BOARD OF DIRECTORS
AGENDA

Friday, June 22, 2012
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• 2012 ANNUAL REPORT FROM THE TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

• PROPOSED FY 2013 PROGRAM BUDGET (INCLUDING THE OVERALL WORK PROGRAM)

PLEASE TURN OFF CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE BOARD OF DIRECTORS MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG

MESSAGE FROM THE CLERK

In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) $100, Board of Directors (BOD) $150, and Regional Transportation Commission (RTC) $100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws and the compensation rate for the RTC is set pursuant to state law.

MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.
Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Members of the public may address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Board of Directors may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under Meetings. 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 Board of Directors meeting. Any handouts, presentations, or other materials from the public intended for distribution at the Board of Directors meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or John.Kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG agenda materials can be made available in alternative languages. To make a request call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要，我们可以把SANDAG议程材料翻译成其他语言。

请在会议前至少72小时打电话(619) 699-1900 提出请求.

SANDAG offices are accessible by public transit. Phone 511 or see 511sd.com for route information. Bicycle parking is available in the parking garage of the SANDAG offices.
BOARD OF DIRECTORS
Friday, June 22, 2012

ITEM #

1. APPROVAL OF MEETING MINUTES

+1. APPROVE

   A. MAY 11, 2012, BOARD POLICY MEETING MINUTES
   B. MAY 25, 2012, 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

This item summarizes the actions taken by the Borders Committee on May 25, the Transportation and Regional Planning Committees on June 1, the Executive Committee on June 8, and the Transportation Committee on June 15, 2012.

CONSENT (4 through 7)

4. APPROVAL OF FY 2013 CLAIMS FOR THE TRANSPORTATION DEVELOPMENT ACT AND STATE TRANSIT ASSISTANCE AND FY 2012 TDA CLAIM AMENDMENTS (Sookyung Kim)*

The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. SANDAG, as the designated Regional Transportation Planning Agency, is responsible for the allocation of TDA funds to the region’s cities, the County, and transit operators. The Transportation Committee recommends that the Board of Directors adopt: (1) Resolution Nos. 2012-24 to 2012-28 approving the FY 2013 claims, and adopt the State Transit Assistance Act findings as certified by the North County Transit District; and (2) Resolution Nos. 2012-29 to 2012-32 approving FY 2012 TDA claim amendments, all in substantially the same form as attached to the report.
+5. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Andre Douzdjian)*

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.

+6. 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.

+7. ANNUAL REVIEW OF COMMITTEES AND WORKING GROUPS (Victoria Stackwick)

As required by SANDAG Board Policy No. 004, this item provides an annual report on the status of all standing and temporary committees and working groups.

REPORTS (8 through 9)

+8. 2012 ANNUAL REPORT FROM THE TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (Jim Ryan, ITOC Chair; Ariana zur Nieden)*

Jim Ryan, Chair of the Independent Taxpayer Oversight Committee (ITOC), will present the Committee's annual report for FY 2012. In accordance with the TransNet Extension Ordinance, this annual report presents both the annual fiscal and compliance audit process findings and recommendations, and the results and recommendations of the second TransNet Triennial Performance Audit.

+9. PROPOSED FY 2013 PROGRAM BUDGET (INCLUDING THE OVERALL WORK PROGRAM) (First Vice Chair Jack Dale; Andre Douzdjian and Tim Watson)*

SANDAG Bylaws require the Board of Directors to adopt a final budget by June 30 of each year. The proposed FY 2013 Budget includes the Overall Work Program, Capital Improvement Program, TransNet Program, and Administrative and Board budgets. The Board of Directors is asked to: (1) approve Resolution No. 2012-23, adopting the proposed FY 2013 Program Budget (including the Overall Work Program); and (2) approve Resolution No. 2012-34, reducing the Public Employee Retirement System employer paid member contributions from 8 percent to 6 percent for employees hired prior to July 1, 2009, both in substantially the same form as attached to the report.
10. 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.

+11. CLOSED SESSION: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8 AND 54956.9 (C) - SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT (Pete D'Ablaing and John Kirk)*

The Board will be briefed by real property negotiators John Kirk, John Haggerty, Bruce Beach, and Jane Wiggans regarding acquisition of temporary and permanent easements on portions of parcels located in the City of San Diego, which are identified by ownership and assessor parcel number below:

- 666-130-10, 666-130-24, 666-130-25, 666-130-26, 666-200-63 (RAMON S. VANTA)
- 666-130-03 (THE CHARLES V. PIPITONE FAMILY LIMITED PARTNERSHIP)
- 666-200-02 (CEDELIA RAMIREZ)
- 666-200-03 (SAN YSIDRO INDUSTRIAL PARK, LTD., A PARTNERSHIP)
- 666-200-56 (JON JENTZ)
- 667-010-03 (SAN YSIDRO PT 1488 LLC)
- 667-010-04 (SDE PROPERTIES, LLC)
- 667-020-06 (ROGERS VAN BUREN CLARK, JR.; TERRY E. LAKENAN, TRUSTEE; WELLS FARGO BANK, SUBSTITUTE TRUSTEE; LANE V. PECK, TRUSTEE; LOIS P. MITCHELL, TRUSTEE; SCOTT E. PECK, JR, AND UNION BANK OF CALIFORNIA, TRUSTEE)
- 666-130-03 (THE CHARLES V. PIPITONE FAMILY LIMITED PARTNERSHIP)

12. UPCOMING MEETINGS INFORMATION

The next Board Policy meeting is scheduled for Friday, July 13, 2012, at 10 a.m. The next Board Business meeting is scheduled for Friday, July 27, 2012, at 9 a.m.

13. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego County Regional Transportation Commission item
Chair Jerome Stocks (Encinitas) called the meeting of the SANDAG Board of Directors to order at 10:34 a.m. The attendance sheet for the meeting is attached.

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Stocks reminded Board members to complete a short survey sent via e-mail on reducing the use of paper at SANDAG.

Clive Richard, member of the public, expressed his appreciation to the Board for utilizing the microphones and requested that members speak their names prior to speaking. He also expressed his appreciation for the work SANDAG is doing on various projects.

Anne McMillan Eichman, Little Italy Residents Association, spoke in opposition to the proposed location of the Downtown Bus Layover Facility.

Linda Vanderbeck, Little Italy Residents Association, spoke in opposition to the proposed location of the Downtown Bus Layover Facility.

Marco Li Mandri, Little Italy Association, spoke in opposition to the proposed location of the Downtown Bus Layover Facility.

Port Commissioner Lee Burdick (San Diego Unified Port District) noted that this was her first Board of Directors meeting as a Port Commissioner and she looked forward to working with Board members.

Councilmember Lesa Heebner (Solana Beach) asked staff to provide background information for Board members concerning the arguments for and against the Downtown Bus Layover Facility.

2. TransNet 2012 BOND ISSUANCE: REVIEW AND APPROVAL OF FINAL BOND DOCUMENTS (APPROVE)

The Board of Directors, acting as the San Diego County Regional Transportation Commission, was asked to adopt by at least two-thirds vote of all members of the Commission, Resolution No. RTC 2012-02, authorizing the refunding of outstanding bonds and the issuance of refunding
bonds and not to exceed $300 million aggregate principal amount of additional fixed-rate bonds and the execution and distribution of the documents that were attached to the report in substantially final form.

First Vice Chair Jack Dale (Santee) introduced the item.

Marney Cox, Chief Economist, presented information regarding the timing of the proposed 2012 bond issuance in relation to the current interest rate environment and recent TransNet project bids received.

José A. Nuncio, Manager of Financial Programming and Project Control, presented the information regarding the reasons for the bond issuance and the bond documents for Board approval.

Brooke Abola, Orrick, Herrington & Sutcliffe LLP, Bond Counsel; Victor Hsu, Fulbright & Jaworski LLP, Disclosure Counsel; and Peter Shellenberger, Public Financial Management, SANDAG Financial Advisor, were present to answer questions and present information regarding the bond issuance.

Action: Upon a motion by First Vice Chair Jack Dale (Santee) and a second by Councilmember Carrie Downey (Coronado), the Board of Directors adopted Resolution No. RTC 2012-02, by at least two-thirds vote of all members of the Commission, authorizing the refunding of outstanding bonds, and the issuance of refunding bonds and not to exceed $300 million aggregate principal amount of additional fixed-rate bonds and the execution and distribution of the documents that were attached to the report in substantially final form. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – none.

3. CONTINUED PUBLIC COMMENTS

There were no further public comments.

4. UPCOMING MEETINGS

The next Board Business meeting is scheduled for Friday, May 25, 2012, at 9 a.m. The next Board Policy meeting is scheduled for Friday, June 8, 2012, at 10 a.m.

5. ADJOURNMENT

Chair Stocks adjourned the meeting at 11:29 a.m.

Attachment: Attendance sheet
## ATTENDANCE
### SANDAG BOARD OF DIRECTORS MEETING
### MAY 11, 2012

<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Carlsbad</td>
<td>Matt Hall (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Chula Vista</td>
<td>Cheryl Cox (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Coronado</td>
<td>Carrie Downey (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Del Mar</td>
<td>Terry Sinnott (1st. Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of El Cajon</td>
<td>Bill Wells (Alternate)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Encinitas</td>
<td>Jerome Stocks, Chair (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Escondido</td>
<td>Sam Abed (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Imperial Beach</td>
<td>Jim King (1st Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of La Mesa</td>
<td>Art Madrid (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Lemon Grove</td>
<td>Mary Sessom (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of National City</td>
<td>Ron Morrison (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Oceanside</td>
<td>James Wood (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Poway</td>
<td>Don Higginson (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego – A</td>
<td>Lorie Zapf (1st Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego - B</td>
<td>Anthony Young (Primary, Seat B)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Marcos</td>
<td>Jim Desmond (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Santee</td>
<td>Jack Dale, 1st Vice Chair (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Solana Beach</td>
<td>Lesa Heebner (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Vista</td>
<td>Judy Ritter (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>County of San Diego - A</td>
<td>Ron Roberts (Primary, Seat A)</td>
<td>Yes</td>
</tr>
<tr>
<td>County of San Diego - B</td>
<td>Bill Horn (Primary, Seat B)</td>
<td>Yes</td>
</tr>
<tr>
<td>Caltrans</td>
<td>Laurie Berman (1st. Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>MTS</td>
<td>Harry Mathis (Primary)</td>
<td>No</td>
</tr>
<tr>
<td>NCTD</td>
<td>Chris Orlando (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Imperial County</td>
<td>Sup. John Renison (Primary)</td>
<td>No</td>
</tr>
<tr>
<td>US Dept. of Defense</td>
<td>CAPT Clifford Maurer (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>SD Unified Port District</td>
<td>Lee Burdick (Alternate)</td>
<td>Yes</td>
</tr>
<tr>
<td>SD County Water Authority</td>
<td>Javier Saunders (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Baja California/Mexico</td>
<td>Remedios Gómez-Arnau (Primary)</td>
<td>No</td>
</tr>
<tr>
<td>Southern California Tribal Chairmen's Association</td>
<td>Allen Lawson (Co-Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Edwin Romero (Co-Primary)</td>
<td>No</td>
</tr>
</tbody>
</table>
Chairman Jerome Stocks (Encinitas) called the meeting of the SANDAG Board of Directors to order at 9:01 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MEETING MINUTES (APPROVE)

   Action: Upon a motion by Mayor Jim Wood (Oceanside), and a second by Councilmember Carrie Downey (Coronado), the Board of Directors approved the minutes from the April 13, 2012, and the April 27, 2012, Board meetings.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   Mike Bullock, Sierra Club, submitted written comments and read comments into the record.

   Marilyn Bishop, Little Italy Residents Association (LIRA), commented regarding her opposition to the downtown bus layover facility.

   Robert Bishop, LIRA, commented regarding his opposition to the downtown bus layover facility.

   Glen Cherepon, a member of the public, submitted a handout to the Board members and commented regarding his opposition to the downtown bus layover facility.

   Ann Byrd, a member of the public, commented regarding her opposition to the downtown bus layover facility.

Chairman Stocks made the following announcements:

- An article by SANDAG Executive Director Gary L. Gallegos, entitled “Trailblazing a Sustainable Path,” was recently published in the League of California Cities magazine;

- The California Transportation Foundation recognized the State Route 52 Extension project with the “Conventional Highway Project of the Year” award and the Interstate 15 Express Lanes with the “Project of the Year” award;

- SANDAG had a successful day in the bond market this week, selling $300 million in new bonds at an All-In True Interest Cost of 4.1 percent and refunding and converting $151 million of variable rate bonds to fixed rate bonds at zero net cost to SANDAG.
3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

This item summarized the actions taken by the Borders Committee on April 27, the Transportation and Regional Planning Committees on May 4, the Executive Committee on May 11, and the Transportation and Public Safety Committees on May 18, 2012.

First Vice Chair Jack Dale (Santee) requested that the May 11 Executive Committee actions be pulled for discussion. Chairman Stocks noted that these pulled items would be reconsidered following Reports.

Action: Upon a motion by Mayor Mary Sessom (Lemon Grove) and second by Councilmember Downey, the Board of Directors approved the actions taken by the Policy Advisory Committees at the meetings noted above, as amended. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – La Mesa, Lemon Grove, and San Diego.

CONSENT ITEMS (4 through 11)

4. FY 2013 TRANSPORTATION DEVELOPMENT ACT PRODUCTIVITY IMPROVEMENT RECOMMENDATIONS (APPROVE)

SANDAG is responsible for determining if the transit agencies have made a reasonable effort to implement the productivity improvement recommendations adopted by the Board of Directors for the current fiscal year. The Transportation Committee recommends that the Board of Directors find that Metropolitan Transit System and North County Transit District made a reasonable effort to implement productivity improvements during FY 2012.

5. PROPOSED BUDGET AMENDMENT: LOW-FLOOR LIGHT RAIL TRANSIT VEHICLE PROCUREMENT (APPROVE)

The Transportation Committee recommends that the Board of Directors: (1) approve a budget revision to increase the Low-Floor LRT Vehicles Project (CIP 1210080), from $240,243,000 to $271,143,000 in the proposed FY 2013 Program Budget to procure eight additional new low-floor LRVs (Attachment 1); and (2) authorize the Executive Director to execute a corresponding amendment to the existing Memorandum of Understanding between SANDAG and MTS (SANDAG Contract No. 5001344), in substantially the same form as attached to the report.

6. DISADVANTAGED BUSINESS ENTERPRISE PROGRAM TRIENNIAL GOALS FOR FEDERAL FISCAL YEARS 2013-2015 FOR FEDERAL TRANSIT ADMINISTRATION AND FEDERAL HIGHWAY ADMINISTRATION PROJECTS (ACCEPT)

The Board of Directors is asked to accept the Draft Proposed Triennial Goals for the Federal Transit Administration and Federal Highway Administration Overall DBE Goal-Setting Methodology (federal fiscal year 2013-2015) for release to the public for a 45-day comment period.
7. FY 2013 WEIGHTED VOTING FORMULA (INFORMATION)

On an annual basis, SANDAG is required to recompute the weighted vote of the Board of Directors based on updated population figures. The population figures used for this purpose have been certified by the California Department of Finance. The weighted voting formula for FY 2013 has been recomputed, and there are no changes.

8. QUARTERLY INVESTMENT REPORT FOR PERIOD ENDING MARCH 31, 2012 (INFORMATION)

The SANDAG Investment Policy requires that the Board of Directors be provided a quarterly report of investments held by SANDAG. This report includes all money under the direction or care of SANDAG as of March 31, 2012.

9. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - JANUARY TO MARCH 2012 (INFORMATION)

This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and transportation demand management projects in the SANDAG five-year Regional Transportation Improvement Program for the period January to March 2012.

10. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (INFORMATION)

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.

11. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (INFORMATION)

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

Action: Upon a motion by Mayor Wood, and a second by Mayor Jim Desmond (San Marcos), the Board of Directors approved Consent Items 4 through 11. Yes – 18. No – 0. Abstain – 0. Absent – La Mesa.

REPORTS (12 through 15)

12. STATE ROUTE 125 TOLL REDUCTION AND MARKETING PLAN (APPROVE)

First Vice Chair Dale, Transportation Committee Chair, introduced the item and stated that SANDAG acquired the State Route 125 franchise agreement last December with the Board’s primary goals to reduce traffic impacts on Interstate 805 (I-805) while meeting the agency’s financial obligations. The Transportation Committee recommends that the Board of Directors approve “Option C – Balanced Toll Reduction” as the preferred toll reduction option and authorize staff to execute the proposed marketing plan for the SR 125 Toll Road.
Samuel Johnson, Mobility Operations Director, presented toll reduction alternatives in support of the Board's goals.

Frank Wilson, Frank Wilson and Associates, presented the results of the marketing survey conducted of existing and potential SR 125 Toll Road users.

Colleen Windsor, Communications Director, presented the proposed marketing plan.

Supervisor Greg Cox, County of San Diego, spoke in support of this item and the staff recommendation.

Mike Bullock, Sierra Club, spoke in support of this item and the staff recommendation.

Jim Schmidt, a member of the public, spoke in support of this item and the staff recommendation.

Dr. John Taylor, Sweetwater Planning Group, spoke in support of this item and the staff recommendation.

Cindy Gompper-Graves, South County Economic Development Council, spoke in support of this item and the staff recommendation.

Sean Karafin, San Diego County Taxpayers Association, spoke in support of this item and the staff recommendation.

Alejandra Mier y Teran, Otay Mesa Chamber of Commerce, spoke in support of this item and the staff recommendation.

Action: Upon a motion by Mayor Cheryl Cox (Chula Vista) and second by Second Vice Chair Jim Janney (Imperial Beach), the Board of Directors approved “Option C – Balanced Toll Reduction” as the preferred toll reduction option and authorized staff to execute the proposed marketing plan for the SR 125 Toll Road. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – None.

13. SANDAG COMPENSATION PROGRAM (APPROVE)

Chairman Stocks introduced this item and stated that the Executive Committee recommends that the Board of Directors approve: (1) FY 2013 structural salary adjustment pool of 1.2 percent; (2) FY 2013 merit/bonus pool of 3.3 percent; (3) implementing a second tier retirement plan with a formula of 2 percent at 60 years of age as soon as reasonably practicable; and (4) employees hired prior to July 1, 2009, to begin paying 2 percent towards the employee contribution with the start date to be discussed by the Board of Directors.

After discussion by the Board members, Chairman Stocks stated that each of the four staff recommendations would be voted on individually.

