactory.

The employment agreement also provides that the Board of Directors use established performance criteria (objectives), as amended from time to time, in the annual review. The Chair, with input from the Vice Chairs, has reviewed the Executive Director’s draft performance objectives for the coming year (Attachment 2) and recommends their approval.

Discussion

The Executive Committee typically reviews the Executive Director’s annual performance evaluation and his performance objectives for the coming year during a regular Committee meeting. The Board of Directors also considers the annual evaluation and approves the performance objectives during a regular meeting. Board action on this item is scheduled for the July 22, 2011, meeting.

Recommendation

The Executive Committee is asked to recommend that the Board of Directors approve the Executive Director’s Performance Evaluation for the period July 2010 to June 2011 (Attachment 1) and Performance Objectives for the period July 2011 to June 2012 (Attachment 2).

Attachments
1. Executive Director Annual Performance Evaluation (July 2010 to June 2011)
2. Executive Director Annual Performance Objectives (July 2011 to June 2012)
PART I - To be completed by the Executive Director and distributed to the Executive Committee for review and comment.

A. PERFORMANCE OBJECTIVES

Goals for the next year in order to meet or exceed standards for the Executive Director position:

Strategic Goals

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

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

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

4. Enhance organizational effectiveness both internally and externally through continuous improvements.

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

Areas of Emphasis

1. 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.

2. Planning and Forecasts. A coordinated planning process that will lead to a scheduled adoption of an updated RTP in July 2011, including a Sustainable Communities Strategy (SCS) and Regional Housing Needs (RHNA) 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.
3. **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.

4. **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.

5. **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 (SDIA), and high-speed, intercity, and freight rail services connecting the San Diego region.

6. **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 and partner agencies, advisory committees, and the public, and provide innovative solutions to fiscal and economic challenges.

B. **PLANs FOR ACHIEVING PERFORMANCE OBJECTIVES**

Specific methods by which the Executive Director can work toward accomplishing performance objectives.

**Strategic Goals**

1. **Develop a regional vision and guiding principles.**
   - Update the 2050 RTP.
   - Comply with all the requirements of Senate Bill 375 (Steinberg, 2008) (SB 375) in development of the 2050 RTP.
   - Continue to implement the RCP.
   - Seek new multiyear federal transportation authorization bill consistent with SANDAG priorities.
   - Seek/provide input to key state and federal legislation consistent with SANDAG priorities.

2. **Improve mobility.**
   - Continue to implement transportation projects throughout the region (i.e., TransNet, Proposition 1B Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Fund (TCIF), Traffic Congestion Relief Program, and America Recovery and Reinvestment Act funded projects).
o Continue to implement ITS technologies that help improve the efficiency of the existing system.

o Seek opportunities to implement ITS technologies that help improve mobility.

3. **Develop and implement strategies to improve the quality of life in the region.**
   
   o Continue to pursue a Quality of Life ballot initiative for 2012.
   
   o Develop a SCS or Alternative Planning Strategy (APS) to comply with SB 375.
   
   o Update the RTP and the RHNA.

4. **Enhance organizational effectiveness.**
   
   o Continue to strengthen technical skills through training and development.
   
   o Continue to aggressively recruit and develop new staff.
   
   o Look for opportunities to cross train staff to improve technical capabilities.
   
   o Partner with other agencies to improve technical skills.

5. **Pursue innovative solutions.**
   
   o Continue to seek additional funds from the state and federal governments for our regional infrastructure projects.
   
   o Continue to provide services to member agencies (e.g., 18 cities, County, and Caltrans) through Service Bureau and other efforts.
   
   o Continue to partner with other Metropolitan Planning Organizations (MPOs) on an urban mobility program at the national level.

**Areas of Emphasis**

1. **Modeling and Research.**
   
   o Maintain the transportation model for transit and highway networks and provide continuous quality control of the modeling process, input data, and output results.
   
   o Integrate new travel survey information (e.g., travel behavior surveys, onboard surveys, crossborder travel studies, and wait times).
   
   o Develop ad hoc models for providing travel analysis where the regional transportation model is not the most appropriate tool to use.
   
   o Continue transition of the transportation model to an Activity Based Model (ABM) (transition expected to be complete by 2013).
   
   o Continue transition of our demographic, economic, and land use forecasting models to Production Exchange and Consumption Allocation System (PECAS).
o Ensure continued integration between ABM and PECAS models.

o Start utilizing our new freight travel forecasting model for the San Diego region.

o Continue to improve and enhance our geographic information systems (GIS) and ensure GIS integrates with our new models.

o Complete the 2010 Cross Border Travel Behavior Survey.

o Provide economic and fiscal analysis to support the RCP, RTP, and TransNet.

o Continue to conduct research in Criminal Justice that supports local criminal justice planning and policymaking by providing analyses of crime and other public safety statistics.

o Continue to provide traffic modeling services to member agencies and to other public and private sector clients through the Service Bureau.

o Continue to participate as a member of the City of San Diego Commission on Gang Prevention.

2. **Planning and Forecasts.**

   o Complete the 2050 RTP update.

   o Develop a SCS or an APS to comply with SB 375.

   o Complete development of the Urban Core Transit Strategy that will be used in the update of the 2050 RTP.

   o Develop performance measures that will be used to evaluate the various transportation networks that will be developed as part of the 2050 RTP.

   o Continue collaboration with other 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.

   o Coordinate with Orange County, Riverside County, and Imperial County on the development of the 2050 RTP.

   o Continue 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.

   o Continue to involve Tribal Nations in the development of the 2050 RTP.

   o Continue to provide up-to-date population, housing, income, and daytime population estimates to support planning, analysis, and other work at SANDAG and with our member agencies.

3. **Sustainable Development Strategies.**
o Continue to develop and implement a Quality of Life funding strategy and ballot initiative for 2012 to meet regional needs for habitat conservation plans, shoreline preservation activities, water quality improvements, and transit service enhancements.

o Continue to plan and implement the region’s habitat preserve system through assisting in the development and implementation of the regional habitat conservation plans pursuant to the RCP.

o Continue implementation of regional beach restoration through opportunistic replenishment activities, and continue the implementation of the regional shoreline monitoring program. The emphasis for this year will be to finish the environmental, permitting, and engineering for the construction of the second Regional Beach Sand Project.

o Continue providing energy and climate planning assistance to local governments through the Sustainable Region Program.

o Continue to participate in regional water quality efforts lead by the County of San Diego, including continued participation on the Integrated Regional Water Management Plan Regional Advisory Committee.

o Continue to coordinate and collaborate with the San Diego County Water Authority (SDCWA) on water quality/supply issues of common concern.

4. **Smart Mobility Programs and Services.**

o Continue implementing the TransNet Smart Growth Incentive Program by monitoring and providing oversight of the projects funded in the program’s first funding cycle, and preparing for the second cycle.

o Start implementation of the Regional Bicycle Plan.

o Continue operating the Freeway Service Patrol to help reduce congestion by providing motorist assistance services.

o Continue management and operation of the I-15 FasTrak® Value Pricing Program.

o Continue the 511 Advance Traveler Information Services.

o Administer the Compass Card as a common fare product for regional transit customers. Continue working with Vons as the primary distribution outlet, and support a few new independent locations, to provide ease of access throughout the region.

o Administer the Regional TDM Program (includes Regional Vanpool Program, Regional Carpool Program, employee and school outreach efforts, bicycle lockers, and Guaranteed Ride Home Program).

o Continue working with cities throughout the region to enhance and connect traffic signals by utilizing the recently completed QuicNet4+ software.
o Implement the Interstate 15 (I-15) Integrated Corridor Management Initiative, which focuses 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.

o Continue monitoring and commenting on projects and plans throughout the region to ensure regional impacts and mitigations are identified.

5. **Intermodal Planning and Implementation.**

o Complete the advanced planning work for Phase 1 of an Intermodal Transportation Center (ITC) at SDIA. Also, assist Caltrans in the development of capital cost estimates for the Interstate 5 (I-5) direct connector ramps, and begin environmental work on Phase 1 ITC improvements.

o Continue to coordinate planning and project development along the Los Angeles to San Diego to San Luis Obispo (LOSSAN) rail corridor. Work 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.

o Continue to stay active and participate in the West Coast Coalition Corridor, an advocacy group of member agencies from the states of California, Oregon, Washington, and Alaska on goods movement policy issues.

o Continue to participate in the 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, and fellow corridor planning agencies.

o Continue development of the new border crossing at Otay Mesa East and State Route 11 (SR 11). Coordinate activities at the local, state, and federal levels of governments on both sides of the border.

6. **Internal and External Coordination.**

o Monitor and track project scope, schedule, and costs on all transportation projects.

o Implement TransNet Early Action Program projects and keep the TransNet Plan of Finance up-to-date to ensure projects stay on track and funds are efficiently utilized.

o Work with Independent Taxpayer Oversight Committee (ITOC) on management and oversight of independent fiscal audits for FY 2010 and implementation of the 2009 Triennial Performance Audit recommendations for TransNet.

o Continue to market and support major work efforts, including ongoing construction projects such as SuperLoop, South Bay Bus Rapid Transit, Escondido Rapid Bus, and Mid-City Rapid Bus, as well as the TransNet Smart Growth Incentive Program, Service Bureau, and other projects.
o Manage federal and state legislative activities in accordance with the SANDAG Legislative Program; emphasis for this year includes pursuing SANDAG priorities for the next federal surface transportation authorization.

o Provide ongoing support and maintenance for current network and applications used by Automated Regional Justice Information System (ARJIS) agencies, including updating to the ARJIS Enterprise System.

o Continue to be proactive with local news media (i.e., meet with staff writers and go before editorial boards on a regular basis), including Spanish media.

o Continue to promote SANDAG throughout the region.

o Continue outreach effort to keep all locally elected officials up-to-date on SANDAG activities.

o Continue to partner with chambers of commerce, economic development corporations, and other collaboratives/organizations throughout the region on issues of common interest.

THE ABOVE PERFORMANCE OBJECTIVES HAVE BEEN REVIEWED AND AGREED UPON.

________________________________________________________  _________________
Signature of Executive Director          Date

________________________________________________________  _________________
Signature of Chair                      Date
PART II - Accomplishments made towards achieving the agreed upon performance objectives.

Strategic Goals

1. Develop a regional vision and guiding principles.

- Board accepted for public review the Draft 2050 RTP, including its SCS and environmental impact report (EIR), following an extensive process that included development of goals and policy objectives, project evaluation criteria, plan performance measures, an unconstrained transportation network, and initial and preferred revenue constrained network/SCS scenario.

- Conducted wide-ranging public involvement and outreach for the Draft 2050 RTP, its SCS and EIR, including seven public workshops/hearings throughout the San Diego region (SB 375 requires only two public hearings), a regionwide public opinion survey, public input questionnaire, e-newsletters, mini-grants to community-based organizations, and a new visualization tool (envision2050sd.com).

- Collaborated with the California Air Resources Board (CARB) and other MPOs in the state on testing various greenhouse gas (GHG) reduction scenarios; in September 2010 CARB approved final per capita GHG targets for the San Diego region for the years 2020 and 2035, pursuant to SB 375.

- Draft SCS meets the GHG targets set by CARB.

- Continued to implement the RCP through the Smart Growth Incentive Program and Transportation Development Act/TransNet Bicycle, Pedestrian, and Neighborhood Safety Program, and by continuing to strengthen the “Smart Growth Tool Box,” which includes the Smart Growth Concept Map; visualization tools and photo library; Smart Growth Design Guidelines; Smart Growth Trip Generation Study; Parking Strategies for Smart Growth; San Diego Regional Bicycle Plan; research on connections between public health, land use, and transportation; and Planning and Designing for Pedestrians.

- Board accepted the RCP 2009 annual performance monitoring report and approved future reporting on a biennial basis.

- While the federal government has not adopted a multiyear federal surface transportation bill, the priorities established by SANDAG have allowed us to work with our Congressional delegation to ensure ongoing federal transportation funding for the San Diego region via continuing resolutions.

- Worked extensively on major changes to Senate Bill 468 (Kehoe) concerning the North Coast Corridor. As introduced, the bill would have severely impacted the region’s ability to implement the I-5 Managed Lanes, one of the cornerstones of the TransNet Program. Through a lot of collaboration and hard work with Senator Kehoe and her staff, the bill has evolved into an important tool to help implement improvements to both I-5 and the LOSSAN rail corridor.
2. **Improve mobility.**

- Continued to make progress on transportation projects throughout the region. A major accomplishment was the completion of State Route 52 (SR 52). Also continued with construction of I-15 (including the recent opening of the southern segment of the I-15 Managed Lanes which was delivered a year ahead of schedule), Interstate 805 (I-805), State Route 76, State Route 905 (SR 905), LOSSAN bridge replacements and double tracking improvements (including the Santa Margarita River Bridge Replacement), SuperLoop, Escondido Rapid Bus, and rehabilitation of the Trolley’s Orange and Blue lines, which is the largest rail rehabilitation project in the history of the region.

