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

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

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

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

Jerry Sanders
Mayor, City of San Diego

Ron Roberts
Chairman, County of San Diego

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

Art Madrid
Mayor, City of La Mesa
(Representing East County)

Carrie Downey
Councilmember, City of Coronado
(Representing South County)

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

Anthony Young
Council President,
City of San Diego

David Alvarez
Councilmember,
City of San Diego

Bill Horn
Supervisor,
County of San Diego

Greg Cox
Vice Chair,
County of San Diego

Gary L. Gallegos
Executive Director, SANDAG

EXECUTIVE COMMITTEE AGENDA

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

AGENDA HIGHLIGHTS

• COMMUNITY TRANSFORMATION GRANT
FY 2012 BUDGET AMENDMENT

• PRELIMINARY FY 2013 OVERALL WORK PROGRAM BUDGET

• SANDAG SMALL AND DISADVANTAGED BUSINESS ENTERPRISE PROGRAM MONITORING

PLEASE TURN OFF CELL PHONES DURING THE MEETING

MISSION STATEMENT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.
Welcome to SANDAG. Members of the public may speak to the Executive Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Committee seated at the front table. Members of the public may address the Committee 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 Executive Committee may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under Meetings. 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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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.

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EXECUTIVE COMMITTEE
Friday, February 10, 2012

ITEM # | RECOMMENDATION
--- | ---
+1. | APPROVAL OF JANUARY 13, 2012, 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.

CONSENT (3)

+3. | STATE LEGISLATIVE STATUS REPORT (Genevieve Morelos)  INFORMATION

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This report focuses on the Governor’s FY 2012-13 proposed budget.

REPORTS (4 through 8)

+4. | COMMUNITY TRANSFORMATION GRANT FY 2012 BUDGET AMENDMENT (Stephan Vance)  APPROVE

In September 2011, the County of San Diego Health and Human Services Agency (HHSA) received funding from the U.S. Center for Disease Control and Prevention (CDC) through the Community Transformation Grant (CTG) Program. The objective of the CTG is to address rising obesity rates and chronic diseases in the San Diego region and to build on the successes of the Healthy Works Project, which also is funded by the CDC. HHSA is proposing to continue its partnership with SANDAG through the CTG to promote healthy communities through built environment projects at the local and regional levels. The County of San Diego will provide $500,000 in funding per year to SANDAG from FY 2012 to FY 2016 to support these projects. The proposed budget amendment would add $95,000 to the FY 2012 budget. The Executive Committee is asked to (1) approve the budget amendment as attached to this report to add $95,000 to the FY 2012 budget to support the CTG Program and (2) authorize the Executive Director to enter into a multi-year grant agreement totaling $500,000 with the County of San Diego to implement the tasks identified in the attachment to the report.
5. UCSD SUPERCOMPUTING CENTER AGREEMENT (Clint Daniels) RECOMMEND

Staff is negotiating a scope of work for transportation Activity-Based Model (ABM) services with the San Diego Supercomputing Center at the University of California, San Diego (UCSD). This contract will utilize the cutting-edge computing resources and expertise at the Supercomputing Center to improve the ABM performance and execution. The Executive Committee is asked to recommend that the Board of Directors authorize the Executive Director to execute the UCSD Service Agreement in substantially the same form as attached to the report.

6. PRELIMINARY FY 2013 OVERALL WORK PROGRAM BUDGET (Tim Watson and Lauren Warrem) DISCUSSION

This item provides an update on progress made in the development of the FY 2013 Overall Work Program Budget, including project descriptions and preliminary revenue estimates.

7. SANDAG SMALL AND DISADVANTAGED BUSINESS ENTERPRISE PROGRAM MONITORING (Laura Coté and Elaine Richardson) DISCUSSION

At its November 4, 2011, meeting, the Executive Committee inquired as to elements currently tracked within the agency. This report provides information on current federal and state reporting requirements.

8. REVIEW OF FEBRUARY 24, 2012, DRAFT BOARD AGENDA (Renée Wasmund) APPROVE

9. 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.

10. UPCOMING MEETINGS INFORMATION

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

11. ADJOURNMENT

+next to an agenda item indicates an attachment
San Diego Association of Governments

EXECUTIVE COMMITTEE

February 10, 2012

AGENDA ITEM NO.: 1

Action Requested: APPROVE

EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
JANUARY 13, 2012

Chair Jerome Stocks (North County Coastal) called the Executive Committee meeting to order at 9:01 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Second Vice Chair Jim Janney (South County) and a second by Supervisor Ron Roberts (County of San Diego), the minutes of the December 2, 2011, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no public comments, communications, or member comments.

REPORTS (3 through 5)

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

Tim Watson, Budget Program Manager, presented highlights of the FY 2011 Budget and Overall Work Program from July 1, 2010, through June 30, 2011, noting significant accomplishments and issues.

Action: This item was presented for information only.

4. FEDERAL LEGISLATIVE STATUS REPORT (INFORMATION)

Periodic status reports on legislative activities are provided to the Executive Committee during the year. Victoria Stackwick, Associate Legislative Analyst, provided a status on pending federal activities.

Action: This report was presented for information only.

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

Kim Kawada, TransNet and Legislative Affairs Program Director, reviewed the draft agenda for the January 27, 2012, SANDAG Board of Directors meeting, and noted any changes since the mailout.
**Action:** Upon a motion by Supervisor Roberts, and a second by Mayor Don Higginson (North County Inland), the Executive Committee voted unanimously to approve the agenda for the January 27, 2012, SANDAG Board of Directors meeting, as revised.

6. **UPCOMING MEETINGS**

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

7. **ADJOURNMENT**

   Chair Stocks adjourned the meeting at 9:19 a.m.

Attachment: Attendance Sheet
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<th>GEOGRAPHICAL AREA</th>
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<th>NAME</th>
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<td>Jim Desmond</td>
<td>Alternate</td>
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<td>Jerome Stocks, Chair</td>
<td>Primary</td>
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<td>Ron Roberts</td>
<td>Primary</td>
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</tr>
<tr>
<td></td>
<td>----</td>
<td>Greg Cox</td>
<td>2nd Alternate</td>
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STATE LEGISLATIVE STATUS REPORT

Introduction

Periodic status reports on legislative activities are provided to the Executive Committee during the year. On January 5, 2012, Governor Jerry Brown released his FY 2012-13 budget proposal to address an estimated $9.2 billion budget deficit. This report provides a summary of the key provisions of the Governor’s January budget proposal.

Discussion

State Budget

The Governor’s budget proposes to address a $9.2 billion shortfall, $4.1 billion in the current year (FY 2011-12) and $5.1 billion in the next year (FY 2012-13). The shortfall is significantly lower than the $26.6 billion the state faced last year. The Governor proposes to close the budget gap by seeking additional tax revenues. The proposed initiative, which would go on the November 2012 ballot, would temporarily increase the personal income tax on the state’s wealthiest taxpayers and temporarily increase the state sales tax by one-half percent.

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

Transportation

With respect to transportation, the budget contains few changes to the transportation budget relative to the current year. The budget proposes to divert about $1.4 billion from the State Highway Account to the General Fund, of which $635 million would be used to pay for the debt service for prior transportation bonds and about $752 million would provide a loan to the General Fund. The revenue comes from vehicle weight fees, one of the remaining sources of transportation funding that is not constitutionally protected.

The budget forecasts about $420 million for the State Transit Assistance program, a 5 percent increase from the FY 2011-12 levels. Of this amount, North County Transit District would receive about $6.4 million and Metropolitan Transit System about $20 million.

The Governor’s budget also includes a $13.9 million increase in funding to support current Amtrak intercity rail services, specifically for the costs of operating the Pacific Surfliner in the Los Angeles-San Diego-San Luis Obispo Rail Corridor. In FY 2013-14, this subsidy amount is expected to grow to
$28 million. The additional state funding is due to the new federal requirement that ends any federal subsidy for the operating cost of Amtrak trains.

High-Speed Rail

The Governor’s proposed budget affirms continued support of high-speed rail and proposes $16 million for staffing and contract activities to support legal analysis, environmental planning, procurement, and other work related to the project. The budget does not include a request for any capital funding, stating that the Department of Finance (DOF) is still reviewing the revised High-Speed Rail Business Plan (under the 90-day period as required by Proposition 1A, 2008). The budget does state that it will propose a plan for the initial train segment after completion of the DOF review. This will likely be included in the May Revise.

Caltrans Named a Candidate for Zero-Based Budgeting

Last December, the Governor signed Executive Order B-13-11, which directed the Director of Finance to create a plan by March 2012 to modify the budget process to increase efficiency. Caltrans, along with other agencies, is charged with performing a detailed review and analysis of its programs to evaluate whether the functions need to exist and the level of resources needed to accomplish them. As a result, the budget proposes to reduce Caltrans staff by 2 percent, and reduces the department’s Mass Transportation division by $3.7 million and nearly 42 positions.

Greenhouse Gas Cap and Trade Auction Fees for Public Transit

In FY 2012-13, the Air Resources Board, through the Cap and Trade program, will begin auctioning greenhouse gas (GHG) emission allowances as a market-based compliance mechanism authorized under Assembly Bill 32 (Nunez, 2006). The budget anticipates approximately $1 billion in fee proceeds in the first year of the program and substantially more in later years. Investments are proposed to be made in clean and efficient energy, low-carbon transportation, natural resources protections, and sustainable infrastructure development.

For low-carbon transportation, the Governor’s budget states that funding would be provided to reduce emissions through the development of state-of-the-art systems to move goods and freight, deploy advanced technology vehicles and vehicle infrastructure, promote advanced biofuels, and support low-carbon and efficient public transportation.

Restructuring Agencies

The Governor’s budget also proposes to reduce the number of state agencies from 12 to 10, eliminate 39 state entities, and eliminate nine programs in order to make government less costly and more efficient. One of the significant changes is the movement of the Housing and Community Development Department from its current location in the Business, Transportation, and Housing Agency to the new Business and Consumer Services Agency.

