EXECUTIVE COMMITTEE
AGENDA

Friday, January 13, 2012
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

- FISCAL YEAR 2011 OVERALL WORK PROGRAM
  BUDGET: YEAR-END REPORT

- FEDERAL LEGISLATIVE STATUS REPORT

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.

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(619) 699-1900  ·  Fax (619) 699-1905  ·  www.sandag.org
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This agenda and related staff reports can be accessed at www.sandag.org under Meetings. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form available on the Web site. E-mail comments should be received no later than 12 noon, two working days prior to the Executive Committee meeting. Any handouts, presentations, or other materials from the public intended for distribution at the Executive Committee meeting should be received by the Clerk of the Committee no later than 12 noon, two working days prior to the meeting.

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EXECUTIVE COMMITTEE
Friday, January 13, 2012

ITEM #               RECOMMENDATION
+1.  APPROVAL OF THE DECEMBER 2, 2011, MEETING MINUTES  APPROVE

2.  PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

REPORTS (3 through 5)

+3.  FISCAL YEAR 2011 OVERALL WORK PROGRAM BUDGET: YEAR-END REPORT (Tim Watson)  INFORMATION

This report presents highlights of the FY 2011 Budget and Overall Work Program from July 1, 2010, through June 30, 2011. Staff will present the significant accomplishments and issues from the annual report.

+4.  FEDERAL LEGISLATIVE STATUS REPORT (Victoria Stackwick)  INFORMATION

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This report provides a status on pending federal activities.

+5.  REVIEW OF THE JANUARY 27, 2012, DRAFT BOARD AGENDA (Renée Wasmund)  APPROVE

6.  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.

7.  UPCOMING MEETINGS  INFORMATION

The next meeting of the Executive Committee is scheduled for Friday, February 10, 2012, at 9 a.m.

8.  ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
DECEMBER 2, 2011

Chair Jerome Stocks (North County Coastal) called the Executive Committee meeting to order at 8:33 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Supervisor Bill Horn (County of San Diego) and a second by Mayor Don Higginson (North County Inland), the minutes of the November 4, 2011, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no public comments.

REPORTS (3)

3. REVIEW OF DRAFT BOARD AGENDAS (APPROVE)

A. December 9, 2011, Draft Board Agenda

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

Mayor Mary Sessom (East County) asked that staff provide a list of locations that will sell the Compass Card.

B. December 16, 2011, Draft Board Agenda

Ms. Wasmund also reviewed the draft agenda for this Board meeting, and noted any changes since the mailout.

Action: Upon a motion by Supervisor Horn, and a second by First Vice Chair Jack Dale (East County), the Executive Committee voted to approve the agendas for the December 9 and December 16, 2011, Board of Directors meetings.
4. CONTINUED PUBLIC COMMENTS

There were no public comments.

5. UPCOMING MEETINGS

The next Executive Committee meeting is scheduled for January 13, 2012, at 9 a.m.

6. ADJOURNMENT

Chair Stocks adjourned the meeting at 8:43 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
### DECEMBER 2, 2011

<table>
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<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
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<td>City of Poway</td>
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<td></td>
<td>City of National City</td>
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<td>Greg Cox</td>
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FISCAL YEAR 2011 OVERALL WORK PROGRAM BUDGET: YEAR-END REPORT  File Number 1500400

Introduction

The purpose of this report is to summarize the progress made on the SANDAG Overall Work Program (OWP) Budget during FY 2011, including significant accomplishments, as well as the status of work elements where SANDAG made less progress than planned. It is further intended that this information, accompanied by current progress on the FY 2012 OWP, will be a valuable tool as staff continue to assess current priorities and begin preparation of the FY 2013 Program Budget and OWP.

Discussion

The FY 2011 Budget Year-End Report (Attachment 1) provides a summary of progress made during the year, including significant accomplishments, challenges, and delays in planned progress. Expenditures in FY 2011 were 28 percent under the amended budget of $68.5 million, with the balance carried over to fund planned work efforts in FY 2012 and beyond, where applicable. The majority of the work efforts identified and approved as part of the FY 2011 OWP Budget were accomplished, including some significant unplanned work that arose and was addressed during the course of the year. Action plans relating to incomplete projects have been carried forward and are being tracked in the current fiscal year. Staff will continue to track progress on incomplete items, confirm their continued relevance, and see them through to completion.