- Board approved the Locally Preferred Alternative for the Mid-Coast Corridor Transit Project, selecting a light rail transit alternative with direct service to University of California, San Diego and University Towne Centre. This allows the project to move to the environmental phase. We are working concurrently with the Federal Transit Administration (FTA) to seek approval to start Preliminary Engineering; ultimately we will be seeking a “full funding grant agreement” from FTA to pay for half of the cost of this high-priority TransNet project.

- Issued a Request for Qualifications for the first SANDAG design-build procurement for the I-15 Sabre Springs/Peñasquitos Transit Center Parking Structure Project.

- Accepted $2.5 million in funding from the California State Coastal Conservancy, which matched with federal Transportation Enhancement funds, allowed for the design and construction of an additional segment of the Bayshore Bikeway in the cities of National City and San Diego.

- Continued to make progress on the I-15 Violation Enforcement System Study. The initial enforcement technology assessment was completed, and Caltrans awarded additional funds to continue planning and research efforts to identify technologies and develop operational scenarios for high occupancy toll (HOT) lane enforcement. These efforts are expected to be used statewide as more HOT lanes come on board.

- Continued to improve the 511 Advanced Traveler Information System, which handled more than three and a half million calls last year. Completed the Commercial Vehicle Operations information functionality and added a taxi referral service to the 511 system.

- The Compass Card has become the primary method of payment for transit fares in the region. This last year Internet functionality was added, which includes an online account management feature for ordering, reloading, and managing Compass Card customer accounts. Also began selling Compass Card day passes at ticket vending machines.

- Continued to grow the Regional Vanpool Program to more than 716 vans, one of the largest in the country. During FY 2011, the vanpool program has reduced more than 141 million vehicle miles of travel (VMT) and reduced nearly 122 million pounds of smog-forming pollution (CO2).
3. **Develop and implement strategies to improve the quality of life for the region.**

- ✔ Continued to work through the Quality of Life Steering Committee and the Stakeholder Working Group on developing a Quality of Life initiative that includes open space, shoreline preservation, water quality, and public transit.
- ✔ As directed at the 2011 Board Summit, completed public information survey research regarding a Quality of Life funding strategy; survey results are scheduled to be presented in the fall.
- ✔ In collaboration with Caltrans, completed the San Diego Region Aggregate Supply study that documents shortages and identifies resources throughout the region that could help meet the need and/or demand for construction aggregate supply.
- ✔ As part of the Draft 2050 RTP, developed a SCS that complies with SB 375 and meets the per capita GHG targets established by CARB.
- ✔ Submitted a grant proposal to the state Strategic Growth Council and was awarded $750,000 in Proposition 84 planning funds to support the implementation of the SCS.
- ✔ Continued to collaborate with County of San Diego Health and Human Services Agency on the Healthy Works program. Board approved the grant process and evaluation criteria, and also approved more than $1 million in grant awards for Healthy Community Planning Grants; Active Community Transportation Grants; Safe Routes to School Capacity Building and Planning Grants; and Safe Routes to School Education, Encouragement, and Enforcement Grants to various jurisdictions, schools, and non-profit organizations throughout the region.
- ✔ Board of Directors accepted for public review the Draft RHNA Methodology and Allocation Option recommended by staff. The recommended RHNA methodology and allocation option is based on the Series 12 Growth Forecast and provides the best opportunity for all the 18 cities and the County to develop a housing element that will be accepted by the Department of Housing and Community Development.
- ✔ Obtained a $685,000 grant from U.S. Department of Homeland Security for an ARJIS project focused on improving regional information sharing and collaboration. The goals of the project are to capture and share information about individuals of interest to aid in their identification, and share this information among various law enforcement agencies to ensure enhanced collaboration.
- ✔ Obtained $74,000 in grant funding from the Urban Area Security Initiative to develop an eWatch application, which will allow the public to subscribe to a no-cost service to receive notifications of crimes, arrests, and/or traffic incidents occurring around specific addresses.
- ✔ Obtained a $111,000 grant from the San Diego Police Department (SDPD) to evaluate the SDPD’s Smart Policing initiative.
- ✔ Began conducting an evaluation of the Graffiti Tracker pilot program to determine how implementation of the system varies across the region and the impacts to the implementing agencies. The evaluation will include information about the number of incidents documented during the pilot program, how many incidents were linked
across jurisdictions, how many cases were solved, and how much restitution was ordered and paid.

4. **Enhance organizational effectiveness.**

- ✔ Continued to enhance employee skills through training in various areas, such as project management, communications and presentation skills, media training, and supervisory training.
- ✔ Continued to promote and encourage employees to stay active in professional organizations, such as the Women’s Transportation Seminar, American Society of Civil Engineers, San Diego Highway Development Association, American Planning Association, and Urban Land Institute, among others.
- ✔ Continued strengthening our capacity and partnerships in the areas of goods movement and energy planning.
- ✔ Continue to strengthen partnerships with the other MPOs in California, including the Southern California Association of Governments (SCAG), Metropolitan Transportation Commission (MTC), and Sacramento Area Council of Governments (SACOG). Our Planning, Modeling, and Legal teams continue to work together on sharing information, standardizing assumptions, conducting joint evaluations, and developing common scenarios for regional transportation and land use planning issues and implementation of SB 375.
- ✔ The FY 2010 Audited Comprehensive Annual Financial Report was completed; the auditors expressed an unqualified (clean) opinion on SANDAG financial statements, including the San Diego County Regional Transportation Commission, SourcePoint, and ARJIS components.

5. **Pursue innovative solutions.**

- ✔ Recently competed through the California Transportation Commission for funding generated through bid savings from recently completed Proposition 1B CMIA projects. Of the total $168 million available for Southern California, we were successful in securing $100 million to construct two high occupancy vehicle projects on I-805.
- ✔ Continued to implement the Service Bureau Strategic Marketing Plan. We are currently working on 50 projects generating about $170,000 in revenues. With the possible elimination of redevelopment around the state, we were able to help the City of Santee develop and deliver a local capital improvement project. We also are in discussions with the cities of Imperial Beach and San Diego about the potential to utilize the Service Bureau and our on-call contracting capacity to help deliver some of their capital projects.
- ✔ Pursuant to a memorandum of understanding, accepted additional funding from the Port of San Diego (Port), which requested that SANDAG implement the Port’s fiber optic cable installation, resulting in reduced construction costs and improved fiber communications redundancy and reliability.
In addition to partnering with the other MPOs in California (SCAG, MTC, and SACOG), we also have stayed active in the National Association of Regional Councils (NARC) as they push for an urban mobility program at the national level.

During June 2011 SANDAG hosted the 45th Annual NARC Conference in San Diego, where National City Mayor and SANDAG Board Member Ron Morrison was elected president of the national organization.

Given the recent bankruptcy and reorganization of the South Bay Expressway (SR 125 toll road), evaluated various options, and pursuant to Board direction, expressed an interest in a possible purchase of the toll road from the private operator.

<table>
<thead>
<tr>
<th>Areas of Emphasis</th>
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<tbody>
<tr>
<td>1. <strong>Modeling and Research.</strong></td>
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<tr>
<td>✓ Continued migration of SANDAG transportation models from the traditional four-step model to a state-of-the-art activity-based model, which will enhance our modeling capabilities and allow more robust analysis of different land use/transportation alternatives. Complete migration scheduled to be completed in time for use in the development of the next RTP in 2015.</td>
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<tr>
<td>✓ Given the importance that our models play in the development of the RTP and the current focus on modeling, we held a Board Policy meeting on the current practice and future trends for our transportation and land use models.</td>
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<tr>
<td>✓ This past year, completed a joint tour generation model, trip location choice model, trip mode choice model, and a parking location model.</td>
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<tr>
<td>✓ Continued development of the PECAS demographic, economic, and land use forecasting model. We now have a working model with all the necessary databases and submodels; the next step is to focus on the testing and calibration of the working model.</td>
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<tr>
<td>✓ Developed several Web-based GIS applications to support the transportation modeling and forecast land use updates.</td>
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<tr>
<td>✓ Updated the regional land use and general plan maps, and revised the employment lands inventory.</td>
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<tr>
<td>✓ Developed a visualization model that can demonstrate the traffic conditions along the major freeways in the region using performance measurement system data.</td>
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<tr>
<td>✓ Continue to produce RCP monitoring report, State of the Commute, and Sustainable Competitiveness Index Report to help policymakers and the general public track performance of our regional plans, projects, and programs.</td>
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<tr>
<td>✓ Completed the Cross Border Travel Behavior survey and a visitor’s survey.</td>
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☑ Completed the Comprehensive Freight Gateway Study and used the new freight model to forecast regional freight and trucks volumes, which have been incorporated in the Draft 2050 RTP.

☑ Completed the San Diego Regional Indicator of Sustainable Competitiveness.

☑ Completed an Economic Impact Analysis of the Draft 2050 RTP, which shows that transportation investments result in $4.8 billion of annual positive impact to the regional economic output and create 39,500 jobs per year in the San Diego region.

☑ Continued to support local criminal justice planning and policymaking by providing analysis of crime and other public safety data. We house and maintain crime-related databases and criminal justice-related information, and regularly compile and analyze crime and arrest data from 20 public safety agencies.

☑ Continued to participate as a member of the City of San Diego Commission on Gang Prevention.

2. **Planning and Forecasts.**

☑ Board accepted for public review the Draft 2050 RTP, including its SCS and EIR, following an extensive development process. With the Board’s acceptance of a preferred Revenue Constrained Transportation Network Scenario for the Draft 2050 RTP, we focused a Board Policy meeting on a review of anticipated revenues and their allowable uses. With the many different sources of funds, it is important for policymakers, stakeholders, and the general public to understand the different colors of money and the various constraints associated with each funding source.

☑ Developed a SCS that meets the CARB GHG target and complies with SB 375.

☑ Completed the Urban Core Transit Strategy that served as the foundation for the transit improvements, included in the Draft 2050 RTP. Also developed various parking, land use, and funding policy options to support the transit network; these will be further considered during the future update of the RCP.

☑ Board adopted a series of performance measures that we used to evaluate the various transportation networks that were considered in the development of the Draft 2050 RTP.

☑ Continued to partner with the other major MPOs throughout the nation, Caltrans, and U.S. Department of Transportation regarding goods movement and its importance to our national economy. Improving land ports of entry and our trading relationship with Mexico continue to be discussed at the national level.

☑ Throughout the year, continued to meet at the policy level with partner agencies from adjacent counties, including the Orange County Transportation Authority, SCAG, Riverside County Transportation Commission, and Imperial County Transportation Commission on common transportation-related issues (e.g., Draft 2050 RTP, State Route 241 toll road, goods movement).

☑ Continued to review federal agency plans and push for pedestrian accommodations in the San Ysidro POE project; SANDAG efforts resulted in a new pedestrian crossing.
on the east side of the POE that will improve pedestrian access for the millions of pedestrians that cross the border daily.

☑  Continued to reach out to and involve all 17 Tribal Nations in regional planning issues at SANDAG. The tribal governments participated in the development of the Draft 2050 RTP and have provided input throughout the process. The project evaluation criteria developed for the Draft 2050 RTP included as a criterion how well a project provided access to tribal lands.


☑  Continued to work through the Quality of Life Steering Committee and the Stakeholder Working Group on developing a Quality of Life initiative that includes open space, shoreline preservation, water quality, and public transit.

☑  Continued to help implement the region’s habitat preserve system through implementation of the TransNet Environmental Mitigation Program (EMP). To date, we have purchased more than 1,241 acres of habitat land at lower costs due to the generally reduced real estate prices resulting from the recent recession; EMP funds are being leveraged with other local and state funding to acquire properties to meet the mitigation needs of RTP and local projects.

☑  As part of the TransNet EMP, to date the Board has approved 40 land management grants totaling more than $7.3 million; these grants provide funding for regional habitat management and monitoring throughout the region, helping to maintain the current condition of the regional habitat preserve system and sharing best practices among land managers.

☑  Recently obtained the coastal development permit for the next Regional Beach Sand Project, construction of which is scheduled to start next April. The project will place more than two million cubic yards of sand on regional beaches from Oceanside to Imperial Beach.

☑  Launched the Energy Roadmap Program for local governments and provided assistance and services to seven member agencies. This program is designed to help jurisdictions save money, use less energy, and reduce GHG emissions. Through the program, energy audits were conducted, energy saving measures were identified, and pay back calculations and other details were provided.

☑  Continued to collaborate with Ecotality, Nissan, and San Diego Gas & Electric to help launch plug-in electric vehicles and plan for and install charging infrastructure throughout the region.