The Governor also proposes the creation of a new Transportation Agency that would include transportation entities such as the Department of Transportation, the High-Speed Rail Authority, the California Transportation Commission, and others.
The budget also proposes to eliminate the Department of Boating and Waterways and transfer its functions to the Department of Parks and Recreation. Staff will continue to monitor this proposal closely to ensure that boater fees that are collected continue to be used for their intended purposes. The transfer could affect the region’s ability to request beach nourishment and shoreline management funding from the state.

**Next Steps**

Staff will continue to monitor and update the Executive Committee as the state budget process continues to develop.

KIM KAWADA  
TransNet and Legislative Affairs Program Director

Key Staff Contact: Genevieve Morelos, 619-699-1994, Genevieve.Morelos@sandag.org
COMMUNITY TRANSFORMATION GRANT  
FY 2012 BUDGET AMENDMENT 

Introduction

SANDAG has been working with the County of San Diego Health and Human Services Agency (HHSA) since March 2010 on the Healthy Works℠/Communities Putting Prevention to Work project. The objective of this project is to address rising obesity rates in the San Diego region through built environment strategies that promote increased physical activity and improved access to healthy food and nutrition. The project is funded through a $373 million nationwide program of the U.S. Centers for Disease Control and Prevention (CDC). HHSA received $16.1 million through this program and has contracted with SANDAG for about $3 million to implement six projects.

In September 2011, HHSA received another grant through the CDC, the Community Transformation Grant (CTG), to build on and expand the work that was started through the Healthy Works Project. HHSA is proposing to continue its partnership with SANDAG through the CTG to promote healthy communities across the San Diego region. Through a new contract agreement, the County of San Diego will provide about $500,000 in funding per year to SANDAG from FY 2012 to FY 2016 to support these projects, with no local match required. The funds would support the currently planned work to address public-health issues to take place as part of the update of the Regional Comprehensive Plan (RCP). The proposed budget amendment would add $95,000 to the FY 2012 budget (Attachment 1). The remaining $405,000 will be programmed into the FY 2013 budget.

Discussion

While SANDAG is still working with HHSA to finalize the scope of work and contract, it is anticipated that the CTG program will support the following projects and tasks, several of which involve commitments made in the 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy:
• Public Health Stakeholder Group Process – continue to engage the ad hoc stakeholder group in developing recommendations and work products for the CTG project for review by the Regional Planning Technical Working Group and the Regional Planning Committee.

• Health and Wellness Policies and Performance Measures for Regional Plans – develop recommendations for including health and wellness goals, policies, actions, and performance measures in the next RCP and RTP updates.

• Safe Routes to School (SRTS) Program – support early implementation of the SRTS Strategic Plan (yet to be adopted by the SANDAG Board of Directors) and implement up to four high-priority SRTS programs or projects.

• Complete Streets Program – provide technical assistance and tools to local jurisdictions, Tribes, partner agencies, community groups, and schools to develop policies and implementation programs for complete streets.

• Health Impacts and Benefits Assessment Program – provide technical assistance and tools to local jurisdictions, Tribes, partner agencies, community groups, and schools to support the assessment of health impacts and benefits for proposed policies, programs, and projects.

It is anticipated that the grant agreement with the County of San Diego will be executed by April 1, 2012. The proposed budget amendment for FY 2012 would support staff hours and other direct costs from April 1, 2012, to June 30, 2012. The funding in future years will be included as part of the annual budget process.

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


Key Staff Contact: Stephan Vance, (619) 699-1924, Stephan.Vance@sandag.org
OBJECTIVE
This project continues work on the connection between public health and regional planning that began under the Healthy Works collaboration with County Health and Human Services in FY 2010. The objective for FY 2012 is to begin implementing and institutionalizing some of the programs and principles developed under the Healthy Works Program. This will improve public health by helping the region plan and develop so that changes in the built environment will support greater physical activity and improved access to healthy food.

PREVIOUS ACCOMPLISHMENTS
Under the Healthy Works program, SANDAG developed enhanced planning tools, drafted a potential framework for incorporating health into regional planning, supported planning for health and active transportation at the local level, and promoted active transportation and regional bikeway development.

Project Manager:  Vance, Stephan
Committee(s): Regional Planning Committee
Working Group(s): Regional Planning Technical Working Group
### PRODUCTS, TASKS, AND SCHEDULES

<table>
<thead>
<tr>
<th>Task No.</th>
<th>% of Effort</th>
<th>Task Description / Product / Schedule</th>
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| 1        | 40          | Task Description: Work with a public health stakeholders group to draft public health related policies, goals, actions, and performance metrics for inclusion in the Regional Comprehensive Plan (RCP) update.  
Product: Draft policies, goals, and objectives. Draft indicators of success from which specific public health performance could be developed for inclusion in the Regional Comprehensive Plan and performance monitoring report.  
Completion Date: 6/30/2012 |
| 2        | 20          | Task Description: Begin baseline analysis and monitoring of journey to school data and local safe routes to school programs.  
Product: Baseline journey to school and safe routes to school programs summary report.  
Completion Date: 6/30/2013 |
| 3        | 20          | Task Description: Begin developing a regional complete streets policy and provide technical assistance to local jurisdictions on implementation strategies.  
Product: Preliminary regional complete streets policy.  
Completion Date: 6/30/2012 |
| 4        | 20          | Task Description: Provide technical assistance on health impact assessments (HIA) for projects developed by SANDAG and to local agencies undertaking HIA’s on local projects.  
Product: Technical reports as needed to support HIA projects.  
Completion Date: 6/30/2012 |

### FUTURE ACTIVITIES

Subject to continuation of funding, future activities will include on-going support for developing and implementing the public health policy framework as part of the RCP, implementation of the Safe Routes to School Strategic Plan, and support for on-going health impact assessment work.
UCSD SUPERCOMPUTING CENTER AGREEMENT

Introduction

Staff is negotiating a scope of work with the San Diego Supercomputing Center at the University of California, San Diego (UCSD) to improve the performance for the Activity-Based Model (ABM). The UCSD Service Agreement mandates binding arbitration in place of any remedies in the court system. Using this agreement will result in a 10 percent cost savings to SANDAG by avoiding administrative overhead costs associated with the UCSD Office of Contracts and Grants. The total value of the proposed contract is approximately $50,000.

Discussion

Staff is negotiating a scope of work with the San Diego Supercomputing Center to leverage their cutting-edge computing resources and expertise to improve the ABM performance and execution for more agile analysis. Staff is developing the ABM as the next generation transportation model to enhance the evaluation of policy alternatives to be considered in the next update of the Regional Transportation Plan. An overview of this modeling framework was presented to the Board of Directors on March 11, 2011. Under the proposed agreement, SANDAG will have access to internationally identified experts in high-performance computing and software engineering to improve runtime and throughput of the region’s next transportation model.

The Supercomputing Center proposes using the existing UCSD Service Agreement as the legal framework for this project. The UCSD Service Agreement stipulates binding arbitration (Attachment 1, Section 26) in place of any remedies in the court system for disputes arising out of the Agreement. While the Board of Directors ordinarily directs the disposition of litigation matters, authorizing this Agreement in UCSD’s standardized format would constitute an advance deferral of that authority in favor of the binding arbitration process. The Office of General Counsel’s assessment is that the risk associated with agreeing to binding arbitration in this case is minimal due to the value of the contract and the type of work to be performed.

Recommendation

The Executive Committee is asked to recommend that the Board of Directors authorize the Executive Director to execute the UCSD Service Agreement in substantially the same form as attached to this report.
By agreeing to utilize UCSD’s Service Agreement in an unmodified format, including its binding arbitration provision, SANDAG can avoid the administrative overhead costs mandated by the UCSD Office of Contracts and Grants for all non-standard research contracts. Avoiding these additional overhead expenses would allow SANDAG to add an additional 50 hours of research time with experts at the Supercomputing Center.

KURT KRONINGER
Director of Technical Services

Attachment 1: UCSD Service Agreement

Key Staff Contact: Clint Daniels, (619) 699-6946, Clint.Daniels@sandag.org
SERVICE AGREEMENT

This Service Agreement ("Agreement") is entered into by and between The Regents of the University of California on behalf of the University of California, San Diego, a public, not-for-profit, educational institution located at 9500 Gilman Drive, La Jolla, California 92093 ("UCSD") and the Company whose name and address appear on Exhibit A, attached hereto and incorporated by reference herein ("Company").

In consideration of the mutual covenants set forth herein, the parties agree as follows:

1. **Scope of Work.** UCSD will perform the services set forth on Exhibit A, Services, attached hereto and incorporated by reference herein ("Services").

2. **Deliverables.** UCSD will provide to the Company the deliverables set forth on Exhibit A, incorporated by reference herein.

3. **Cost.** As consideration for UCSD's performance of the Services, the Company will pay UCSD the costs set forth on Exhibit A, incorporated by reference herein.

4. **Payment.**
   4.1. **Schedule.** The Company shall pay UCSD the compensation on the dates or milestones set forth on Exhibit A, incorporated by reference herein.
   4.2. **Remittance.** Checks are to be made payable to The Regents of the University of California and sent to the address set forth in Exhibit A.

5. **Term of Agreement.** This Agreement will begin and end on the dates set forth on Exhibit A.

6. **UCSD Contact.** All inquiries and notices with respect to this Agreement shall be sent to the UCSD contact whose name and related information are set forth on Exhibit A.

7. **Responsibilities.** The Company shall provide to UCSD those items listed in Exhibit A, if any, in a timely and secure manner so as to allow UCSD to perform its work. The parties agree to comply with any and all applicable laws, rules, regulations, and policies.

8. **Termination.** Either party may terminate this Agreement upon thirty (30) days' written notice. If the Company terminates this Agreement, the Company will pay UCSD for all costs and any non-cancelable obligations incurred up to the effective date of termination.