Each quarter, SANDAG submits the required progress reports to the funding agencies, providing information on the progress made for each work element. There have been notable improvements in both the efficiency and effectiveness of the quarterly reporting of progress to Caltrans during the past several years. For example, projects funded with discretionary grants that have additional reporting requirements are now flagged to produce supplemental status information. For internal project management reporting, progress on each project is reported quarterly at the Task/Product level, estimated completion dates are confirmed or updated, and overall progress is monitored. Projects with budget variances and/or schedule delays also are identified and reviewed by management staff. More than 430 tasks and deliverables included in 130 individual work elements are tracked using this process.

LAUREN WARREM  
Director of Finance  

Attachment: 1. FY 2011 Overall Work Program Budget Year-End Report  
Key Staff Contact: Tim Watson, (619) 699-1966, twa@sandag.org
FY 2011 OVERALL WORK PROGRAM BUDGET YEAR-END REPORT

FY 2011 Revenue and Expenditure Performance

As of June 30, 2011, actual revenue available for the Overall Work Program (OWP) portion of the Amended FY 2011 Program Budget was on track. Approved discretionary grants and federal planning funds were available as intended. In addition to the original $64.8 million in OWP revenues, amendments to the FY 2011 OWP Budget resulted in a net increase of more than $3.7 million. The budget amendments included the acceptance of additional or new grant funds, offset by various funding reductions from some funding agencies (primarily state funding). On an actual year-over-year basis, FY 2011 Transportation Development Act (TDA) and TransNet revenues were up approximately 7.5 and 8.4 percent, respectively, over FY 2010 actual receipts.

Actual FY 2011 OWP expenditures were $49.5 million, compared to FY 2010 spending of $46 million. Progress on some projects did not occur as originally planned. Delays were largely a result of dependencies on other projects and/or reprioritized resources. Where applicable, projects were continued into the FY 2012 OWP, along with the associated funding. There also were new projects and unexpected opportunities that arose during the year, which were amended into the budget after the original OWP was approved. These are listed in the Unplanned Accomplishments section of this attachment.

The ending balance of the Contingency Reserve, as of June 30, 2011, was approximately $8.8 million, of which approximately $1.8 million is committed for Board of Directors approved uses, leaving $7.0 million uncommitted and available for use at the discretion of the Board. The uncommitted balance represented approximately 12 percent of the FY 2012 OWP Budget, which exceeded the minimum target of 5 percent as required by Board policy. In FY 2012, the Board committed an additional $160,000 for final due diligence efforts on the acquisition of the State Route 125 toll road and up to $2,000,000 for defending the litigation regarding the Environmental Impact Report (EIR) for the 2050 Regional Transportation Plan (RTP). The current uncommitted balance of the Contingency Reserve is $4.9 million, which represents 8 percent of the FY 2012 OWP Budget.

FY 2011 Accomplishments-Strategic Goals

I. Develop a regional vision and guiding principles

1. Collaborated with the California Air Resources Board (CARB) and other Metropolitan Planning Organizations (MPOs) in the state on testing various greenhouse gas (GHG) reduction scenarios; in September 2010 CARB approved final per capita GHG targets for the San Diego region for the years 2020 and 2035, pursuant to Senate Bill 375 (Steinberg, 2008) (SB 375).

2. Board accepted for public review the Draft 2050 RTP, including the Sustainable Communities Strategy (SCS) and EIR, following an extensive process that included development of goals and policy objectives, project evaluation criteria, plan performance measures, an unconstrained transportation network, and initial and preferred revenue constrained network/SCS scenario. The Draft 2050 RTP/SCS met the GHG targets set by CARB.
3. Completed an Economic Impact Analysis of the Draft 2050 RTP, which shows that transportation investments result in $4.8 billion of annual positive impact to the regional economic output and create 39,500 jobs per year in the San Diego region.

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

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

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

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

II. Improve mobility

1. Continued to make progress on the Interstate 15 (I-15) Violation Enforcement System Study. The initial enforcement technology assessment was completed, and Caltrans awarded SANDAG $240,000 in additional funds to continue research efforts to identify technologies and develop operational scenarios for high occupancy toll lane enforcement.

2. Continued to improve the 511 Advanced Traveler Information System, which handled more than 3.5 million calls to date. Completed the Commercial Vehicle Operations information functionality and added a taxi referral service to the 511 system.

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

4. Continued to administer an aggressive Regional Transportation Demand Management Program, which currently includes 734 vanpools, nearly 5,780 vanpool passengers, more than 813 bike lockers, more than 1,964 Guaranteed Ride Home participants, more than 6,000 Bike to Work day participants, more than 40 schools in the SchoolPool program, and more than 15,500 iCommute registrants. Participation levels in FY 2011 resulted in reduced traffic congestion, with more than 21 million miles not driven, more than 18 million pounds of carbon dioxide emissions not released, and a savings of almost 1 million gallons of fuel as featured in the FY 2011 “iCommute measures up” report.
5. Continued migration of SANDAG transportation models from the traditional four-step model to a state-of-the-art activity-based model, which will enhance our modeling capabilities and allow more robust analysis of different land use/transportation alternatives. Complete migration scheduled to be completed in time for use in the development of the next RTP in 2015.