☑  Continued to participate with the County of San Diego in regional water quality efforts. The County’s Integrated Water Management Plan is being used as a starting point to develop a list of projects and programs that could be considered as part of a Quality of Life initiative.

☑  Continued to coordinate and collaborate with the SDCWA on water quality/supply issues, including holding a joint meeting with SDCWA and the SANDAG Regional Planning Committee. SDCWA is using the Series 12 Growth Forecast for regional water planning.
4. **Smart Mobility Programs and Services.**

- Board approved the 2010-2014 Coordinated Public Transit and Human Services Transportation Plan, which provides a blueprint for the development of transit and human services transportation in the San Diego region.

- Board approved more than $2.7 million in federal FY 2010 Job Access and Reverse Commute and New Freedom program grant awards, and more than $1.3 million in grant awards for the TransNet Senior Mini-Grant program. Executed grant agreements with all of the grantees funded in the last cycle of funding, and continued monitoring and oversight of the grant-funded projects.

- With the Regional Bicycle Plan, completed a project prioritization process and a funding/financing plan. The Board approved funding for initial implementation of certain regional bicycle projects and regional bicycle programs.

- Continued to implement the Freeway Service Patrol program. A fleet of 25 full-time tow trucks and seven supplemental roving pick-up trucks patrol the San Diego freeway system, providing motorist service and assistance to stranded or disabled vehicles during peak commute hours. This service continues to help reduce congestion and has proven to be a cost-effective transportation system management strategy.

- Continued the management and operation of the I-15 FasTrak Value Pricing Program. This continues to be an effective transportation system management tool and is helping to provide critical funding for transit service, providing $1 million this year to support enhanced transit operations in the I-15 corridor.

- The Compass Card has become the primary method of payment for transit fares in the region. This last year Internet functionality was added, which includes an online account management feature for ordering, reloading, and managing Compass Card customer accounts. Also began selling Compass Card day passes at ticket vending machines. Vons continues as the primary distribution outlet along with a few independent locations to provide ease of access throughout the region.

- Continued to administer an aggressive Regional Transportation Demand Management Program, which currently includes 716 vanpools, nearly 5,670 vanpool passengers, more than 813 bike lockers, more than 1,938 Guaranteed Ride Home participants, more than 6,000 Bike to Work day participants, and more than 15,100 iCommute registrants. This fiscal year to date, participation levels resulted in a reduction of more than two million person trips, nearly 143 million VMT, more than 123 million pounds of CO2 emissions, and more than 12 million gallons in fuel consumption; they also resulted in an overall cost savings of more than $46 million.

- Started a pilot Navy buspool between Murphy Canyon and Naval Base San Diego.

- The QuicNet4 software, which provides a regional communications network, security, and the ability to interconnect traffic signals, has been delivered to all member agencies. This regional software platform has been integrated into a subsystem of the regional Intermodal Transportation Management System.

- Continued to monitor and comment on projects and plans throughout the region to ensure impacts and mitigations are identified. Also completed a Regional Multimodal...
Analysis study that will help ensure consistency in calculating project impacts to the regional transportation system.

5. **Intermodal Planning and Implementation.**

- Continued to partner with the City of San Diego, San Diego County Regional Airport Authority, Caltrans, and the CHSRA on the advanced planning for an ITC at the SDIA. CHSRA has just made a determination on a preferred alignment, which will terminate at SDIA. We also are continuing to partner with Caltrans on a project development study for direct access ramps from I-5 to the ITC.

- SANDAG continues to be the lead agency for the LOSSAN Rail Corridor, which advocates for rail improvements along the coastal rail corridor. We are currently working on a LOSSAN Corridorwide Strategic Implementation Plan, a plan of short-term and long-term strategies to better integrate the corridor’s three passenger rail services.

- Board released for public comment the Airport Multimodal Accessibility Plan (AMAP), a multimodal strategy to improve surface transportation to the regional airport system. Pursuant to SB 10 (Kehoe, 2007), coordinated with the San Diego County Regional Airport Authority (Authority) on the development of the Regional Aviation Strategic Plan by the Authority and the preparation of the AMAP by SANDAG.

- Continued to stay active and participate in the West Coast Coalition Corridor, which continues to advocate for coordinated goods movement and freight improvements in the states of California, Oregon, Washington, and Alaska. Recently completed my term as the Chair of the Coalition.

- Continued development of a new border crossing at Otay Mesa East and the connecting SR 11. An EIR/EIS was completed for the project, an investment banker was hired, and a binational ITS pre-deployment study is being conducted. Currently in the procurement phase for a binational investment grade traffic and revenue study, which will help determine the amount of toll financing the project can support.

6. **Internal and External Coordination.**

- Under federal and state law, SANDAG is responsible for programming State Transportation Improvement Program, Regional Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, TransNet and other funds for transportation improvement projects and programs. Board approved the $10 billion 2010 Regional Transportation Improvement Program and we continued to track project scope, schedule, and costs on an ongoing basis to ensure that budgets and schedules are being met, and that we are complying with all state and federal requirements. Continued to work with project sponsors throughout the year to ensure that state and federal obligation deadlines are met continued to actively manage the programming process so that no funds have been lost to the region.

- Board approved the 2010 Plan of Finance update, based on a robust scenario that advanced nearly $1.2 billion in project improvements prior to FY 2018. This action allowed SANDAG to advance additional projects to construction, as well as prepare
the next list of “shovel-ready” projects – enabling the region to capitalize on opportunities presented by the current financial and construction market conditions.

☑ To support the robust scenario in the 2010 Plan of Finance, successfully acquired $350 million in additional bond financing. We entered the market at a perfect time, borrowing at a 3.9 percent interest rate, which is the lowest cost of borrowing ever experienced by SANDAG.

☑ Worked with the ITOC to implement the 2009 Triennial Performance Audit recommendations and conduct the FY 2010 TransNet fiscal and compliance audits.

☑ Continued to work closely with news media to highlight SANDAG projects and activities throughout the region (i.e., press events for all major projects, interviews, and meetings with editorial boards).

☑ Continued to work closely with Spanish media to highlight SANDAG projects and activities throughout the region. All interviews conducted in Spanish.

☑ Held press events and ceremonies to highlight groundbreaking and/or completion of major construction projects, including SR 52, SR 905, I-805/Carroll Canyon, and Orange and Blue Line Trolley Rehabilitation projects.

☑ Continued to meet with the San Diego legislative delegation on a regular basis to provide input on key issues and to advance the SANDAG legislative program. Also testified at various legislative hearings on transportation and other issues that impact the San Diego region.

☑ Continued to participate with both the California Association of Councils of Governments (CALCOG) at the state level and NARC at the national level. Held leadership positions in both organizations and helped develop a reform agenda for CALCOG and influenced NARC’s goals at the national level.

☑ Stayed active on Chamber and Economic Development Corporation boards throughout the region. Continued to serve on the Board of Directors of the San Diego Regional Chamber of Commerce. Also participated in the “One Region, One Voice” trips to Washington, DC and Mexico City.

☑ Strengthened partnerships with Riverside, Orange, and Imperial Counties. SANDAG and SCAG Executive Committees met and developed a joint agenda on CALCOG, high-speed rail, and federal reauthorization issues.

☑ Attended, participated, and testified at the California Transportation Commission and the CHSRA Board meetings.

☑ Continued to meet with officials from the local, state, and federal levels in Mexico on the new border crossing at Otay Mesa East and the reconfiguration of the San Ysidro POE.

☑ Continued to meet and partner with the Tribal Nations. Southern California Tribal Chairman’s Association representatives are actively participating on four of the SANDAG Policy Advisory Committees and the Board of Directors. Also held a successful 2010 Regional Tribal Summit.

☑ Continued to partner with the Port on the project development for the Proposition 1B TCIF projects that will enhance access to the Port’s marine terminals. The Port has
continued to fund the project development of these port access improvement projects, providing an additional $5.3 million to SANDAG this fiscal year to continue the engineering work.

☑ Continued outreach to locally elected officials, including traveling throughout the San Diego region to meet one-on-one with both existing and newly elected officials.

1. **PART III - COMMENTS**

   Pursuant to the employment agreement with the Executive Director, the Board of Directors shall annually review the performance of the Executive Director. If the Executive Director’s performance is determined to be satisfactory, the Board of Directors shall adjust his base salary in accordance with the employment agreement provisions. The Chair has reviewed the Executive Director’s performance evaluation for the period July 2010 to June 2011, and recommends that his performance during the past year be determined satisfactory.

   **THE EXECUTIVE DIRECTOR HAS MET THE PERFORMANCE OBJECTIVES.**

   ________________________________  __________________________
   Signature of Chair                  Date

   ________________________________  __________________________
   ________________________________  __________________________
SAN DIEGO ASSOCIATION OF GOVERNMENTS
Annual Executive Director Performance Objectives

Executive Director Name  Period covered by this review
Gary L. Gallegos  From: 7-2011  To: 6-2012

PART I - To be completed by the Executive Director and distributed to the Executive Committee for review and comment.

A. PERFORMANCE OBJECTIVES

Goals for the next year in order to meet or exceed standards for the Executive Director position:

Strategic Goals

1. Regional Vision: Implement the regional vision and guiding principles through updates of the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan (RTP), and by providing constructive input into the next federal surface transportation act and other key federal and state legislation.

2. Mobility: Improve mobility by providing more transportation choices through implementation of TransNet, public transportation, goods movement, Transportation Demand Management (TDM), Intelligent Transportation Systems (ITS), and supporting walkable and bike-friendly communities.

3. Quality of Life: 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 SANDAG mission and RCP.

4. Organizational Effectiveness: Enhance organizational effectiveness, both internally and externally through continuous improvements and fiscal discipline.

5. Innovation: Pursue innovative solutions to fiscal and economic challenges and opportunities.

Areas of Emphasis

1. 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.

2. Planning and Forecasts. A coordinated planning process that will lead to a scheduled adoption of an updated RTP in July 2011, including a Sustainable Communities Strategy (SCS) and Regional Housing Needs Assessment (RHNA). 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.
3. **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.

4. **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.

5. **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 (SDIA), and high-speed, intercity, and freight rail services connecting the San Diego region.

6. **Internal and External Coordination.** Coordination within the agency to enhance organizational effectiveness, as well as with federal, state, and local agencies to ensure rapid delivery of projects; strategic efforts to enhance communications with member and partner agencies, advisory committees, and the public; and innovative solutions to public safety interagency collaboration.

**B. PLANS FOR ACHIEVING PERFORMANCE OBJECTIVES**

Specific methods by which the Executive Director can work toward accomplishing performance objectives.

**Strategic Goals**

1. **Regional vision:**
   - Complete the update of the 2050 RTP including a SCS that meets the requirements of Senate Bill 375 (Steinberg, 2008) (SB 375).
   - Start the update of the RCP.
   - Seek new multiyear federal surface transportation authorization bill consistent with SANDAG priorities.
   - Seek/provide input to key state and federal legislation consistent with SANDAG priorities.

2. **Improve mobility.**
   - Continue to implement transportation projects throughout the region (i.e. TransNet, Proposition 1B Corridor Mobility Improvement Account, Trade Corridor Improvement Fund, Traffic Congestion Relief Program, and American Recovery and Reinvestment Act funded projects).
o Continue to implement ITS technologies that help improve the efficiency of the existing system.

o Seek opportunities to implement ITS technologies that help improve mobility.

3. **Develop and implement strategies to improve the quality of life in the region.**

   o Continue to work with our partners to finalize a Quality of Life ballot initiative.

   o Complete the development of a SCS that complies with SB 375.

   o Complete the 2050 RTP and the RHNA.

   o Implement the next Regional Beach Sand Replenishment Project.

4. **Enhance organizational effectiveness.**

   o Continue to strengthen technical skills through training and development.

   o Continue to aggressively recruit and develop staff.

   o Look for opportunities to cross train staff to improve technical capabilities.

   o Partner with other agencies to improve technical skills.

5. **Pursue innovative solutions.**

   o Continue to seek additional funds from the state and federal governments for our regional infrastructure projects.

   o Continue to provide services to member agencies (e.g., 18 cities, County, and Caltrans) through Service Bureau and other efforts.

   o Continue to partner with other metropolitan planning organizations (MPO) on an urban mobility program at the national level.