Action: Upon a motion by Supervisor Ron Roberts (County of San Diego) and second by Second Vice Chair Janney, the Board of Directors approved an FY 2013 structural salary adjustment
pool of 1.2 percent. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – None.

**Action:** Upon a motion by Councilmember Downey and second by Mayor Art Madrid (La Mesa), the Board of Directors approved an FY 2013 merit/bonus pool of 3.3 percent. Yes – 17 (weighted vote, 97%). No – Lemon Grove, Santee (weighted vote, 3%). Abstain – 0 (weighted vote, 0%). Absent – None.

**Action:** Upon a substitute motion by Councilmember Downey and a second by Mayor Sessom, the Board of Directors voted to postpone action the pension-related items (staff recommendation Nos. 3 and 4) and form a subcommittee to review alternatives and return with a long-term plan with recommended pension options, including timing for implementation. Yes – 5 (weighted vote, 13%). No – Carlsbad, County of San Diego, Del Mar, El Cajon, Encinitas, Escondido, La Mesa, National City, Oceanside, Poway, San Diego, San Marcos, Solana Beach, Vista (weighted vote, 87%). Abstain – 0 (weighted vote, 0%). Absent – None. This motion failed.

**Action:** Upon a motion by Mayor Sam Abed (Escondido) and second by Mayor Ron Morrison (National City), the Board of Directors approved implementing a second tier retirement plan with a formula of 2 percent at 60 years of age for new hires as soon as reasonably practicable (approved by CALPERS). Yes – 15 (weighted vote, 95%). No – Coronado, Imperial Beach, Lemon Grove, Santee (weighted vote, 5%). Abstain – 0 (weighted vote, 0%). Absent – None.

**Action:** Upon a substitute motion by Councilmember Downey and second by Councilmember Lesa Heebner (Solana Beach), the Board of Directors voted to have employees hired prior to July 1, 2009, begin paying 2 percent towards the employee contribution with the start date July 1, 2013. Yes – 7 (weighted vote, 19%). No – Carlsbad, San Diego County, Del Mar, El Cajon, Encinitas, Escondido, Lemon Grove, National City, San Diego, San Marcos, Santee, Vista (weighted vote, 81%). Abstain – 0 (weighted vote, 0%). Absent – None. This motion failed.

**Action:** Upon a motion by Mayor Abed and second by Supervisor Roberts, the Board of Directors approved employees hired prior to July 1, 2009, to begin paying 2 percent towards the employee contribution with the start date October 1, 2012, consistent with the timing of the completion of FY 2012 employee evaluations. Yes – 15 (weighted vote, 93%). No – Imperial Beach, Lemon Grove, San Marcos, Santee (weighted vote, 7%). Abstain – 0 (weighted vote, 0%). Absent – None.

14. **PROPOSED APPROACH TO UPDATE THE REGIONAL COMPREHENSIVE PLAN (APPROVE)**

Second Vice Chair Janney, Regional Planning Committee Chair, introduced the item and stated that based on input from SANDAG Board members, the Regional Planning Committee, the Regional Planning Technical Working Group, and staff analysis, the Board of Directors is asked to approve the integration of the Regional Comprehensive Plan update with the development of the next SANDAG Regional Transportation Plan/Sustainable Communities Strategy.

Carolina Gregor, Senior Regional Planner, presented the item.

Mike Bullock, Sierra Club, made comments regarding greenhouse gas emissions and parking costs in smart growth areas.
Action: Upon a motion by Mayor Desmond and second by Councilmember Downey, the Board of Directors approved the integration of the Regional Comprehensive Plan update with the development of the next SANDAG Regional Transportation Plan/Sustainable Communities Strategy. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – La Mesa.

15. PROPOSED COMMENTS ON THE SAN DIEGO GAS & ELECTRIC GENERAL RATE CASE (APPROVE)

Second Vice Chair Janney introduced the item.

Susan Freedman, Senior Regional Planner, presented the item and stated that the Regional Planning Committee recommends that the Board of Directors approve submitting a letter in substantially the same form as attached to the report to the California Public Utilities Commission (CPUC), during a public participation hearing in June, regarding the consistency of the San Diego Gas & Electric rate case application with the SANDAG Regional Energy Strategy and Climate Action Strategy.

Upon discussion by the Board of Directors, the Chairman directed staff to continue to follow this issue and bring an update back to the Board at a future meeting following the June CPUC hearings.

16. CONTINUED ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

The item summarized the actions taken by the Executive Committee on May 11, 2012.

Action: Upon a motion by First Vice Chair Dale and second by Mayor Morrison, the Board of Directors approved the actions taken by the Executive Committee on May 11, 2012, as amended with a neutral position on Assembly Bill 1572 (Fletcher). Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – La Mesa, Lemon Grove, and Vista.

17. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

18. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, June 8, 2012, at 10 a.m. The next Board Business meeting is scheduled for Friday, June 22, 2012, at 9 a.m.

19. ADJOURNMENT

Chairman Stocks adjourned the meeting at 11:53 a.m.

Attachment: Attendance sheet
### ATTENDANCE

#### SANDAG BOARD OF DIRECTORS MEETING

#### MAY 25, 2012

<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Carlsbad</td>
<td>Matt Hall (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Chula Vista</td>
<td>Cheryl Cox (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Coronado</td>
<td>Carrie Downey (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Del Mar</td>
<td>Terry Sinnott (1st. Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of El Cajon</td>
<td>Bill Wells (Alternate)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Encinitas</td>
<td>Jerome Stocks, Chair (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Escondido</td>
<td>Sam Abed (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Imperial Beach</td>
<td>Jim Janney, 2nd Vice Chair (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of La Mesa</td>
<td>Art Madrid (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Lemon Grove</td>
<td>Mary Sessom (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of National City</td>
<td>Ron Morrison (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Oceanside</td>
<td>James Wood (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Poway</td>
<td>Jim Cunningham (1st Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego - A</td>
<td>Lorie Zapf (1st Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego - B</td>
<td>Todd Gloria (1st Alt.)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Marcos</td>
<td>Jim Desmond (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Santee</td>
<td>Jack Dale, 1st Vice Chair (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Solana Beach</td>
<td>Lesa Heebner (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Vista</td>
<td>Judy Ritter (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>County of San Diego - A</td>
<td>Ron Roberts (Primary, Seat A)</td>
<td>Yes</td>
</tr>
<tr>
<td>County of San Diego - B</td>
<td>Bill Horn (Primary, Seat B)</td>
<td>Yes</td>
</tr>
<tr>
<td>Caltrans</td>
<td>Malcolm Dougherty (Primary)</td>
<td>No</td>
</tr>
<tr>
<td>MTS</td>
<td>Harry Mathis (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>NCTD</td>
<td>Chris Orlando (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Imperial County</td>
<td>Sup. John Renison (Primary)</td>
<td>No</td>
</tr>
<tr>
<td>US Dept. of Defense</td>
<td>CAPT. James Wink (Alternate)</td>
<td>Yes</td>
</tr>
<tr>
<td>SD Unified Port District</td>
<td>Lou Smith (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>SD County Water Authority</td>
<td>Javier Saunders (Primary)</td>
<td>Yes</td>
</tr>
<tr>
<td>Baja California/Mexico</td>
<td>Alberto Diaz (Alternate)</td>
<td>Yes</td>
</tr>
<tr>
<td>Southern California Tribal Chairmen’s Association</td>
<td>Allen Lawson (Co-Primary)</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Edwin Romero (Co-Primary)</td>
<td>No</td>
</tr>
</tbody>
</table>
ACTIONS FROM POLICY ADVISORY COMMITTEES

The following actions were taken by the Policy Advisory Committees since the last Board of Directors meeting.

BORDERS COMMITTEE MEETING (May 25, 2012)

The Borders Committee took the following actions or recommended the following approvals:

• No action items were scheduled for this meeting.

REGIONAL PLANNING COMMITTEE MEETING (June 1, 2012)

The Regional Planning Committee took the following actions or recommended the following approvals:

• Accepted and authorized release of the draft Regional Comprehensive Plan: 2010-2011 Biennial Performance Monitoring Report for public review and comment.

TRANSPORTATION COMMITTEE MEETING (June 1, 2012)

The Transportation Committee took the following actions or recommended the following approvals:

• No action items were scheduled for this meeting.

EXECUTIVE COMMITTEE MEETING (June 8, 2012)

The Executive Committee took the following actions or recommended the following approvals:

• Approved the Draft SANDAG Conference Committee Priorities for the next federal surface transportation authorization.

• Approved the Board of Directors agenda for the June 22, 2012, meeting.
TRANSPORTATION COMMITTEE MEETING (June 15, 2012)

The Transportation Committee is scheduled to take the following actions or recommend the following approvals:

- Approve the revised Amendment No. 18 to the 2010 Regional Transportation Improvement Program (RTIP), pending funding approval by the California Transportation Commission for State Route 11.
- Approve the reappointment of eight members and appointment of one new member to the Social Services Transportation Advisory Council as reflected in Attachment 1 to the report.
- Approve Amendment No. 19 to the 2010 RTIP.
- Recommend that the Board of Directors adopt: (1) Resolution Nos. 2012-24 to 2012-28 approving the FY 2013 Transportation Development Act (TDA) claims, and the State Transit Assistance Act findings as certified by the North County Transit District (NCTD); and (2) Resolution Nos. 2012-29 to 2012-32 approving FY 2012 TDA claim amendments in substantially the form as attached to the report.
- Approve the NCTD and Metropolitan Transit System (MTS) FY 2013 operating budgets for funding, with the final NCTD and MTS budgets subject to approval by their respective Boards as scheduled on June 21, 2012.
- Accept and release for public review and comment the Draft 2012-2016 Coordinated Plan, and schedule a public hearing for the July 6, 2012, Transportation Committee meeting.
- Approve the Job Access and Reverse Commute, New Freedom, and Senior Mini-Grant evaluation and scoring criteria for the 2012-2013 competitive grant process in substantially the form as attached to the report.
- Recommend that the Board of Directors adopt Resolution No. 2012-33, in substantially the same form as attached to the report, finding that utilization of the Design-Sequencing project delivery method on Segment 1 of the State Route 11 and Otay Mesa East Port of Entry Project would expedite the Project’s completion, and authorizing utilization of the Design-Sequencing project delivery method on said project.

PUBLIC SAFETY COMMITTEE MEETING (June 15, 2012)

The Public Safety Committee was cancelled.

Staff will update the Board of Directors if the actual actions taken by the Transportation Committee on June 15, 2012, differ from those described in this report.

GARY L. GALLEGOS
Executive Director
APPROVAL OF FY 2013 CLAIMS FOR THE TRANSPORTATION DEVELOPMENT AND STATE TRANSIT ASSISTANCE AND FY 2012 TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENTS

Introduction

The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. SANDAG, as the designated Regional Transportation Planning Agency (RTPA), is responsible for the allocation of TDA funds to the region’s cities, the County, and transit operators.

Discussion

At its February 23, 2012, meeting, the Board of Directors approved the San Diego County Auditor’s estimate of $117,143,185 for the region’s FY 2013 TDA apportionment and a revision to the TDA apportionment for FY 2012, which increased from $109,452,344 to $112,098,742. This report presents the TDA claim requests under the various articles of the statute for FY 2013 and amendments to the FY 2012 claims reflecting the increase. Additionally, North County Transit District (NCTD) has submitted a claim under the State Transit Assistance (STA) program.

TDA allocations are authorized under four separate articles of the law. Article 3 funds are designated for bicycle and pedestrian projects. Article 4 funds are used to provide general public transit services. Article 4.5 funds are designated for community transit services, and pursuant to SANDAG Board Policy No. 027: Transportation Development Act, are allocated within the San Diego region to support paratransit services required by the Americans with Disabilities Act (ADA). Article 8 funds support specialized services such as express bus and ferry services. Claims under each category are discussed below. A summary of the FY 2013 claims by the different articles and Planning and Administration is shown in Attachment 1.

The call for projects process for the TDA Article 3 funds for the non-motorized program (which normally is processed along with the TransNet Bicycle, Pedestrian, and Neighborhood Safety (BPNS) program) is currently under way. Therefore, the claims for TDA Article 3 will be scheduled later in the fall after the project selection process is complete. As a result, the FY 2013 non-motorized TDA claims along with the TransNet BPNS allocations are not included with this report.

Recommendation

The Transportation Committee recommends that the Board of Directors adopt:
(1) Resolution Nos. 2012-24 to 2012-28 approving the FY 2013 claims, and adopt the State Transit Assistance Act findings as certified by the North County Transit District; and (2) Resolution Nos. 2012-29 to 2012-32 approving FY 2012 TDA claim amendments, all in substantially the same form as attached hereto.
**Recommendations for Productivity Improvements of Operators**

Pursuant to California Public Utilities Code (PUC) Section 99244, an operator can be allocated no more in the upcoming fiscal year (FY 2013) than it was allocated in the current fiscal year (FY 2012) unless SANDAG determines that the operator made a reasonable effort to implement the productivity improvement recommendations adopted by the Board of Directors for the current fiscal year (FY 2012). At its May 25, 2012, meeting, the Board of Directors made a determination that both Metropolitan Transit System (MTS) and NCTD made a reasonable effort to implement the productivity improvements outlined for FY 2012 and approved continuation of the program for FY 2013, thus fulfilling the requirements under this provision.

**Transit Claims**

At its February 2012 meeting, the MTS Board of Directors approved to increase the TDA receipts for FY 2012 based on the SANDAG Board of Directors approval of the increased FY 2012 TDA apportionments. While the MTS share of the increase was used to augment its FY 2012 budget for fixed route, rail, paratransit, and special services, NCTD, SANDAG, and the Consolidated Transportation Service Agency (CTSA) have elected to use the FY 2012 increase during FY 2013. Attachment 2 includes the resolutions for FY 2013 claims, while Attachment 3 shows the resolutions for the FY 2012 claim amendments, which are added together for the different articles discussed below.

**Article 4 General Public (Fixed Transit Route)**

The Article 4 claims of MTS and NCTD comprise the largest portion of the TDA claim. These funds provide support for rail and bus fixed route and also help augment paratransit services.

**MTS Service Area ($75,918,985)**

The total MTS Article 4.0 claim for operators in its service area includes $62,458,108 in operating support for rail, fixed route bus, and paratransit services, and $10,609,948 in capital support. Added to these amounts are fund transfers to SANDAG for local match to federally funded projects that SANDAG will implement on behalf of MTS ($618,168) and for administrative and planning purposes ($2,232,761).

MTS estimates that its area operators (San Diego Trolley, Inc., San Diego Transit Corporation, and MTS Contract Services) would provide approximately 91 million passengers over 25.4 million annual revenue miles, a 4.8 percent and 2.8 percent increase, respectively from FY 2012. To provide these services, MTS anticipates operating revenues of about $215 million or a 2.5 percent increase from FY 2012.

**NCTD Service Area ($31,272,466)**

The total NCTD Article 4.0 claim includes $30,066,925 in operating support for bus and rail services; and $681,728 in capital support. Added to these amounts are fund transfers to SANDAG for administrative and planning purposes ($523,813).

The fixed route and rail services are projected to carry approximately 12.5 million passengers over 6.2 million revenue miles, both an increase from estimated FY 2012 figures (3.6 percent and 3.2 percent respectively). NCTD’s operating budget of $78 million reflects an increase of 9 percent from estimated FY 2012.
Article 4.5 Community Transit Service (Accessible Service for the Disabled)

Article 4.5 funds are allocated in the San Diego region to support demand response transit services required by the ADA. SANDAG Board Policy No. 027 requires that after allocating 2 percent of these funds to the CTSA, funds be distributed between the two transit agencies in the region based upon service area population. ADA operations for MTS and NCTD also are supported by 2.5 percent of the annual transit revenues in the TransNet program.

MTS Service Area ($3,940,983)

This claim provides operating support for the accessible paratransit services in the MTS service area, including Access and ADA Suburban services. Other operating support comes from passenger fares and the TransNet program. Since ADA-mandated complementary paratransit service is limited to those who cannot use regular fixed route service, customers must be certified as eligible users of this service. MTS estimates ridership of 354,421 and revenue miles of 3 million for FY 2013, an increase of 2.6 percent from FY 2012 estimates.

NCTD Service Area ($1,174,533)

The claim includes $1,138,772 for operating support and $35,761 for capital. NCTD anticipates carrying 131,000 passengers on 1.1 million revenue miles, both increases from FY 2012 (4 percent and 3.5 percent, respectively).

CTSA ($113,360)

CTSA is eligible for up to 2 percent of the region’s Article 4.5 funds. The CTSA, created by state law, allows for the formation of a regional agency to coordinate social service agency transportation programs. In the San Diego Region, Full Access for Coordinated Transportation (FACT) serves as the CTSA. The FACT mission is to assist seniors, persons with disabilities, and social service recipients in San Diego County to meet their transportation needs. In its capacity as the CTSA, FACT serves as a conduit of information and assists the nonprofit sector, private sector, and public agencies with the coordination of specialized transportation programs.

State law allows for the formation of a CTSA to improve transportation service required by social service recipients by promoting consolidation of social service transportation incorporating such benefits as centralized dispatching, combined purchasing of necessary equipment and supplies, centralized maintenance, centralized administration to eliminate duplicative administrative tasks, and consolidation of existing sources of funding. This consolidation results in more efficient and effective use of vehicles throughout the region. The FY 2013 FACT CTSA Work Plan is included in Attachment 4.

Article 8 - Special Provisions (Express Bus, Ferry)

MTS ($455,182)

This claim provides operating support for express bus ($283,425) and ferry services ($171,757). Premium express commuter service includes Interstate 15 (I-15) to downtown San Diego from the Cities of Poway and Escondido and from the communities of Rancho Bernardo/Carmel Mountain Ranch and Rancho Peñasquitos (Routes 810, 820, 850, and 860); and Mira Mesa and Sorrento Valley from the communities of 4S Ranch and Rancho Bernardo (Route 880). Ridership is projected at
309,986 passengers over 347,410 annual revenue miles in FY 2013, an increase of 4.3 percent and 4.9 percent, respectively from FY 2012. MTS passes through the Article 8 TDA funds to the City of Coronado, which operates passenger ferry service by subsidizing trips to and from downtown San Diego to Coronado and North Island.

**Administration and Planning**

SANDAG ($4,116,372)

TDA law (PUC 99233.2) also allows SANDAG, as the RTPA, to claim up to 3 percent ($3,576,099) of the annual apportionment to conduct regional transportation planning. The FY 2013 Program Budget (Item No. 9 on the June 22, 2012, Board of Directors agenda) includes the work elements that this funding would implement. Additionally, a claim of $540,273 will be made for the administration of the TDA program (PUC 99233.1). The FY 2013 administrative cost is increased by the cost related to conducting the TDA triennial performance audit.