6. Staff completed a joint tour generation model, trip location choice model, trip mode choice model, and a parking location model.

7. Developed several Web-based geographic information systems (GIS) applications to support the transportation modeling and forecast land use updates.

8. Developed a visualization model that can demonstrate the traffic conditions along the major freeways in the region using performance measurement system data.

9. Completed the Cross Border Travel Behavior survey and a visitor’s survey.

10. Completed the Comprehensive Freight Gateway Study and used the new freight model to forecast regional freight and truck volumes, which was incorporated in the Draft 2050 RTP.

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

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

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

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

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

16. Continued to partner with the City of San Diego, the San Diego County Regional Airport Authority, Caltrans, and the California High Speed Rail Authority (CHSRA) on the advanced planning for an Intermodal Transit Center at the San Diego International Airport (SDIA). CHSRA made a determination on a preferred alignment, which would terminate at SDIA.

17. SANDAG continues to be the lead agency for the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor, which advocates for rail improvements along the coastal rail corridor. LOSSAN is currently working on a Corridorwide Strategic Implementation Plan, a plan of short-term and long-term strategies to better integrate the corridor’s three passenger rail services.
18. Continued development of a new border crossing at Otay Mesa East and the connecting State Route 11. An EIR/Environment Impact Study was completed for the project by Caltrans and a binational Intelligent Transportation System (ITS) pre-deployment study is being conducted. A binational investment grade traffic and revenue study also will help determine the amount of toll financing the project can support.

19. The Rail Line Runs Through It pilot promotional effort introduced semester transit passes on Compass Card to California State University San Marcos (CSUSM) students, faculty, and staff to increase public transit ridership, reduce traffic congestion, and help create sustainable communities. The discounted rate and semester transit pass resulted in a 280 percent increase of CSUSM transit pass sales from 376 passes in the 2010 spring semester to 1,427 passes in the 2011 spring semester.

20. Freeway Service Patrol (FSP): In FY 2011, staff deployed a restructured regional FSP program replacing 30 percent of the tow truck fleet with cost-effective pickup trucks, which resulted in a 5 percent decrease ($117 thousand savings) in annual contractor costs.

III. Develop and implement strategies to improve the quality of life for the region

1. Continued to work through the Quality of Life Steering Committee and the Stakeholder Working Group on developing a Quality of Life initiative that includes open space, shoreline preservation, water quality, and public transit. As directed at the 2011 Board Summit, completed public information survey research regarding a Quality of Life funding strategy.

2. In collaboration with Caltrans, completed the San Diego Region Aggregate Supply study that documents shortages and identifies resources throughout the region that could help meet the demand for construction aggregate supply.

3. Submitted a grant proposal to the state Strategic Growth Council and was awarded $750,000 in Proposition 84 planning funds to support the implementation of the SCS.

4. Continued to collaborate with the County of San Diego Health and Human Services Agency on the Healthy Works program. Board approved the grant process and evaluation criteria, and also approved nearly $1 million in grant awards for Healthy Community Planning Grants; Active Community Transportation Grants; Safe Routes to School Capacity Building and Planning Grants; and Safe Routes to School Education, Encouragement, and Enforcement Grants to various jurisdictions, schools, and non-profit organizations throughout the region.

5. The Board accepted for public review the Draft Regional Housing Needs Assessment (RHNA) methodology and allocation option recommended by staff. The recommended RHNA methodology and allocation option is based on the Series 12 Growth Forecast and provides the best opportunity for all the 18 cities and the County to develop a housing element to be proposed for acceptance by the Department of Housing and Community Development.

6. Began conducting an evaluation of the Graffiti Tracker pilot program to determine how implementation of the system varied across the region and the impacts to the implementing agencies. The evaluation included information about the number of incidents documented during the pilot program, how many incidents were linked across jurisdictions, how many cases were solved, and the amount of restitution ordered and paid.
7. Completed the San Diego Regional Indicator of Sustainable Competitiveness, providing a benchmark for the region compared to other metropolitan areas toward the goal of improving the economy, environment, and social equity.

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

9. Obtained the coastal development permit for the next Regional Beach Sand Project, with construction scheduled to start next April. The project is expected to place more than two million cubic yards of sand on regional beaches from Oceanside to Imperial Beach.