**Areas of Emphasis**

1. **Modeling and Research.**

   o Maintain the transportation model for transit and highway networks and provide continuous quality control of the modeling process, input data, and output results.

   o Update SANDAG Travel Demand Model documentation to reflect changes made for the 2050 RTP.

   o Update geographic and other data in preparation for the Series 13 Regional Growth Forecast.

   o Collect and process 2010 traffic data for use in calibrating and validating the Series 13 Growth Forecast base year.
o Continue development and transition of our transportation model to an Activity Based Model (ABM) (transition expected to be complete by 2013).

o Continue transition of our demographic, economic, and land use forecasting models to Production Exchange and Consumption Allocation System (PECAS).

o Ensure continued integration between ABM and PECAS models.

o Develop an integrated ABM component to measure and calculate the benefits of transportation system management (TSM) and certain TDM strategies.

o Complete the Graffiti Tracker evaluation.

o Continue to conduct research in Criminal Justice that supports local criminal justice planning and policymaking by providing analyses of crime and other public safety issues.

o Continue to provide traffic modeling services to member agencies and to other public and private sector clients through the Service Bureau.

o Continue to participate as a member of the City of San Diego Commission on Gang Prevention.

2. **Planning and Forecasts.**

   o Complete the 2050 RTP including its SCS.

   o Prepare scope of work and timeline for the update of the RCP and begin initial components of the update.

   o Update the Smart Growth Concept Map.

   o Begin the monitoring of programs included in the 2050 RTP.

   o Continue to collaborate with other MPOs, Caltrans, Port of San Diego, and the U.S. Department of Transportation on goods movement policies and strategies.

   o Update the Regional Freight Strategy.

   o Start advanced planning studies for the new transit projects in the 2050 RTP.

   o Continue to coordinate interregional planning with Imperial, Orange, and Riverside counties.

   o Continue binational planning and coordination with Mexico.

   o Continue the government-to-government framework for engaging the region's 17 federally recognized sovereign Tribal Nations in our regional planning efforts.
3. **Sustainable Development Strategies.**

   - As directed at the Board Summit, complete the public information research regarding a Quality of Life funding strategy and ballot initiative and work with the Board of Directors, Quality of Life Steering Committee, and Quality of Life Stakeholders Working Group to determine next steps.

   - Continue to advance implementation of the region’s habitat preserve system through strategic application of the TransNet Environmental Mitigation Program.

   - Begin construction of the Regional Beach Sand Project.

   - Continue providing energy and climate planning assistance to local governments through the Energy Roadmap Program and other energy planning initiatives.

   - Continue to coordinate and collaborate with the San Diego County Water Authority on water quality/supply issues of common concern.

4. **Smart Mobility Programs and Services.**

   - Continue implementing the TransNet Smart Growth Incentive Program by monitoring and providing oversight of the projects funded in the program, and conduct call for projects for next funding cycle.

   - Continue implementation of the regional bikeway projects and supporting programs, and conduct call for projects for next TransNet/Transportation Development Act funding cycle for local bicycle projects/programs.

   - Continue to partner with the County of San Diego on implementing the Healthy Works program.

   - Continue operating the Freeway Service Patrol to help reduce congestion by providing motorist assistance services.

   - Continue management and operation of the I-15 FasTrak® Value Pricing Program.

   - Continue to provide 511 Advanced Traveler Information Services.

   - Continue administration of the Compass Card as a common fare product for regional transit customers.

   - Continue administration of the Regional TDM Program (includes Regional Vanpool Program, iCommute Program, SchoolPool matching system, employee outreach efforts, bicycle lockers, and Guaranteed Ride Home Program).

   - Continue working with local jurisdictions throughout the region to enhance and connect traffic signals through regional and corridor-level signal timing plans. Also, improve our TSM capabilities through expansion of the region’s arterial detection system.

   - Continue monitoring the performance of our regional transportation system through the State of the Commute Report.
o Partner with San Diego SAFE to seek a federal grant for IntelliDrive (also known as Connected Vehicle). This project is focused on increasing the intelligence of vehicles to include awareness of other vehicle and their speeds, the status of traffic signals and road conditions, and detailed mapping for determining curve/speed ratios and warnings.

o Continue monitoring and commenting on projects and plans throughout the region to ensure regional impacts and mitigations are identified.

o Complete the State Route 78 (SR 78) Corridor Study that examines the feasibility of toll and non-toll alternatives to address future regional and local travel demand in the corridor.

5. **Intermodal Planning and Implementation.**

   o Continue the advanced planning for the Intermodal Transportation Center at SDIA.

   o Continue to coordinate planning and project development along the Los Angeles to San Diego to San Luis Obispo (LOSSAN) rail corridor. Work 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.

   o Continue to stay active and participate in the West Coast Coalition Corridor, an advocacy group of member agencies from the states of California, Oregon, Washington, and Alaska on goods movement policy issues.

   o Continue to participate in the 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, Federal Railroad Administration, and fellow corridor planning agencies.

   o Continue development of the new border crossing at Otay Mesa East and the connecting SR 11. Coordinate activities at the local, state, and federal levels with governments on both sides of the border.

6. **Internal and External Coordination.**

   o Continue to monitor and track project scope, schedule, and costs for all regional transportation projects under way.

   o Continue implementation of the TransNet Early Action Program projects and keep the TransNet Plan of Finance up-to-date to ensure projects stay on track and funds are efficiently utilized.

   o Continue to work with Independent Taxpayer Oversight Committee on management and independent oversight of the TransNet Program.

   o Continue to market and support major work efforts, including ongoing construction projects.
Manage federal and state legislative activities in accordance with the SANDAG Legislative Program; emphasis for this year includes pursuing SANDAG priorities for the next federal surface transportation authorization.

Continue to be proactive with local news media (i.e., meet with staff writers and go before editorial boards on a regular basis), including Spanish media.

Continue to promote SANDAG throughout the region.

Continue outreach effort to keep all locally elected officials up-to-date on SANDAG activities.

Continue to partner with chambers of commerce, economic development corporations, and other collaboratives/organizations throughout the region on issues of common interest.

THE ABOVE PERFORMANCE OBJECTIVES HAVE BEEN REVIEWED AND AGREED UPON.

Signature of Executive Director ___________________________ Date ___________________________

Signature of Chair ___________________________ Date ___________________________
EXECUTIVE COMMITTEE

July 8, 2011

AGENDA ITEM NO.: 4

Action Requested: APPROVE

CENTERS FOR DISEASE CONTROL AND PREVENTION: COMMUNITY TRANSFORMATION GRANT APPLICATION

File Number 330500

Introduction

The federal Centers for Disease Control and Prevention (CDC) has issued a funding opportunity announcement for Community Transformation Grants (CTG) under the Patient Protection and Affordable Care Act of 2010. According to the CDC, these grants will support the implementation, evaluation, and dissemination of evidence-based community preventive health activities to reduce chronic disease rates. In addition, the grants are intended to reduce the incidences of secondary conditions such as diabetes that result from obesity, address health disparities across different population groups, and develop a stronger evidence base to improve future prevention programs. Evidence-based strategies that would be eligible under this grant include planning and community design strategies that would help reshape the built environment in order to support active lifestyles and provide access to healthy foods. The CDC expects to award 75 grants totaling $900 million over the five-year life of the program.

The County Health and Human Services Agency (HHSA) is planning to submit an application for funds under this program, and has asked SANDAG to participate as a partner similar to the existing partnership for the Healthy Works program that is funded by the CDC Communities Putting Prevention to Work grant program. The CTG grant could support ongoing efforts at SANDAG to incorporate public health considerations into regional planning activities, and support efforts to encourage transportation options like walking and bicycling that produce positive public health outcomes by increasing physical activity.

Discussion

SANDAG has forged a unique partnership with County HHSA through the Healthy Works program. The value of this partnership is based on how well the program objectives of the two organizations—reducing the incidences of obesity in the region, and developing more sustainable smart growth communities—are served by a common set of program activities. Supporting the development of walkable, mixed use communities to encourage physical activity as a part of daily life and provide access to healthy foods and recreation serve both overarching goals.

Recommendation

The Executive Committee is asked to authorize SANDAG to participate with the County Health and Human Services Agency in a grant application for the Centers for Disease Control and Prevention's Community Transformation Grants in an amount ranging from $1 million to $2.5 million per year for fiscal years 2012 through 2016.
The CTG grants will provide an opportunity to sustain and enhance the programs started through the Healthy Works grant currently underway and scheduled to be completed by March 2012. Among the activities that could be supported in the CTG grant are:

- Development of a public health component in the upcoming update to the Regional Comprehensive Plan
- Establish an ongoing process for input from public health stakeholders into the regional planning process
- Enhancements to the Active Transportation and Smart Growth Incentive Program grant programs
- Regional strategies to support Safe Routes to School based on the Regional Safe Routes to School Strategic Plan now under development, and enhancements to the iCommute SchoolPool program
- Expanded and enhanced active transportation education and encouragement programs through the iCommute Bike to Work program
- Scoping and assessment of the potential for a senior ridesharing program
- Technical assistance for the development of local Complete Streets implementation programs
- Development of comprehensive design guidelines that support physical activity in the built environment
- Technical assistance for the evaluation of the health benefits and impacts of plans and projects
- Enhanced monitoring of active transportation in the region, including evaluation of project effectiveness and support for regional forecasting efforts

Each of these activities would support ongoing work within the FY 2012 SANDAG Overall Work Program.

Applications for CTG grants are due to the CDC by mid-July. Authorization by the Executive Committee to participate with the County HHSA would enable SANDAG staff to develop specific proposals for the activities described for incorporation into the HHSA grant proposal. Should the region be successful in being awarded a grant by the CDC, a budget amendment would be brought forward for consideration at that time.

CHARLES “MUGGS” STOLL  
Director of Land Use and Transportation Planning

Key Staff Contact: Stephan Vance, (619) 699-1924, sva@sandag.org
STATE LEGISLATIVE STATUS REPORT

Introduction

Periodic legislative status updates are provided to the Executive Committee throughout the year. This report provides an update on Senate Bill 468 (Kehoe) regarding the North Coast Corridor project, and Assembly Bill 486 (Hueso), which would require local governments in the San Diego region to pay a portion of the restitution funds collected from graffiti crimes to SANDAG. Staff also will provide an oral update on the status of the FY 2011-12 state budget that was passed by the Legislature and signed by the Governor on June 30, 2011.

Discussion

Senate Bill 468 (Kehoe) Department of Transportation: North Coast Corridor Project: High-Occupancy Toll Lanes

Senate Bill 468 (SB 468) was introduced by Senator Christine Kehoe (D-San Diego) on February 17, 2011. It includes certain requirements for Caltrans, SANDAG, and the California Coastal Commission with respect to the development of the North Coast Corridor project.

At its June 10, 2011, meeting, the Executive Committee approved a “support with amendments” position on SB 468 based on a set of key agreement points (Attachment 1) between SANDAG and Senator Kehoe’s office. The June 20, 2011, version of the bill addresses the set of technical amendments that SANDAG provided to Senator Kehoe. SANDAG also continues to work with Senator Kehoe’s office on an additional language that would reinforce the California Coastal Commission’s discretion to use the balancing provisions in the Public Resources Code Section 30007.5 when considering the North Coast Corridor project. The June 29, 2011, version of the bill attempts to address this issue.

The June 20, 2011, amendments address various non-controversial, technical changes that SANDAG requested from the author. The major amendments are summarized below:

- Added language that states nothing in the section should conflict with the authority of the department, SANDAG, or the Federal Railroad Administration to prepare one or more project level environmental documents for all, or a portion of, the Los Angeles-San Diego-San Luis Obispo rail corridor. This provision addressed the direction from the Executive Committee at the June meeting, to pursue the streamlining of the California Environmental Quality Act requirements for rail bridges in the North Coast Corridor.
• Clarified that nothing in this section is intended to limit the ability of the department or SANDAG from seeking a Public Works Plan (PWP) amendment from the California Coastal Commission to accelerate a project in a later phase of the PWP.

• Amended language that the TransNet Regional Habitat Conservation Funding will be released by SANDAG in phases based upon project work that has been issued permits, consistency reviews, or other applicable approvals, in accordance with SANDAG criteria that aligns with the purpose and intent of TransNet.

The June 29, 2011, version includes other technical amendments, and also includes language that attempts to address SANDAG request to include language in the bill to address the balancing provisions. The amendments are summarized below:

• Added language that nothing in the section shall be construed to supersede, or in any way alter or lessen the effect or application of the California Coastal Act of 1976.

• Added language that nothing shall be construed to narrow the authority of the California Coastal Commission, at any stage of the approval or review process, to resolve conflicts pursuant to Section 30200 of the Public Resources Code.

SB 468 passed out of the Assembly Transportation Committee on June 27, 2011, by a vote of 9-2, and is scheduled for a hearing in the Assembly Natural Resources Committee on July 6, 2011.

The current version of the bill addresses all of the original concerns outlined in the key agreement points to the bill and includes language to attempts to address the language on the balancing provisions as requested by SANDAG. Staff will continue to work with Senator Kehoe’s office and Coastal Commission staff regarding possible refinements to this language. The Executive Committee is asked to discuss and consider the SANDAG position on the measure.