County of San Diego Auditor Office ($46,000)

TDA law (PUC 99233.1) allows the County Auditor to charge for costs related to the administration of the TDA program. The County Auditor is claiming $46,000 in FY 2013.

**NCTD STA Claim ($6,395,074)**

The FY 2013 allocation was made available by the State Controller’s Office in a letter dated January 26, 2012. NCTD plans to use the entire amount available for operations. State law requires that operators meet certain qualifying criteria (to determine service efficiency) to use STA funds for operations; however, the state budget legislation suspended this requirement from January 1, 2010, through FY 2012, and subsequently Senate Bill 565 (DeSaulnier, Chapter 341, September 26, 2011) extended the suspension through FY 2015. As a result, SANDAG did not calculate the operations qualifications for NCTD and MTS. NCTD also is required to affirm certain findings under the STA statute. Attachment 5 provides the certified findings. The SANDAG area, as defined under the STA program, consists of the area outside of the MTS area of jurisdiction. NCTD is the only claimant of STA funds in the SANDAG area.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Transportation Development Act (TDA) FY 2013 Claims Summary  
4. Highlights of the FY 2013 CTSA Work Plan  
5. NCTD STA Findings

Key Staff Contact: Sookyung Kim, (619) 699-6909, Sookyung.Kim@sandag.org
### TRANSPORTATION DEVELOPMENT ACT (TDA)
#### SUMMARY OF FY 2013 CLAIMS AND FY 2012 AMENDED CLAIMS

<table>
<thead>
<tr>
<th></th>
<th>Metropolitan Transit System</th>
<th>North County Transit District</th>
<th>SANDAG</th>
<th>CTSA</th>
<th>Bicycle and Pedestrian*</th>
<th>County Auditor</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2013 Apportionment</td>
<td>$78,534,521</td>
<td>$32,157,053</td>
<td>$4,033,488</td>
<td>$110,848</td>
<td>$2,261,274</td>
<td>$46,000</td>
<td>$117,143,185</td>
</tr>
<tr>
<td>Prior Year Carryover</td>
<td>1,780,629</td>
<td>729,103</td>
<td>3,551,401</td>
<td>2,512</td>
<td>0</td>
<td>0</td>
<td>6,063,644</td>
</tr>
<tr>
<td><strong>Total Available to Claim</strong></td>
<td><strong>80,315,150</strong></td>
<td><strong>32,886,156</strong></td>
<td><strong>7,584,889</strong></td>
<td><strong>113,360</strong></td>
<td><strong>2,261,274</strong></td>
<td><strong>46,000</strong></td>
<td><strong>123,206,829</strong></td>
</tr>
</tbody>
</table>

**FY 2013 Claims and FY 12 Amended Claims**

| Article 3 - Non-Motorized (bicycle and pedestrian) | 0 | 0 |

**Article 4 - General Public Transit**

<table>
<thead>
<tr>
<th>Operations</th>
<th>(62,458,108)</th>
<th>(30,066,925)</th>
<th>(92,525,033)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>(10,609,948)</td>
<td>(681,728)</td>
<td>(11,291,676)</td>
</tr>
<tr>
<td>Capital Transfer to SANDAG</td>
<td>(618,168)</td>
<td>0</td>
<td>(618,168)</td>
</tr>
<tr>
<td>Administrative/Planning Transfer to SANDAG</td>
<td>(2,232,761)</td>
<td>(523,813)</td>
<td>(2,756,574)</td>
</tr>
<tr>
<td><strong>Subtotal Article 4</strong></td>
<td>(75,918,985)</td>
<td>(31,272,466)</td>
<td>(107,191,451)</td>
</tr>
</tbody>
</table>

**Article 4.5 - Community Transit Service (accessible service for the disabled)**

<table>
<thead>
<tr>
<th>Operations</th>
<th>(3,940,983)</th>
<th>(1,138,772)</th>
<th>(113,360)</th>
<th>(5,193,115)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>(35,761)</td>
<td></td>
<td></td>
<td>(35,761)</td>
</tr>
<tr>
<td><strong>Subtotal Article 4.5</strong></td>
<td>(3,940,983)</td>
<td>(1,174,533)</td>
<td>(113,360)</td>
<td>(5,228,876)</td>
</tr>
</tbody>
</table>

**Article 8 - Special Provisions**

| Express bus                     | (283,425)    |              |           | (283,425)   |
| Ferry service                   | (171,757)    |              |           | (171,757)   |
| **Subtotal Article 8**          | (455,182)    |              |           | (455,182)   |

**Planning/Administration**

| Administration                  | (540,273)    | (46,000)     | (586,273) |
| SANDAG Regional Planning        | (3,576,099)  |              | (3,576,099) |
| **Subtotal Planning/Administration** | (4,116,372) | (46,000)     | (4,162,372) |

| **Balance**                     | $0           | $439,156     | $3,468,517 | $0          | $2,261,274   | $0          | $6,168,947  |

*At the April 2011 meeting, the Board received a report that outlines the long-term plan for the Regional Bicycle Plan including a set-aside of approximately $8.8M for a Call for Projects process, the selection of projects is anticipated later this summer, all prior year carryover is included with the Call leaving the FY 2013 apportionment available toward regional projects.*
RESOLUTION NO. 2012-24

APPROVING THE ALLOCATION OF FY 2013 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 4 FIXED ROUTE GENERAL PUBLIC TRANSIT SERVICE

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2013 TDA funds pursuant to Chapter 4, Article 4, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, pursuant to PUC Section 99244, SANDAG is required to annually identify, analyze, and recommend potential productivity improvements for the transit operators; and

WHEREAS, SANDAG finds these claims for FY 2013 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to PUC Section 99244, finds that the claimants listed below have made a reasonable effort to implement the productivity improvement recommendations for FY 2011;

2. That the Board adopted the FY 2013 Productivity Improvement Goals set forth in Agenda Report No. 4 at the May 25, 2012, meeting;

3. That the Board, pursuant to CGC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>13031000</td>
<td>Metropolitan Transit System (MTS)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td>$60,827,857</td>
</tr>
<tr>
<td></td>
<td>Capital</td>
<td>$10,609,948</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$71,437,805</strong></td>
</tr>
<tr>
<td>13041000</td>
<td>North County Transit District (NCTD)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$30,066,925</strong></td>
</tr>
<tr>
<td></td>
<td>SANDAG</td>
<td></td>
</tr>
<tr>
<td>13031004</td>
<td>Capital Transfer from MTS</td>
<td>$618,168</td>
</tr>
<tr>
<td>13031005</td>
<td>Admin/Planning Transfer from MTS</td>
<td>$2,183,260</td>
</tr>
<tr>
<td>13041002</td>
<td>Admin/Planning Transfer from NCTD</td>
<td>$512,200</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$3,313,628</strong></td>
</tr>
</tbody>
</table>
4. That the Board does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 22nd day of June 2012.
RESOLUTION NO. 2012-25

APPROVING THE ALLOCATION OF
FY 2013 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 4.5 COMMUNITY TRANSIT SERVICE

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2013 TDA funds pursuant to Chapter 4, Article 4.5, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended, including the provision of PUC 99275.5; and

WHEREAS, SANDAG finds these claims for FY 2013 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to CGC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>13031001</td>
<td>Metropolitan Transit System Operating</td>
<td>Total $3,853,644</td>
</tr>
<tr>
<td>13041001</td>
<td>North County Transit District Operating</td>
<td>Total $1,138,772</td>
</tr>
<tr>
<td>13061000</td>
<td>CTSA Operating</td>
<td>Total $110,848</td>
</tr>
</tbody>
</table>

2. That the Board does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 22nd day of June 2012.

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairman’s Association, and Mexico.
RESOLUTION NO. 2012-26

APPROVING THE ALLOCATION OF
FY 2013 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 8 SPECIAL PROVISIONS

WHEREAS, the Transportation Development Act (TDA) claimant listed below has submitted claims for FY 2013 TDA funds pursuant to Chapter 4, Article 8, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, SANDAG finds these claims for FY 2013 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to CGC 29532, does hereby approve the allocation of TDA funds for costs associated with the operation of express bus services (PUC 99400.6), and the operation of commuter ferry service (PUC 99400.7) as shown below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>13031002</td>
<td>Operating for Express Bus Service</td>
<td>$273,695</td>
</tr>
<tr>
<td>13031003</td>
<td>Operating for Ferry Service</td>
<td>$167,949</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$441,644</strong></td>
</tr>
</tbody>
</table>

2. That MTS is directed to pass-through to the Coronado Ferry its appropriate share of TDA funding; and

3. That the Board does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 22nd day of June 2012.

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
RESOLUTION  
NO. 2012-27

APPROVING THE ALLOCATION OF  
FY 2013 TRANSPORTATION DEVELOPMENT ACT FUNDS  
PLANNING AND ADMINISTRATION

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2013 TDA funds pursuant to Chapter 4, Article 3 (PUC 99233.1 and 99233.2), of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has determined that the claims are eligible pursuant to the provisions of the Transportation Development Act of 1971, as amended;  
NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. Pursuant to CGC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>13021000</td>
<td>County Auditor</td>
<td>$46,000</td>
</tr>
<tr>
<td>13051000</td>
<td>Administration</td>
<td>$536,673</td>
</tr>
<tr>
<td>13051001</td>
<td>Regional Planning</td>
<td>$3,496,815</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$4,033,488</td>
</tr>
</tbody>
</table>

2. That the Board does further approve the retention in the Local Transportation Fund of $3,551,401 for future SANDAG regional planning purposes pursuant to Section 6655.1 of Title 21 of the California Code of Regulations;

3. That the Board does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 22nd day of June 2012.

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairman's Association, and Mexico.
RESOLUTION NO. 2012-28

APPROVING THE ALLOCATION OF FY 2013 STATE TRANSIT ASSISTANCE CLAIM TO THE NORTH COUNTY TRANSIT DISTRICT

WHEREAS, the North County Transit District (NCTD) has filed a claim for State Transit Assistance (STA) funds in the amount of $6,395,074 for FY 2013 pursuant to Section 6730(a) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, the Board of Directors adopted the required findings for NCTD pursuant to Section 6754; and

WHEREAS, the Board of Directors finds that the above claim is in substantial conformance with the provisions of the Transportation Development Act of 1971, as amended, and meets the specific requirements of Section 6754 of Title 21 of the CCR;

NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board of Directors does hereby approve the allocation of STA to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>13041003</td>
<td>NCTD</td>
<td>Operating</td>
</tr>
<tr>
<td>13041003</td>
<td>NCTD</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$6,395,074</td>
</tr>
</tbody>
</table>

2. That the Board of Directors does hereby authorize the Executive Director to prepare and transmit allocation instructions to the San Diego County Auditor as are necessary and legal for payment of this claim.

PASSED AND ADOPTED this 22nd day of June 2012.

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.
RESOLUTION NO. 2012-29

APPROVING THE REVISIONS TO
FY 2012 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 4 FIXED ROUTE GENERAL PUBLIC TRANSIT SERVICE

WHEREAS, the Transportation Development Act (TDA) claims to the FY 2012 TDA funds pursuant to Chapter 4, Article 4, of the California Public Utilities Code (PUC) listed below require revisions; and

WHEREAS, SANDAG has analyzed the allocations and found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR); NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. Pursuant to Section 6659(c) does hereby approve the revisions to the claims as shown below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Previous Allocation</th>
<th>Adjustment (+/-)</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>12031000</td>
<td>Metropolitan Transit System (MTS)</td>
<td>$59,464,416</td>
<td>$1,630,251</td>
<td>$61,094,667</td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td>$6,311,991</td>
<td>-0</td>
<td>$6,311,991</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$65,776,407</td>
<td>$1,693,390</td>
<td>$67,406,658</td>
</tr>
<tr>
<td>12041000</td>
<td>North County Transit District (NCTD)</td>
<td>$26,822,743</td>
<td>-0</td>
<td>$26,822,743</td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td>$1,302,429</td>
<td>$681,728</td>
<td>$1,984,157</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$28,125,172</td>
<td>$693,341</td>
<td>$28,806,900</td>
</tr>
<tr>
<td>12031005</td>
<td>Admin/Planning Transfer from MTS</td>
<td>$2,042,265</td>
<td>$49,501</td>
<td>$2,091,766</td>
</tr>
<tr>
<td>12041002</td>
<td>Admin/Planning Transfer from NCTD</td>
<td>$479,122</td>
<td>-0</td>
<td>$490,735</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$2,521,387</td>
<td>$61,114</td>
<td>$2,582,501</td>
</tr>
</tbody>
</table>
2. That the Board does hereby authorize the Executive Director to prepare and transmit instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of the adjustment of these claims.

PASSED AND ADOPTED this 22nd day of June 2012.
RESOLUTION NO. 2012-30

APPROVING THE REVISIONS TO
FY 2012 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 4.5 COMMUNITY TRANSIT SERVICE

WHEREAS, the Transportation Development Act (TDA) claims to the FY 2012 TDA funds pursuant to Chapter 4, Article 4.5, of the California Public Utilities Code (PUC) listed below require revisions; and

WHEREAS, SANDAG has analyzed the allocations and found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR); NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. Pursuant to Section 6659(c) does hereby approve the revisions to the claims as shown below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Previous Allocation</th>
<th>Adjustment</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>12031001</td>
<td>Metropolitan Transit System</td>
<td>Total $3,604,844</td>
<td>$87,338</td>
<td>$3,692,182</td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12041001</td>
<td>North County Transit District</td>
<td>Operating $1,476,054</td>
<td>-0</td>
<td>$1,476,054</td>
</tr>
<tr>
<td></td>
<td>Capital</td>
<td>-0</td>
<td>$35,761</td>
<td>$35,761</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$1,476,054</td>
<td>$35,761</td>
<td>$1,511,815</td>
</tr>
<tr>
<td>12061000</td>
<td>CTSA</td>
<td>Operating $103,692</td>
<td>$2,512</td>
<td>$106,204</td>
</tr>
</tbody>
</table>

2. That the Board does hereby authorize the Executive Director to prepare and transmit instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of the adjustment of these claims.

PASSED AND ADOPTED this 22nd day of June 2012.

_________________________           __________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
RESOLUTION NO. 2012-31

APPROVING THE REVISIONS TO
FY 2012 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 8 SPECIAL PROVISIONS

WHEREAS, the Transportation Development Act (TDA) claims to the FY 2012 TDA funds pursuant to Chapter 4, Article 8, of the California Public Utilities Code (PUC) listed below require revisions; and

WHEREAS, SANDAG has analyzed the allocations and found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR);

NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. Pursuant to Section 6659(c) does hereby approve the revisions to the claims as shown below for the operation of express bus services (PUC 99400.6), and the operation of commuter ferry service (PUC 99400.7):

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Previous Allocation</th>
<th>Adjustment +(-)</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>12031002</td>
<td>Metropolitan Transit System</td>
<td>$384,408</td>
<td>$9,730</td>
<td>$394,138</td>
</tr>
<tr>
<td></td>
<td>Operating for Express Bus</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12031003</td>
<td>Operating for Ferry Service</td>
<td>$157,103</td>
<td>$3,808</td>
<td>$160,911</td>
</tr>
<tr>
<td>12031003</td>
<td>Service</td>
<td>$157,103</td>
<td>$3,808</td>
<td>$160,911</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$541,511</td>
<td>$13,538</td>
<td>$555,049</td>
</tr>
</tbody>
</table>

2. That MTS is directed to pass-through to the Coronado Ferry its appropriate share of TDA funding; and

3. That the Board does hereby authorize the Executive Director to prepare and transmit instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of the adjustment of these claims.

PASSED AND ADOPTED this 22nd day of June 2012.

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.
RESOLUTION NO. 2012-32

APPROVING THE REVISIONS TO
FY 2012 TRANSPORTATION DEVELOPMENT ACT FUNDS
PLANNING AND ADMINISTRATION

WHEREAS, the Transportation Development Act (TDA) claims to the FY 2012 TDA funds pursuant to Chapter 4, Article 3 (PUC 99233.1 and 99233.2), of the California Public Utilities Code (PUC) listed below require revisions; and

WHEREAS, SANDAG has analyzed the allocations and found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR);

NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. Pursuant to Section 6659(c) does hereby approve the revisions to the claims as shown below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Previous Allocation</th>
<th>Adjustment</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>12051000</td>
<td>Administration</td>
<td>$374,317</td>
<td>$3,600</td>
<td>$377,917</td>
</tr>
<tr>
<td>12051001</td>
<td>Regional Planning</td>
<td>$3,270,991</td>
<td>$79,284</td>
<td>$3,350,275</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$3,645,308</td>
<td>$82,884</td>
<td>$3,728,192</td>
</tr>
</tbody>
</table>

2. That the Board does hereby authorize the Executive Director to prepare and transmit instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of the adjustment of these claims.

PASSED AND ADOPTED this 22nd day of June 2012.

________________________    __________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
As defined in the Social Services Transportation Improvement Act (AB 120), the CTSA is a public entity responsible for improving transportation services required by social service recipients by promoting the consolidation and coordination of social service transportation services. The scope of CTSA activities include being the regional broker of social service transportation information, centralized administration and dispatching, identification and consolidation of funding sources, coordinated and consolidated training programs and combined purchasing of vehicles, supplies and equipment. The CTSA works to create dedicated transportation services for people with disabilities, senior citizens, social service agencies, health care providers, various organizations and individuals within that particular service area. The CTSA is also the planning representative of the social service transportation community and works with the region to develop updates to the Coordinated Plan. The CTSA has recently updated the Business Plan (2012-2017 Business Plan Update) that forms the planning foundation for organizational development and the expansion of coordinated services in the region, which is available at www.factsd.org.

Areas of Focus

Stride and FACT Website

- Utilizing funds from the New Freedom program:
  - Merge FACT and STRIDE website
  - Update content of the provider database to ensure current and accurate data entry
  - Add agencies to STRIDE that are identified
  - Update agency information on the STRIDE website
  - Upgrade and update the FACT website as a marketing tool that also promotes STRIDE
  - Create consistency between the websites to promote understanding of FACT being the CTSA
  - Enhanced outreach to update provider database

- Respond to all requests from the public for information on transportation for older adults, persons with disabilities, and other transportation disadvantaged individuals, utilizing the STRIDE website and other available resources.

- Provide customized phone referrals and enhanced in-person customer service where necessary.
  - Assist in application process
  - Take reservations, etc.