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

IV. Enhance organizational effectiveness

1. Continued to enhance employee skills through professional development and training initiatives that included technical skills, business skills, communication and presentation skills, project management, effective employee management, supervision, and development, and leadership skills.

2. Continued to promote and encourage employees to stay active in professional organizations, such as the Women’s Transportation Seminar, American Society of Civil Engineers, San Diego Highway Development Association, American Planning Association, Transportation Research Board, and Urban Land Institute, among others.

3. Continued strengthening our capacity and partnerships in the areas of goods movement and energy planning.

4. Continue to strengthen partnerships with the other MPOs in California, including the Southern California Association of Governments (SCAG), Metropolitan Transportation Commission (MTC), and Sacramento Area Council of Governments (SACOG). Our Planning, Modeling, and Legal teams worked together on sharing information, standardizing assumptions, coordinating grant applications, conducting joint evaluations, and developing common scenarios for regional transportation and land use planning and implementation of SB 375.

5. The FY 2010 SANDAG Audited Comprehensive Annual Financial Report (CAFR) was completed, including the San Diego County Regional Transportation Commission, SourcePoint, and Automated Regional Justice Information System (ARJIS) components. The auditors expressed an unqualified (clean) opinion on the financial statements, and the CAFR was awarded the Certificate of Achievement for Financial Reporting from the Government Finance Officers Association for the fourth consecutive year, recognizing excellence in SANDAG financial reporting.
6. Board approved the 2010 updated Plan of Finance (POF), which incorporated the revised Robust scenario to advance to construction several projects under development in key Early Action Program (EAP) corridors and prepare “shovel ready” projects, while keeping the existing TransNet EAP projects on current schedules. The POF action led to the Board approval of a $350 million issuance of a combination of Build America Bonds (BABs) and tax-exempt fixed-rate bonds, at a combined rate, net of the BABs subsidy, of 3.89 percent over the remaining life of the TransNet program (through 2048). The POF assumptions included capitalizing on opportunities of the low bid construction cost environment, historically low interest rates, and capturing the BABs 35 percent subsidy before expiration in calendar year 2010.

7. Executed a one-year agreement with J.P. Morgan, one of the liquidity providers for one-half of the 2008 variable rate bonds, resulting in annual cost savings of more than $400,000, while maintaining the prior favorable existing terms of agreement.

8. Board approved the $10 billion 2010 Regional Transportation Improvement Program; continued to track project scope, schedule, and costs on an ongoing basis to ensure that budgets and schedules are being met, and that we are complying with all state and federal requirements. Continued to work with project sponsors throughout the year to ensure that state and federal obligation deadlines are met and actively manage the programming process to maximize the funds to the region.

9. Worked with the Independent Taxpayer Oversight Committee and independent auditors to implement the 2009 Triennial Performance Audit recommendations and complete the FY 2010 TransNet fiscal and compliance audits.

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

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

12. Continued to meet and partner with the Tribal Nations. Southern California Tribal Chairman’s Association representatives are actively participating on four of the SANDAG Policy Advisory Committees and the Board of Directors as well as a working group that provided input and recommendations for the Draft 2050 RTP.

13. Established the Small and Disadvantaged Business Development program to facilitate outreach to, and provide a level playing field for, small and disadvantaged businesses to ensure full and equal opportunity in the SANDAG procurement and contracting process.
V. Pursue innovative solutions

1. Continued to implement the Service Bureau Strategic Marketing Plan. The Service Bureau is currently working on 50 projects generating about $170,000 in revenues. The Service Bureau is helping the City of Santee develop and deliver a local capital improvement project. The Service Bureau also is in discussions with the cities of Imperial Beach and San Diego about the potential to utilize the Service Bureau and our on-call contracting capacity to help deliver some of their capital improvement projects.

2. In addition to partnering with the other MPOs in California (SCAG, MTC, and SACOG), SANDAG has stayed active in the National Association of Regional Councils (NARC) to work toward an urban mobility program at the national level.

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

Unplanned Accomplishments

The following items were not part of the original budgeted tasks or projects in FY 2011. These efforts were deemed high-priority issues, and were incorporated or amended into the FY 2011 Budget using existing resources or with new resources provided by new or additional grant funding.

1. Worked extensively on major changes to Senate Bill 468 (Kehoe, 2011) concerning the North Coast Corridor. As introduced, the bill would have severely impacted the region’s ability to implement the Interstate 5 (I-5) Express Lanes, one of the cornerstones of the TransNet Program. Through extensive collaboration with Senator Kehoe and her staff, the bill evolved into an important tool to help implement improvements to both I-5 and the LOSSAN rail corridor.