9. **Insurance.** Each party shall, at its sole cost, insure its activities and indemnification obligations in connection with this Agreement from its inception and shall keep in force and maintain insurance or self-insurance as follows: general liability, business automobile liability, and workers' compensation and such other insurance as may be necessary to provide coverage for its performance under this Agreement. If the insurance is written on a claims-made form, it shall continue for a period of three years following termination of this Agreement. The coverage required herein shall not in any way limit the liability of either party.

10. **Indemnification.** Each party shall defend, indemnify and hold the other party, its officers, employees, and agents harmless from and against any and all liability, loss, expense (including attorneys' fees), and claims for injury or damages arising out of the performance of this Agreement, but only in proportion to and to the extent such liability, loss, expense, attorneys' fees, or claims for injury (including death) or damages are caused by or result from the negligent or intentional acts or omissions of the indemnifying party, its officers, employees, or agents.

11. **Patent Infringement Indemnification.** The Company shall indemnify, defend, and hold harmless UCSD, its officers, agents, and employees against all losses, damages, liabilities, costs, and expenses (including but not limited to attorneys' fees) resulting from any judgment or proceeding in which it is determined, or any settlement agreement arising out of the allegation, that the Company's furnishing or supplying UCSD with parts, goods, components, programs, practices, or methods under this Agreement or UCSD's use of such parts, goods, components, programs, practices, or methods supplied by the Company under this Agreement constitutes an infringement of any patent, copyright, trademark, trade name, trade secret, or other proprietary or contractual right of any third party. UCSD shall inform the Company as soon as practicable of the suit or action alleging such infringement. The Company shall not settle such suit or action without the consent of UCSD. UCSD retains the right to participate in the defense against any such suit or action.

12. **Limitation of Liability.** EXCEPT WITH REGARD TO ITS INDEMNIFICATION OBLIGATIONS, NEITHER PARTY WILL BE LIABLE TO THE OTHER PARTY FOR ANY INDIRECT, SPECIAL, INCIDENTAL, EXEMPLARY OR CONSEQUENTIAL DAMAGES, OR COSTS, INCLUDING, BUT NOT LIMITED TO, ANY LOST PROFITS OR REVENUES, EVEN IF SUCH PARTY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES AND REGARDLESS OF THE LEGAL THEORY UNDER WHICH SUCH DAMAGES ARE SOUGHT. UCSD DISCLAIMS ALL WARRANTIES, EXPRESS AND IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, IN NO EVENT SHALL UCSD'S TOTAL LIABILITY UNDER THIS AGREEMENT EXCEED THE AMOUNT PAID BY THE COMPANY FOR THE SERVICES.

13. **Company's Ownership of Deliverables.** The Company will own the deliverables upon payment in full of the cost of the Services.

14. **Use of UCSD Name.** California Education Code Section 92000 prohibits use of the University of California, San Diego's name to suggest that UCSD endorses a product or service. The Company will not use The University of California's name, or any acronym thereof, including UCSD, without UCSD's prior written approval.
15. **Excusable Delay.** In the event of a delay caused by inclement weather, fire, flood, strike or other labor dispute, acts of God, acts of Governmental officials or agencies, or any other cause beyond the control of UCSD, UCSD's performance is excused hereunder for the periods of time attributable to such a delay, which may extend beyond the time lost due to one or more of the causes mentioned above. The Company’s duty to pay for past or continuing costs is not suspended hereunder.

16. **Non-Interference.** Notwithstanding any other provision contained herein, the use of UCSD facilities and/or UCSD personnel in support of this Agreement can only be authorized to the extent that it will not interfere with work related to the prime missions of UCSD and/or the Department (e.g., education and research). Accordingly, Company’s exclusive remedy for failure by either UCSD or persons acting on its behalf to perform services or furnish information or data hereunder at any particular time or in any specific manner, is limited to reimbursement of any unexpended payments under this Agreement.

17. **Non-Exclusive Nature of Services.** The Services herein are being offered to Company on a non-exclusive basis. Nothing herein shall be construed as granting Company any exclusive right(s) to the Service(s) referenced herein, and UCSD retains the right to offer and perform similar or identical Services for others.

18. **Notice.** Any notice or communication required by this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally, or sent by overnight mail, or prepaid registered mail, or confirmed facsimile transmission, addressed to the other party at the address set forth on Exhibit A, or at such other address as such party hereto may hereafter specify in writing to the other party.

19. **Status of Parties.** This Agreement is not intended to create, nor shall it be construed to be, a joint venture, association, partnership, franchise, or other form of business relationship. Neither party shall have, nor hold itself out as having, any right, power or authority to assume, create, or incur any expenses, liability, or obligation on behalf of the other party, except as expressly provided herein.

20. **Third-Party Beneficiary.** There are no intended third-party beneficiaries to this Agreement.

21. **Severability.** If any provision of this Agreement is held invalid, illegal or unenforceable, in any respect, such provision shall be treated as severable, leaving the remaining provisions unimpaired, provided that such does not materially prejudice either party in their respective rights and obligations contained in the valid terms, covenants, or conditions.

22. **Non-Waiver.** The failure of either party to require the performance of any of the terms of this Agreement or the waiver by either party of any default under this Agreement shall not prevent a subsequent enforcement of such term, nor be deemed a waiver of any subsequent breach.

23. **Modification of Agreement.** This Agreement shall be changed only by written agreement of the parties.

24. **Applicable Law.** This Agreement shall be governed by the laws of the State of California without regard to its conflict of laws provisions.

25. **Signatures, Counterparts and Copies.** This Agreement may be executed in counterparts, all of which, when taken together, shall constitute one contract with the same force and effect as if all signatures had been entered on one document. Signatures may be made electronically, and such electronic signatures shall be valid and binding upon the parties making them, and shall serve in all respects as original signatures. Signatures may be delivered among and between the parties by facsimile or electronic means. Thereafter, the parties further agree that electronic copies of this Agreement may be used for any and all purposes for which the original may have been used.

26. **Arbitration.** In the event of any dispute, claim, question, or disagreement arising from or relating to this Agreement or the breach thereof, the parties hereto shall use their best efforts to settle the dispute, claim, question, or disagreement. To this effect, they shall consult and negotiate with each other in good faith and recognizing their mutual interests, attempt to reach a just and equitable solution satisfactory to both parties. If they do not reach solution within a period of sixty (60) days, then upon notice by either party to the other, all disputes, claims, questions, or disagreements shall be finally settled in accordance with the provisions of the American Arbitration Association (“AAA”) and proceed under the provisions of Title 9 of the California Code of Civil Procedure Sections 1280 through and including 1294.2. The discovery provisions of the California Code of Civil Procedure Section 1283.05 shall be applicable to this Agreement. Each party shall bear its own costs.

27. **Headings and Captions.** Headings and captions in this Agreement are to facilitate reference only, do not form a part of this Agreement, and shall not in any way affect the interpretation hereof.

28. **Authority.** Both parties represent that each has the full authority to perform its obligations under this Agreement and that the person executing this Agreement has the authority to bind it.

29. **Survival.** Provisions of this Agreement, which by their express terms, or by necessary implication, apply for period of time other than specified herein, shall be given effect, notwithstanding termination or expiration.

30. **Company’s Representations and Warranties.** Company hereby represents and warrants that, except as expressly provided for herein, no obligations are imposed upon UCSD as a result of any other agreement(s) involving Company to which UCSD is not a party.

31. **Export Control.** No ITAR or export controlled materials shall be delivered to UCSD pursuant to this agreement.

32. **Entire Agreement.** This Agreement, including Exhibit A made a part hereof, sets forth the entire agreement of the parties with respect to the subject matter herein and supersedes any prior agreements, oral and written, and all other communications between the parties with respect to such subject matter. Any terms and conditions contained in the Company’s purchase order, and any NDA or separate scope of work or similar document shall have no force and effect. Any changes or additions to Sections 1-32 inclusive, of this Agreement are invalid, unless approved in writing by the UCSD representative identified in Exhibit A, Paragraph 7.
IN WITNESS WHEREOF, the parties have executed this Agreement on the dates set forth below.

THE REGENTS OF THE UNIVERSITY
OF CALIFORNIA ON BEHALF OF THE
SAN DIEGO CAMPUS

Company Name: SAN DIEGO ASSOCIATION OF
GOVERNMENTS

By: ____________________________
Name: Steve Carter/Shelby Mayoral/Sheila Paul
Title: Asst Director/Senior Manager/Business Contracts
Date: __________________________

By: ____________________________
Name: __________________________
Title: __________________________
Date: __________________________
EXHIBIT A
SERVICES

COMPANY:
San Diego Association of Governments (SANDAG)
State of incorporation: California
Principal place of business located at 401 B St., Suite 800, San Diego, CA 92101-4231
Attention: Mr. Clint Daniels
Telephone: (619) 699-1900
Fax:
Email: Clint.Daniels@SANDAG.org

1. SCOPE OF WORK:

The Services will be performed as set forth below or in accordance with the attachment hereto and incorporated by reference herein. The Company may issue a purchase order for each Service, however, any terms and conditions set forth on the purchase order are of no force and effect and only the terms and conditions set forth in this Agreement shall apply to the Services hereunder.