Council on Access and Mobility (CAM)

- Conduct Council on Access and Mobility (CAM) meetings bimonthly.

- Continue outreach to providers to fill all 25 available seats; 20 are currently filled.

- Coordinate training and workshop opportunities for human service transportation providers in such areas as Federal and State funding requirements (e.g. 5310), driver training, vehicle inspection, insurance, Regional Emergency Preparedness Requirements, State and Federal regulations, safety, funding opportunities, coordination, vehicle acquisition and other CTSA related topics, quarterly.

- Initiate coordinated programs in areas of training (e.g. insurance, maintenance, vehicle inspections) that are pertinent based on interest / commitments of involvement from CAM members.
Full Access & Coordinated Transportation, Inc. (FACT)  
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2012-2013

- Represent CAM during level three or higher emergencies in the Emergency Operations Center and coordinate disaster response as needed.

- Coordinate information provision and involvement of CAM members with the County EOC to ensure effective preparedness planning and to compliance with new State and Federal requirements.

**CTSA**

- Work with SANDAG and the community to develop the locally developed Public Transit and Human Services Transportation Coordinated Plan.

- Provide ongoing technical assistance and support to human service transportation providers and all other interested parties to find solutions to overcome identified barriers to coordination, consolidation and collaboration.

- Coordinate and conduct surveys, and assessments, both formal and informal, to determine stakeholder transportation needs, vehicle and other relevant resources and barriers to coordination.

- Provide education and technical assistance to community organizations for federal, state, and local funding opportunities.

- Maintain library of best practices and other documents related to coordination and consolidation of human service transportation.

- Disseminate quarterly CTSA FACT Newsletter to ensure ongoing awareness of current related events.

- Participate in Triennial TDA Audits.

- Make presentations to stakeholder groups.

- Evaluate coordinated programs for pilot projects leading to regional deployment.

**Coordination and Consolidation (New Freedom 2007 and 2008 and 2010 Implementation)**

- Annually update the business plan for FACT covering the following areas: governance, regional needs assessment, integration of current CTSA work activities, technical assistance and coordination planning, information and marketing initiatives, service contracting and operations programs, policy development and advocacy, trip demand estimation and utilization projections, funding and financial projections.
  
  - Allow SANDAG to comment on the Annual Update prior to approving and adopting

- The Business Plan Update is the Operational Road Map for FACT’s implementation of NF 2007, 2008, 2010, and Senior Mini-Grant Programs and will be maintained through the Annual Update cycle.

- Develop a coordinated system of transportation service options for the disability community.
  
  - Implement a regional mobility management center for transportation information and ride scheduling
  
  - Serve as liaison between public transportation providers and human service agencies
Build a base of cooperation and coordination between constituencies, including public transportation providers, human service agencies, and other community-based organizations and agencies.

- Provide technical assistance, information, and education programs to transportation providers
- Develop a regional training program for human service agencies and clients and consumers in partnership with public transit operators

Expand FACT’s staff capacity to support coordination transportation programs.

- Potentially, recruit, up to three (3) new positions: financial support, technical/planning support and marketing/outreach support. Hire up to eight (8) contractors to conduct business plan project updates, operations/contract support, IT support, financial consultant, grant writing services, marketing, governmental liaison, training and ride scheduling
- Maintain the FACT Board Technical Advisory Committee (TAC), which currently includes Janelle Carey (MTS), Danielle Kochman (SANDAG), Floyd Willis (County of San Diego – AIS), and Lois Knowlton (Friends of Adult Day Healthcare Center)

Market Regional Mobility Management Center through press releases, pamphlets, brochures, e-mail, newsletters, special informational pieces, newspaper articles, special events, workshops, and community training sessions.

Participate in regional disaster preparedness planning

Present a regional Mobility Forum

Implement MedRIDE and MedAccessRIDE services as per Business Plan Update

Administration

- Coordinate Annual Strategic Business Planning for FACT/CTSA
- Maintain an inventory of resources in San Diego County
- Maintain the CTSA Mailing List
- Complete all required reports
- Maintain memberships in State and National organizations committed to coordinated transportation and nonprofit corporation development:
  - Community Transportation Association of America (CTAA)
  - California Association for Coordinated Transportation (Cal-Act)
  - Nonprofit Management Solutions (NMS)

All TDA 4.5 funding for FY 2012-2013 will be used for core CTSA activities. All activities of the CTSA will be included in the development of the Regional Mobility Management Center.
WHEREAS, North County Transit District hereby affirms the certifications and required findings as part of the TDA and STA Claims for the FY2013 as follows:

Finding #1: The claimant’s proposed expenditures are in conformance with the Regional Transportation Plans (RTP).

Finding #2: The claimants is proposing a level of fare revenue sufficient to meet the fare revenue operating cost ration requirements of Public Utilities Code (PUC) 99268.2, 99268.3, 99268.5 and 99268.9, as applicable.

Finding #3: The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

Finding #4: The sum of the claimant’s allocations from the STA Fund and the Local Transportation Fund do not exceed the maximum for which the claimant is eligible.

Finding #5: Priority consideration has been given to offsetting unanticipated increases in the cost of fuel, enhancing existing public transportation services, and meeting high-priority regional needs.

Finding #6: The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC 99244.

Finding #7: The claimant is not prevented by a labor contract entered into after June 28, 1979, from employing part-time drivers or from contracting with common carriers.

Finding #8: The claimant has on file a certification by the Department of the California Highway Patrol verifying compliance with section 1808.1 of the Vehicle Code, pursuant to PUC 99251.

Finding #9: The claimant is in compliance with the requirements of PUC 99314.6.

Authorized Representative/Contact:

[Signature]

Matthew O. Tucker
(Print or type name)

Executive Director
(Title)
REPORT SUMMARIZING DELEGATED ACTIONS
TAKEN BY EXECUTIVE DIRECTOR

Introduction

Board Policy Nos. 003, 017, and 024 require the Executive Director to report certain actions to the Board of Directors on a monthly basis.

Discussion

Board Policy No. 003

Board Policy No. 003, “Investment Policy,” states a monthly report of all investment transactions shall be submitted to the Board. Attachment 1 contains the reportable investment transactions for April 2012.

Board Policy No. 017

Board Policy No. 017, “Delegation of Authority,” requires the Executive Director to report to the Board certain actions taken at the next regular meeting.

Section 4.1 of the policy authorizes the Executive Director to enter into agreements not currently incorporated in the budget and make other modifications to the budget in an amount up to $100,000 per transaction, so long as the overall budget remains in balance. Attachment 2 contains the reportable actions since the report made at the last meeting.

Board Policy No. 024

Board Policy No. 024, “Procurement and Contracting-Construction,” requires the Executive Director to report to the Board the granting of (1) Relief from Maintenance and Responsibility over $25,000, and (2) Acceptance of Work for construction contracts over $25,000. There are no delegated action items to report since the report made at the last meeting.

GARY L. GALLEGOS
Executive Director

              2. May 2012 Budget Transfers and Amendments

Key Staff Contact: Andre Douzdjian (619) 699-6931, Andre.Douzdjian@sandag.org
MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS FOR APRIL 1 THROUGH APRIL 30, 2012

<table>
<thead>
<tr>
<th>Transaction Date</th>
<th>Maturity Date</th>
<th>Security</th>
<th>Par Value</th>
<th>Original Cost</th>
<th>Yield to Maturity on Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>BOUGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>04/17/2012</td>
<td>05/27/2015</td>
<td>FANNIE MAE GLOBAL NOTES</td>
<td>$2,845,000.00</td>
<td>$2,836,777.95</td>
<td>0.59%</td>
</tr>
<tr>
<td>04/24/2012</td>
<td>04/24/2014</td>
<td>GENERAL ELECTRIC CAP CORP (FLOATING)</td>
<td>1,400,000.00</td>
<td>1,400,000.00</td>
<td>1.16%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL BOUGHT: $4,245,000.00</td>
<td>$4,236,777.95</td>
<td>0.78%</td>
<td></td>
</tr>
<tr>
<td>SOLD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>04/17/2012</td>
<td>02/28/2015</td>
<td>US TREASURY NOTES</td>
<td>$2,845,000.00</td>
<td>$3,000,585.94</td>
<td>0.51%</td>
</tr>
<tr>
<td>04/24/2012</td>
<td>01/07/2014</td>
<td>GENERAL ELECTRIC CAP CORP GLOBAL NOTES</td>
<td>1,370,000.00</td>
<td>1,397,605.50</td>
<td>1.03%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL SOLD: $4,215,000.00</td>
<td>$4,398,191.44</td>
<td>0.68%</td>
<td></td>
</tr>
</tbody>
</table>

*Proceeds from this sale were used to purchase a similar security while maintaining roughly the same maturity and increasing the yield SANDAG will receive to maturity.*
MAY 2012 BUDGET TRANSFERS AND AMENDMENTS

<table>
<thead>
<tr>
<th>PROJECT NUMBER</th>
<th>PROJECT NAME</th>
<th>CURRENT BUDGET</th>
<th>NEW BUDGET</th>
<th>CHANGE</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1111000</td>
<td>SANDAG Misc Ops Capital</td>
<td>$76,000.00</td>
<td>$62,000.00</td>
<td>($14,000.00)</td>
<td>Transfer funds to CIP 1128600 construction budget</td>
</tr>
<tr>
<td>1128600</td>
<td>Light Rail Vehicle (LRV) Car Wash Rplmt</td>
<td>$1,270,000.00</td>
<td>$1,284,000.00</td>
<td>$14,000.00</td>
<td>Transfer funds from CIP 1111000 budget to increase the construction budget</td>
</tr>
</tbody>
</table>
REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG

Since the last Board of Directors meeting, Board members participated in the following meetings and events on behalf of SANDAG. Key topics of discussion also are summarized.

May 16, 2012: San Diego County Taxpayers Association 17th Annual Golden Watchdog and Fleece Awards Dinner
San Diego, CA

- First Vice Chair Jack Dale attended the awards dinner as the SANDAG representative. SANDAG was nominated along with several agencies for the Graffiti Tracker Program.

May 16, 2012: Facilitating Access to Coordinated Transportation (FACT) Board of Directors Meeting
Encinitas, CA

- Solana Beach Deputy Mayor David Roberts participated as the SANDAG representative at this monthly meeting. The FACT Board of Directors took the following actions: agreed to defer the FACT/211 Coordination Memorandum of Understanding discussion until the next month; voted to cancel the August FACT Board meeting; approved a letter to legislators supporting passage of the federal surface transportation bill; approved the FACT Policies/Employee Handbook; and discussed changes to the FACT website.

May 21, 2012: LOSSAN Board of Directors Meeting
Los Angeles, CA

- Solana Beach Mayor Joe Kellejian attended this meeting as the SANDAG representative and Chair of the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) Board of Directors. He participated in the LOSSAN Board discussion regarding Senate Bill 1225 (Padilla), pending state legislation that would authorize local authority for intercity rail service in the LOSSAN corridor; and developed a strategy to address proposed amendments that are not in the best interests of the San Diego region.

May 30, 2012: FACT Employees Benefits Subcommittee Meeting
Oceanside, CA

- Solana Beach Deputy Mayor Roberts participated as the SANDAG representative at the FACT Employee Benefits subcommittee meeting. The subcommittee recommended the following actions: that the FACT Board of Directors offer an employee health stipend of $200 per month; and that FACT should match up to 3 percent of any employee contributions to employee 401K simple IRA accounts. The subcommittee also reviewed and approved the agenda for the June 20, 2012, FACT Board meeting.

GARY L. GALLEGOS
Executive Director
ANNUAL REVIEW OF COMMITTEES AND WORKING GROUPS

Introduction

In accordance with SANDAG Board Policy No. 004: Rules of Procedure for Board of Directors, Policy Advisory Committees and other Legislative Bodies, an informational report is provided to the Board of Directors on an annual basis concerning the status of all standing and ad hoc committees and working groups.

Since the last annual report, one new working group was added, the Interstate 805/47th Street Trolley Station Area Planning Project Working Group. Six working groups have completed their work and have sunset; these include the Freight Stakeholders Working Group, Public Health Stakeholder Working Group, Regional Planning Stakeholders Working Group, Automated Regional Justice Information System (ARJIS) Crime Analysis Working Group, ARJIS Enterprise Core Working Group, and ARJIS Users Working Group.

On June 8, 2012, the Executive Committee conducted its annual review and made no revisions to the functions or membership of existing committees or working groups. The Executive Committee discussed the proposed formation of new working group, the Military Stakeholder Working Group, which is discussed in further detail below.

Discussion

Obtaining meaningful public and technical input is important to all of our functional areas and is consistent with adopted SANDAG policy for public participation/involvement. Equally important is the need for focused policy direction, which is vested either in the Board of Directors or has been delegated by the Board to one of the five Policy Advisory Committees (PAC).

SANDAG supports 22 existing committees and working groups that advise the Board and PACs on a variety of projects and issues related to our Overall Work Program and Capital Program. With the exception of the Executive Committee, each PAC (Transportation, Regional Planning, Borders, and Public Safety) has a number of different committees and working groups that report to it. Attachment 1 depicts the relationship between each of the PACs and their related working groups. Attachment 2 lists the membership, responsibilities, year established, frequency of meetings, and status for each of these groups.
Standing Groups

Many of our committees and working groups have met for years (even decades). These standing groups generally assist in ongoing planning, programming, and project development activities. Some examples of these include the Regional Planning Technical Working Group (planning directors), Cities/County Transportation Advisory Committee (public works directors), the Committee on Binational Regional Opportunities (stakeholders from the San Diego region and Mexico), and the Chiefs'/Sheriff’s Management Committee (chiefs of police, sheriffs, or public safety chief executive officers).

New Working Groups

I-805/47th Street Trolley Station Area Planning Project Working Group

The purpose of this working group is to support the development and evaluation of initial design concepts for a Bus Rapid Transit station along Interstate 805 at the 47th Street Trolley Station. The group provides advice on the development of design alternatives and serves as a forum for community input to the project. Membership includes residents, representatives from community planning groups, community-based organizations, local businesses, and other stakeholders. The working group will meet regularly through early 2013, until station design alternatives are brought to the Transportation Committee for consideration to carry forth into the environmental process; after then the group will meet as needed until the construction contract for the project is awarded.

Military Stakeholder Working Group

The proposed Military Stakeholder Working Group would provide a collaborative forum to bring SANDAG and the military together to discuss issues of mutual interest. One of the objectives would be to strengthen the relationship between SANDAG and the military as SANDAG embarks on the next update of the Regional Comprehensive Plan and Regional Transportation Plan/Sustainable Communities Strategy. The Working Group also would serve as a forum to address areas of interest specific to the military. As proposed, the Working Group would report to the Regional Planning Committee. Over the next few months, staff will prepare a draft charter for the Working Group for approval by the Executive Director with concurrence of the Chairman of the Board (as permitted by Board Policy No. 004) and will work with the Navy, Marines, and other military branches to identify appropriate members.

Completed Working Groups

During the past year, the following six working groups have completed their work:

- Two working groups that provided input into the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS) completed their work upon approval of the final 2050 RTP/SCS by the Board of Directors in October 2011. The Freight Stakeholders Working Group was a temporary working group that provided input into the development of the Goods Movement Strategy of the 2050 RTP/SCS, and the Regional Planning Stakeholders Working Group provided ongoing public input into key activities associated with developing the 2050 RTP/SCS and its key components.
• The Public Health Stakeholder Working Group (PHSG) provided feedback and advice to SANDAG staff on the execution of the Communities Putting Prevention to Work grant program known as “Healthy Works.” As established in the original charter, the PHSG disbanded with the completion of the Healthy Works activities in March 2012.

• With the final transition to and launch of the ARJIS Enterprise System, three ARJIS working groups - the Crime Analysis Working Group, Enterprise Core Working Group, and Users Working Group, have completed their work.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Policy Advisory Committees and Related Working Groups Diagram
2. List of Committees and Working Groups

Key Staff Contact: Victoria Stackwick, (619) 699-6926, Victoria.Stackwick@sandag.org
Board of Directors

Borders Committee

Committee on Binational Regional Opportunities

Interagency Technical Working Group on Tribal Transportation Issues
# LIST OF COMMITTEES AND WORKING GROUPS

## BOARD OF DIRECTORS

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Quality of Life Stakeholder Working Group</td>
<td>Stakeholders from the SANDAG Environmental Mitigation Program Working Group, SANDAG Shoreline Preservation Working Group, County of San Diego Water Quality Core Working Group, habitat/conservation advocacy, water quality advocacy, water supply agency, transit agencies, transit user advocacy, transit advocacy, taxpayer advocacy, smart growth advocacy, economic development councils, chambers of commerce, local business associations, academia, labor, city/county managers, environmental justice advocacy, agricultural industry, and development industry.</td>
<td>Provide input on key activities associated with developing a Quality of Life Funding Strategy</td>
<td>2010</td>
<td>Temporary Meeting Schedule: Monthly No. of Mtgs. in FY 2012: 2</td>
</tr>
</tbody>
</table>