2. Given the bankruptcy and reorganization of the South Bay Expressway (SR 125 toll road), the Board evaluated various options and ultimately agreed to a public acquisition of the toll road assets.

3. Awarded $400,000 from the Strategic Growth Council from Proposition 84 bond funds to enhance SANDAG modeling efforts in support of the Draft 2050 RTP and its SCS.

4. Experienced an increase in net FasTrak revenue that allowed for $1 million in funding support for Metropolitan Transit System transit services on the I-15 corridor, which was $500,000 more than planned.

5. The Criminal Justice Research Division (CJRD) obtained an $111,000 grant from the San Diego Police Department (SDPD) to evaluate the SDPD Smart Policing initiative.

6. Obtained nearly $300,000 in new grant funding from the National Institute of Justice for CJRD to evaluate the effectiveness of cross-border task force strategies in combating criminal narcotics activity along the U.S.-Mexico border.

7. Received $258,000 in multi-year funding for CJRD to evaluate the effectiveness of a standardized national curriculum for at-risk youth.

8. Awarded an additional $124,530 by the U.S. Department of Justice to continue to serve as the Project Safe Neighborhoods fiscal agent targeting gun and gang-related violence.
9. Received a $240,000 grant through the Caltrans FHWA Partnership Planning program to continue to develop the I-15 Violation Enforcement System and next generation techniques for revenue collection on managed lanes throughout the region.

10. Established a Memorandum of Understanding with LOSSAN member agencies and accepted contributions and grants totaling more than $547,000 to lead the effort to create short-term and long-term improvements to the LOSSAN corridor through the development of a Corridorwide Strategic Implementation Plan.

11. Obtained a $685,000 grant from U.S. Department of Homeland Security for the ARJIS to focus on improving regional information sharing and collaboration. The goals of the project are to capture and share information about individuals of interest to aid in their identification, and share this information among various law enforcement agencies to ensure enhanced collaboration.

12. Obtained $74,000 in grant funding from the Urban Area Security Initiative for ARJIS to develop an eWatch application, which will allow the public to subscribe to a no-cost service to receive notifications of crimes, arrests, and/or traffic incidents occurring around specific addresses.

Incomplete OWP Projects (Carried over into FY 2012)

Table 1 describes those planned work efforts that experienced significant delays during FY 2011, along with the reasons for the delay and the planned resolution. Most of the delayed work efforts were carried forward and included as part of the approved FY 2012 SANDAG Program Budget, as noted below. The criteria used to identify incomplete projects were for work elements with less than 50 percent of budget expended and less than 50 percent of tasks completed. It is worth noting that this is the fewest number of incomplete projects on the list since tracking began in FY 2008.

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<th>Project Title</th>
<th>OWP No.</th>
<th>Main Delay Issue and Planned Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Destination Lindbergh</td>
<td>3101100</td>
<td>Consultant work has progressed slower than anticipated due to changes in the scope of work resulting from the need to evaluate possible rail grade separation, I-5 direct connector ramp designs, and traffic impacts to local streets from the proposed Intermodal Transportation Center. Remaining tasks have been redefined and carried forward into FY 2012, as well as the associated funding.</td>
</tr>
<tr>
<td>Integrated Corridor Management (ICM) Initiative</td>
<td>3311200</td>
<td>The progress for FY 2011 was slower due to delays in the development and review of ICM system requirements. This delayed the corresponding design and build task order, which was issued in June 2011. Project work efforts and funding have been carried over into FY 2012 as a capital project, with expected completion in February 2013.</td>
</tr>
<tr>
<td>Project Description</td>
<td>Project Number</td>
<td>Notes</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>----------------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>ARJIS: Tactical Identification System</td>
<td>7350500</td>
<td>The overall project effort was delayed due to challenges related to facial recognition technology, the need to seamlessly interface with existing ARJIS applications, and reliability standards and other technical specifications. The incomplete tasks, contractual commitments, and funding have been carried over to FY 2012.</td>
</tr>
<tr>
<td>ARJIS: U.S. Department of Homeland Security (DHS) Support</td>
<td>7351100</td>
<td>This project was delayed due to a shift in priorities and resources to the ARJIS Enterprise upgrade. The schedule has been updated to reflect the work that will be completed in FY 2012, as well as the carryover of the funding.</td>
</tr>
</tbody>
</table>
FEDERAL LEGISLATIVE STATUS REPORT

**Introduction**

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This status report provides an update on recent federal legislation pertaining to the FY 2012 Budget, federal surface transportation authorization, tax extension legislation, deficit reduction committee status, and the FY 2011 Transportation Investment Generating Economic Recovery (TIGER) grants.