The following recitals are a substantive part of the Agreement:

WHEREAS, SANDAG deals with many complex mobility issues facing the San Diego region, including the development of a long-range Regional Transportation Plan (RTP); and

WHEREAS, transportation and land use models are the principal tools used for alternatives analysis, and they provide planners and decision makers with information to help them equitably allocate scarce resources; and

WHEREAS, SANDAG currently uses four integrated models in its demographic, economic, and land use forecasts; and

WHEREAS, SANDAG is transitioning from its existing 4-step transportation model to a more advanced activity-based model (ABM); and

WHEREAS, SANDAG is in need of analysis for streamlining throughput for the existing code base of its new ABM model; and

WHEREAS, the San Diego Supercomputer Center (SDSC) is an Organized Research Unit of UCSD with a staff of talented scientists, software developers, and support personnel; and

WHEREAS, SDSC is considered a leader in data-intensive computing, providing resources, services and expertise to the national research community; and

WHEREAS, the mission of SDSC is to extend the reach of scientific accomplishments by providing tools such as high-performance hardware technologies, integrative software technologies, and deep interdisciplinary expertise to these communities; and

WHEREAS, the SDSC is capable of providing code-base analysis for SANDAG; and

WHEREAS, the parties wish to memorialize their agreement to carry out the purposes set forth above;

NOW THEREFORE, in consideration of the mutual promises set forth herein, in addition to the provisions of the Agreement, the parties further agree as follows:

A. SANDAG AGREES:

1. To review, provide support, and oversee the Scope of Work described herein. SANDAG will provide access to existing ABM code and configuration information and files.
2. To pay UCSD the total amount of $49,745.96 for services rendered pursuant to the Agreement.
3. “Maximum Cost of the Agreement.” For the performance of UCSD’s services, SANDAG shall pay UCSD following receipt and approval of deliverables. After approval by SANDAG of each deliverables, UCSD shall submit an invoice for payment based upon the percentage of total work completed as established in this Scope of Work. SANDAG shall pay the invoices within thirty (30) days of receipt. Checks shall be made payable to the Regents of the University of California and sent to the address set forth herein.
4. To review the deliverables listed below and provide feedback to SDSC within one week of receipt, according to the delivery schedule outlined below. SDSC will address any comments and resubmit the deliverable to SANDAG. SANDAG will then approve the final deliverable within one week of receipt from SDSC.

B. UCSD AGREES:

1. To perform the Scope of Work and supply the deliverables listed below.

C. THE PARTIES MUTUALLY AGREE:

1. All obligations of SANDAG under the terms of the Agreement are subject to the appropriation of the required resources by SANDAG and the approval of the SANDAG Board of Directors.
2. That unless it is amended by the parties in writing, the Agreement shall be effective as of the date of the last signature hereon, and shall terminate on June 30, 2012, or on such earlier or later date as the parties may agree to in writing. The indemnification provisions of the Agreement shall survive termination of the Agreement.
3. All terms, conditions, and provisions hereof shall inure to and shall bind each of the parties hereto, and each of their respective heirs, executors, administrators, successors, and assigns.

Goals and Objectives:
SANDAG will engage the University of California – San Diego (UCSD) Supercomputing Center (SDSC) to analyze the existing SANDAG Activity Based Model (ABM) code base. SDSC analysis will provide recommendations for improving software throughput without sacrificing substantially the theoretical underpinnings of the model. SDSC recommendations may include, but are not limited to, algorithm changes, general software refactoring, distributed computing strategies, hardware architecture, or more efficient software language use.

The following scope of work outlines the general tasks to be performed by SDSC to meet the goals and objectives described previously.

Task 1: Setup of Environment
Percentage of Total Work: 20 percent; Cost: $10,000
The SDSC shall mimic the existing SANDAG environment to the best of their abilities including code setup, builds, and establishing general environment settings. This initial implementation of the SANDAG ABM at SDSC shall provide the foundation for all subsequent work.

Deliverables: None

Task 2: Review Existing Code Base and Benchmarking
Percentage of Total Work: 20 percent; Cost $10,000
The SDSC shall review the SANDAG ABM code. The review will include independent analysis and an overview with SANDAG and its consultant, PB Americas, Inc. SDSC shall perform a series of benchmark runs in which to compare future improved runs.

Deliverables:
Summary Statistics related to benchmark runs (e.g. total run time, I/O metrics, memory allocation, etc)

Task 3: Profile and Analyze
Percentage of Total Work: 30 percent; Cost $15,000
The SDSC shall identify the appropriate tools to test and analyze the performance of the existing ABM code. This profiling and testing shall identify key bottlenecks in the code performance due to ineffective software architecture, hardware constraints, or any other key constraint.

Deliverables:
Key Statistics on performance bottlenecks

Task 4: Refactoring and Recommendations
Percentage of Total Work: 30 percent; Cost $14,745.96
Based on its review and analysis of the ABM code base, SDSC shall identify the largest throughput bottlenecks in the ABM code and provide sample code refactorings or a range of recommendations to improve code throughput. All recommendations should also include estimated throughput savings.

Deliverables:
Written Summary of Recommendations
Examples of Refactorings (where appropriate)
Estimated Performance Impact of Each Recommendation

2. DELIVERABLES:
1. Summary Statistics related to benchmark runs (e.g. total run time, I/O metrics, memory allocation, etc)
2. Key Statistics on performance bottlenecks
3. Written Summary of Recommendations
4. Examples of Refactorings (where appropriate)
5. Estimated Performance Impact of Each Recommendation

3. **COST:** Total $49,745.96

4. **PAYMENT**

4.1. **SCHEDULE:**

0% of cost due upon signing of this Agreement.

(Dates assume project start date of 3/1/2012)

20% ($10,000) due upon completion of Task 1, on or about 3/12/2012
20% ($10,000) due upon approval of Task 2 deliverables, on or about 3/30/2012
30% ($15,000) due upon approval of Task 3 deliverable, on or about 4/27/2012
30% ($14,745.96) due upon approval of Task 4 deliverable, on or about 5/25/2012

4.1.1. Invoices will be submitted in accordance with the payment schedule.

4.2. **REMITTANCE:** Checks are to be made payable to The Regents of the University of California and sent to:

University of California, San Diego
Attention: Kelly Hudson
9500 Gilman Drive Mail Code 505
La Jolla, California 92093-505

5. **TERM OF AGREEMENT:** This Agreement will begin on March 1, 2012 and end on June 30, 2012.

6. **UCSD CONTACT:**

Name of UCSD Contact
University of California, San Diego
9500 Gilman Drive Mail Stop 0505
La Jolla, California 92093-0505
Telephone: (858) 534-5045
Fax: ( )
Email: rhawkins@sdsc.edu

7. **PER SECTION 32 OF THE AGREEMENT, THE UCSD REPRESENTATIVE RESPONSIBLE FOR APPROVING CHANGES OR ADDITIONS TO THIS AGREEMENT:** Ted Johnson, Steve Carter, Shelby Mayoral or Sheila Paul - MC 0914; buscon@ucsd.edu

END OF EXHIBIT A
SAN DIEGO ASSOCIATION OF GOVERNMENTS

EXECUTIVE COMMITTEE

February 10, 2012

AGENDA ITEM NO.: 6

Action Requested: DISCUSSION

PRELIMINARY FY 2013 OVERALL WORK PROGRAM BUDGET File Number 1500400

Introduction

The process of developing the FY 2013 Program Budget, including the Overall Work Program (OWP), is underway. The Strategic Goals and the Areas of Emphasis have been updated to reflect discussions that occurred at meetings of the Board of Directors and the Policy Advisory Committees during the past year (Attachment 1). The overall objective is to develop a work program that targets and advances the most important issues for the coming year. The Executive Committee is asked to review and provide comments on the proposed FY 2013 Program Budget work elements.

Discussion

Prioritizing the OWP

The first step in the development of the FY 2013 OWP was to update the Strategic Goals and the Areas of Emphasis (Attachment 1). The Strategic Goals are long-term areas of achievement that change 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 in the development of the FY 2013 OWP was to take a zero-based approach to all work elements, focusing on the six Areas of Emphasis as the basis for prioritizing and balancing project resources. Work elements were developed using a cross-functional approach to benefit the overall agency and minimize the departmental “ownership” of projects. For each Area of Emphasis, a budget coordinator and a cross section of senior team members are assigned to develop and define each work element, followed by executive management review. The result is related activities that are now grouped together in a more intuitive way.

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

Current Funding Environment

Local Sales Tax Revenue – More than half of the recurring planning revenue that funds the OWP comes from sales tax-based sources (Transportation Development Act and TransNet). Through the first two quarters of the current fiscal year (FY 2012), sales tax revenue received from the State Board of Equalization was approximately 7 percent higher than revenue received during the same period last year. SANDAG previously projected FY 2012 revenues would increase by about 4 percent compared to FY 2011 funding estimates. Based on the positive results for the current year, SANDAG is working with the transit agencies and the County of San Diego and it appears likely that a minor increase in the 2012 projection may be warranted to reflect the higher than expected growth that occurred during the first two quarters. More details regarding revenue estimates will be brought to the Board of Directors later this month.
The positive growth in sales tax receipts are consistent with the SANDAG expectation that revenue increases will 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; whereas it appears growth will end up below 2 percent for the year, thanks to a relatively robust fourth quarter. 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 continue into 2012.

However, the economy is not out of the woods yet, and still will face challenges during the next couple of years. Some of the economic paralysis caused by public policy uncertainty as well as 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 unemployment rate is expected to stay above pre-recession levels until 2015 or longer. The SANDAG forecast of sales tax revenue growth reflects this expected longer recovery period.

Federal and State Revenue – Federal and state recurring revenues comprise the remainder of the flexible annual funding for the OWP. The revenue projections are essentially flat based on preliminary estimates received from the state and federal governments, and are subject to both the state and federal governments approving FY 2013 budgets.

Contingency Reserve – The current balance of the Contingency Reserve is approximately $8.8 million, of which approximately $4 million is committed for Board of Directors approved uses, leaving $4.8 million uncommitted and available for use at the discretion of the Board. The uncommitted balance represents approximately 8 percent of the FY 2012 OWP Budget, which exceeds the minimum target of 5 percent, as required by Board policy. Approximately $1.4 million is scheduled to be repaid by State Route 125 (SR 125) toll revenues within the next six months, bringing the uncommitted balance to $6.2 million, or 11 percent of the FY 2012 OWP Budget.

**Highlights of the Proposed FY 2013 OWP Budget**

The proposed FY 2013 OWP 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 2. (Work element numbers are shown in parentheses.)

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

- Related implementation efforts resulting from RTP 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).

- Conduct a comprehensive public engagement process for the update of the Regional Comprehensive Plan (RCP), leading to an update of RCP policies in accordance with commitments made in the 2050 RTP/SCS (31000).
• Further development and integration of the Activity-Based Model and Production, Exchange, and Consumption Allocation System modeling in preparation for the RTP update in 2015 (23002 and 23004).