* Changes from last year are marked in **bold**.
**TRANSPORTATION COMMITTEE**

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Bayshore Bikeway Working Group</td>
<td>County Supervisor Greg Cox (Chair), San Diego Council President Pro Tem Kevin Faulconer, Chula Vista Councilmember Patricia Aguilar, Coronado Councilmember Mike Woiwode, Imperial Beach Councilmember Jim King, National City Councilmember Rosalie Zarate, San Diego Councilmember David Alvarez, Board of Port Commissioners Scott Peters, and Gordy Shields representing the bicycling community.</td>
<td>Reviews and supports improvements to the Bayshore Bikeway</td>
<td>1989</td>
<td>Temporary—will terminate upon project completion</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Meeting Schedule: Periodically No. of Mtgs. in FY 2012: 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Bicycle-Pedestrian Working Group</td>
<td>Staff from local jurisdictions, Caltrans, Metropolitan Transit System (MTS), North County Transit District (NCTD), Port of San Diego, and representatives from bicycle and pedestrian advocacy groups.</td>
<td>Makes bicycle and pedestrian funding recommendations and reviews nonmotorized transportation issues</td>
<td>1970s</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly No. of Mtgs. in FY 2012: 8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Cities/County Transportation Advisory Committee (CTAC)</td>
<td>Public works directors from local jurisdictions and staff from Caltrans, MTS, and NCTD.</td>
<td>Provides recommendations to the Transportation Committee regarding: (1) local street projects and programs, including local freeway interchanges; and (2) highways, transit, rail, bicycle, and pedestrian issues and policies that affect local street and road projects and programs.</td>
<td>1993</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly No. of Mtgs. in FY 2012: 11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Coordinated Transit and Human Services Transportation Plan Working Group</td>
<td>Voluntary members of the Social Services Transportation Advisory Council (representatives of transit users who are 60 years or older, and representatives of transit users who are persons with a disability).</td>
<td>Provide input to the development of the 2012-2016 Coordinated Plan</td>
<td>2008</td>
<td>Temporary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Meeting Schedule: As needed No. of Mtgs. in FY 2012: 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
<td>RESPONSIBILITIES</td>
<td>YEAR ESTABL.</td>
<td>CURRENT STATUS</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------</td>
<td>------------------</td>
<td>--------------</td>
<td>----------------</td>
</tr>
<tr>
<td>6 Regional Short-Range Transit Planning Task Force</td>
<td>NCTD, MTS, other transit operator planning staffs, and Full Access and Coordinated Transportation (FACT) staff.</td>
<td>Assists in developing annual Regional Short Range Transit Plan and Productivity Improvement Program; fulfills Transportation Development Act requirement for a productivity improvement committee</td>
<td>2003</td>
<td>Standing (Meeting Schedule: Quarterly) No. of Mtgs. in FY 2012: 4</td>
</tr>
<tr>
<td>7 San Diego Region Conformity Working Group</td>
<td>Staff from the U.S. Environmental Protection Agency, Federal Highway Administration, Federal Transit Administration (FTA), California Air Resources Board, Caltrans, and San Diego Air Pollution Control District.</td>
<td>Reviews and comments on Regional Transportation Plan (RTP) and Regional Transportation Improvement Program transportation conformity and State Implementation Plan development or updates, and fulfills federal and state requirements for interagency consultation</td>
<td>1994</td>
<td>Standing (Meeting Schedule: Monthly) No. of Mtgs. in FY 2012: 6</td>
</tr>
<tr>
<td>8 San Diego Regional Traffic Engineers Council (SANTEC)</td>
<td>Traffic engineers from local jurisdictions, Caltrans, and staff from MTS and NCTD.</td>
<td>Makes recommendations regarding traffic engineering issues associated with the region’s roadway network</td>
<td>1989</td>
<td>Standing (Meeting Schedule: Monthly) No. of Mtgs. in FY 2012: 10</td>
</tr>
</tbody>
</table>

* Changes from last year are marked in **bold**.
## TRANSPORTATION COMMITTEE

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 Social Services Transportation Advisory Council (SSTAC)</td>
<td>Representatives of transit users who are 60 years or older; representatives of transit users who are persons with a disability; representatives of transit users who are persons with limited means; staff from social service providers serving seniors, persons with disabilities, and persons of limited means; representatives from the Consolidated Transportation Services Agency (FACT); and representatives from MTS and NCTD.</td>
<td>Designated as the Local Review Committee for the FTA Section 5310 grant applications, holds required unmet needs hearings, and advises on regional issues of accessible transportation provided by the public and private sector; fulfills state Public Utilities Code requirement; fulfills Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Coordinated Plan requirement; also reviews and advises on transit capital improvement projects for Americans with Disabilities Act compliance</td>
<td>1979</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Meeting Schedule: Bimonthly No. of Mtgs. in FY 2012: 5</td>
</tr>
<tr>
<td>10 State Route 78 (SR 78) Corridor Study Temporary Working Group</td>
<td>Technical staff from the County of San Diego, local jurisdiction representatives from Oceanside, Carlsbad, Vista, San Marcos, and Escondido; Caltrans; NCTD; MTS; freight rail operators; and the Southern California Tribal Chairmen’s Association.</td>
<td>Provide technical input on the development of the SR 78 Corridor Study</td>
<td>2010</td>
<td>Temporary - will terminate upon completion of SR 78 Corridor Study (Summer 2012)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Meeting Schedule: As needed No. of Mtgs. in FY 2012: 6</td>
</tr>
</tbody>
</table>

* Changes from last year are marked in **bold**.
<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid-Coast Corridor Transit Project Working Group</td>
<td>Twenty-five members distributed over several membership categories, including access advocate, business community, community representatives, community services, employers, environmental, retail, student representative, taxpayers advocate, transportation advocate, transit rider representative, and at-large members.</td>
<td>Provide a forum to update key stakeholders and the public on Mid-Coast Corridor Transit Project and project review processes; present technical information for review during the scoping period; reach consensus in support of a Locally Preferred Alternative; and review the draft environmental documents and provide comments</td>
<td>2009</td>
<td>Temporary – will terminate upon completion of draft environmental document (expected early 2013)</td>
</tr>
</tbody>
</table>

Staff Lead: David Hicks

Meeting Schedule: As needed

No. of Mtgs. in FY 2012: 0

* Changes from last year are marked in **bold**.
<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 I-805/47th Street Trolley Station Area Planning Working Group</td>
<td>Stakeholders from Southeastern San Diego appointed by San Diego City Council President Tony Young, including residents, and representatives from community planning groups, community based organizations, and local business owners, and other stakeholders.</td>
<td>Provide input on the development and evaluation of alternative station design concepts to provide access to the planned I-805 Bus Rapid Transit service at the 47th Street Trolley Station</td>
<td>2012</td>
<td>Temporary</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Group will meet regularly (approximately one to two times per month) through early 2013, until station design alternatives are brought to the Transportation Committee for consideration to carry forth into the environmental process, and then as needed until the construction contract for the project is awarded.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly No. of Mtgs. in FY 2012: 2</td>
</tr>
</tbody>
</table>
### REGIONAL PLANNING COMMITTEE

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 Shoreline Preservation Working Group</td>
<td>San Diego County Supervisor Pam Slater-Price (Chair), Solana Beach Mayor Joe Kellejian (Vice Chair), Coronado Councilmember Carrie Downey, Del Mar Councilmember Lee Haydu, Imperial Beach Mayor Jim Janney, Oceanside Councilmember Esther Sanchez, San Diego Councilmember Lorie Zapf, Encinitas Councilmember Jim Bond, Carlsbad Mayor Pro Tem Ann Kulchin, U.S. Navy Mitch Perdue, Port of San Diego Commissioner Dan Malcolm; and technical advisors from: California Coastal Commission, National Marine Fisheries Service, State Dept. of Boating and Waterways, State Dept. of Fish and Game, State Dept. of Parks and Recreation, States Lands Commission, U.S. Army Corps of Engineers, California Coastal Coalition, California Lobster and Trap Fisherman Association, Coastal Environmental Rights Foundation, Scripps Institution of Oceanography, Southern California Tribal Chairmen’s Association, and Surfrider Foundation.</td>
<td>Advises on the implementation of the Shoreline Preservation Strategy adopted by SANDAG in 1993</td>
<td>1980s</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Shelby Tucker</td>
<td>Meeting Schedule: Bimonthly No. of Mtgs. in FY 2012: 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 Regional Housing Working Group</td>
<td>Lemon Grove Councilmember Jerry Jones (Co-Chair); Duane Roth, CONNECT (Co-Chair); housing staff representatives from the City of San Diego, County of San Diego, North County Coastal, North County Inland, East County, and South County; and housing authority staff, housing industry representatives, and housing advocates.</td>
<td>Serves as a forum for discussion of regional housing issues</td>
<td>2000</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Susan Baldwin</td>
<td>Meeting Schedule: Quarterly No. of Mtgs. in FY 2012: 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
<td>RESPONSIBILITIES</td>
<td>YEAR ESTABL.</td>
<td>CURRENT STATUS</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>----------------</td>
</tr>
<tr>
<td>15 Regional Energy Working Group</td>
<td>Coronado Councilmember Carrie Downey (Chair) (South County), Escondido Councilmember Ed Gallo (North County Inland), San Diego Councilmember Sherri Lightner, Del Mar Councilmember Don Mosier (North County Coastal), Santee Councilmember Rob McNelis (East County), Vacant (County of San Diego); and representatives from San Diego Gas &amp; Electric, Port of San Diego, San Diego County Regional Airport Authority, California Center for Sustainable Energy, Energy Policy Initiatives Center at University of San Diego School of Law, San Diego Regional Chamber of Commerce, regional economic development councils (north county and south county), San Diego Clean Cities Coalition, Environmental Health Coalition, Sierra Club, San Diego State University, University of California San Diego, and MTS.</td>
<td>Advises on the implementation of the Regional Energy Strategy adopted by SANDAG in 2009 and serves as a forum for discussion of regional energy issues</td>
<td>2004</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Allison King</td>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly No. of Mtgs. in FY 2012: 9</td>
</tr>
<tr>
<td>16 Environmental Mitigation Program (EMP) Working Group</td>
<td>Coronado Councilmember Carrie Downey (Chair), City of Carlsbad staff Mike Grim (Vice Chair) and staff representatives from City of San Diego, North County Coastal, North County Inland, East County, and South County; representatives from the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish and Game, California Wildlife Conservation Board, Caltrans, The Nature Conservancy, Conservation Resource Network, U.S. Geological Survey, Endangered Habitats League, Building Industry Association, San Diego Foundation, California Coastal Conservancy, and Alliance for Habitat Conservation.</td>
<td>Advises on issues related to the coordination and implementation of the TransNet Environmental Mitigation Program</td>
<td>2005</td>
<td>Will continue through duration of implementation of TransNet EMP</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Keith Greer</td>
<td></td>
<td></td>
<td>Meeting Schedule: Bimonthly No. of Mtgs. in FY 2012: 6</td>
</tr>
<tr>
<td>17 Regional Planning Technical Working Group</td>
<td>Planning directors from local jurisdictions and staff from other agencies, including Port of San Diego, MTS, NCTD, San Diego County Water Authority, San Diego County Air Pollution Control District, San Diego County Regional Airport Authority, U.S. Department of Defense, and Local Agency Formation Commission.</td>
<td>Advises on the development and implementation of the Regional Comprehensive Plan</td>
<td>1990</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Carolina Gregor</td>
<td></td>
<td></td>
<td>Meeting Schedule: Monthly No. of Mtgs. in FY 2012: 12</td>
</tr>
<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
<td>RESPONSIBILITIES</td>
<td>YEAR ESTABL.</td>
<td>CURRENT STATUS</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------</td>
<td>------------------</td>
<td>--------------</td>
<td>----------------</td>
</tr>
<tr>
<td>18 Military Stakeholder Working Group</td>
<td>Military personnel from each of the region’s bases who handle facilities and transportation planning</td>
<td>Provide collaborative forum for issues of mutual interest to SANDAG and the military, and advise on areas of interest specific to the military</td>
<td>Proposed for formation in 2012</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Changes from last year are marked in **bold**.
<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
<th>MEETING SCHEDULE</th>
<th>NO. OF MTGS. IN FY</th>
</tr>
</thead>
<tbody>
<tr>
<td>19 Committee on Binational Regional Opportunities</td>
<td>Stakeholders from both sides of the United States/Mexico border, including representatives from local jurisdictions, businesses, and academia.</td>
<td>Advises on binational-related planning and project development issues</td>
<td>1995</td>
<td>Standing</td>
<td>Bimonthly</td>
<td>4</td>
</tr>
<tr>
<td>20 Interagency Technical Working Group on Tribal Transportation Issues</td>
<td>Representatives from each of the 17 federally recognized tribal governments and California tribes in San Diego County.</td>
<td>Discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators</td>
<td>2007</td>
<td>Standing</td>
<td>Quarterly</td>
<td>3</td>
</tr>
</tbody>
</table>
## PUBLIC SAFETY COMMITTEE

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABL.</th>
<th>CURRENT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>21</strong> Chiefs'/Sheriff’s Management Committee</td>
<td>Sheriff and police chiefs from around the region.</td>
<td>Reviews, evaluates, and oversees the SANDAG Automated Regional Justice Information System (ARJIS) and Criminal Justice work programs and budgets; and evaluates and recommends regional public safety initiatives</td>
<td>1981</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Pam Scanlon</td>
<td>Meeting Schedule: Monthly</td>
<td>No. of Mtgs. in FY 2012: 5</td>
<td></td>
</tr>
<tr>
<td><strong>22</strong> ARJIS Business Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs'/Sheriff’s Management Committee.</td>
<td>Provides advice to the Chiefs'/Sheriff’s Management Committee on ARJIS matters relating to information sharing, business practices, and budget</td>
<td>1998</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Audrey Radi</td>
<td>Meeting Schedule: Bimonthly as needed</td>
<td>No. of Mtgs. in FY 2012: 3</td>
<td></td>
</tr>
<tr>
<td><strong>23</strong> ARJIS Technical Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs'/Sheriff’s Management Committee.</td>
<td>Provides advice to the Chiefs'/Sheriff’s Management Committee on ARJIS matters relating to state-of-the-art information technology that enhances both officer and public safety</td>
<td>1998</td>
<td>Standing</td>
</tr>
<tr>
<td></td>
<td>Staff Lead: Pam Scanlon</td>
<td>Meeting Schedule: Bimonthly as needed</td>
<td>No. of Mtgs. in FY 2012: 0</td>
<td></td>
</tr>
</tbody>
</table>

* Changes from last year are marked in **bold**.
**2012 ANNUAL REPORT FROM THE TransNet**

**INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE**

**File Number 1500200**

**Introduction**

The Independent Taxpayer Oversight Committee (ITOC) was established to provide an enhanced level of accountability for expenditures made under the TransNet Extension Ordinance and Expenditure Plan. The role of the ITOC is to ensure that voter-approved mandates of the TransNet Extension Ordinance are carried out and to recommend improvements and enhancements to the financial integrity and performance of the 40-year TransNet program. Jim Ryan, ITOC Chair, will present the annual ITOC report to the Board of Directors.

**Discussion**

The ITOC provides annual reports to the SANDAG Board of Directors on the TransNet program, including the delivery of the Major Corridor projects, overall program performance, and compliance with the requirements set forth in the TransNet Extension Ordinance. The 2012 ITOC Annual Report (Attachment 1) highlights the progress made during July 1, 2011, to June 30, 2012, and summarizes key ITOC activities and recommendations in support of the TransNet program.

In accordance with the TransNet Extension Ordinance, the ITOC is responsible for conducting the annual TransNet fiscal and compliance audits and triennial performance audits. The 2012 ITOC Annual Report presents summary results of both the FY 2011 fiscal and compliance audits and the FY 2012 TransNet Triennial Performance Audit.

The ITOC presented the initial audit findings and recommendations of both audits to the Transportation Committee at its April 6, 2012, meeting. No comments were received on the FY 2011 fiscal and compliance audits. The comments received on the results of the triennial performance audit have been addressed in the final performance audit report. On June 13, 2012, the ITOC accepted the final FY 2011 TransNet fiscal and compliance audit reports and the final FY 2012 TransNet Triennial Performance Audit report for submission to the Board and the public.

GARY L. GALLEGOS  
Executive Director

Attachment: 1. 2012 ITOC Annual Report

NOTE: Full copies of both the final FY 2011 TransNet fiscal and compliance audits and the FY 2012 TransNet Triennial Performance Audit report can be downloaded at http://www.sandag.org/itoc

Key Staff Contact: Ariana zur Nieden, (619) 699-6961, Ariana.zurNieden@sandag.org
Established as a condition of the 2004 TransNet Extension Ordinance, the Independent Taxpayer Oversight Committee (ITOC) monitors the expenditure of TransNet funds, the voter approved half-cent sales tax for transportation improvements in the San Diego region. The Committee helps ensure that all voter mandates are carried out and develops recommendations for improvements to the financial integrity and performance of the TransNet program.

In 2004, 67 percent of the region’s voters supported the extension of TransNet from 2008 to 2048, which is expected to generate an additional $14 billion to be distributed among transit, highway, and local road projects in approximately equal thirds. SANDAG administers the TransNet half-cent sales tax.

TransNet is helping to fund major highway expansion projects along Interstates 5, 8, 15, and 805 as well as State Routes 52, 54, 56, 67, 75, 76, 78, 94, 125, and 905. It supports improvements to the public transportation system, including new Bus Rapid Transit (BRT) services and high occupancy vehicle lanes and Express Lanes along many of the major corridors. TransNet funds also help pay for discounted transit passes for seniors, disabled individuals, and youth. The TransNet Extension Ordinance also includes the $850 million Environmental Mitigation Program, and the $280 million Smart Growth Incentive Program. Two percent of the available funds are allocated annually for bicycle paths and facilities, pedestrian improvements, and neighborhood safety projects.

COASTAL RAIL CORRIDOR
Construction to add a second main line track to the 60-mile LOSSAN coastal rail corridor is ongoing. The second busiest passenger rail corridor in the nation carries COASTER commuter and Amtrak passenger trains as well as freight trains. About $330 million is allocated for the design and construction of 11 miles of double track between Oceanside and downtown San Diego over the next five years. Other capital improvements in the works include grade-separated pedestrian crossings, bridge replacements, and station track improvements to facilitate passing trains.

INTERSTATE 15
In January 2012, San Diego celebrated the completion of the last segment of the I-15 Express Lanes, which now extend for 20 miles between SR 163 in San Diego and SR 78 in Escondido. The $1.3 billion high-tech facility features a movable barrier that allows Caltrans to make up to three lanes available in the peak direction during rush hour. Direct access ramps enable buses and carpools to enter the Express Lanes without yielding to traffic in the general purpose lanes.