**Discussion**

**FY 2012 Mini-bus Appropriations**

On November 18, 2011, the President signed the Consolidated and Further Continuing Appropriations Act of 2012, also known as the “Mini-bus,” which included funding for the FY 2012 Agriculture; Commerce, Justice, and Science; and Transportation, Housing, and Urban Development (THUD) appropriations bills.

Under the FY 2012 THUD component of the legislation, highway programs are funded at $39.1 billion. This amount is lower than the $41.1 billion obligation limitation set on federal-aid highways in FY 2010 and FY 2011. The proposal includes an additional $1.662 billion in appropriations for emergency relief highway funding to address the natural disasters that occurred this year. The bill also includes $500 million for the TIGER program, which constitutes a 5.1 percent cut from current levels, but is a significant improvement over the House proposal to eliminate the program entirely.

The Federal Transit Administration (FTA) budget is $10.6 billion in FY 2012. This represents a 3 percent increase over FY 2011 funding levels. Increased funding was provided to the Formula and Bus Grant programs, which will receive $8.3 billion, an $18 million increase over the FY 2011 level, as well as the New Starts Capital Investment Grant Program, which is funded at $1.9 billion in FY 2012, a $358 million increase over the FY 2011 level. The bill includes legislative language limiting the federal share for FTA New Starts projects to 60 percent, up from the 50 percent proposal originally included in the House version of the bill. The bill also retains language contained in the Senate THUD Appropriations bill directing bus rapid transit projects to be funded under the Bus and Bus Facilities program rather than the New Starts program.

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1 These programs include the Job Access and Reverse Commute (JARC), Bus and Bus Facilities, New Freedom, Clean Fuels, and Elderly and Disabled, among others.
The bill also includes a provision, originally offered as an amendment in the House THUD subcommittee markup by Representative John Carter (R-TX), which makes up to $100 million in grants for fuel or electricity costs associated with the operation of transit vehicles to be classified as capital maintenance expenses under the Formula and Bus grants program. No funding was provided for either the greenhouse gas and energy reduction (TIGGER) grant program or the Livable Communities Initiative.

On the rail side, the bill provides $1.6 billion in FY 2012 for Federal Railroad Administration (FRA) programs. No funding was provided for the high-speed and intercity passenger rail grants program. Funding for Amtrak capital grants was set at $952 million, a $30 million increase from the previous year’s funding level, as well as $466 million for Amtrak operating grants, which is a significant decrease from the FY 2011 enacted level of $562 million.

**FY 2012 Omnibus Appropriations**

On December 23, 2011, the President signed into law the Consolidated Appropriations Act of 2012, known as an “Omnibus” Appropriations bill, to complete the FY 2012 appropriations process. The Omnibus bill is a package of nine remaining appropriations bills funding federal departments, agencies, and programs that were operating under a Continuing Resolution (CR) through December 23, 2011.

The Omnibus includes the FY 2012 Appropriations bill for the Department of Homeland Security, which funds public transportation and rail security grants through the State and Local Programs of the Federal Emergency Management Agency (FEMA) and the Transportation Security Administration. Specifically, the measure reduces the funding available to the FEMA State and Local grant programs, often referred to as the first-responders grants, to $2.4 billion, $1 billion less than last year. The bill does not specify a funding level for the Transit Security Grant Program (TSGP); rather, it follows the recommendation from the House, under which 11 different grant programs within the State and Local grant account, including TSGP, will compete for funding and allocation of awards subject to the discretion of the Administration. In FY 2011, Congress provided $249 million for the TSGP.

**Federal Surface Transportation Authorization**

Senate Environment and Public Works Committee

On November 7, 2011, Senator Barbara Boxer introduced S. 1813, the Moving Ahead for Progress in the 21st Century (MAP-21). This two-year bill drafted by the Senate Environment and Public Works (EPW) Committee provides $83.8 billion to address surface transportation reauthorization. Specifically, the bill keeps funding at current levels for two years, but overhauls the federal-aid programs and revises how money will be distributed to the states. The EPW Committee approved the measure 18-0 during its markup session.

In addition to authorizing federal highway programs, the bill consolidates many highway programs, including the Coordinated Border Infrastructure program, from about 90 programs to less than 30 programs. The legislation creates a new National Freight Program intended to make movement of freight on highways more efficient. The measure also includes a number of provisions aimed at speeding up project delivery. The legislation authorizes $1 billion for the Transportation
Infrastructure Finance and Innovation Act (TIFIA) program, which provides financing for transportation projects with national and regional significance.