Assembly Bill 486 (Hueso) Graffiti Tracking System: Funding

Assembly Bill 486 (AB 486) was introduced by Assemblymember Ben Hueso on February 15, 2011, and would require the 18 cities and the County in the San Diego region to pay on an annual basis 10 percent of any restitution funds collected from graffiti crimes to SANDAG. AB 486 requires that funds collected by SANDAG be used exclusively for funding and administering a graffiti tracking system.

At its April meeting, the Executive Committee unanimously voted to request that AB 486 become a two-year bill to allow SANDAG time to conduct an evaluation of the graffiti tracking pilot program. On June 22, 2011, AB 486 was significantly amended. The bill no longer relates to graffiti tracking systems, but instead discusses controlled substances.
Next Steps

Staff will continue to monitor and report back to the Executive Committee on key legislation as they make their way through the legislative process and provide an oral update on the enacted FY 2011-12 state budget.

KIM KAWADA
TransNet and Legislative Affairs Program Director

Attachments: 1. Agreement Points on Senate Bill 468 between Senator Kehoe and SANDAG
   2. Senate Bill 468 (Kehoe) as Amended June 29, 2011

Key Staff Contact: Genevieve Morelos, (619) 699-1994, gmo@sandag.org
Agreement Points on Senate Bill 468 between Senator Kehoe and SANDAG

- SANDAG would support the 8+4 Buffer Alternative as the preferred alternative for the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) being finalized by Caltrans for the Interstate 5 Corridor.

- All parties agree to work towards completing all design and permitting so that the first phase (high occupancy vehicle lanes) of the Interstate 5 project could proceed as soon as possible, helping to create jobs and enhance our local economy. This could include a process whereby Caltrans, the California Coastal Commission, and SANDAG could complete the permitting process by 2012, when the first phase is expected to be ready to construct.

- SANDAG agreed to dedicate a portion of the TransNet Economic Benefits dollars for Regional Environmental Projects conditioned on obtaining all the necessary permits, including the coastal permit.

- The vehicle miles travelled language in the intent portion of the bill would be amended to align with the intent language in Senate Bill 375 (Steinberg, 2008) and the requirement for a Sustainable Communities Strategy and the reduction of greenhouse gases.

- The collaboration requirement of the bill would be amended to require that multimodal transportation options be considered and included where appropriate in the Public Works Plan.

- In an effort to reduce environmental impacts, SANDAG commits to constructing transit and highway bridges over lagoons concurrently.

- The requirement to construct capacity increasing and multimodal transit projects concurrently would be replaced with the above requirement to construct the bridges over the lagoons concurrently.

- The requirement to include parallel local street and road projects in the EIR would be amended to require that Caltrans consult with the local cities regarding parallel local street and road projects they are planning for and that traffic impacts be considered.

- The requirement for monitoring would be amended to require that the monitoring be done in accordance with the permits.

- SANDAG agreed to partner with Caltrans to hold two public hearings on the Public Works Plan prior to submitting it to the California Coastal Commission for adoption.

- Value Pricing would be included in the legislation, providing that net revenues generated will go to enhancing transit operations in the corridor.
SENATE BILL  No. 468

Introduced by Senator Kehoe

February 17, 2011

An act to add Sections 103 and 149.10 to the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL’S DIGEST

SB 468, as amended, Kehoe. Department of Transportation: north coast corridor project: high-occupancy toll lanes.

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.

This bill would impose additional requirements on the department with respect to specified highway projects on State Highway Route 5 in southern California, known collectively as the north coast corridor project, that are located entirely or partially in the coastal zone, including requiring the department to collaborate with local agencies, the California Coastal Commission, and other affected local, state, and federal agencies to ensure that multimodal transportation options are
evaluated and included in the public works plan and, where appropriate, in the project design of the public works plan for the projects. The bill would make these requirements applicable to the San Diego Association of Governments (SANDAG) and would also require SANDAG, for these projects, to establish a safe routes to transit program that integrates the adopted regional bike plan with transit services and, pursuant to SANDAG’s agreement, as specified, to commit to dedicate for regional habitat acquisition, management, and monitoring activities a portion of specified taxes approved by the voters in San Diego County. The bill would, for these projects, require the department to suspend a notice of determination relating to environmental impact, issued between January 1, 2011, and January 1, 2012, until it is determined that environmental documents for the projects satisfy the requirements of the bill. The bill would also make legislative findings and declarations.

Existing law authorizes SANDAG to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in San Diego County.

This bill would also authorize SANDAG to conduct, administer, and operate a value pricing HOT lane on State Highway Route 5. The bill would require SANDAG to carry out the HOT lane program in cooperation with the department and would require revenues from the program to be used for the costs of the program, for improvement of transit services, and for high-occupancy vehicle facilities.

By imposing additional requirements on SANDAG, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.


The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) The California coastal zone is a unique natural resource, the protection of which is recognized as a shared responsibility of the
state, local governments, and regional entities. State, local, and regional agencies desiring to make investments in transportation infrastructure within the coastal zone have an affirmative obligation to ensure that investments do not compromise or diminish existing natural resources, including the coastal zone flora and fauna, water quality, and unique views.

(b) The coastal zone is also a unique economic resource with both its natural and built environment being a destination for individuals, families, and groups to enjoy the diversity of recreational opportunities.

(c) Contributing to these ends, the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code) establishes policies for the protection and enhancement of resources in the coastal zone as a priority of statewide importance.

(d) Transportation investments to be made in the coastal zone should not erode the very qualities that make it an attractive setting in which to live, work, and recreate.

(e) The California Coastal Act of 1976 is intended to protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources; ensure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state; maximize public access to and along the coast; and encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses in the coastal zone.

(f) In accordance with the California Coastal Act of 1976, future developments that are carefully planned and developed are essential to the economic and social well-being of the people of this state and especially to working persons employed within the coastal zone.

(g) The north coast corridor project is a 27-mile long series of projects within the coastal zone that includes improvements to a segment of State Highway Route 5, and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, and is projected to take up to 40 years to complete. The north coast corridor portion of the LOSSAN rail corridor operates between the City of Oceanside and the City of San Diego in San Diego County, with
stations along its route. The LOSSAN rail corridor is used for intercity and commuter rail passenger service and for freight service and includes a portion of the coastal rail trail. Where applicable, all references to the north coast corridor project in this act are also a reference to the individual projects making up the entire north coast corridor project.

(h) The Department of Transportation (department) and the Federal Highway Administration are responsible for developing an environmental document and constructing improvements to State Highway Route 5, and the department and the Federal Railroad Administration have prepared a programmatic environmental document for the LOSSAN corridor. Nothing in this section is intended to conflict with the authority of the department, the San Diego Association of Governments (SANDAG), or the Federal Railroad Administration to prepare one or more project level environmental documents for all, or a portion of, the LOSSAN corridor.

(i) SANDAG has agreed that it will be responsible for constructing improvements in the LOSSAN corridor and funding portions of the improvements to the LOSSAN corridor and State Highway Route 5 within the north coast corridor using funding from a San Diego County voter-approved transactions and use tax ordinance known as TransNet (Proposition A, 2004). TransNet provides SANDAG with economic benefits funding for use on regional environmental projects such as those needed in the north coast corridor.

(j) The coastal lagoons in the north coast corridor have historically experienced adverse impacts to water quality and to the numerous and varied sensitive habitat areas, and to plant and wildlife species supported within and adjacent to the lagoons. Historical alteration of lagoon areas from construction of highway and rail crossings and realignment or channelization of inland waterways have affected water quality and directly impacted sensitive habitat areas. These impacts have occurred over decades and require substantial resources and major restoration efforts to remedy.

(k) Revenue from single-occupant-vehicle users of a managed lanes system on State Highway Route 5 in the north coast corridor could provide millions of dollars annually toward the support of transit services and transportation improvements in the corridor.
(l) Reduced congestion in the north coast corridor would result in less exhaust emissions per vehicle. Managed lanes and anticipated congestion reduction on corridor general purpose lanes would help reduce emissions per traveler and per trip in the north coast corridor. The most recent air quality determinations for the San Diego region air basin demonstrate that there is an urgency in providing transportation options that will relieve health impacts, reduce existing congestion on State Highway Route 5, and provide enhanced transit services including nonmotorized options in the north coast corridor.

(m) The ability to manage the use and vehicle composition of managed lanes in the north coast corridor would provide flexibility for changing the way the lanes on State Highway Route 5 are used in the future. Changes to the use of managed lanes could address changing technology, land use, travel patterns, travel demand, economic conditions, and other travel characteristics, and allow for higher vehicle occupancy, greater use of transit, or creation of a truck route during certain times of day.

(n) The transportation sector of the economy is the largest contributor of greenhouse gases in California. Activities that would assist the San Diego region in meeting the reduction goals for greenhouse gas emissions described in Assembly Bill 32 (Ch. 488, Stats. 2006) and the objectives of Senate Bill 375 (Ch. 728, Stats. 2008), include the reduction of per capita vehicle miles traveled and integrating transportation and land use to achieve high levels of nonmotorized travel and transit use, achieving regional housing needs, including identified affordable housing needs, reducing the length of commutes, locating housing in closer proximity to job centers, and other required or regionally recognized strategies that address the relationships between land use, transportation, economic considerations, air quality, and climate policy. It is the intent of the Legislature that transportation infrastructure decisions regarding the north coast corridor project achieve a coordinated and balanced transportation system that considers both the short-term and long-term future, and be consistent with the countywide goals and objectives in the adopted Sustainable Communities Strategy for San Diego County and the greenhouse gas reduction targets established by the State Air Resources Board for San Diego, consistent with Senate Bill 375 (Ch. 728, Stats.
2008), as well as other regional, statewide, and national transportation and environmental quality goals.

(o) The north coast corridor is a major economic corridor carrying about one-third of all freight in the San Diego region. The total value of goods transported on the north coast corridor via rail and State Highway Route 5 is estimated at eighty-nine billion dollars ($89,000,000,000), and increased congestion in the north coast corridor will cause a detrimental constraint on commerce and the economy.

(p) Construction on the north coast corridor project is expected to provide thousands of jobs within the state, as well as increased recreation and goods movement revenue.

(q) Implementation of the objectives of the north coast corridor project is critical to the environment, economy, and welfare of the people in the San Diego region and throughout the state.

(r) Pursuant to Executive Order 13274, signed by President George W. Bush on September 18, 2002, the portion of State Highway Route 5 in the north coast corridor has been designated by the Secretary of Transportation as a high-priority transportation infrastructure project entitled to expedited federal environmental reviews.

(s) The north coast corridor project and its public works plan will meet the public needs of an area greater than that included in any local permitting agency’s certified local coastal program and the breadth of those needs was not anticipated by the department and SANDAG when the local coastal programs were certified by the California Coastal Commission.

(t) The Legislature desires to address a balance of social, economic, and environmental interests by providing for the ability of the north coast corridor project to proceed if the project complies with the California Coastal Act of 1976 along with the further specifications in this act.

SEC. 2. Section 103 is added to the Streets and Highways Code, to read:

103. (a) As used in this section, the following terms have the following meanings:

1. “Multimodal” means transportation options within a transportation corridor, including, but not limited to, highways, rail lines, pedestrian walkways and bike lanes, and commuter transit services.
(2) “8+4 Buffer Alternative” means the addition of a multimodal managed lane facility consisting of two lanes on either side of State Highway Route 5 within the north coast corridor, separated from general purpose lanes by striping or other approved traffic control devices, and which, to the maximum extent feasible, is built within existing rights-of-way owned by the department. The managed lanes would give priority to high-occupancy vehicles, vanpools, and one or more bus rapid transit routes. Value pricing techniques would allow single-occupant vehicles to use the facility by paying a toll, as long as single-occupant vehicle use does not negatively impact the transit uses of the managed lanes.

(3) “Public works plan” means a plan as described in Section 30605 of the Public Resources Code. A public works plan allows for an integrated regulatory review by the California Coastal Commission rather than a project-by-project approval approach, but does not change or abridge any of the California Coastal Commission’s existing authorities, including, but not limited to, federal consistency review authorities under the federal Coastal Zone Management Act of 1972 (16 U.S.C. Sec. 1451 et seq.). The public works plan allows for an expedited process that describes, evaluates, and provides mitigation measures for coastal access, highway, transit, multimodal and community enhancement, and environmental mitigation projects within the north coast corridor.

(b) A public works plan approved for the north coast corridor project within the coastal zone shall include all of the applicable elements of the north coast corridor project to be carried out by the department or the San Diego Association of Governments (SANDAG), including coastal access, highway, transit, multimodal, community enhancement, and environmental restoration, and mitigation projects. Once the public works plan for the north coast corridor has been approved and certified by the California Coastal Commission, subsequent review by the California Coastal Commission of a notice of intent to develop for a specific project in the public works plan shall be limited to imposing conditions to ensure consistency of the project with the public works plan. The public works plan shall satisfy all of the following:

(1) Identify the California Coastal Commission’s area of original jurisdiction and provide a process for obtaining coastal
development permits from the California Coastal Commission directly in those areas.