ORANGE AND BLUE TROLLEY LINES
Significant progress has been made to renovate the trolley system. Crews have finished replacing 30 miles of overhead wire on the Blue Line from downtown San Diego to San Ysidro. Construction has begun on $312 million of track, signaling, and station rehabilitation projects to improve capacity and accommodate low-floor vehicles. Thirteen of 57 low-floor vehicles have arrived and are being placed into service. Completion of the Orange Line is slated for 2013 and the Blue Line in 2014.
ITOCA Activities for Fiscal Year 2012

The ITOC reviewed and advised on many key TransNet-supported programs during the July 1, 2011, to June 30, 2012, fiscal year, including:

- Conducted the FY 2011 TransNet Fiscal and Compliance Audits, accepted the FY 2011 TransNet Independent Auditor’s Annual Report, Draft Audit Reports, and other audit-related items, and recommended Board approval of the FY 2011 Request for Exception to the TransNet Extension Ordinance Requirements
- Conducted the FY 2012 TransNet Triennial Performance Audit (covering FY 2009 to FY 2011) and accepted the FY 2012 TransNet Triennial Performance Audit Report and responses to recommendations
- Reviewed amendments to the 2010 Regional Transportation Improvement Program
- Continued to oversee the Environmental Mitigation Program, including acquisition of new parcels and habitat management and monitoring activities
- Continued to receive regular updates on the status of financial markets, the state budget, and potential impacts to the TransNet program as well as the performance of the TransNet debt program
- Reviewed FY 2012 TransNet program revenue revisions and FY 2013 to FY 2017 revenue estimates
- Recommended approval of the 2011 TransNet Plan of Finance
- Reviewed the proposed 2012 TransNet financing strategy, which includes the issuance of $300 million in new fixed-rate bonds and refunding of a portion of the 2008 variable rate demand bonds and termination of the associated fixed-payer swaps
- Reviewed quarterly financial reports and other financial data
- Reviewed proposed amendments to Board Policy No. 031: TransNet Ordinance and Expenditure Plan Rules
- Accepted the annual Regional Transportation Congestion Improvement Program (RTCIP) submittals from local jurisdictions and reviewed the annual RTCIP fee adjustment
- Reviewed the balance of TransNet local street and road funds for the City of San Diego and received a report on the City’s plans to spend down the funds
- Reviewed the status of Proposition 1B Corridor Mobility Improvement Account (CMIA) funding for TransNet projects and opportunities for additional CMIA funds
- Recommended proposed amendments to the TransNet Extension Ordinance to swap funds for two reversible high occupancy vehicle lanes on I-805 for a portion of the acquisition costs of the SR 125 toll road franchise lease and related assets; ITOC hired own independent legal counsel
- Recommended proposed ordinance amendments to extend the timeframe for a future regional quality of life funding ballot measure to be considered by the voters by no later than 2016
- Recommended an annual ITOC operating budget for FY 2013 with reduction in the annual allocation to ITOC; ITOC continued operating under budget during the year
- Reviewed the proposed FY 2013 budget for the TransNet Early Action Program
- Reviewed the 2012 State Transportation Improvement Program
- Reviewed progress reports on the TransNet program, including updates from corridor directors/project managers

TransNet Progress in FY 2012

The SANDAG Board of Directors is responsible for selecting and prioritizing the timing of TransNet projects. The role of the ITOC is to ensure that the projects carried out as a result of SANDAG Board actions meet the requirements of the TransNet Extension Ordinance. Billions of dollars in TransNet funding are being administered by SANDAG to improve, expand, and better manage our well-traveled highways, regional transit system, local streets and roads, and bicycle and pedestrian facilities. These funds are leveraged with state and federal dollars to maximize the effectiveness of transportation funding.
SR 125
New capacity and flexibility were added to the San Diego highway network when SANDAG acquired the lease to operate the SR 125 toll road in December 2011. Public ownership of the 10-mile highway will allow for lower tolls and bring congestion relief to the South Bay decades sooner than expected.

SR 76
Caltrans started widening SR 76 between Melrose Drive in Oceanside and South Mission Road in Bonsall from two to four lanes. This project is expected to be completed by the end of 2012. Additional progress is being made on the eastern segment, from South Mission Road to I-15, with construction set to begin in summer 2012.

BAYSHORE BIKEWAY
The TransNet Bicycle, Pedestrian, and Neighborhood Safety Program funded the construction of a recently completed 1.8-mile segment of the Bayshore Bikeway, bringing the total bike path, which follows the shoreline of San Diego Bay, to 14 miles in length. Construction on the next segment of the bikeway is expected to begin in early 2013.

MID-COAST CORRIDOR TRANSIT PROJECT
One of this region’s most high-profile undertakings, the $1.7 billion Mid-Coast Corridor Transit Project to extend trolley service from Old Town to University City, received federal approval to enter Preliminary Engineering in September 2011. This important milestone means that all costs going forward are eligible for 50 percent federal reimbursement.

LOCAL STREETS AND ROADS
Since taking effect in 2008, the TransNet Extension has distributed $215.6 million to the region’s 18 cities and the County of San Diego to fix, maintain, and expand local streets. As with the original TransNet measure, the Extension distributes local road revenue yearly to each jurisdiction using a formula based on population and road miles.

SURFACE STREET-BASED RAPID BUS SERVICE
The Mid-City line connecting San Diego State University with downtown San Diego is planned to open in 2014. Rapid Bus service provides fast connections in key arterial corridors with limited stops, using traffic signal prioritization, bus-only lanes, and other measures to cut travel time.

FREEWAY-BASED BUS RAPID TRANSIT SERVICE
Two BRT lines on I-15 from Escondido to downtown San Diego and from Escondido to Sorrento Mesa/UTC/UCSD are due to go into service in 2014. BRT provides high-speed service for long-distance trips using freeway Express Lanes. The South Bay BRT project connecting the Otay Mesa border crossing with downtown San Diego is in environmental review and is projected to begin service in 2014.
The TransNet Extension Ordinance requires recipients of TransNet funds to comply with the requirement for an independent annual fiscal and compliance audit. The ITOC is responsible for issuing an annual audit statement on each jurisdiction’s compliance with this requirement. The fiscal and compliance audit report for the year ending June 30, 2011, is available on the SANDAG Web site at www.sandag.org/itoc.

Recipient agencies were in compliance with the major TransNet provisions. The annual audit report noted the following key results:

- As required by SANDAG Board Policy No. 031, each recipient agency accounted for TransNet activities in a separate fund, or via an alternative method, as approved by SANDAG
- Revenues for each recipient agency were recorded in accordance with the TransNet Ordinance, TransNet Extension Ordinance, and SANDAG Board Policy No. 031
- SANDAG appropriately allocated TransNet revenues – at least 70 percent for congestion relief purposes and no more than 30 percent for maintenance purposes – in accordance with the TransNet Extension Ordinance
- Both transit operators, North County Transit District (NCTD) and Metropolitan Transit System (MTS), met operator eligibility requirements in accordance with the TransNet Extension Ordinance

FY 2011 was the third year recipient agencies were required to perform the agreed-upon procedures under the TransNet Extension Ordinance. Based upon results of the procedures performed, the report also noted the following:

- All recipient agencies, with the exception of the City of Del Mar, were in compliance with the Maintenance of Effort (MOE) requirements ensuring that TransNet revenues be used to augment, not supplant local revenues; the SANDAG Board of Directors approved allowing Del Mar to meet its MOE requirement over a one-year period, in accordance with the TransNet Extension Ordinance. Last year, the City of Oceanside fell short of meeting its MOE requirement; however, this year Oceanside made significant progress toward its commitment to meeting its prior year MOE by June 30, 2013
- Sixteen of the 21 reporting agencies were in compliance with Board Policy No. 031, Rule #17, Section IV, requiring TransNet recipient agencies to maintain a fund balance of no more than 30 percent of its annual apportionment. The intent of this Board Policy requirement was reviewed as part of the FY 2012 TransNet Triennial Performance Audit. The ITOC will be considering revisions to this existing rule with the goal of identifying effective measures to manage fund balances
- Regional Transportation Congestion Improvement Program revenue collected by all recipient agencies was in compliance with Section 9 (a) of the TransNet Extension Ordinance and SANDAG Board Policy with the exception of the cities of El Cajon and Escondido, which collected amounts less than the minimum amount. Each city corrected these projects as noted in their management responses

The FY 2011 audit results for both the MOE and Local Street Improvement requirements are highlighted in the adjacent charts.
## Compliance with the Maintenance of Effort Requirement

<table>
<thead>
<tr>
<th>Recipient Agency</th>
<th>Fiscal Year 2011</th>
<th>Fiscal Year 2010</th>
<th>Fiscal Year 2009</th>
<th>Fiscal Year 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In Compliance</td>
<td>Streets and Roads</td>
<td>Specialized Transportation Services</td>
<td>Transit Bus Subsidy</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>Yes</td>
<td>$6,183,329</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Yes</td>
<td>$4,166,208</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Coronado</td>
<td>Yes</td>
<td>$865,298</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Del Mar</td>
<td>No</td>
<td>$465,108</td>
<td>$21,431</td>
<td>N/A</td>
</tr>
<tr>
<td>El Cajon</td>
<td>Yes</td>
<td>$1,772,596</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Encinitas</td>
<td>Yes</td>
<td>$2,103,079</td>
<td>$58</td>
<td>N/A</td>
</tr>
<tr>
<td>Escondido</td>
<td>Yes</td>
<td>$3,200,668</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>Yes</td>
<td>$275,051</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>La Mesa</td>
<td>Yes</td>
<td>$1,931,914</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>Yes</td>
<td>$186,082</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>National City</td>
<td>Yes</td>
<td>$1,843,285</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Oceanside</td>
<td>Yes</td>
<td>$2,931,649</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Poway</td>
<td>Yes</td>
<td>$1,142,408</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>San Diego City</td>
<td>Yes</td>
<td>$24,475,072</td>
<td>$181,102</td>
<td>$974,946</td>
</tr>
<tr>
<td>San Marcos</td>
<td>Yes</td>
<td>$4,803,743</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Santee</td>
<td>Yes</td>
<td>$612,429</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>Yes</td>
<td>$525,442</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Vista</td>
<td>Yes</td>
<td>$2,710,338</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>San Diego County</td>
<td>Yes</td>
<td>$616,253</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Yes = In Compliance  •  No = Not in compliance  •  N/A = Not applicable  •  Results: There was one instance of non-compliance for the year ended June 30, 2011. The City of Oceanside was non-compliant for the year ended June 30, 2010, and reduced the amount of deficit in the current year by $581,317, leaving a remaining deficit for the year ended June 30, 2011, of $728,867.

## Compliance with Allocation of Local Street Improvements Revenues

<table>
<thead>
<tr>
<th>Recipient Agency</th>
<th>Allocation of Sales Tax Revenues Received</th>
<th>70% Congestion Relief Allocated</th>
<th>30% Maintenance Allocated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>$2,090,470</td>
<td>$1,463,329</td>
<td>$627,141</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>$4,122,881</td>
<td>$2,886,017</td>
<td>$1,236,864</td>
</tr>
<tr>
<td>Coronado</td>
<td>$451,846</td>
<td>$316,292</td>
<td>$135,554</td>
</tr>
<tr>
<td>Del Mar</td>
<td>$166,644</td>
<td>$116,651</td>
<td>$49,993</td>
</tr>
<tr>
<td>El Cajon</td>
<td>$1,790,911</td>
<td>$1,253,638</td>
<td>$537,273</td>
</tr>
<tr>
<td>Encinitas</td>
<td>$1,284,658</td>
<td>$899,261</td>
<td>$385,397</td>
</tr>
<tr>
<td>Escondido</td>
<td>$2,655,590</td>
<td>$1,858,913</td>
<td>$796,677</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>$554,750</td>
<td>$388,325</td>
<td>$166,425</td>
</tr>
<tr>
<td>La Mesa</td>
<td>$1,165,233</td>
<td>$815,663</td>
<td>$349,570</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>$542,107</td>
<td>$379,475</td>
<td>$162,632</td>
</tr>
<tr>
<td>National City</td>
<td>$1,026,814</td>
<td>$718,770</td>
<td>$308,044</td>
</tr>
<tr>
<td>Oceanside</td>
<td>$3,560,449</td>
<td>$2,492,314</td>
<td>$1,068,135</td>
</tr>
<tr>
<td>Poway</td>
<td>$1,168,554</td>
<td>$817,988</td>
<td>$350,566</td>
</tr>
<tr>
<td>San Diego City</td>
<td>$24,311,251</td>
<td>$17,017,876</td>
<td>$7,293,375</td>
</tr>
<tr>
<td>San Marcos</td>
<td>$1,551,103</td>
<td>$1,085,772</td>
<td>$465,331</td>
</tr>
<tr>
<td>Santee</td>
<td>$1,120,519</td>
<td>$784,363</td>
<td>$336,156</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>$346,446</td>
<td>$242,512</td>
<td>$103,934</td>
</tr>
<tr>
<td>Vista</td>
<td>$1,719,598</td>
<td>$1,203,719</td>
<td>$515,879</td>
</tr>
<tr>
<td>San Diego County</td>
<td>$11,366,124</td>
<td>$7,956,287</td>
<td>$3,409,837</td>
</tr>
</tbody>
</table>

Result: SANDAG appropriately allocated TransNet revenues for the Local Street Improvements program in accordance with the TransNet Extension Ordinance.
The TransNet Extension Ordinance requires that the ITOC conduct triennial performance audits of the program to review project delivery, cost control, schedule adherence, and related activities. The second triennial performance audit report, covering the three-year period FY 2009 through FY 2011, was completed with the assistance of an independent auditor and is available on the SANDAG Web site at www.sandag.org/itoc.

The auditors found strong practices in place at SANDAG and its partner agencies to guide and implement the variety of programs envisioned under the TransNet Extension Ordinance. Of particular importance, the audit disclosed that SANDAG and its regional partners are operating a well-run TransNet program using best practices for program development and delivery, environmental mitigation, cost and schedule control, contracting and construction, and general management and oversight. The audit also revealed that all parties involved with TransNet activities are highly focused on collaborative relationships, goals and accomplishments, and continual improvement. In particular, the following was noted as part of the triennial performance audit:

- All recommendations from the prior triennial audit conducted in FY 2009 have been addressed
- Structures and most processes run efficiently and are effective in managing project costs, schedules, and delivery
- ITOC is fulfilling its responsibilities and using leading practices
- No significant barriers to opportunities for change exist

The audit found opportunities where existing practices could be enhanced to strengthen the overall effectiveness of the TransNet program as follows:

- Build upon SANDAG existing performance measure foundation in order to continue improving current measurement practices
- Continue working with local agencies to analyze existing local street and road performance data, measure performance, and more broadly circulate performance data to the public
- Consider replacing the 30 percent fund balance limitation requirement with a more effective measure to monitor performance and explore the feasibility of revising the interest allocation rule within programming guidelines
- Continue strengthening the Environmental Mitigation Program by enhancing collaboration among regional entities and develop a process to track local mitigation activity
- Continue building on existing grant monitoring practices
- Continue analyzing traffic data after construction projects are completed for delay statistics

Examples of some of the performance monitoring indicators that will be made available on the TransNet Dashboard portal (www.KeepSanDiegoMoving.com) to address the performance audit recommendations are shown in the adjacent charts. The ITOC will continue to focus on the implementation of the performance audit recommendations over the next fiscal year and beyond.
Charts show vehicle hours of delay and miles of travel with delay threshold of 60 mph during weekdays by month.
Future ITOC Activities

Many of the projects and initiatives addressed by the ITOC in FY 2012 will continue in the coming year. This includes continued implementation of the TransNet Early Action Program (EAP), implementation of recommendations from the second triennial performance audit, and completion of the FY 2012 annual fiscal and compliance audits. The ITOC will continue supporting progress on the EAP and review the agency’s work preparing additional “shovel-ready” projects for future funding opportunities.

Future Challenges

FY 2012 TransNet revenues are projected to be five percent higher than actual FY 2011 revenues. SANDAG has experienced positive growth in sales tax revenues consistent with SANDAG expectations that revenue increases would occur as the economy begins to experience job growth, which has occurred nationwide and locally. However, the economy still faces challenges over the next couple of years. Although the outlook for future sales tax revenue has improved, it is expected to take years before revenues return to pre-recession levels. The ITOC continues to closely monitor the latest developments in the financial markets and the economy to minimize possible impacts to the TransNet program. A modest four-and-a-half percent increase in TransNet revenues is projected in FY 2013.

How can you get involved?

The ITOC is made up of citizens with selected expertise to provide effective oversight to protect the substantial investment the region has made in our transportation system.

Citizens can receive real-time information on TransNet projects and programs through www.KeepSanDiegoMoving.com. Within this Web site visitors can access the TransNet Dashboard, which lists detailed project descriptions, updated schedules, and budget information for the region’s major transportation corridors.

ITOC information also is available by visiting the SANDAG Web site at www.sandag.org/transnet. Here you will find key documents related to the TransNet Extension Ordinance and a listing of past and upcoming agendas for all ITOC meetings. The ITOC meets on a regular basis, usually the second Wednesday of the month at 9:30 a.m. The meetings are held at SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101, and all meeting agendas are posted to the Web site. Attendance by the public is welcomed and encouraged!

Inquiries to the ITOC can be directed to itoc@sandag.org. Any persons interested in serving on the Committee, as vacancies occur, are encouraged to use this same contact to request being placed on the vacancy notification list.
PROPOSED FY 2013 PROGRAM BUDGET  
(INCLUDING THE OVERALL WORK PROGRAM)  
File Number 1500400

Introduction

The proposed FY 2013 Program Budget, including the Overall Work Program (OWP) (Attachment 5), has been under development since last October and reflects direction received from the Executive Committee and Board of Directors, as well as comments received from the funding agencies, member agencies, and the general public.

The proposed FY 2013 Program Budget includes the agency’s $1.03 billion Capital Improvement Program as well as the $60.3 million OWP. The proposed FY 2013 Program Budget continues the focus on Board priorities and was developed with a conservative fiscal approach, considering the current economic climate and program revenue constraints. This report reviews the current funding environment, provides an overview of the proposed budget, reviews FY 2012 accomplishments and FY 2013 budget highlights, and summarizes the staffing strategy and initiatives for FY 2013. Attachment 3 includes a brief outline of the main components of the proposed FY 2013 Program Budget, and Attachment 4 describes proposed staffing changes in more detail.

Discussion

Current Funding Environment

Current revenue estimates indicate that SANDAG recurring revenue is increasing slightly, with modest increases in FY 2013 for federal planning funds and local sales tax revenues. Recurring revenue provides flexibility to fund the annual planning efforts in the OWP, with the balance of the program paid for with dedicated funding for specific project purposes.

Local Sales Tax Revenue - About half of the recurring transportation revenue that funds the OWP comes from sales tax-based sources (Transportation Development Act [TDA] and TransNet). Despite the relative poor performance of the national economy during 2011, locally the region has experienced more than a year and a half of sales tax revenue increases when compared with the same periods of the previous year. During FY 2011, TransNet sales tax revenue increased 8.4 percent, and after 11 months of FY 2012, sales tax revenues are up 7.1 percent. Due to the fiscal and monetary stimulus policies recently implemented and the gradually improving employment
conditions, this performance was better than expected and will likely continue through the rest of the current fiscal year.

The positive growth in sales tax receipts is consistent with SANDAG expectations that revenue increases would occur as the economy begins to experience job growth, which has occurred nationwide and locally. Although the Great Recession that began in December 2007 officially ended in June 2009, the economic turnaround has been slow and sporadic. During 2011, for example, most economists expected the national economy to expand between 3.0 percent and 3.5 percent during calendar year 2011. However, it appears economic growth will end up below 2 percent for the year. Some of the weakness during 2011 can be traced back to two unexpected shocks to the global economy: supply chain disruptions caused by the earthquake and tsunami that hit Japan; and a spike in the price of oil. To offset these shocks and counter a sluggish economic rebound, additional doses of monetary (Operation Twist) and fiscal policy (payroll tax reduction) were implemented, and will likely continue throughout 2012. However, the economy still faces challenges over the next couple of years.