The combined package is proposed to total $109 billion. The proposal does not include a funding source to address the $12 billion gap between the funds generated for the Highway Trust Fund from current taxes and the authorized spending levels. While the EPW Committee’s minority members mostly agreed with the bill’s policy provisions, many have made it clear that the measure will not advance unless an agreement can be reached on the funding offsets.

The surface transportation authorization will need to go to three other Senate committees before being introduced on the Senate floor. The Senate Commerce, Science, and Transportation; Banking, Housing, and Urban Affairs; and Finance Committees have jurisdiction over highway safety, mass transit, and tax provisions, respectively.

Senate Commerce, Science, and Transportation Committee

On December 14, 2011, the Senate Commerce, Science, and Transportation Committee approved four transportation safety and research measures. The approved measures could be included in the surface transportation reauthorization package. Committee Chairman John D. Rockefeller IV (D-WV) has stated his intent to advance several other transportation infrastructure bills in early 2012, such as one relating to a national infrastructure bank.

The following four bills were approved by the Committee:

- S. 1449 - The Motor Vehicle and Highway Safety Improvement Act of 2011
- S. 1952 - The Hazardous Materials Transportation Safety Improvement Act of 2011
- S. 1953 - The Research and Innovative Technology Administration Reauthorization Act of 2011

Of relevance to SANDAG is S. 1950, the Commercial Motor Vehicle Safety Enhancement Act of 2011. The bill would provide the tools necessary to create a national freight policy and infrastructure grant program by establishing an Office of Freight Planning and Development at the United States Department of Transportation (USDOT). The new office would develop and implement national freight policy.

Senate Banking, Housing, and Urban Affairs Committee

Members and staff of the Senate Committee on Banking, Housing, and Urban Affairs continue their work to complete a bipartisan legislative proposal extending FTA programs under the Committee’s jurisdiction. A tentative markup on December 16, 2011, was delayed as both Chairman Tim Johnson (D-SD) and ranking member Richard Shelby (R-AL) indicated there are a number of outstanding issues that needed to be resolved. Committee staff indicated negotiations were continuing and that progress is being made toward an agreement.

Senate Finance Committee

Senate Finance Committee Chair Max Baucus (D-MT) noted that his committee is working to address the additional revenue necessary to pass the surface transportation reauthorization. The Committee
had proposed a modified adjusted gross income change to address the shortfall, but since its
inception the provision was allocated to pay for H.R. 674, the 3 percent withholding bill. The
Committee remains committed to working on the budget shortfall.

**Tax Benefit Extension Legislation**

On December 23, 2011, the President signed legislation to pass a compromise bill extending the
current payroll tax rate and unemployment insurance until the end of February 2012. The bill did
not include extensions of the transit commuter benefits or the alternative fuel tax credit. Congress
could, however, retroactively extend tax provisions in 2012.

**Deficit Reduction Committee**

The Joint Select Committee on Deficit Reduction, referred to as the super committee, is a joint select
committee of Congress created by the Budget Control Act of 2011. The super committee was
charged with issuing a recommendation by November 23, 2011, providing at least $1.5 trillion in
additional deficit reduction steps to be undertaken over a ten-year period. On November 21, 2011,
the super committee concluded its work, issuing a statement that it would not be possible to make
any bipartisan agreement available to the public before the stated deadline.

Since the super committee did not come to an agreement on the budget cuts, Congress could send
a bill to the President to repeal or modify the automatic cuts, known as sequestration. That bill
would likely be vetoed by the White House, and Senate Majority Leader Harry Reid (D-NV) has
vowed not to bring a bill to the Senate floor that abolishes or adjusts the sequestration measure.

**TIGER III Grant Recipients**

On December 15, 2011, USDOT Secretary Ray LaHood announced 46 projects in 33 states and
Puerto Rico that will receive a total of $511 million from the third round of the TIGER program. The
USDOT received 848 project applications from all 50 states, Puerto Rico, and Washington, DC,
requesting a total of $14.29 billion, far exceeding the funds made available for grants under the
TIGER III program. Three projects were selected in California; they include the State Route 91
Corridor Improvements, Port of Long Beach Rail Realignment, and the US 101 Smith River Safety
Corridor.

**KIM KAWADA**
TransNet and Legislative Affairs Program Director

Key Staff Contact: Victoria Stackwick, (619) 699-6926, vst@sandag.org
San Diego Association of Governments

EXECUTIVE COMMITTEE

January 13, 2012

AGENDA ITEM NO.: 5

Action Requested: APPROVE

REVIEW OF JANUARY 27, 2012, DRAFT BOARD AGENDA

ITEM #

RECOMMENDATION

+1. APPROVAL OF MEETING MINUTES

+A. DECEMBER 2, 2011, BOARD BUSINESS MEETING MINUTES
+B. DECEMBER 9, 2011, BOARD BUSINESS MEETING MINUTES
+C. DECEMBER 16, 2011, BOARD BUSINESS MEETING MINUTES

APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

+3. ACTIONS FROM POLICY ADVISORY COMMITTEES

APPROVE

This item summarizes the actions taken by the Transportation and Regional Planning Committees on January 6, the Executive Committee on January 13, and the Transportation and Public Safety Committees on January 20, 2012.