• The first full year of operations on SR 125 Toll Road facilities, which is expected to substantially increase the OWP budget (33121).

• Expected completion of the Series 13 Regional Growth Forecast for use in the RCP update and the next RTP update in 2015 (31009).

• Continue the planning and design for the Destination Lindbergh intermodal transportation center and associated freeway ramp connectors (31011).

• Advance regional Transportation Demand Management strategies, including expansion of the regional vanpool program, advancing implementation of the carpool incentive program, targeted marketing campaigns including the Interstate 15 (I-15) Corridor, and investments in the electronic bike locker program (33107).

• Operation of the full I-15 express lanes facility, anticipating increased usage and toll revenue (33103).

• Expected completion of the Intelligent Transportation Systems study and the Traffic and Revenue analysis, culminating in 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).

Next Steps

On March 9, 2012, the Executive Committee will be asked to accept the Draft FY 2013 Budget (reflecting comments and direction received at the February 10, 2012, meeting), authorize distribution of the document to the funding agencies for review, and recommend that the Board of Directors accept the Draft FY 2013 Budget in March for distribution to member agencies and other interested parties for review. In April and May, staff will provide additional reviews as needed to the Executive Committee. Board approval of the Final FY 2013 Budget is scheduled for May 25, 2012.

LAUREN WARREM
Director of Finance

Attachments: 1. FY 2013 SANDAG Strategic Goals and Areas of Emphasis
             2. FY 2013 Proposed OWP Work Element Objectives

Key Staff Contact: Tim Watson, (619) 699-1966, Tim.Watson@sandag.org
FY 2013 SANDAG STRATEGIC GOALS AND AREAS OF EMPHASIS

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

2. **Improve mobility** by providing more transportation choices through implementation of TransNet, public transportation, goods movement, Transportation Demand Management, Intelligent Transportation Systems, supporting walkable and bike friendly communities, and through efficient and effective operational strategies.

3. **Develop and implement strategies to improve the quality of life in the region**, as characterized by a sustainable economy, healthy environment, public safety, and more housing choices, consistent with the RCP and the SANDAG mission. Take advantage of regional resources and partnerships to advance new strategic initiatives.

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

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

FY 2013 AREAS OF EMPHASIS

- **Modeling and Research.** Employ new technologies, methodologies, and models, including the Activity-Based Model and the Production, Exchange, and Consumption Allocation System land-use model, to enhance and expand research and analysis capabilities, equipping SANDAG to more comprehensively address complex policy and operational issues today and into the future.

- **Planning and Forecasts.** A coordinated planning process that will lead to the implementation of near-term actions contained within the 2050 RTP and its Sustainable Community Strategy, the first comprehensive update to the RCP, and completion of the Series 13 Regional Growth Forecast. This area of emphasis also includes collaborative efforts with partner agencies in neighboring counties, Mexico, and tribal nations, focusing on development of strategies and delivery of projects and programs that will improve mobility and sustainability in our regions.

- **Sustainable Development Strategies.** Formulation of integrated planning, funding, and implementation strategies for regional investment in the areas of habitat conservation, water quality, shoreline preservation, smart growth, and transportation. Participate in discussions and encourage sustainable strategies in other areas, such as energy and water supply. By working together, these efforts are expected to provide the opportunity to achieve three goals simultaneously: a healthy environment, economic prosperity, and social equity in the region.

- **Smart Mobility Programs and Services.** Collaborative planning/implementation/operational efforts among SANDAG, Caltrans, transit operators, and local jurisdictions to reduce congestion, improve mobility and reliability, and address air quality and climate change goals in key corridors through subregional plans, financing strategies, transportation demand/systems management programs, enhanced intergovernmental review of development projects, implementation of Active Transportation projects and programs, and other means.
• **Intermodal Planning and Implementation.** Prepare plans and investment strategies for evolving, high-concept intermodal transportation hubs and corridors, including a third border crossing and connecting highway improvements in East Otay Mesa; integration of toll road and/or managed lanes systems and associated demand management strategies; an intermodal transportation center at the San Diego International Airport; and high-speed, intercity, and freight rail services connecting the San Diego region.

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

23000.00 Travel Demand Modeling

Objective
A critical function of the regional models group is to ensure that the transportation model is up-to-date and reflects the current and future needs of SANDAG. Objectives of this work element are to: (1) maintain the transportation model transit and highway networks; (2) provide continuous quality control of the modeling process, input data, and output results; (3) integrate new travel information; (4) allow flexibility to address policy issues that may arise; (5) develop new procedures to address new or modified laws, regulations, and guidelines for conducting transportation forecasting; (6) change procedures to remain compatible with state air quality programs or federal user benefit programs; and (7) prepare for the needs of the next Regional Transportation Plan (RTP). Emphasis in FY 2013 will be on updating networks and data for use in Series 13 growth forecast model validation and the 2015 RTP.

23002.00 Activity-Based Model (ABM) Development

Objective
The objective of this work element is to develop a new regional travel forecasting model for the San Diego region. The ABM, which is characterized by its activity-based platform and disaggregate micro-simulation modeling techniques, is more behaviorally realistic and has greater spatial and temporal details compared with the traditional four-step model. The ABM will be used for transportation modeling in the post-2011 Regional Transportation Plan, Regional Transportation Improvement Plan, and corridor studies as well as for modeling requests made to the SANDAG Service Bureau by cities, counties, and regional agencies. Emphasis in FY 2013 will be on sensitivity tests, model validations, integration with land use and truck models, a final report, and initial runs on Series 13 land-use scenarios.

23004.00 Land Use, Demographic, and Econometric Modeling

Objective
A critical function of the regional models group is to ensure that the land use, demographic, and econometric models are up-to-date and reflect the current and future needs of SANDAG. The objective of this work element is to design, build, and maintain a small-area, land-use simulation model based on the Production, Exchange, and Consumption Allocation System (PECAS) framework and maintain the current suite of tools, including the regional Demographic and Economic Forecast Model (DEFM). These models will be integrated with the Activity-Based Model (ABM). The suite of models will move the agency into the forefront of state-of-the-art model development. Emphasis in FY 2013 will be on: (1) establishing joint calibration of the Activity Allocation and Space Development modules; (2) designing, testing, and beginning development of a post-PECAS processing system that translates PECAS outputs to inputs required by the population synthesizer used by the ABM; (3) modifying PECAS to ensure compatibility with DEFM regarding activity sectors; (4) running PECAS through time and comparing
results with the Series 12 forecast; and (5) beginning integration of PECAS with ABM by jointly calibrating the models to a set of jointly produced targets.

**23005.00 Regional Demographic and Economic Estimates**

**Objective**
The objective of this work element is to produce up-to-date population, housing, income, and jobs estimates that serve a wide variety of planning and analytical uses, both at SANDAG and other agencies across the region. The annual demographic and economic estimates (e.g., housing, population, and income) support state and federal requirements, including the Regional Transportation Plan (RTP), Regional Comprehensive Plan, Regional Housing Needs Assessment, and other SANDAG programs. Emphasis in FY 2013 will be on updating estimates for use in the next RTP.

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

**Objective**
The objectives of this work element are to: (1) create, update, document, and disseminate GIS databases, imagery, and applications for staff and member agency use and to support many of the SANDAG work programs; and (2) provide technical support for desktop and Web-based mapping applications, data services, and project management support for regional models including Production, Exchange, and Consumption Allocation System (PECAS) and Activity-Based Model (ABM). Emphasis in FY 2013 will be to: (1) collaborate with the modeling group to support the GIS needs for ABM, PECAS, and other models used for regional analysis and decision-making; (2) complete the migration of the legacy transportation network management system to a more robust and modern system; and (3) develop and maintain GIS data and applications in support of initiatives, such as the Regional Comprehensive Plan, Series 13 Forecast, TransNet Environmental Mitigation Program, and the Smart Growth Incentive Program.

**23007.00 Data Visualization, Dissemination, and Analysis Methods**

**Objective**
The objective of this work element is to provide analysis and visualization tools for policymakers, stakeholders, and staff to better understand issues and to help them make informed decisions. Emphasis in FY 2013 will be to: (1) develop geographic information system models, procedures, and analysis in support of SANDAG programs and forecasts; (2) develop visualizations including maps, graphics, charts, and animations for SANDAG plans including the Series 13 forecasts and the Regional Comprehensive Plan; (3) develop visualizations for outputs from Activity-Based Model and Production, Exchange, and Consumption Allocation System; (4) design and develop SANDAG visualization and mapping standards; and (5) update and enhance the SANDAG visualization resource inventory Web application.

**23009.00 Data Acquisition and Maintenance**

**Objective**
The objective of this work element is to acquire, maintain, and document data to support population and transportation model development and performance monitoring indicators for the region's transportation network, the Regional Comprehensive Plan, the Regional Transportation Plan, the
State of the Commute, and the Sustainable Competitiveness Index. Emphasis in FY 2013 will be on collecting performance indicator data, finalizing data, and updating the report documentation system for the data library.

23011.00 Transportation Studies

Objective
The objective of this work element is to conduct transportation studies and surveys that are used for transportation and transit planning purposes and for transportation modeling. Emphasis in FY 2013 includes completing the Vehicle Occupancy and Classification report, completing the Commercial Vehicle Trip Survey, and conducting a regionwide Public Opinion Survey.

23012.00 Regional Economic and Municipal Finance Services

Objective
The objectives of this work element are to: (1) provide economic and fiscal analysis to support SANDAG projects and programs, including implementation of the Regional Comprehensive Plan (RCP), Regional Transportation Plan, and TransNet; (2) periodically update the San Diego Regional Economic Prosperity Strategy, the San Diego Regional Indicators of Sustainable Competitiveness, the San Diego Regional Employment and Residential Lands Inventory, and the San Diego Regional Employment Clusters; and (3) provide technical assistance and support to local jurisdictions, economic development organizations, and other agencies to address issues that affect the regional and local economies and that affect municipal budgets and financial conditions. Emphasis in FY 2013 will be on completing the Traded Industry Clusters update and contributing to the RCP update.