Some of the economic paralysis caused by continued weakness in the construction sector and falling home prices, public policy uncertainty, and the European sovereign debt crisis, will act as headwinds during 2012 and beyond, keeping economic growth below par. Most economists believe it will require additional time to repair the damage caused by the Great Recession. For example, the consensus expects 2012 to be similar to 2011 with the nation’s Gross Domestic Product, a measure of the total value of finished goods and services produced annually within the borders of the United States, increasing by 2 percent, and keeping the unemployment rate above pre-recession levels until 2015 or longer. The SANDAG forecast of sales tax revenue growth reflects this expected longer recovery period.

Although the outlook for sales tax revenue has improved, it is expected to take two more years before revenues reach pre-recession levels (FY 2007 TransNet revenue was $247.9 million). At the expected pace, the local sales tax receipts will exceed the pre-recession level during FY 2014; adjusting for inflation extends this by one year.

Federal and State Revenue – Federal and state recurring revenues comprise the remainder of the annual flexible transportation funding for the OWP. FY 2013 projections for annual federal allocations in the OWP are flat compared to FY 2012. However, due to reductions in carryover and retroactive funding, FY 2013 federal and state revenues are projected to be $1.2 million, or 14 percent lower compared to FY 2012. These are preliminary estimates received from the state and federal governments, and are subject to both the state and federal governments approving FY 2013 budgets.

Discretionary Grants and Dedicated Funds – SANDAG has been able to respond quickly to multiple opportunities for federal, state, and local grant funding, and successful grant awards have been included in the FY 2013 OWP. Other grants are pending award and may be incorporated prior to the final budget proposal. The current projected expenditures related to awarded discretionary grants and other sources of dedicated funding are approximately $32.7 million in FY 2013.

Member Assessments – SANDAG and Criminal Justice Division member agency assessment totals are currently proposed to remain unchanged at $547,426 and $200,000, respectively. Individual member assessments are based on each agency’s share of the San Diego County population. The individual member agency assessments for SANDAG and the Criminal Justice Division (shown in Chapter 11 of Attachment 5) have been updated with the latest San Diego County population statistics released
last month. The Automated Regional Justice Information System (ARJIS) member assessments are proposed to increase 12 percent as a means to get back to FY 2009 levels over the next three years. Projected ARJIS assessments are $1,513,602, compared to $1,370,140 in FY 2012. ARJIS User and Connectivity fees are volume-based fees, and are expected to increase by 5.5 percent to $2,142,950. Ex-officio member fees, which are a component of member assessments, would drop slightly from $144,118 to $140,356.

Contingency Reserve – The current balance of the Contingency Reserve is approximately $9.1 million, of which approximately $2.7 million is committed for Board of Directors approved uses, leaving $6.4 million (approximately 10 percent of the proposed OWP Budget) uncommitted and available for use at the discretion of the Board. This exceeds the minimum target of 5 percent, as required by SANDAG Board Policy No. 030: Contingency Reserve Policy. No additional use of contingency reserve funding is proposed as part of the FY 2013 Program Budget.

Overview of the Revised Program Budget

Although there has been a modest recovery in the funding environment, we continue to take a conservative approach with the FY 2013 Program Budget. The OWP was designed to focus on Board priorities (Chapters 2 and 3 of Attachment 5). The budget process began with an update to the Strategic Goals and the Areas of Emphasis. The Strategic Goals are long-term areas of achievement that change minimally on an annual basis. The Areas of Emphasis are intended to be updated each year to highlight particular areas of focus for the coming year and are designed to support the Strategic Goals. The next step was to take a zero-based approach to all work elements, focusing on the six Areas of Emphasis as the primary basis for prioritizing the projects. Work elements were developed using a cross-functional approach that fosters interdepartmental collaboration.

Since the March draft, the State Route 125 (SR 125)/South Bay Expressway budget ($21.6 million) has been moved out of the OWP and into its own chapter of the proposed FY 2013 Budget. This presentation better portrays the operational nature of the toll road (versus combining it with the planning efforts that largely comprise the OWP). Other changes to the Program Budget since the March draft include:

- Included carryover funding from FY 2012 for two projects: 2050 Regional Transportation Plan (RTP) Advance Planning (31017) for $595,000 and the Social Equity Program (73006) for $529,000 to be used in FY 2013 to fund these and other OWP projects.
- Increase of $140,000 in Tribal Liaison Planning (34005) to provide management oversight to a new statewide pass-through grant to the National Indian Justice Center entitled “Safe Journeys – Tribal Road Safety Audits.”
- Increase in Interstate 15 (I-15) FasTrak® (33103) revenue projections, which will enable adding $500,000 for Metropolitan Transit System (MTS) bus services on I-15.
- Addition of $242,000 in Intelligent Transportation Systems (ITS) Operations (33110), with $221,000 for reimbursable maintenance costs for the Regional Arterial Management System (RAMS). The RAMS project delivered a regional software platform allowing local agencies to remotely manage and synchronize traffic signals across jurisdictions. With implementation complete, the participating local agencies and Caltrans have agreed to accept responsibility for their portion of maintaining the system through the use of TransNet Local Street and Roads formula funding or other local funds.
• Decrease in Interagency Coordination effort (73005) of $300,000 to develop a Traffic Impact Study, which is being deferred until FY 2014.

• Increase in projected spending of an ARJIS grant funded Interregional Justice Data-Sharing project (34008) of $1,071,000. This project is now fully funded and will provide ARJIS the resources to integrate key modules across the various regional jurisdictions, including COPLINK, License Plate Readers, and Computer-Aided Dispatch. In addition, it will enable ARJIS to fully implement the SharePoint portals and complete the assessment of the secure ARJISnet network that connects 82 agency sites in the San Diego region.

• Increase in the ARJIS Maintenance and Support project (73501) of $481,000. This increase provides additional resources for network support, server hardware and software licensing, maintenance of web-based applications for law enforcement users such as COPLINK, SRFERS, and Crime Mapping. Staffing and management changes at San Diego Data Processing Corporation will demand increased attention to support these services in FY 2013.

• For the TransNet Program, the recent 2012 bond issuance process has been proceeding simultaneously with budget development. While the new debt and the refinancing of previous variable rate debt will not directly impact the Program Budget amounts, there will be adjustments to the debt service schedules shown in Chapter 10 of the Program Budget. The final debt service amounts relative to the $300 million in new debt and $151 million in refinancing was not available as of this printing of the Program Budget, but will be included in the final approved FY 2013 Program Budget document issued in July.

Highlights of the Proposed FY 2013 Program Budget

The proposed FY 2013 Program Budget will see the continuation or completion of several significant work efforts and the start of several new activities, as summarized below and in more detail in Attachment 5. (Work element numbers are shown in parentheses.)

• Ramp-up implementation efforts of the 2050 RTP and its Sustainable Communities Strategy (SCS) (31004).

• Related efforts resulting from 2050 RTP/SCS commitments include implementing programs and additional planning for Active Transportation infrastructure investments (33003 and 33007) as well as identifying alignments and station locations for select transit improvements (33210).

• Based on input from working groups, policy advisory committees and others, and on additional staff analysis regarding timelines, staff resources, and additional efficiencies, the Board of Directors adopted a plan to integrate the development of the RCP update and next RTP/SCS, due for approval in 2015.

• Conduct a public engagement process for the combined update of the Regional Comprehensive Plan (RCP) and RTP/SCS (31000).

• Further development and integration of the Activity-Based Model and Production, Exchange, and Consumption Allocation System modeling in preparation for the next RCP/RTP/SCS update in 2015 (23002 and 23004).
• Expected completion of the Series 13 Regional Growth Forecast for use in the RCP/RTP/SCS update (31009).

• The first full year of operations of the SR 125 Toll Road facilities (33121). See new section in Attachment 5 entitled “State Route 125/South Bay Expressway Budget and Organization Structure.”

• A number of TransNet Early Action Program (EAP) and major capital projects are scheduled to be open to the public in FY 2013. These projects include: the new bus stations for the SuperLoop Rapid Bus Line serving University Towne Centre and the University of California, San Diego campus; the State Route 78 (SR 78) Nordahl Road bridge replacement project, relieving congestion on the region’s number one bottleneck and improving access to the new Palomar Medical Center West hospital; expansion of SR 76 from two lanes to four lanes between Melrose Drive and Mission Road in Bonsall; new High Occupancy Vehicle (HOV) lanes and a north-facing direct access ramp on Interstate 805 (I-805) at Carroll Canyon Road; and COASTER commuter rail service improvements, including a new bridge over the Santa Margarita River and a pedestrian undercrossing in Encinitas (various CIP projects).

• Expected completion of feasibility and preliminary engineering studies for capacity improvements along the entire SR 78 corridor including the I-15/SR78 HOV connectors (CIP 1207801-2).

• Continue the planning and design for the Destination Lindbergh Intermodal Transportation Center (ITC) and associated freeway ramp connectors (31011).

• Advance regional Transportation Demand Management (TDM) strategies, including expansion of the Regional Vanpool Program, advancing the Carpool Incentive Program, targeted marketing campaigns including the I-15 corridor, and investments in the Electronic Bike Locker Program (33107).

• Issue Request for Proposals for the TransNet Senior Mini-Grant program and federal Job Access Reverse Commute (JARC)/New Freedom grant programs that will benefit transportation services for low-income, senior, and disabled populations (33208 and 33209).

• Operation of the full I-15 Express Lanes facility, anticipating increased usage and mobility (33103).

• Completion of the ITS study and the Traffic and Revenue analysis, culminating in the start of the design phase of the SR 11 and Otay Mesa East Border Crossing capital project (34200).

• Continue the development of a coordinated SANDAG approach to analyze and address social equity and environmental justice concepts (73006).

• Implement new public and law-enforcement-only portals with enhanced mapping, crime statistics, and collaboration capabilities (73503).

• Enhance support for Department of Homeland Security and Department of Justice efforts by providing handheld devices to police officers in the field with situation awareness, critical infrastructure, and facial recognition technologies (34008 and 73505).
FY 2012 Accomplishments

As discussed above, the FY 2013 Program Budget process is built upon identifying overarching Strategic Goals and key Areas of Emphasis for the year as the primary criteria for making resource choices. Chapters 1 and 2 of the proposed FY 2013 Program Budget (Attachment 5) provide a comprehensive description of previous FY 2012 accomplishments for each project work element to date, and the key objectives for FY 2013. The following are some of the highlights of progress to date for this fiscal year:

- **TransNet EAP Construction** – I-15 Express Lanes expanded to four lanes from SR 163 to SR 78; started construction on HOV/Direct Access Ramp project at Carroll Canyon Road and I-805; began construction on a 1.8-mile segment of the Bayshore Bikeway in Chula Vista; and started construction on the expanded SuperLoop Rapid Bus project.

- **Rail Transit Projects** – Federal Transit Administration (FTA) approved the Mid-Coast Corridor Transit project entry into preliminary engineering. The Grossmont Transit Center, Blue Line Catenary Contact Wire Replacement project, and double-tracking of the rail corridor in Carlsbad have been completed, and construction has started on the Sorrento to Miramar Double Track Project and for the following Trolley Low-Floor Program Upgrade projects: Green Line Extension Stations, Orange Line Stations, and Fiber Optic Installation projects. The completion of these projects is expected in FY 2013.

- **Bus Rapid Transit (BRT)/Rapid Bus Projects** – Launched Escondido BREEZE Rapid; began planning studies for the I-805 BRT/47th Street Trolley station; completed environmental studies for the Mid-City in-line BRT stations and began final design work; work continues on environmental studies for South Bay BRT; and final design work continues on the I-15 BRT and Mid-City Rapid projects.

- **Regional Transportation Plan** – Adopted the 2050 RTP, including the first SCS in the state.

- **TransNet Environmental Mitigation Program (EMP)** – Acquired 902-acre Rancho Lilac, bringing total EMP acquisitions to date to 2,300 acres.

- **SR 125 Toll Road Acquisition and Operation** – Completed an extensive due diligence process, acquired the SR 125 Toll Road franchise lease, and implemented the first toll reductions for the facility.

- **Rail and Airport Multimodal Planning** – Staff has been working with the California High-Speed Rail Authority (CHSRA), its consultant team, and Southern California partner agencies on the comprehensive environmental process for the Los Angeles to San Diego via Inland Empire section of the high-speed train system. Staff continues to collaborate with the San Diego County Regional Airport Authority on airport ground access and site planning for the ITC at Lindbergh Field.

- **Goods Movement** – Border infrastructure improvements include an improved westbound SR 905 to northbound I-805 connector, enhancing goods movement in the region. Staff continues to work with Caltrans, the Port of San Diego, and other partners to ready the Proposition 1B Trade Corridor Improvement Fund funded projects in the San Diego region.
• Regional Energy and Climate Action Planning – Through a partnership with the California Energy Commission, SANDAG has been working on implementation of the Regional Energy Roadmap Program, an energy-saving program that provides technical assistance and staff support to member agencies.

• Quality of Life Funding Strategy Development – The Quality of Life Steering Committee and the Quality of Life Stakeholder Working Group have continued to evaluate the four elements being considered (shoreline preservation, habitat conservation, water quality, and public transit) for a possible future funding initiative.

• Transportation Demand Management – SANDAG continues to aggressively pursue and implement TDM strategies that are aligned with the goals established in the 2050 RTP/SCS, including expansion of the Regional Vanpool Program, initiating a pilot carpool incentive project, and working with the region’s employers and commuters through TDM campaigns such as Rideshare 2011 and Bike to Work 2012.

• Transportation Grants – Awarded $1.6 million in JARC and $1.1 million in New Freedom funding grants that will benefit MTS, North County Transit District, and social service agencies that provide transportation services for reverse commuters, persons of limited means, and persons with disabilities.

• Transportation Modeling – Staff continues to update, improve, and add modules to the extensive menu of transportation modeling tools to prepare for the state-of-the-art Activity-Based Model for use in the next RCP/RTP/SCS.

• Public Safety – Completed the migration from the Legacy ARJIS mainframe to the Enterprise ARJIS system.

• Criminal Justice Research Division – As the regional crime clearinghouse, compiled baseline statistics to help measure the effect of Assembly Bill 109 (Chapter 109, Statutes of 2011) public safety realignment and provided ongoing consultation to regional partners tasked with implementing this change. Also utilized data from the Substance Abuse Monitoring Program to inform regional efforts to target prescription drug abuse, and partnered with numerous law enforcement partners to help inform and evaluate regional strategies to combat gang-related crime, and graffiti tracking analysis.

Staffing Resources, Salaries and Benefits

Staffing Resources

As part of the budget development process, agency managers and executives have carefully considered the staffing resources required to successfully complete the projects identified in next year's OWP. Strategic consideration has been given to the use of Regular or Limited-Term staff positions as well as consultant services, and as part of the draft budget, staff is recommending several staffing changes that are aligned with the priorities and long-term commitments of the organization.

Eight Regular staff positions are proposed to be added, and five existing Limited-Term positions are recommended for conversion to Regular positions in FY 2013. These positions are identified as essential to the agency’s ongoing efforts in capital project delivery, active transportation planning and project implementation, regional tolling and ITS operations, ARJIS operations, and legal
services. All of the proposed new Regular positions are tied to long-term, recurring funding sources, and the conversion of the five Limited-Term positions is cost-neutral at this time since these staff positions currently exist in the organization. Additional supporting information for the position requests is included in Attachment 4 to this report.

Salaries and Benefits

Since the time the Draft FY 2013 Program Budget was presented in March, staff has provided the Board with more detailed information about the results of a recently completed Compensation Study, an overview of the SANDAG Pay for Performance program, and pension benefit changes. Board decisions related to these items - approval of a 1.2 percent Structural Adjustment Pool and the resulting position classification changes, approval of a 3.3 percent merit/bonus pool, implementation of a new pension benefit tier (the CalPERS 2% at 60 years formula) as soon as reasonably practicable, and that current employees hired prior to July 1, 2009, will start contributing 2 percent toward the member contribution of their CalPERS retirement benefit starting October 1, 2012 – have all been incorporated into the proposed FY 2013 Program Budget. Attachment 2 to this report is a Resolution to change the existing SANDAG policy on employer paid member contributions toward CalPERS consistent with Board action in May.

Next Steps

Upon Board approval of Resolution Nos. 2012-23 and 2012-24 (Attachments 1 and 2), the final FY 2013 Program Budget (including the OWP), would be distributed to FHWA, FTA, and Caltrans. Upon approval from these funding agencies and execution of the OWP Agreement, SANDAG will be authorized to proceed with implementing the FY 2013 Program Budget.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Resolution No. 2012-23: Adoption of FY 2013 Program Budget, including the Overall Work Program, and Providing for all Authorizations Necessary and Pertinent Thereto
2. Resolution No. 2012-34: Resolution to Change Existing Policy on Employer Paid Member Contributions
3. Overview of the Program Budget
4. Summary of Position Change Requests for FY 2013
5. Proposed Final FY 2013 SANDAG Program Budget (including the OWP) (Hard copies provided to Board members; CDs are included for others, and the entire report is available at: www.sandag.org/budget or by contacting the Public Information Office at (619) 699-1950 or pio@sandag.org.)