CONSENT (4 through X)

+4. FEDERAL TRANSIT ADMINISTRATION SECTION 5311 PROGRAM OF PROJECTS (Sookyung Kim)

APPROVE

The Federal Transit Administration (FTA) provides funding for capital and operating assistance to transit agencies providing rural transportation services through the Section 5311 Non-Urbanized Area Formula Program. Caltrans has published the estimated apportionment for Federal Fiscal Year 2012 (FFY 2012). The Transportation Committee recommends that the Board of Directors approve the apportionment of FTA Section 5311 funds for FFY 2012.
5. **EQUAL EMPLOYMENT OPPORTUNITY PROGRAM (Melissa Coffelt)** INFORMATION

Federal regulations require that the agency maintain an Equal Employment Opportunity (EEO) Program as a condition of receipt of federal funds. The SANDAG administrative policies and procedures mandate equal employment opportunities in recruitment, hiring, and employment for both applicants and employees. In accordance with SANDAG Board Policy No. 007: Equal Employment Opportunity Program, this report summarizes employment results for 2011 and reviews EEO Program goals for the upcoming year.

6. **REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (Lauren Warrem)** 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.

7. **REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada)** INFORMATION

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

8. **REPORTS (9 through XX)**

9. **PROPOSED 2012 LEGISLATIVE PROGRAM (First Vice Chair Jack Dale; Genevieve Morelos)** APPROVE

Consistent with past programs, the proposed legislative program for calendar year 2012 includes policies and proposals for possible federal and state legislation and local activities. The Executive Committee recommends that the Board of Directors approve the 2012 SANDAG Legislative Program.

10. **FUNDING RECOMMENDATION FOR FEDERAL JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM GRANTS (First Vice Chair Jack Dale, Transportation Committee Chair; Brian Lane)** APPROVE

The Transportation Committee recommends that the Board of Directors approve funding the federal Job Access and Reverse Commute and New Freedom projects attached to the report.

11. **TECHNICAL UPDATE OF THE SMART GROWTH CONCEPT MAP (Second Vice Chair Jim Janney, Regional Planning Committee Chair; Carolina Gregor)** ACCEPT

The Regional Planning Committee recommends that the Board of Directors accept the updated Smart Growth Concept Map and corresponding Site Descriptions in substantially the same form as attached to the report for planning purposes and for use in SANDAG smart growth incentive programs.
+12. FY 2012 BUDGET AMENDMENT: ACCEPTANCE OF ADDITIONAL FUNDING FOR REGIONAL BEACH SAND PROJECT (Second Vice Chair Jim Janney, Regional Planning Committee Chair; Shelby Tucker) APPROVE

The Regional Beach Sand Project will place approximately 1.4 million cubic yards of beach quality material on regional beaches from Oceanside to Imperial Beach. The Regional Planning Committee recommends the Board of Directors accept $5.2 million of funding from the City of Imperial Beach, which is expected to enable the amount of sand placed on beaches in the city to increase from 106,000 cubic yards to 416,000 cubic yards.

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

This quarterly briefing is intended to keep the Board of Directors informed about the latest developments in the financial markets, the economy, and sales tax revenues, and the strategies being explored and implemented to minimize possible impacts to SANDAG.

14.

15. CONTINUED PUBLIC COMMENTS

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


17. REQUEST FOR USE OF CONTINGENCY RESERVES TO FUND CONTINUED APPELLATE REPRESENTATION REGARDING SANDAG V. BOARD OF TRUSTEES OF CALIFORNIA STATE UNIVERSITY (John Kirk) APPROVE

Based on the discussion of the previous item, which concerns litigation related to the San Diego State University Master Plan Update, staff is requesting authorization to utilize contingency reserves to fund continued appellate representation by outside counsel.

18. UPCOMING MEETINGS INFORMATION

The Annual Board Retreat is scheduled to start on Wednesday, February 1, 2012, and conclude on Friday morning, February 3, 2012. The next Board Policy meeting is scheduled for Friday, February 10, 2012, at 10 a.m. The next Board Business meeting is scheduled for Friday, February 24, 2012, at 9 a.m.

19. ADJOURNMENT

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