23014.00 Regional Census Data Center (RCDC) Operations

Objective
SANDAG is the RCDC for San Diego County. As the RCDC, SANDAG coordinates with the state and the U.S. Census Bureau to collect and disseminate data. Coordinating these activities helps to ensure that the region has the best data available for population and housing estimate and forecast models, transportation models (Census Transportation Planning Package), and other regional data needs. Emphasis in FY 2013 will be to help SANDAG staff, member agencies, and the public understand the latest census data releases - Census 2010 and five year American Community Survey. SANDAG will produce products to post to our Web site and hold workshops.

23015.00 Multimodal Transportation System Management (TSM) and Transportation Demand Management (TDM) Assessment Modeling Tool

Objective
TSM and TDM transportation strategies have been identified in the 2050 Regional Transportation Plan (RTP) as key emphasis areas for improving mobility and efficiency. The objective of this work element is to develop an integrated Activity-Based Model (ABM) component to measure and calculate the benefits of TSM and certain TDM strategies. The work effort will incorporate TSM and TDM strategies into ABM to measure and calculate multimodal regional, corridor, and project-specific benefits or costs resulting from TSM and TDM strategies in the San Diego region. Emphasis in FY 2013 will be to develop the tools for use in the next RTP process.
**Criminal Justice - Criminal Justice Clearinghouse**

**Objective**
The objectives of this work element are to: (1) support local criminal justice planning and policy-making by providing analysis of crime and other public safety statistics; (2) maintain current and historical information about crime and public safety strategies; (3) serve as the infrastructure for developing research designs to evaluate the effectiveness of crime prevention and reduction strategies; and (4) support the Public Safety Committee. Emphasis in FY 2013 will be to produce timely and relevant publications that provide useful information to the community, practitioners, and elected officials regarding effective and cost-efficient public safety strategies.

**Criminal Justice - Substance Abuse Monitoring (SAM)**

**Objective**
The SAM project is one of the only indicators in the San Diego region that monitors drug use trends among juvenile and adult offenders over time. The objective of this work element is to support practitioners and policymakers in assessing the effectiveness of prevention activities and changes in drug trends. Emphasis in FY 2013 will be to continue to measure drug use and other behavior trends among arrested adults and juveniles; and to conduct interviews with adults booked into three San Diego County detention facilities and juveniles booked into San Diego County Juvenile Hall on a biannual basis about their alcohol and other drug use history.

**Criminal Justice - Adult Criminal Justice Projects (Group Program)**

**Objective**
The Criminal Justice Research Unit has long established itself as a reliable entity to provide quality research and evaluation in support of local law enforcement and public safety agencies. Emphasis in FY 2013 will be to work closely with law enforcement partners, including the regional Project Safe Neighborhoods (PSN) anti-gun crime effort to compile valid and reliable statistics, as well as serve as the PSN fiscal agent, and conduct rigorous process and impact evaluations of the other efforts aimed at maintaining public safety and reducing the risk of recidivism for adult offenders.

**Criminal Justice - Youth Evaluation Projects (Group Program)**

**Objective**
For a number of years, the Criminal Justice Research (CJR) division has partnered with the San Diego County Probation Department to evaluate many of their programs, ranging from prevention to graduated sanctions for adjudicated youth. The CJR also has developed partnerships with other youth-serving entities in the region to provide quality evaluations that support their funding and missions to provide innovative juvenile justice prevention and intervention services to youth. Emphasis in FY 2013 will be to effectively track outcome measures for ongoing projects related to reducing juvenile delinquency and victimization, as well as to evaluate programs directed at supporting at-risk youth populations.
The SANDAG Service Bureau is a fee-based operation that provides customized data and reports to member agencies, nonmember government agencies, tribal governments, private organizations, and individuals. Emphasis in FY 2013 is to: (1) provide professional products and services in the areas of geographic information systems mapping, demographic data and analysis, economic services, transportation modeling and analysis, and survey design and analysis to established and new clients; and (2) expand our customer base and retain current clients to ensure continued growth of the Service Bureau.
Area of Emphasis: Planning and Forecasts

31000.00 Regional Comprehensive Plan (RCP) Update & Sustainable Communities Strategy

Objective
The objective of this work element is to update the RCP for the San Diego region. The update will be conducted in collaboration with local cities, the County of San Diego, stakeholders, non-profit groups, under-represented groups, and other California metropolitan planning organizations. The update will focus on updating the current actions and policies in the RCP, integrating the actions and policies included in the 2050 Regional Transportation Plan and its Sustainable Communities Strategy and other SANDAG planning documents into the RCP, exploring new areas of interest, and coordinating on issues of regional and statewide concern related to the implementation of Senate Bill 375 (Steinberg, 2008). The transportation-related tasks and activities described herein support and are necessary to carry out the transportation planning process (23 USC 104(f) and 505(a)). Emphasis in FY 2013 will be to begin the RCP update, which is anticipated to take place over several fiscal years.

31004.00 Regional Transportation Planning and Implementation

Objective
The objective of this work element is to continue the implementation and monitoring of the 2050 Regional Transportation Plan (RTP), which was adopted in FY 2012. Emphasis in FY 2013 will be to follow up on implementation actions included in the 2050 RTP and to develop the scope of work and schedule for the next RTP to be adopted in 2015.

31006.00 Air Quality Planning and Transportation Conformity

Objective
The objective of this work element is to comply with federal requirements for air quality conformity analysis. Emphasis in FY 2013 will be: (1) interagency consultation for amendments to the 2010 and 2012 Regional Transportation Improvement Program (RTIP); (2) the preparation of transportation conformity determinations and regional emissions analysis for the 2012 RTIP Update and its amendments; (3) implementation of the federal standard for 8-Hour Ozone and collaboration with the San Diego Air Pollution Control District and California Air Resources Board on the preparation of the State Implementation Plan; and (4) compliance with updates to transportation conformity rules and procedures. This work element will be prepared in accordance with state and federal guidelines.

31007.00 Goods Movement Planning

Objective
The objectives of this work element are to: (1) collaborate with interregional, state, and federal agencies and goods movement organizations to coordinate the development, operations, funding, and legislative and regulatory changes for a goods movement transportation system; and (2) coordinate with the region’s freight agencies to continue development and implementation of the regional freight strategy as outlined in the 2050 Regional Transportation Plan (RTP). Emphasis in FY 2013 will be to: (1) continue coordination and oversight of Trade Corridors Improvement Fund Goods Movement projects; (2) continue collaboration with other metropolitan planning organizations,
Caltrans, the Port of San Diego, the U.S. Department of Transportation, and other agencies or freight stakeholders to refine the state and national goods movement strategies; and (3) monitor goods movement trends for interrelated Overall Work Program projects such as the new border crossing, Trucks on Managed Lanes Study, and updating of the Comprehensive Freight Gateway Study.

31008.00 **Comprehensive Freight Gateway Study**

**Objective**
The objective of the freight gateway study update will be to adjust the baseline freight forecast from 2007-2050 to 2010-2050. The updated study will be used to inform the next Regional Transportation Plan and to keep the regional freight stakeholders informed of freight trends. Emphasis in FY 2013 will be to collect data for the 2010 baseline and to work with the SANDAG modeling team to update the forecast, including new TRANSEARCH data and improved truck flow information.

31009.00 **Series 13 Regional Growth Forecast**

**Objective**
The objective of this work element is to prepare the next growth forecast for use in the next Regional Transportation Plan update in 2015. This forecast also will be used in preparing the next update of the Regional Comprehensive Plan and other regional and local planning efforts. Furthermore, since the forecast horizon for the Series 13 Forecast will be 2050, like the Series 12 Forecast, this forecast will need to go beyond current plans and policies and land use assumptions of the local jurisdictions. Emphasis in FY 2013 will be to finalize the regionwide forecast and work with local jurisdictions to develop the subregional forecast.

31018.00 **Chula Vista Light Rail Trolley Improvement Study**

**Objective**
Grade separations at E, H, and Palomar Streets in the City of Chula Vista are highly ranked projects in the regional rail grade separation priority list. The purpose of this project is to develop geometric alternatives for constructing the grade separations as well as relocating the Trolley station platform at each location. The report shall include considerations for at grade, aerial, and depressed Trolley platform locations. An alternative to grade separate E, F, and H Streets as one project also will be studied and considered. Visual simulations will be prepared for each of the various alternatives. Alternative rail and street profiles, station location alternatives, preliminary station layout plans, and detailed cost estimates also will be developed. The report will be prepared with input from and in cooperation with the Metropolitan Transit System, Caltrans, the City of Chula Vista, and SANDAG.

31019.00 **Assessment of Truck Managed Lanes (TML)**

**Objective**
This study will assess opportunities and feasibility for improved operations, safety, and efficiency on freeways in the San Diego region by exploring options for TMLs. Based on the evaluation of TML strategies, the study will identify two test corridors to determine the most effective and feasible set of alternatives for TMLs on regional freeways. Activities in FY 2013 will consist of issue identification, strategy development and evaluation, and development of the final report.
Interregional Planning: Imperial, Orange, and Riverside Counties

Objective
The objective of this work element is to oversee and coordinate the planning activities that impact the border of the San Diego region with Imperial, Orange, and Riverside Counties.

Imperial County: Emphasis in FY 2013 for Imperial County will be on monitoring relevant planning activities that impact the San Diego/Imperial County region and continue the implementation of early actions and initiatives identified in the San Diego-Imperial County Interstate 8 Corridor Strategic Plan in collaboration with the Imperial County Transportation Commission.

Riverside County: Emphasis in FY 2013 will be to coordinate with Western Riverside Council of Governments and the Riverside County Transportation Commission on strategic actions outlined in the Interstate 15 Interregional Partnership, in particular those identified in the 2050 Regional Transportation Plan (RTP).

Orange County: Emphasis in FY 2013 will be to coordinate with the Orange County Transportation Authority and the Southern California Association of Governments (SCAG) on the implementation of the San Diego Region 2050 RTP, the SCAG 2035 RTP, Senate Bill 375 (Steinberg, 2008), and other transportation studies.