Key Staff Contact: Tim Watson, (619) 699-1966, Tim.Watson@sandag.org
RESOLUTION
NO. 2012-23

ADOPTION OF FY 2013 PROGRAM BUDGET, INCLUDING THE OVERALL WORK PROGRAM, AND PROVIDING FOR ALL AUTHORIZATIONS NECESSARY AND PERTINENT THERETO

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

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

WHEREAS, the FY 2013 Program Budget, including the Overall Work Program (OWP), was reviewed and approved by the Board of Directors as the basis, through this budget, for carrying forward the FY 2013 Program Budget, including the OWP, for FY 2013; and

WHEREAS, the adopted FY 2013 Program Budget, including the OWP, anticipates reliance on federal, state of California, and other funds, which require certification of nonfederal matching funds; and

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

WHEREAS, SANDAG Board Policy No. 017: Delegation of Authority, delegates authority to the SANDAG Executive Director to execute or continue agreements to lease or purchase property, materials, supplies, services and equipment for the fiscal year consistent with the adopted FY 2013 Program Budget, including the OWP; and

WHEREAS, SANDAG Board Policy No. 017 delegates authority to the SANDAG Executive Director to execute or continue grant agreements or other agreements to accept funding or revenue anticipated in the approved SANDAG Budget for the fiscal year consistent with the adopted FY 2013 Program Budget, including the OWP; and

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

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

A. The FY 2013 Program Budget, including the OWP, hereby incorporated by reference, is adopted in an amount projected to be $1.39 billion, including the OWP in the amount of $60.3 million, and the annual portion of the Capital Program in the amount of $1.03 billion. The SANDAG Director of Finance hereby is authorized to finalize the FY 2013 appropriations based on actual grant agreements/funding contracts executed, transfer of funds from consolidated transit agencies, actual sales tax revenues, sales tax-backed commercial paper proceeds, and interest earnings received pursuant to this budgetary authority, and the actual end-of-year carryover funds status as determined by the Director of Finance; and

B. Each member agency hereby is assessed its share of the amount shown in the adopted FY 2013 Program Budget for the base SANDAG membership, the Criminal Justice Clearinghouse assessment, and for the Automated Regional Justice Information System assessment; and

C. The SANDAG Director of Administration is authorized to make, if applicable, such personnel changes, Position Classification and Salary Range Table adjustments, and other employee compensation package adjustments for which funding is provided in the adopted FY 2013 Program Budget and as may be amended by the Board of Directors; and

D. The SANDAG Executive Director, or his/her designee, is hereby authorized to submit grant applications and revenue claims, and execute grant and revenue agreements in the amounts identified in this adopted FY 2013 Program Budget and as may be amended subject to the final agreement of the funding agencies; and

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

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

G. The SANDAG Executive Director is hereby authorized to accept funds from member agencies and other entities for the performance of Service Bureau projects and is further authorized to enter into agreements for goods and services in any amount requested by the entities as may be necessary to carry out the project; and
BE IT FURTHER RESOLVED that a copy of this resolution and adopted FY 2013 Program Budget, including the OWP, be filed with the Clerk of each member agency.

NOW THEREFORE

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

PASSED AND ADOPTED this 22nd day of June 2012.

______________________________    ATTEST: ________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
RESOLUTION TO CHANGE EXISTING POLICY
ON EMPLOYER PAID MEMBER CONTRIBUTIONS

WHEREAS, the San Diego Association of Governments (SANDAG) Board of Directors has the authority to implement Government Code Section 20691, which permits an employer to pay all or part of the normal contributions required to be paid by a member (employee) and which allows changes to or elimination of payment of member (employee) contributions to the California Public Employees Retirement System (CalPERS) by contracting agencies such as SANDAG; and

WHEREAS, Section 20691 states in part: “Nothing in this section shall be construed to limit the authority of a contracting agency (SANDAG) … to periodically increase, reduce, or eliminate the payment by the contracting agency … of all or a portion of the normal contributions required to be paid by members, as authorized by this section;” and

WHEREAS, the SANDAG Board of Directors has created two categories of employees with regard to the amount contributed by SANDAG for member contributions to be paid by the employer (known as Employer Paid Member Contributions [EPMC]); and

WHEREAS, SANDAG has made 100 percent of the EPMC payments to CalPERS on behalf of the employees who were hired by SANDAG prior to July 1, 2009 and were active members of CalPERS as of June 30, 2009 (Pre-July 2009 Employees), although the EPMC payments were designated as employee contributions; and

WHEREAS, SANDAG does not make any contribution toward the EPMC for employees hired on or after July 1, 2009 who are members of CalPERS, or to employees who leave SANDAG employment after June 30, 2009, and subsequently are rehired by SANDAG (Post-July 2009 Employees); and

WHEREAS, the SANDAG Board of Directors does not permit participating employees to opt out of EPMC or to receive the contributed amount directly instead of having the contributions paid by SANDAG to CalPERS; and

WHEREAS, the SANDAG Board of Directors is making no change with regard to the Post-July 2009 Employees, but has determined it will reduce the EPMC amount it pays for Pre-July 2009 Employees to 75 percent, such that Pre-July 2009 Employee will be responsible for paying 25 percent of the EPMC, beginning October 1, 2012; and
WHEREAS, the SANDAG Board of Directors reserves the right to further amend the EPMC benefit conditions at a future date pursuant to Section 20691 and Board of Directors approval;

NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors elects to pay EPMC, as set forth above.

PASSED AND ADOPTED this 22nd of June 2012.

______________________________           ________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
Overview of the Program Budget

The Program Budget document includes the Overall Work Program (OWP) as well as the Administration and Board Budgets, the Capital Budget, the TransNet Program, the Member Agency assessments, the Personnel Summary information, and the State Route 125 (SR 125) South Bay Expressway program. A brief outline of the main components of the proposed FY 2013 Program Budget follows:

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

Chapter 2 - Detailed Work Element Descriptions - Describes the objectives, budget, tasks, products, and past and future activities for each OWP work element, which are grouped by the six Areas of Emphasis.

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

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

Chapter 5 – Pending Discretionary Grants – This section describes the activities that have been submitted for additional grant awards. The grant applications being submitted this April will help fund activities already included in the OWP. This strategy avoids the necessity of finding additional local fund matches for newly awarded grants mid-year. In addition, any new grant awards will free up flexible funds committed to these efforts in FY 2013 and beyond.

Chapter 6 – Certifications and Resolutions – This chapter contains certifications and assurances required by the funding agencies as part of the OWP approval process. The SANDAG resolution will be approved in conjunction with Board approval of the FY 2013 Program Budget in June, and will serve as the control document for submitting amendments to the funding agencies.

Chapter 7 – Regionally Significant Planning Efforts – Also a requirement of the OWP, this chart outlines all of the active regional planning efforts being coordinated or monitored by Caltrans or SANDAG for the region.

Chapter 8 – Administration and Board Budgets - These budgets describe the cost of providing administrative services including staff time, facility rental, travel, and training. The Board Budget shows the costs associated with conducting Board of Directors and related Policy Advisory Committee meetings. The Administration expenses are allocated across the OWP and Capital Improvement Program projects.
Chapter 9 – Capital Budget – The SANDAG Capital Budget includes those capital projects that SANDAG is responsible to implement for the San Diego region. SANDAG is partnering with Caltrans on the transit and highway projects in the TransNet Early Action Program section of Chapter 9. These projects were approved as part of the TransNet Extension in 2004. The Major and Minor Capital projects are regionally significant capital investments necessary for the renewal and improvement of the region’s transportation network as well as projects that will improve quality of life. Chapter 9 includes projects with existing funding as well as funding in the FY 2013 Transit Capital Improvement Program, which was reviewed and approved at the March 2012 Transportation Committee and Board of Directors meetings. The Capital Budget is included in the FY 2013 Program Budget to provide a comprehensive description of all SANDAG activities.

Chapter 10 – TransNet Program – The TransNet Program summary shows the projected half-cent sales tax revenue for FY 2013, and how the revenue is allocated in accordance with the TransNet Extension Ordinance. Also included are three grant programs utilizing SANDAG authorization to distribute TransNet funds for assistance to senior transportation, bicycle, pedestrian, and neighborhood safety projects, and smart growth incentives.

Chapter 11 – Member Agency Assessments – This chapter shows the SANDAG, Criminal Justice, and Automated Regional Justice Information System (ARJIS) member assessments. The tables show the assessments for each jurisdiction relative to the previous year. No change to the assessment levels for SANDAG and Criminal Justice are anticipated. ARJIS member assessments are proposed to increase 12 percent for permanent members as a means to get back to FY 2009 levels over the next three years.

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

SR 125/South Bay Expressway Operating Budget – This new section describes the first full year of operations and projected budget for the newly acquired toll road facilities, including the proposed addition of staffing, organizational structure, and debt service requirements.

Appendices – This section includes the Contracted Services report of professional services budgeted in the OWP, a listing of Policy Advisory Committee involvement relating to each OWP work element, a glossary defining acronyms used at SANDAG, and historical milestones for the agency.
Summary of Proposed Position Changes

As described in the Staffing, Salaries, and Benefits section of the Draft FY 2013 Program Budget report, SANDAG is recommending the addition of eight Regular staff positions and the conversion of five existing Limited-Term positions to Regular positions in FY 2013. Supporting information for each of the position requests is as follows:

**New Regular Positions**

**Director of Operations**  
Class 33  
Salary Range: $111,108 - $177,773 per year

With the agency’s acquisition of the State Route 125 (SR 125) Toll Road operations, and planned expansion of regional tolling facilities and other mobility management initiatives as outlined in the 2050 Regional Transportation Plan (RTP), it is recommended that a Director of Operations position be added to the agency staff group as part of the FY 2013 budget. SANDAG has full responsibility for the day-to-day functions of the SR 125 Toll Road including oversight of the $20M per year operating budget and management of 52 staff positions. The Director role also would assume responsibility for other operational programs of the organization such as the I-15 Managed Lanes, Freeway Service Patrol, 511, and Compass Card.

**Senior Engineer - Capital Project Quality Manager**  
Class 24  
Salary Range: $71,621 - $114,594 per year

The Mid-Coast Project is in preliminary engineering and is progressing from 30 percent design this spring to more than 65 percent over the next two years while the environmental process is completed and a Full Funding Grant Agreement is approved. As part of the Federal Transit Administration funding process, SANDAG is required to have a Quality Manager (QM) position to independently audit the project quality from design through construction. In addition, the SANDAG capital program has $1.1 billion in projects through FY 2015. The Rail and Transit Engineering Division needs a Senior level Engineer to serve as the Division QM. The QM will ensure conformance with consultant quality control programs, develop and maintain criteria and manuals, verify the quality of design deliverables, oversee configuration management documentation, manage an engineering document control program, and coordinate preparation of consistent and complete bid packages. This position would report to the Director of Mobility Management and Project Implementation for quality auditing and work with the Division Director of Rail and the Principal Construction Engineer on document control and preparation of Plans, Specifications, and Estimates for construction. This position would be funded from the Mid-Coast, TransNet Early Action Program (EAP), and other major capital budgets.

**Senior Programmer Analyst - ARJIS Enterprise System (3 positions)**  
Class 23  
Salary Range: $68,211 - $109,137 per year

**Associate Programmer Analyst - ARJIS Enterprise System (2 positions)**  
Class 18  
Salary Range: $53,431 - $85,489 per year
The Automated Regional Justice Information System (ARJIS) has historically contracted with the San Diego Data Processing Corporation (SDDPC) (a nonprofit company owned by the City of San Diego) for core technology infrastructure, programs, and services. As a result of the recent outsourcing efforts by the City of San Diego, SDDPC will be dissolved over the coming months and will no longer provide technology professionals essential to the ARJIS Program. In order to maintain core services, critical infrastructure, and real-time applications, ARJIS is proposing the addition of five regular positions – three Senior Programmer Analysts and two Associate Programmer Analysts - in lieu of contracting for these staffing resources from SDDPC or another vendor. This action would result in cost-savings compared to current fees paid for consultant services. These five positions would be responsible for maintenance; enhancements; and upgrades of Enterprise ARJIS applications, infrastructure, interfaces, and network operations. Customer support, problem resolution, and technical strategic planning also are key duties for the positions. The positions would be funded from ARJIS member assessments, at no additional cost since ARJIS currently pays SDDPC for the services.

**Special Counsel - Office of General Counsel**  
Class 31  
Salary Range: $100,778 - $161,245 per year

Historically, all staff within the Office the General Counsel have provided a broad range of legal expertise, guidance, and services to the agency. In recent years though, the need for a dedicated legal resource with a depth of expertise in program areas such as Title VI, Equal Employment Opportunity (EEO), Disadvantaged Business Enterprise (DBE), and SANDAG governance and legislative efforts has been identified; these are among the functions of the new Special Counsel position. As part of the departmental realignment, the majority of the broad responsibilities of the Deputy General Counsel have been appropriately distributed to other legal staff members while the Special Counsel has retained a share of these responsibilities in addition to the areas of special focus identified above. The Deputy General Counsel position will not be funded in FY 2013. Instead, the salary budget for the Deputy General Counsel role will be used to fund the Special Counsel position making this a cost-neutral staffing request.

**Conversion of Existing Limited-Term Positions to Regular Positions**

**Systems Engineer, I/II/Associate - Rail, ITS, and Utility Technical Support**  
Class 16/18/20  
Salary Range:  
- Engineer I - $48,463 to $77,541 per year;  
- Engineer II - $53,431 to $85,489 per year;  
- Associate Engineer - $58,923 to $94,277 per year

The workload of the Systems Engineering group has grown with the overall increase in the SANDAG capital program. The Systems Engineers are responsible for delivering projects and also providing technical support for Metropolitan Transit System, North County Transit District, and regional Intelligent Transportation System (ITS) projects, including field installation and testing of rail and communications systems. For the last 12 to 18 months, the team of two Senior Systems Engineers and the Construction Division has been supplemented with a Limited-Term Systems Engineer who has assumed responsibility as the agency’s utility coordinator, supported projects during the design phase, and managed technical projects. It is projected that the need for utility coordination as well as systems support and management will continue to grow with the increase in the capital program.
Therefore, it is proposed that the existing Limited-Term Systems Engineer position be converted to a Regular staff position in FY 2013. The position would continue to be funded from the Capital Improvement Program budget, at no additional cost since it would be a conversion from Limited-Term to Regular.

**Senior Regional Planner - Environmental Program Management**
Class 22
Salary Range: $64,963 - $103,940 per year

In March 2010, SANDAG added a Limited-Term Regional Planner position to oversee the environmental review process (California Environmental Quality Act [CEQA], National Environmental Policy Act [NEPA], and regulatory permitting) essential to the delivery of capital projects and programs. The position has brought significant efficiencies to the agency by trimming budgets for environmental review (upward of $400,000), ensuring adequate scopes of work are being developed when task orders are developed, streamlining the submittal of regulatory permit applications, and reducing the reliance on consultants for environmental program management (by as much as 50 percent). It is proposed that the current Limited-Term Senior Regional Planner position be converted to a Regular staff position. The ongoing need for expertise in the environmental review process parallels the agency's increased efforts related to the development and implementation of regional capital projects. The environmental review process is an integral part of the effort necessary to deliver regional capital projects. The position would continue to be funded from the Capital Improvement Program budget, at no additional cost since it would be a conversion from Limited-Term to Regular.

**Associate Regional Planner - Active Transportation Program (3 positions)**
Class 18
Salary Range: $53,431 to $85,489 per year

The recently approved 2050 Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS) made a significant commitment to Active Transportation, including a commitment to begin work on an early action program for projects included in the Board-approved Regional Bicycle Plan and to perform the planning for the broader Active Transportation Program within two years from the approval date of the RTP. In support of this commitment, it is proposed that three existing Associate Regional Planner positions be converted from Limited-Term to Regular positions. These positions are responsible for implementing Active Transportation projects and programs called for in both the Regional Bicycle Plan and the 2050 RTP/SCS. The projects include the Coastal Rail Trail, Inland Rail Trail, San Diego River Trail, Bayshore Bikeway, and a number of high priority bicycle and pedestrian projects in the region’s urban core. In support of the capital investments, these positions also will play a role in implementing a number of regional programs, including data collection, evaluation and modeling, Safe Routes to Transit, Safe Routes to School, and bicycle and pedestrian education and awareness efforts. It is anticipated the positions would continue to be funded from Active Transportation TransNet and TDA funds, at no additional cost since they would be a conversion from Limited-Term to Regular.
Proposed Final FY 2013 SANDAG Program Budget (including the OWP)

(Printed copies provided to Board members; CDs are included for others, and the entire report is available at: www.sandag.org/budget or by contacting the Public Information Office at (619) 699-1950 or pio@sandag.org.)
Finally, an opportunity to fix roads

Jerry Brown will be sworn in as California's attorney general in January, precisely 32 years after being inaugurated for the first of his two terms as governor.

Brown's return to Sacramento has many ironic aspects, not the least being what will also be happening in January: The state Transportation Commission will begin allocating tens of billions of bond and tax dollars to reverse the shameful deterioration of California's once-superb highway system that began when Brown, more or less on a whim, virtually stopped construction. Brown declared an "era of limits," halted hundreds of long-planned projects and laid off thousands of state highway designers and builders.

California didn't stop growing but succeeding governors made no appreciable progress in undoing what Brown wrought. The state has already added more than 14 million bodies to its population since Brown's inauguration in 1975, as well as more than 10 million additional cars and trucks, and they have relentlessly pounded California's under-maintained, over-stressed state and local roadways.

California has the nation's worst traffic congestion and some of its worst pavement. We spend less, per capita, on highways than any other state in a weltering array of federal, state and local transportation planning and financing schemes that often work at cross-purposes. It's no wonder that the Transportation Commission declared in its annual report last year that California's transportation program "is in shambles" and "inherently unstable, unreliable, inflexible and inadequate."

Suddenly, however, there's some money. Voters have approved a measure that will require about $2 billion a year in sales taxes on fuel to be spent on transportation, except under emergency conditions, and a $19.9 billion bond issue sponsored by Gov. Arnold Schwarzenegger and the Legislature.

It's merely a down payment on the $100-plus billion that's needed to bring highways and other transportation systems up to snuff, it adds even more complexity to an already obtuse system, and it's less satisfactory than stable, long-term financing, such as an increase in gas taxes. But it's a start.

California voters, by their strong vote, have signaled that they want something done about congestion and transportation planners have an immense backlog of high-priority projects. It's an opportunity for the Transportation Commission, the Department of Transportation, the governor and the Legislature to deliver on their implicit promises to undo three decades of neglect. And they'd better not screw it up.

The worst thing those who allocate the new bucks could do would be to pork it up, bowing to political or special-interest pressure to build projects that enhance someone's political standing or bank account rather than concentrating on the projects that motorists and travelers need the most. Unfortunately, there's some history to make that a legitimate concern.

Six years ago, when the state was very temporarily flush with cash, then-Gov. Gray Davis (who had been Jerry Brown's chief of staff) and the Legislature allocated $4.9 billion for a so-called "congestion relief" program that bypassed the long-standing prioritization process and dictated specific projects, such as a freeway interchange to serve a casino owned by a politically influential Indian tribe. Little of the money was actually spent because the state grabbed it back to deal with its budget crisis, but the porcine intent was there.

If those in charge of spending the money do it right — quickly and efficiently — voters might be willing to opt for long-term financing later, but if they don't, it will have been a cruel joke and California's transportation crisis will continue.

Walters can be reached via e-mail dwalters@sacbee.com.