(2) Contain, but not be limited to, the following elements: the type, size, intensity, and location of all development included in the north coast corridor project; the maximum and minimum size of facilities proposed to be constructed; the standards to which the projects should conform; the thresholds for when amendments to the public works plan may be required; and a proposed timetable and phasing program for all projects.

(3) Establish the mitigation measures that the department and SANDAG will be required to undertake prior to construction of each phase. The mitigation measures shall be described with sufficient detail to allow the department and SANDAG to accurately estimate the cost and effort associated with each particular measure and avoid the need for an amendment to the public works plan unless a project is inconsistent with the project description in the current approved public works plan.

(c) For all elements of the north coast corridor project that are located, entirely or in part, in the coastal zone, as defined by Sections 30103 and 66610 of the Public Resources Code, the department and SANDAG shall comply with all of the following requirements:

(1) Collaborate with all stakeholders, including local agencies through which the proposed project traverses, the California Coastal Commission, and other affected local, state, and federal agencies to ensure that multimodal transportation options are evaluated and included in the public works plan and, where appropriate, in the project design and public works plan.

(2) SANDAG shall establish a safe routes to transit program that integrates the adopted regional bike plan with transit services.

(3) SANDAG shall recommend that the department select an alternative no larger than the 8+4 Buffer Alternative as the preferred alternative for the State Highway Route 5 north coast corridor after it makes a finding that it is consistent with TransNet as approved by voters in 2004. The determination of the preferred alternative shall be made by the department and the Federal Highway Administration in their environmental impact report or environmental impact statement, and SANDAG shall include the preferred alternative in its next update to the regional transportation plan.
(4) In order to reduce environmental impacts to the coastal lagoons, both rail and highway bridges crossing each lagoon shall be constructed concurrently and the bridge projects for both highway and rail shall be included in the public works plan in accordance with all necessary permits and reviews. SANDAG and the department shall ensure that bridges are constructed to their ultimate width and length so that construction impacts to each lagoon are minimized.

(5) The public works plan shall evaluate the traffic impacts of the proposed capacity-increasing highway project on city and county streets and roads within the coastal zone, and the department shall consult with the affected local jurisdictions regarding those impacts and include the results of the consultations within the public works plan.

(6) Environmental consequences of the proposed north coast corridor project shall be monitored to ensure that the benefits from mitigation, as described in the permits issued for the individual projects, are being achieved.

(7) Construction of all or a portion of the capacity-increasing project on State Highway Route 5 shall move forward concurrently with multimodal projects and environmental mitigation and enhancement projects within each phase, as specified in the public works plan. The phasing plan shall include criteria specified by the California Coastal Commission within the public works plan that shall be met before the next phase of development can occur, and each phase shall include a balance of transit and highway improvements. Although the department and SANDAG shall endeavor to maintain a balance of transit, rail, highway, and environmental improvements in each phase, nothing in this section is intended to limit the ability of the department or SANDAG to seek a public works plan amendment from the California Coastal Commission in order to accelerate a project from a later phase in the public works plan if additional funding is identified to carry out the project at an earlier stage than originally intended.

(8) Prior to a public works plan being submitted to the California Coastal Commission by the department and SANDAG, the department and SANDAG shall provide at least two public hearings on the public works plan for the north coast corridor project.

(9) SANDAG has agreed that it will be responsible for constructing improvements in the Los Angeles-San Diego-San
Luis Obispo rail corridor and funding portions of the improvements
to that corridor and State Highway Route 5 within the north coast
corridor using funding from a San Diego County voter-approved
transaction and use tax ordinance known as TransNet. Pursuant to
that agreement, SANDAG shall commit to dedicate a portion of
the TransNet Regional Habitat Conservation Fund for regional
habitat acquisition, management, and monitoring activities
necessary to implement habitat conservation plans based on the
estimated economic benefits derived from permitting and approval
efficiencies on the north coast corridor project as a result of the
procedures of this section, with that funding to be released by
SANDAG in phases based upon the proportion of project work
that has been issued permits, consistency reviews, or other
applicable approvals, and in accordance with any other criteria as
deemed appropriate by SANDAG taking into account the purpose
and intent of TransNet.

(d) The California Coastal Commission, the department, and
SANDAG shall work cooperatively toward completing all design
approvals, reviews, determinations, and permitting for the north
coast corridor project on an expedited basis. To meet the goals in
this section, the following provisions shall apply:

(1) The Legislature finds that it is the California Coastal
Commission’s role to apply a regional or statewide perspective to
land use debates where the use in question is of greater than local
significance. To that end, the California Coastal Commission is
authorized to utilize Section 30515 of the Public Resources Code
for the north coast corridor project and the process referenced in
that section may be streamlined pursuant to agreement between
the California Coastal Commission and those jurisdictions with
an approved local coastal program.

(2) The department and SANDAG shall perform work and
complete development consistent with the phasing program adopted
in the public works plan pursuant to subdivision (b) unless changes
are reviewed and approved by the California Coastal Commission.

(3) A public works plan prepared for the north coast corridor
project by the department and SANDAG shall be treated as a
long-range development plan to which the provisions in Sections
21080.5 and 21080.9 of the Public Resources Code shall apply.

(4) A permitting agency’s decision to review and approve a
public works plan, a plan amendment, or related notice of
impending development, make a consistency determination, or
issue a permit for the north coast corridor project shall be reviewed
under the substantial evidence standard.

(e) A notice of determination issued pursuant to Section 21108
or 21152 of the Public Resources Code after January 1, 2011, but
prior to January 1, 2012, for a project subject to this section shall
be suspended by the department until it is determined that the
project’s environmental documents are consistent with the
provisions of this section.

(f) (1) Nothing in this section shall be construed to supersede,
or in any way alter or lessen the effect or application of, the
California Coastal Act of 1976 (Division 20 (commencing with
Section 30000) of the Public Resources Code).

(2) Nothing in this section shall be construed to narrow the
authority of the California Coastal Commission, at any stage of
the approval or review process, to resolve policy conflicts pursuant
to Section 30200 of the Public Resources Code.

SEC. 3. Section 149.10 is added to the Streets and Highways
Code, to read:

149.10. (a) Notwithstanding Sections 149 and 30800 of this
code, and Section 21655.5 of the Vehicle Code, the San Diego
Association of Governments (SANDAG) may conduct, administer,
and operate a value pricing and transit development program on
the State Highway Route 5 in managed lanes serving as a
high-occupancy vehicle expressway. The program, under the
circumstances described in subdivision (b), may direct and
authorize the entry and use of the State Highway Route 5
high-occupancy vehicle lanes by single-occupant vehicles during
peak periods, as defined by SANDAG, for a fee. The amount of
the fee shall be established from time to time by SANDAG, and
collected in a manner determined by SANDAG.

(b) Implementation of the program shall ensure that Level of
Service C, as measured by the most recent issue of the Highway
Capacity Manual, as adopted by the Transportation Research
Board, is maintained at all times in the high-occupancy vehicle
lanes, except that subject to a written agreement between the
department and SANDAG that is based on operating conditions
of the high-occupancy vehicle lanes, Level of Service D shall be
permitted on the high-occupancy vehicle lanes. If Level of Service
D is permitted, the department and SANDAG shall evaluate the
impacts of these levels of service of the high-occupancy vehicle lanes, and indicate any effects on the mixed-flow lanes. Continuance of Level of Service D operating conditions shall be subject to the written agreement between the department and SANDAG. Unrestricted access to the lanes by high-occupancy vehicles shall be available at all times. At least annually, the department shall audit the level of service during peak traffic hours and report the results of that audit at meetings of the program management team.

(c) Single-occupant vehicles that are certified or authorized by SANDAG for entry into, and use of, the State Highway Route 5 high-occupancy vehicle lanes are exempt from Section 21655.5 of the Vehicle Code, and the driver shall not be in violation of the Vehicle Code because of that entry and use.

(d) SANDAG shall carry out the program in cooperation with the department and shall consult the department in the operation of the project and on matters related to highway design and construction. With the assistance of the department, SANDAG shall establish appropriate traffic flow guidelines for the purpose of ensuring optimal use of the express lanes by high-occupancy vehicles.

(e) (1) Agreements between SANDAG, the department, and the Department of the California Highway Patrol shall identify the respective obligations and liabilities of those entities and assign them responsibilities relating to the program. The agreements entered into pursuant to this section shall be consistent with agreements between the department and the United States Department of Transportation relating to this program and shall include clear and concise procedures for enforcement by the Department of the California Highway Patrol of laws prohibiting the unauthorized use of the high-occupancy vehicle lanes. The agreements shall provide for reimbursement of state agencies, from revenues generated by the program, federal funds specifically allocated to SANDAG for the program by the federal government, or other funding sources that are not otherwise available to state agencies for transportation-related projects, for costs incurred in connection with the implementation or operation of the program. Reimbursement for SANDAG’s program-related planning and administrative costs in the operation of the program shall not exceed 3 percent of the revenues.
(2) All remaining revenue shall be used in the State Highway Route 5 corridor exclusively for (A) the improvement of transit service, including, but not limited to, construction of transit facilities and support for transit operations, and (B) high-occupancy vehicle facilities.

(f) SANDAG, the North County Transit District, and the department shall cooperatively develop a single transit improvement plan for the State Highway Route 5 corridor.

SEC. 4. No reimbursement is required by this act pursuant to Section 6 of Article XIIIB of the California Constitution because the only costs that may be incurred by a local agency or school district are the result of a program for which legislative authority was requested by that local agency or school district, within the meaning of Section 17556 of the Government Code and Section 6 of Article XIII B of the California Constitution.
REVIEW OF JULY 22, 2011, DRAFT BOARD AGENDA

ITEM #  RECOMMENDATION

1. APPROVAL OF MEETING MINUTES  APPROVE
   +A. JUNE 10, 2011, BOARD POLICY MEETING MINUTES
   +B. JUNE 24, 2011, BOARD BUSINESS MEETING MINUTES

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   Public comments under this agenda item will be limited to five public speakers. 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. Other public comments will be heard during the items under the heading “Reports.” 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. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES  APPROVE

   This item summarizes the actions taken by the Executive Committee on July 8, and the Transportation, Regional Planning, and Public Safety Committees on July 15, 2011.

CONSENT (4 through X)

+4. DESIGNATION OF AGENT FOR PURPOSES OF APPLICATION TO CALIFORNIA EMERGENCY MANAGEMENT AGENCY (John Kirk)  ADOPT

   Certain SANDAG capital projects suffered damage during storm events in December 2010. Both state and federal states of emergency were declared, allowing SANDAG potential reimbursement for a portion of the cost of repairs incurred as a result of the storms. As a condition of applying for this financial assistance, the California Emergency Management Agency requires that the governing body of the applicant agency adopt a resolution designating one or more individuals as authorized agents for purposes of the application. The Board of Directors is asked to adopt Resolution No. 2012-XX in substantially the same form as attached to the report, designating the SANDAG Executive Director, Chief Deputy Executive Director, and Director of Mobility Management and Project Implementation as authorized agents for such application.
5. **iCOMMUTE EVENTS: RIDESHARE WEEK AND WALK AND BIKE TO SCHOOL DAY (Dan Martin)**

   Each year the SANDAG iCommute program coordinates Rideshare Week as a way to promote and highlight commute choices other than driving alone. This October, iCommute also will sponsor the first regional Bike and Walk to School Day as part of the SchoolPool program. The Board of Directors is asked to approve Resolution No. 2012-XX, proclaiming the week of October 3-7, 2011, as Rideshare Week and Resolution No. 2012-XX, proclaiming October 5, 2011, as Bike and Walk to School Day. The Board of Directors also is asked to encourage member agencies to approve similar proclamations.

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. **CHAIR’S REPORT (9 through XX)**

9. **PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR**

   Pursuant to the employment agreement with the Executive Director, the Board of Directors shall annually review his performance. If the Executive Director’s performance is determined to be satisfactory, the Board of Directors shall adjust his base salary in accordance with the employment agreement provisions. The Executive Committee recommends that the Board of Directors approve the Executive Director’s Performance Evaluation for the period July 2010 to June 2011 and Performance Objectives for the period July 2011 to June 2012.
REPORTS (11 through XX)

11. ANNUAL REPORT FROM THE TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (Carolyn Lee, ITOC Chair; Ariana zur Nieden)*

Carolyn Lee, Chair of the Independent Taxpayer Oversight Committee (ITOC), will present the Committee’s annual report for FY 2011. In accordance with the TransNet Extension Ordinance, this annual report presents the results of the annual fiscal and compliance audit process, including findings and recommendations.