Interregional Planning: Binational Planning and Coordination

Objective
The objective of this work element is to oversee and coordinate binational planning activities. This includes support of the Borders Committee and the Committee on Binational Regional Opportunities, as well as collaboration with the City of Tijuana Subcommittee on Border Affairs and the Metropolitan Planning Institute. Emphasis in FY 2013 will be to continue monitoring progress on the Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan, to continue oversight and review of international land ports of entry modernization and expansion projects to ensure public transit and pedestrians are adequately accommodated, and to strengthen collaboration with the Tijuana-Tecate-Playas de Rosarito Metropolitan Zone.

Interregional Planning: Tribal Liaison Program

Objective
The objectives of this work element are to: (1) continue the government-to-government framework for engaging the 17 federally-recognized sovereign tribal nations in the region in the regional transportation planning process as mandated by federal and state regulations; (2) coordinate and consult with tribal governments on major transportation, land use, and other regional planning initiatives to ensure their timely and meaningful input into the decision-making process; (3) facilitate the substantive involvement of the Southern California Tribal Chairmen's Association in the SANDAG policymaking structure; (4) provide a technical forum for discussing tribal transportation issues on an ongoing basis through the Interagency Technical Working Group on Tribal Transportation Issues (Working Group); and
(5) provide technical assistance in transportation planning to the Reservation Transportation Authority for collaborative projects, such as the Federal Transit Administration-funded Tribal Transit Program. The emphasis in FY 2013 will be to involve tribal nations in the update of the Regional Comprehensive Plan.
Area of Emphasis: Sustainable Development Strategies

32000.00 Regional Quality of Life Funding Strategies

Objective

The objective of this work element is to develop and implement a Quality of Life funding strategy to meet regional needs for habitat conservation plans, shoreline preservation activities, water quality improvements, and transit service enhancements (beyond what is funded already). This also would include comprehensive surveying and public outreach activities. Emphasis in FY 2013 will be to develop a strategy to identify funding priorities and implement a public education/outreach strategy before the anticipated 2016 deadline to present a funding measure to the voters of the San Diego region.

32001.00 Regional Habitat Conservation Planning

Objective

The objectives of this work element are to: (1) conduct advance planning and implementation of the region’s habitat preserve system through assisting in the development and implementation of the regional habitat conservation plans pursuant to the Regional Comprehensive Plan; (2) strategic application of the TransNet Environmental Mitigation Program funding to assist regional open space acquisitions and management and monitoring efforts; and (3) pursue funding through federal, state, and/or regional sources to meet the long-term requirements for various environmental programs. Emphasis in FY 2013 will be to get concurrence on a package of mitigation opportunities for the Interstate 5/Los Angeles-San Diego-San Luis Obispo Rail Corridor, and to initiate formal wetland mitigation banks on land secured in FY 2012.

32002.00 Regional Shoreline Management Planning

Objective

The objectives of this work element are to: (1) implement or facilitate the implementation of regional beach restoration through large-scale and opportunistic replenishment activities; and (2) continue the implementation of the Regional Shoreline Monitoring Program. Emphasis in FY 2013 will be to build the Regional Beach Sand Project as programmed under Capital Improvement Project 1144700.

32003.00 Regional Energy/Climate Change Planning

Objective

The objective of this work element is to save energy and reduce greenhouse gas emissions related to transportation fuels, electricity, and natural gas. This is done by implementing measures identified in the Regional Energy Strategy, Climate Action Strategy, and other regional plans. This work element also addresses climate change adaptation. Emphasis in FY 2013 will be to implement actions identified in the 2050 Regional Transportation Plan/Sustainable Communities Strategy and to identify ways to increase energy-saving services provided to local governments.

32003.01 California Center for Sustainable Energy (CCSE) Alternative Fuel/Clean Vehicle Program

Objective

The objective of this work element is to assist in the implementation of a clean vehicle and alternative fuel program for ground transportation service providers at the San Diego County Regional Airport Authority. The
San Diego-based nonprofit CCSE is the grant recipient through a Reformulated Gasoline Settlement Fund established by the California District Court to award grants to programs that focus on replacing high-emissions vehicles, improve air quality, or improve fuel efficiency. Emphasis in FY 2013 will be to assess at a subregional level the alternative fuel infrastructure needs for multiple fuel clean fuel choices.

32005.00 **Regional Water Quality/Water Supply Planning**

**Objective**
The objective of this work element is to participate in regional water quality and water supply planning efforts undertaken by the County of San Diego, the San Diego County Water Authority, and other key stakeholders. Emphasis in FY 2013 will be to continue to participate in efforts and contribute information to SANDAG working groups and committees as needed.

32006.00 **Regional Solid Waste Planning**

**Objective**
The objective of this work element is to fulfill the SANDAG role as the countywide Integrated Waste Management Local Task Force. This function requires SANDAG to make recommendations to the Integrated Waste Management Board on how local jurisdictions are complying with Assembly Bill 939 (Sher, 1989). Emphasis in FY 2013 will be to respond to any jurisdiction requests for recommendations.

32007.00 **San Diego Gas and Electric (SDG&E) Local Government Partnership**

**Objective**
The objective of the SDG&E Partnership is to enable SANDAG, in partnership with SDG&E, to make energy efficiency outreach, planning, and technical assistance available to local governments under the Energy Roadmap Program. Member agencies are offered energy management plans, or “Energy Roadmaps” that can help jurisdictions save money, use less energy, and reduce greenhouse gas emissions in local government operations and in the community. The SDG&E partnership will fund the Energy Roadmap Program for local governments from January 2010 through December 2014. Emphasis in FY 2013 will be to complete Energy Roadmaps for up to nine member agencies.

32008.00 **California Energy Commission Electric Vehicle Readiness Project**

**Objective**
The objective is for SANDAG, in collaboration with its project partner California Center for Sustainable Energy (CCSE), to develop a regional electric vehicle (EV) working group to create a regionally-accepted comprehensive EV Readiness plan. The plan is to leverage earlier efforts and address emerging barriers and complexities through clear and easy to read best practices and recommendations across all domain areas. The goal also is to develop an ongoing coordinated institutional body, which will function as a strategic clearinghouse and outreach entity to efficiently and effectively communicate best practices to all 19 jurisdictions and multiple stakeholders involved in EV readiness throughout the San Diego region. The working group will build on the EV Project and hold open meetings at the San Diego Energy Resource Center at CCSE, centrally located in San Diego County. Emphasis in FY 2013 will be to hold EV working group meetings, construct an outline for the San Diego regional EV readiness plan, and disseminate information to the public.
Area of Emphasis: Smart Mobility Programs and Services

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

33001.00  TransNet Smart Growth Incentive Program
Objective  The objective of this work element is to administer and implement the TransNet Smart Growth Incentive Program. The program is a strategic initiative of the Regional Comprehensive Plan that provides a direct incentive for the coordination of local land use plans with regional transportation plans. Emphasis in FY 2013 will be to administer a call for projects and monitor and oversee ongoing projects.

33002.00  Active Transportation Planning and Programs
Objective  The objective of this work element is to support the agency efforts to improve mobility and access through coordinated, active transportation planning, and project development activities. The Regional Bicycle Plan and the Active Transportation Program support the goals and principles of the Regional Comprehensive Plan and the Regional Transportation Plan to improve mobility, provide travel choices, improve public health, and reduce greenhouse gas emissions by increasing the mode share for walking and bicycling trips. Emphasis in FY 2013 will be to focus on implementation of regional bikeway projects and supporting programs. Staff also will work to improve coordination with local agencies and other organizations on active transportation planning efforts.

33003.00  Transportation Development Act (TDA)/TransNet Bicycle, Pedestrian, & Neighborhood Safety Traffic-Calming Program
Objective  The objective of this work element is the administration of the Active Transportation Grant Program. TDA/TransNet Bicycle, Pedestrian, and Neighborhood Safety Traffic-Calming funding provides support for local and regional bicycle and pedestrian projects and programs. The funding for this program is distributed through a competitive grant process that is approved by the SANDAG Board of Directors based upon input from each of the region's jurisdictions represented on the Bicycle-Pedestrian Working Group. This work element also includes review of exceptions to the TransNet Routine Accommodation Policy (SANDAG Board Policy No. 031, Rule 21). Emphasis in FY 2013 will be to complete a call for projects, execute new grant agreements, and monitor and oversee ongoing projects.

33004.00  Regional Transit-Oriented Development Strategies
Objective  The objective of this project is to develop a transit-oriented development (TOD) strategy for the San Diego region, an action called for in the 2050 Regional Transportation Plan and its Sustainable Communities Strategy. This project will continue and build upon the transit-oriented development and smart growth work in which SANDAG has been involved. Emphasis in FY 2013 will be to develop a TOD strategy in conjunction with the update of
the Regional Comprehensive Plan. The TOD strategy will review the recommendations from the Draft Joint TOD Study (June 2010) and undertake a comprehensive update of the land use and transit targets of the Smart Growth Concept Map. The role of the current TOD and Smart Growth-related policies (Smart Growth Toolbox) in the TOD strategy will be considered.

33005.01 **Health Impact and Forecasting**

**Objective**

Under a contract with the County Health and Human Services Agency, supported by an American Recovery and Reinvestment Act grant from the Centers for Disease Control and Prevention, SANDAG has been supporting the County's "Healthy Works" Program through a variety of policy development, pass-through grants, and other planning efforts that will help create healthier communities to help combat obesity in the region. This component of the program is providing enhanced modeling and planning tools to identify and address the connection between land use, transportation, and public health. An extension to the original grant will allow work to continue in FY 2013. This work will focus on developing an economic benefits analysis for increasing active transportation.