12. DISCUSSION OF BOARD POLICY NO. 033 OPTIONS (Susan Baldwin)

Board Policy No. 033: Implementation Guidelines for SANDAG Regional Housing Needs Assessment Memorandum was adopted in conjunction with the 2005-2010 Regional Housing Needs Assessment. Policy No. 033 is used in the evaluation of applications for the TransNet Smart Growth Incentive Program and other competitive SANDAG funding programs. The Board of Directors is asked to discuss and provide direction on possible options for the continued use and/or revisions to Policy No. 033.

13. QUALITY OF LIFE FUNDING STRATEGY UPDATE (Rob Rundle)*

The Quality of Life Steering Committee and the Quality of Life Stakeholders Working Group have been meeting regularly to provide input to the 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. FINANCIAL MARKET STATUS (Marney Cox and Lauren Warrem)*

This quarterly 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. Staff will update the Board on the status of an issuance of a Request for Proposals seeking replacement of the current liquidity facility provider for approximately $283 million, or half of the 2008 Variable Rate Demand Bonds, and the $100 million Commercial Paper Program.

15.

16. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

17. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, September 9, 2011, at 10 a.m. The next Board Business meeting is scheduled for Friday, September 23, 2011, at 9 a.m.
18. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego County Regional Transportation Commission item
Author’s Amendments taken in Assembly Natural Resources Committee on July 6, 2011

BILL NUMBER: SB 468 AMENDED
BILL TEXT

AMENDED IN ASSEMBLY JUNE 29, 2011
AMENDED IN ASSEMBLY JUNE 20, 2011
AMENDED IN SENATE MAY 31, 2011
AMENDED IN SENATE MAY 17, 2011
AMENDED IN SENATE APRIL 26, 2011
AMENDED IN SENATE MARCH 29, 2011

INTRODUCED BY Senator Kehoe

FEBRUARY 17, 2011

An act to add Sections 103 and 149.10 to the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL’S DIGEST

SB 468, as amended, Kehoe. Department of Transportation: north coast corridor project: high-occupancy toll lanes.

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.

This bill would impose additional requirements on the department with respect to specified highway projects on State Highway Route 5 in southern California, known collectively as the north coast corridor project, that are located entirely or partially in the coastal zone, including requiring the department to collaborate with local agencies, the California Coastal Commission, and other affected local, state, and federal agencies to ensure that multimodal transportation options are evaluated and included in the public works plan and, where appropriate, in the project design and the public works plan for the projects. The bill would make these requirements applicable to the San Diego Association of Governments (SANDAG) and would also require SANDAG, for these projects, to establish a safe routes to transit program that integrates the adopted regional bike plan with transit services and, pursuant to SANDAG's agreement, as specified, to commit to dedicate for regional habitat acquisition, management, and monitoring activities a portion of specified taxes approved by the voters in San Diego County. The bill would, for these projects, require the department to suspend a notice of determination relating to environmental impact, issued between January 1, 2011, and January 1, 2012, until it is determined that environmental documents for the projects satisfy the requirements of the bill. The bill would also make legislative findings and declarations.

Existing law authorizes SANDAG to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2
This bill would also authorize SANDAG to conduct, administer, and operate a value pricing HOT lane on State Highway Route 5. The bill would require SANDAG to carry out the HOT lane program in cooperation with the department and would require revenues from the program to be used for the costs of the program, for improvement of transit services, and for high-occupancy vehicle facilities.

By imposing additional requirements on SANDAG, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.


THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) The California coastal zone is a unique natural resource, the protection of which is recognized as a shared responsibility of the state, local governments, and regional entities. State, local, and regional agencies desiring to make investments in transportation infrastructure within the coastal zone have an affirmative obligation to ensure that investments do not compromise or diminish existing natural resources, including the coastal zone flora and fauna, water quality, and unique views.

(b) The coastal zone is also a unique economic resource with both its natural and built environment being a destination for individuals, families, and groups to enjoy the diversity of recreational opportunities.

(c) Contributing to these ends, the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code) establishes policies for the protection and enhancement of resources in the coastal zone as a priority of statewide importance.

(d) Transportation investments to be made in the coastal zone should not erode the very qualities that make it an attractive setting in which to live, work, and recreate.

(e) The California Coastal Act of 1976 is intended to protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources; ensure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state; maximize public access to and along the coast; and encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses in the coastal zone.

(f) In accordance with the California Coastal Act of 1976, future developments that are carefully planned and developed are essential to the economic and social well-being of the people of this state and especially to working persons employed within the coastal zone.
The north coast corridor project is a 27-mile long series of projects within the coastal zone that includes improvements to a segment of State Highway Route 5, and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, and is projected to take up to 40 years to complete. The north coast corridor portion of the LOSSAN rail corridor operates between the City of Oceanside and the City of San Diego in San Diego County, with stations along its route. The LOSSAN rail corridor is used for intercity and commuter rail passenger service and for freight service and includes a portion of the coastal rail trail. Where applicable, all references to the north coast corridor project in this act are also a reference to the individual projects making up the entire north coast corridor project.

The Department of Transportation (department) and the Federal Highway Administration are responsible for developing an environmental document and constructing improvements to State Highway Route 5, and the department and the Federal Railroad Administration have prepared a programmatic environmental document for the LOSSAN corridor. Nothing in this section is intended to conflict with the authority of the department, the San Diego Association of Governments (SANDAG), or the Federal Railroad Administration to prepare one or more project level environmental documents for all, or a portion of, the LOSSAN corridor.

SANDAG has agreed that it will be responsible for constructing improvements in the LOSSAN corridor and funding portions of the improvements to the LOSSAN corridor and State Highway Route 5 within the north coast corridor using funding from a San Diego County voter-approved transactions and use tax ordinance known as TransNet (Proposition A, 2004). TransNet provides SANDAG with economic benefits funding for use on regional environmental projects such as those needed in the north coast corridor.

The coastal lagoons in the north coast corridor have historically experienced adverse impacts to water quality and to the numerous and varied sensitive habitat areas, and to plant and wildlife species supported within and adjacent to the lagoons. Historical alteration of lagoon areas from construction of highway and rail crossings and realignment or channelization of inland waterways have affected water quality and directly impacted sensitive habitat areas. These impacts have occurred over decades and require substantial resources and major restoration efforts to remedy.

Revenue from single-occupant-vehicle users of a managed lanes system on State Highway Route 5 in the north coast corridor could provide millions of dollars annually toward the support of transit services and transportation improvements in the corridor.

Reduced congestion in the north coast corridor would result in less exhaust emissions per vehicle. Managed lanes and anticipated congestion reduction on corridor general purpose lanes would help reduce emissions per traveler and per trip in the north coast corridor. The most recent air quality determinations for the San Diego region air basin demonstrate that there is an urgency in providing transportation options that will relieve health impacts, reduce existing congestion on State Highway Route 5, and provide enhanced transit services including nonmotorized options in the north coast corridor.

The ability to manage the use and vehicle composition of managed lanes in the north coast corridor would provide flexibility for changing the way the lanes on State Highway Route 5 are used in
the future. Changes to the use of managed lanes could address changing technology, land use, travel patterns, travel demand, economic conditions, and other travel characteristics, and allow for higher vehicle occupancy, greater use of transit, or creation of a truck route during certain times of day.

(n) The transportation sector of the economy is the largest contributor of greenhouse gases in California. Activities that would assist the San Diego region in meeting the reduction goals for greenhouse gas emissions described in Assembly Bill 32 (Ch. 488, Stats. 2006) and the objectives of Senate Bill 375 (Ch. 728, Stats. 2008), include the reduction of per capita vehicle miles traveled and integrating transportation and land use to achieve high levels of nonmotorized travel and transit use, achieving regional housing needs, including identified affordable housing needs, reducing the length of commutes, locating housing in closer proximity to job centers, and other required or regionally recognized strategies that address the relationships between land use, transportation, economic considerations, air quality, and climate policy. It is the intent of the Legislature that transportation infrastructure decisions regarding the north coast corridor project achieve a coordinated and balanced transportation system that considers both the short-term and long-term future, and be consistent with the countywide goals and objectives in the adopted Sustainable Communities Strategy for San Diego County and the greenhouse gas reduction targets established by the State Air Resources Board for San Diego, consistent with Senate Bill 375 (Ch. 728, Stats. 2008), as well as other regional, statewide, and national transportation and environmental quality goals.

(o) The north coast corridor is a major economic corridor carrying about one-third of all freight in the San Diego region. The total value of goods transported on the north coast corridor via rail and State Highway Route 5 is estimated at eighty-nine billion dollars ($89,000,000,000), and increased congestion in the north coast corridor will cause a detrimental constraint on commerce and the economy.

(p) Construction on the north coast corridor project is expected to provide thousands of jobs within the state, as well as increased recreation and goods movement revenue.

(q) Implementation of the objectives of the north coast corridor project is critical to the environment, economy, and welfare of the people in the San Diego region and throughout the state.

(r) Pursuant to Executive Order 13274, signed by President George W. Bush on September 18, 2002, the portion of State Highway Route 5 in the north coast corridor has been designated by the Secretary of Transportation as a high-priority transportation infrastructure project entitled to expedited federal environmental reviews.

(s) The north coast corridor project and its public works plan will meet the public needs of an area greater than that included in any local permitting agency's certified local coastal program and the breadth of those needs was not anticipated by the department and SANDAG when the local coastal programs were certified by the California Coastal Commission.

(t) The Legislature desires to address a balance of social, economic, and environmental interests by providing for the ability of the north coast corridor project to proceed if the project complies with the California Coastal Act of 1976 along with the further specifications in this act.
SEC. 2. Section 103 is added to the Streets and Highways Code, to read:

103. (a) As used in this section, the following terms have the following meanings:

(1) "Multimodal" means transportation options within a transportation corridor, including, but not limited to, highways, rail lines, pedestrian walkways and bike lanes, and commuter transit services.

(2) "8+4 Buffer Alternative" means the addition of a multimodal managed lane facility consisting of two lanes on either side of State Highway Route 5 within the north coast corridor, separated from general purpose lanes by striping or other approved traffic control devices, and which, to the maximum extent feasible, is built within existing rights-of-way owned by the department. The managed lanes would give priority to high-occupancy vehicles, vanpools, and one or more bus rapid transit routes. Value pricing techniques would allow single-occupant vehicles to use the facility by paying a toll, as long as single-occupant vehicle use does not negatively impact the transit uses of the managed lanes.

(3) "Public works plan" means a plan as described in Section 30605 of the Public Resources Code. A public works plan allows for an integrated regulatory review by the California Coastal Commission rather than a project-by-project approval approach, but does not change or abridge any of the California Coastal Commission's existing authorities, including, but not limited to, federal consistency review authorities under the federal Coastal Zone Management Act of 1972 (16 U.S.C. Sec. 1451 et seq.). The public works plan allows for an expedited process that describes, evaluates, and provides mitigation measures for coastal access, highway, transit, multimodal, and community enhancement, and environmental mitigation projects within the north coast corridor.

(b) A public works plan issued for the north coast corridor project within the coastal zone shall include all of the applicable elements of the north coast corridor project to be carried out by the department or the San Diego Association of Governments (SANDAG), including coastal access, highway, transit, multimodal, community enhancement, and environmental restoration, and mitigation projects. Once the public works plan for the north coast corridor has been approved and certified by the California Coastal Commission, subsequent review by the California Coastal Commission of a notice of intent to develop for a specific project in the public works plan shall be limited to imposing conditions to ensure consistency of the project with the public works plan. The public works plan shall satisfy all of the following:

(1) Identify the California Coastal Commission's area of original jurisdiction and provide a process for obtaining coastal development permits from the California Coastal Commission directly in those areas.

(2) Contain, but not be limited to, the following elements: the type, size, intensity, and location of all development included in the north coast corridor project; the maximum and minimum size of facilities proposed to be constructed; the standards to which the projects should conform; the thresholds for when amendments to the public works plan may be required; and a proposed timetable and phasing program for all projects.

(3) Establish the mitigation measures that the department and
SANDAG will be required to undertake prior to construction of each phase. The mitigation measures shall be described with sufficient detail to allow the department and SANDAG to accurately estimate the cost and effort associated with each particular measure and avoid the need for an amendment to the public works plan unless a project is inconsistent with the project description in the current approved public works plan.

(c) For all elements of the north coast corridor project that are located, entirely or in part, in the coastal zone, as defined by Sections 30103 and 66610 of the Public Resources Code, the department and SANDAG shall comply with all of the following requirements:

(1) Collaborate with all stakeholders, including local agencies through which the proposed project traverses, the California Coastal Commission, and other affected local, state, and federal agencies to ensure that multimodal transportation options are evaluated and included in the public works plan and, where appropriate, in the project design.

(2) SANDAG shall establish a safe routes to transit program that integrates the adopted regional bike plan with transit services.

(3) SANDAG shall recommend that the department select an alternative no larger than the 8+4 Buffer Alternative as the preferred alternative for the State Highway Route 5 north coast corridor after it makes a finding that it is consistent with TransNet as approved by voters in 2004. The determination of the preferred alternative shall be made by the department and the Federal Highway Administration in their environmental impact report or environmental impact statement, and SANDAG shall include the preferred alternative in its next update to the regional transportation plan.

(4) In order to reduce environmental impacts to the coastal lagoons, both rail and highway bridges crossing each lagoon shall be constructed concurrently and the bridge projects for both highway and rail shall be included in the public works plan in accordance with all necessary permits and reviews. SANDAG and the department shall ensure that bridges are constructed to their ultimate width and length so that construction impacts to each lagoon are minimized.

(5) The public works plan shall evaluate the traffic impacts of the proposed capacity-increasing highway project on city and county streets and roads within the coastal zone, and the department shall consult with the affected local jurisdictions regarding those impacts and include the results of the consultations within the public works plan.

(6) Environmental consequences of the proposed north coast corridor project shall be monitored to ensure that the benefits from mitigation, as described in the permits issued for the individual projects, are being achieved.

(7) Construction of all or a portion of the capacity-increasing project on State Highway Route 5 shall move forward concurrently with multimodal projects and environmental mitigation and enhancement projects within each phase, as specified in the public works plan. The phasing plan shall include criteria specified by the California Coastal Commission within the public works plan that shall be met before the next phase of development can occur, and each phase shall include a balance of transit and highway improvements. Although the department and SANDAG shall endeavor to maintain a balance of transit, rail, highway, and environmental improvements in each phase, nothing in this section is intended to limit the ability of the department or SANDAG to seek a public works plan amendment from the
California Coastal Commission in order to accelerate a project from a later phase in the public works plan if additional funding is identified to carry out the project at an earlier stage than originally intended.

(8) Prior to a public works plan being submitted to the California Coastal Commission by the department and SANDAG, the department and SANDAG shall provide at least two public hearings on the public works plan for the north coast corridor project.

(9) SANDAG has agreed that it will be responsible for constructing improvements in the Los Angeles-San Diego-San Luis Obispo rail corridor and funding portions of the improvements to that corridor and State Highway Route 5 within the north coast corridor using funding from a San Diego County voter-approved transaction and use tax ordinance known as TransNet. Pursuant to that agreement, SANDAG shall commit to dedicate a portion of the TransNet Regional Habitat Conservation Fund for regional habitat acquisition, management, and monitoring activities necessary to implement habitat conservation plans based on the estimated economic benefits derived from permitting and approval efficiencies on the north coast corridor project as a result of the procedures of this section, with that funding to be released by SANDAG in phases based upon the proportion of project work that has been issued permits, consistency reviews, or other applicable approvals, and in accordance with any other criteria as deemed appropriate by SANDAG taking into account the purpose and intent of TransNet.

(d) The California Coastal Commission, the department, and SANDAG shall work cooperatively toward completing all design approvals, reviews, determinations, and permitting for the north coast corridor project on an expedited basis. To meet the goals in this section, the following provisions shall apply:

(1) The Legislature finds that it is the California Coastal Commission's role to apply a regional or statewide perspective to land use debates where the use in question is of greater than local significance. To that end, the California Coastal Commission is authorized to utilize Section 30515 of the Public Resources Code for the north coast corridor project and the process referenced in that section may be streamlined pursuant to agreement between the California Coastal Commission and those jurisdictions with an approved local coastal program.

(2) The department and SANDAG shall perform work and complete development consistent with the phasing program adopted in the public works plan pursuant to subdivision (b) unless changes are reviewed and approved by the California Coastal Commission.

(3) A public works plan prepared for the north coast corridor project by the department and SANDAG shall be treated as a long-range development plan to which the provisions in Sections 21080.5 and 21080.9 of the Public Resources Code shall apply.

(4) A permitting agency's decision to review and approve a public works plan, a plan amendment, or related notice of impending development, make a consistency determination, or issue a permit for the north coast corridor project shall be reviewed under the substantial evidence standard.

(5) Consistent with an agreement with between the Coastal Commission, Caltrans and SANDAG, following approval of the PWP the California Coastal Commission shall limit its subsequent regulatory review of rail aspects of the north coast corridor project to federal consistency determinations.

(e) A notice of determination issued pursuant to Section 21108 or
21152 of the Public Resources Code after January 1, 2011, but prior to January 1, 2012, for a project subject to this section shall be suspended by the department until it is determined that the project's environmental documents are consistent with the provisions of this section.

(f) (1) Nothing in this section shall be construed to supersede, or in any way alter or lessen the effect or application of, the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code).

(2) Nothing in this section shall be construed to narrow the authority of the California Coastal Commission, at any stage of the approval or review process, to resolve policy conflicts pursuant to Section 30200 of the Public Resources Code.

SEC. 3. Section 149.10 is added to the Streets and Highways Code, to read:

149.10. (a) Notwithstanding Sections 149 and 30800 of this code, and Section 21655.5 of the Vehicle Code, the San Diego Association of Governments (SANDAG) may conduct, administer, and operate a value pricing and transit development program on the State Highway Route 5 in managed lanes serving as a high-occupancy vehicle expressway. The program, under the circumstances described in subdivision (b), may direct and authorize the entry and use of the State Highway Route 5 high-occupancy vehicle lanes by single-occupant vehicles during peak periods, as defined by SANDAG, for a fee. The amount of the fee shall be established from time to time by SANDAG, and collected in a manner determined by SANDAG.

(b) Implementation of the program shall ensure that Level of Service C, as measured by the most recent issue of the Highway Capacity Manual, as adopted by the Transportation Research Board, is maintained at all times in the high-occupancy vehicle lanes, except that subject to a written agreement between the department and SANDAG that is based on operating conditions of the high-occupancy vehicle lanes, Level of Service D shall be permitted on the high-occupancy vehicle lanes. If Level of Service D is permitted, the department and SANDAG shall evaluate the impacts of these levels of service of the high-occupancy vehicle lanes, and indicate any effects on the mixed-flow lanes. Continuance of Level of Service D operating conditions shall be subject to the written agreement between the department and SANDAG. Unrestricted access to the lanes by high-occupancy vehicles shall be available at all times. At least annually, the department shall audit the level of service during peak traffic hours and report the results of that audit at meetings of the program management team.

(c) Single-occupant vehicles that are certified or authorized by SANDAG for entry into, and use of, the State Highway Route 5 high-occupancy vehicle lanes are exempt from Section 21655.5 of the Vehicle Code, and the driver shall not be in violation of the Vehicle Code because of that entry and use.

(d) SANDAG shall carry out the program in cooperation with the department and shall consult the department in the operation of the project and on matters related to highway design and construction. With the assistance of the department, SANDAG shall establish appropriate traffic flow guidelines for the purpose of ensuring optimal use of the express lanes by high-occupancy vehicles.

(e) (1) Agreements between SANDAG, the department, and the Department of the California Highway Patrol shall identify the respective obligations and liabilities of those entities and assign
them responsibilities relating to the program. The agreements entered
into pursuant to this section shall be consistent with agreements
between the department and the United States Department of
Transportation relating to this program and shall include clear and
concise procedures for enforcement by the Department of the
California Highway Patrol of laws prohibiting the unauthorized use of
the high-occupancy vehicle lanes. The agreements shall provide for
reimbursement of state agencies, from revenues generated by the
program, federal funds specifically allocated to SANDAG for the
program by the federal government, or other funding sources that are
not otherwise available to state agencies for transportation-related
projects, for costs incurred in connection with the implementation or
operation of the program. Reimbursement for SANDAG's program-related
planning and administrative costs in the operation of the program
shall not exceed 3 percent of the revenues.

(2) All remaining revenue shall be used in the State Highway Route
5 corridor exclusively for (A) the improvement of transit service,
including, but not limited to, construction of transit facilities and
support for transit operations, and (B) high-occupancy vehicle
facilities.

(f) SANDAG, the North County Transit District, and the department
shall cooperatively develop a single transit improvement plan for the
State Highway Route 5 corridor.

SEC. 4. No reimbursement is required by this act pursuant to
Section 6 of Article XIII B of the California Constitution because
the only costs that may be incurred by a local agency or school
district are the result of a program for which legislative authority
was requested by that local agency or school district, within the
meaning of Section 17556 of the Government Code and Section 6 of
Article XIII B of the California Constitution.
Summary of the FY 2011-12 State Budget

On June 30, 2011, the Governor signed the FY 2011-12 budget bill which includes a General Fund spending total at approximately $86 billion. This is the first budget passed under Proposition 25 of 2010, which allows the Legislature to approve the budget bill and implementing legislation, by majority vote. The FY 2011-12 budget gap was closed with $15 billion in spending reductions, including cuts enacted in March; $4 billion in higher revenue forecasts; additional cuts to courts and other programs; and additional savings in the proposed realignment of public safety programs. The budget includes $1.73 billion in state savings from limits on local redevelopment activities and $200 million from requiring out-of-state retailers to collect use taxes from California consumers.

If the Director of the Department of Finance determines on or before December 15, 2011, that a budget shortfall will exist, then $2.5 billion in additional cuts automatically would be triggered on January 1, 2012. The additional cuts further would affect health and human services programs and education.

Transportation

The enacted FY 2011-12 budget does not include any significant changes to the funding for transportation or public transit. The reenactment of the gas tax swap in March 2011 provided the General Fund with $903.5 million in relief for FY 2010-2011 through the use of weight fees to pay transportation related bond debt service.

For high-speed rail, the Governor’s January budget included funding for Phase 1 design and environment studies, along the Central Valley corridor. The January budget did not include any funding for Phase 2 projects including the Los Angeles to San Diego, Merced to Sacramento, and Altamont pass intercity rail lines. In the budgets sent to the Governor on June 15, 2011, and June 29, 2011, the Legislature included the following Phase 2 funding for the Merced to Sacramento corridor and Altamont Pass, but it did not include funding for the Los Angeles to San Diego corridor.

- Merced to Sacramento $2,250,000
- Altamont Pass $3,220,000

Staff is continuing to work with the Legislature on this issue; without funding, there is a possibility that all preliminary engineering and environmental work and public outreach activities under way on the San Diego to Los Angeles corridor would cease.

Redevelopment

The enacted budget eliminates redevelopment agencies (RDAs) effective October 1, 2011, unless cities or counties elect to participate in an Alternative Voluntary Redevelopment Program (AVRP). AVRP participants would have to make “community remittances” or payments to help fund schools, fire protection, and transit services. During FY 2011-12, the majority of funds ($1.696 billion) would be directed to school districts within redevelopment areas and would count toward the state’s Proposition 98\(^1\) minimum funding guarantee. The League of Cities and the California Redevelopment Association plan to sue the state over whether it is constitutional to take redevelopment monies under Proposition 22 of 2010. Proposition 22 prohibits the state, even during a period of severe financial hardship, from diverting the distribution of tax revenues for transportation, redevelopment, or local government projects and services.

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1 Proposition 98 requires a minimum percentage of the state budget to be spent on K-14 education.
Realignmen t

The FY 2011-12 budget establishes a framework to shift primary responsibility for a number of public safety services to counties, along with a dedicated source of funding. The state would transfer revenues from a portion of the state sales tax and vehicle license fees (VLF) to the counties, generating about $5.1 billion to cover about $5.6 billion in program costs in FY 2011-12. Under this phase of realignment, counties would assume responsibility for certain low-level felons, adult parolees, and juvenile offenders beginning October 1, 2011.

FY 2011-12 Budget Bills

The following is a list of the FY 2011-12 budget bills passed by the Legislature and expected to be signed by the Governor:

AB 102  Health
AB 106  Human Services
AB 112  Federal Funds for Employment Development Department
AB 114  Education
AB 117  Public Safety Realignment: Technical Changes to AB 109
AB 118  Public Safety Realignment: Sales Tax Financing and Allocations
AB 119  General Government
AB 121  Trigger: Expenditure Reductions
SB 73  Trigger: Health and Human Services Provisions
SB 87  Budget Bill
SB 89  Public Safety Realignment: Vehicle License Fee Financing
SB 92  Public Safety
AB X 119  Nursing Home Fee
AB X 126  Elimination of Redevelopment Agencies
AB X 127  Voluntary Alternative Redevelopment Program
AB X 128  Use Tax Collection

Next Steps

Staff will continue to monitor the FY 2011-12 budget, including future revenue projections, and report back to the Executive Committee.