33005.06 **Regional Bikeways Signage & Promotion**

**Objective**

Under a contract with the County Health and Human Services Agency, supported by an American Recovery and Reinvestment Act grant from the Centers for Disease Control and Prevention, SANDAG has been supporting the "Healthy Works" Program through a variety of policy development, pass-through grants, and other planning efforts that will help create healthier communities that will help combat obesity in the region. This component of the program will implement a regional bikeway network signage program and produce supporting promotional materials. An extension to the original grant will allow work to continue in FY 2013 to complete the installation of regional bikeway corridor route signs and purchase additional media for the promotional materials.

33007.00 **NEW - Active Transportation Early Action Program (EAP)**

**Objective**

The 2050 Regional Transportation Plan included an action to develop an Active Transportation EAP. Emphasis in FY 2013 will be to define what projects and programs will be included in an Active Transportation EAP, set priorities and a process for identifying specific projects and programs, and establish a framework for a funding strategy.

33008.00 **NEW - Community Transformation Grant**

**Objective**

This project continues work on public health and regional planning that began under the Healthy Works collaboration with County Health and Human Services, starting in FY 2010. The objective for FY 2013 is to begin implementing and institutionalizing some of the programs and principles developed under the Healthy Works Program. This will improve public health by helping the region to plan and develop in a way that changes the built environment to support greater physical activity and improved access to healthy food.
**33100.00 Smart Mobility Services to the Public (Group Program)**

**Group Objective**
The objective of this group program is to implement services to the public that reduce traffic congestion and improve mobility throughout our region. The services provided in FY 2013 for this group of projects includes: Freeway Service Patrol, Interstate 15 (I-15) FasTrak® Value Pricing Program, I-15 Violation Enforcement System Study, 511 Advanced Traveler Information Service, Compass Card Program, Transportation Demand Management services under the Transportation Demand Management Program, Regional Arterial Management System, Intermodal Transportation Management System, Intelligent Transportation Systems (ITS) Operation, Regional ITS Program Management, and State Route 125 Facility Operations.

**33102.00 Freeway Service Patrol (FSP)**

**Objective**
The objective of this ongoing program is to reduce freeway congestion by providing a roving motorist-assistance service that patrols designated urban freeways and assists/removes stranded or disabled vehicles during peak commute hours. The FSP is an ongoing effort administered by SANDAG in coordination with Caltrans and the California Highway Patrol. Emphasis in FY 2013 will be placed on continued support of ongoing FSP motorist aid services, including monitoring and assessment of the restructured FSP services program initiated in FY 2011. Other efforts will include: (1) the continuation of existing FSP towing services along current and future freeway construction projects as requested by Caltrans; and (2) the implementation of a pilot FSP data reporting and fleet management monitoring system to ensure long-term system efficiency and operations.

**33103.00 Interstate 15 (I-15) FasTrak® Value Pricing Program**

**Objective**
The objectives of this work element are to: (1) allow FasTrak customers to pay a toll/fee to use the excess capacity of the high-occupancy vehicle (HOV) expressway on I-15; (2) manage a high-quality, customer-driven, and cost-efficient customer service center; (3) collect toll revenue and fees from FasTrak customers enrolled with SANDAG and interoperable agencies; (4) maintain a minimum average level of service "C" or better in the HOV lanes to ensure reliable commute times; and (5) increase throughput of the HOV lanes through effective transportation systems management. Emphasis in FY 2013 will be to continue to efficiently operate the I-15 Value Pricing Program, while providing value to our customers by providing easy electronic payment methods for tolling and parking.

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

**Objective**
The objective of this work element is to deploy and test state-of-the-art VES strategies for the FasTrak® value pricing and high-occupancy vehicle lanes. This project is a systems-engineering effort and builds upon the I-15 Managed Lanes Toll Collection System that is being deployed on the I-15 Express Lanes between State Route 163 (SR 163) and SR 78. Emphasis in FY 2013 will be on additional proof-of-concept testing and toll enforcement plan development to be used for toll and vehicle occupancy enforcement on the I-15 Express Lanes facility and future high-occupancy toll facilities planned
for the region. Testing of various toll enforcement technologies will be conducted in FY 2013, pending availability of viable equipment. Test results will assist in the development of recommendations to the SANDAG Board of Directors for future implementation.

33105.00 511 Advanced Traveler Information Service (511 ATIS)

Objective

The objective of this work element is to enhance the existing 511 ATIS for the region. Emphasis in FY 2013 will be to evaluate a new business model that financially allows for long-term sustainability. Additionally, work will continue on with integration with the Integrated Corridor Management project and updating of the Web site.

33106.00 Compass Card Program

Objective

The objective of this work element is to implement and support the Regional Fare Ordinance by offering monthly passes and other fare products on the Compass Card. The Compass Card Program uses advanced technology on: (1) improve fare collection activities; (2) enhance data availability for ridership and product usage; and (3) introduce a common fare product for regional transit customers. Emphasis in FY 2013 will be to: (1) continuing deployment and utilization of the Compass Card Program, including centralized and consolidated fare payment management for the region's transit operations; (2) overseeing the operations of the regional customer account management service center for Compass Card customers; and (3) furthering the effort to develop brand identity adoption of the Compass Card and recognition of the new card.

33107.00 Transportation Demand Management (TDM) Program

Objective

The objective of this work element is to manage peak-period demand on the regional transportation system by providing commuter and employer programs and services aimed at promoting use of alternatives to driving alone. Activities are carried out in cooperation with Caltrans, tribal governments, transit providers, and local jurisdictions. Activities include promotion of active transportation, carpooling, vanpooling, transit, Guaranteed Ride Home, employer and school district outreach, marketing, support for telework, and self-service to allow greater information distribution to the commuting public. Emphasis in FY 2013 will be to expand use of the iCommute system and the options available. Early action projects from the TDM section of the Regional Transportation Plan will be initiated. Integration of TDM with the Regional Comprehensive Plan will begin.

33107.01 Transportation Demand Management (TDM) Planning Studies/Pilot Projects

Objective

The objective of this work element is to conduct TDM studies/plans and launch pilot projects to meet objectives contained in the 2050 Regional Transportation Plan, iCommute Strategic Plan, and to meet Senate Bill 375 (Steinberg, 2008) greenhouse gas emission targets. Emphasis in FY 2013 will be to develop and launch a Telework Pilot Project, implement recommendations from the First and Last Mile Solutions Pilot Project Study, continue work on the TDM in Development Review Guide for Cities, and
develop a plan for implementing a Commuter Club pilot project.

33107.02  Transportation Demand Management Employer Program

Objective  
The objective of this work element is to administer the Regional iCommute Employer Program by providing support services to regional employers, assist employers in developing and/or maintaining their commuter benefit programs for their employees, and recognize exemplary employers. Emphasis in FY 2013 will be to increase employers in the iCommute Program through campaigns along targeted corridors.

33107.03  Transportation Demand Management SchoolPool Programs

Objective  
The objective of this work element is to increase the share of school trips to carpool, walking school bus, or bike buddy modes. Emphasis in FY 2013 will be to expand the reach of the SchoolPool Program.

33107.04  Transportation Demand Management Regional Vanpool Program

Objective  
The objective of this work element is to administer the Regional Vanpool Program and complete annual National Transit Database (NTD) report to the Federal Transit Administration. Emphasis in FY 2013 will be continued growth in the vanpool program aligned with the program’s strategic objectives and to integrate iCommute Trip Tracking features to comply with NTD reporting.

33107.05  Transportation Demand Management Incentive Programs/Campaigns

Objective  
The objective of this work element is to administer incentives and marketing related aspects of the iCommute Program. Emphasis in FY 2013 will be to continue marketing campaigns for employers and other targeted audiences, a focused campaign along the Interstate 15 Corridor, as well as delivery of Guaranteed Ride Home.

33107.06  Transportation Demand Management (TDM) Bicycle Encouragement Program

Objective  
The objective of this work element is to administer the TDM Bicycle Encouragement Program. Emphasis in FY 2013 will be to coordinate electronic bike locker installation with construction of new Trolley platforms, coordination with the Active Transportation Program of projects, including those contained in the Regional Bike Plan, and bicycle education and outreach.

33110.00  Intelligent Transportation Systems (ITS) Operation

Objective  
The objective of this work element is to address the ongoing operations, system administration, network communications, and maintenance needs of regional ITS deployments. SANDAG has deployed several modal programs and systems and regional communications networks that are transitioning from implementation into normal or pilot operations. These systems require ongoing support for operations, administration, and maintenance to ensure that the systems perform as expected and deliver mobility services to the public. Emphasis in FY 2013 will be on: (1) support of deployed systems (Intermodal Transportation Management System and 511 Advanced Traveler Information Service (511 ATIS)); (2) coordination and support to regional
partners for deployed systems; (3) execution of third-party agreements for maintenance/support and communication lines; (4) delivery of enhanced 511 ATIS data through transportation management center staffing; (5) implementation support and methodology development for change control procedures in the regional configuration management system; and (6) maintain an ongoing security compliance program consistent with payment card industry standards.

33117.00 State of the Commute - Performance Monitoring Report
Objective
The objective of this work element is to provide annual performance monitoring reports on the State of the Commute for the San Diego region in accordance with the TransNet Extension Ordinance. Emphasis in FY 2013 will be to: (1) coordinate transportation data collection, assessment, and analysis activities; (2) work with local agency partners to gain consensus on ongoing transportation performance reporting indicators; and (3) oversee and coordinate development of the State of the Commute report.

33118.00 Connected Vehicle Development Program
Objective
The objective of this work element is to prepare the San Diego region for an expected 2013 federal rule that will mandate that all vehicles be connected to an intelligent communications infrastructure that will be used to greatly enhance the safety and mobility of the national transportation system. This project will support ongoing involvement by SANDAG in the national, state, and regional planning for deployment of this technology. Staff will actively participate in domain specific activities, and contribute local expertise and experience to the national focus areas of safety, mobility, and the environment. The major work for this element will be to establish a connected vehicle plan for the San Diego region, develop criteria for a pilot demonstration, and position SANDAG and the region for the expected federal rule making for connected vehicle deployments. Emphasis in FY 2013 will be to utilize consultant support to complete the planning process for deployment.

33119.00 Arterial Detection System Development
Objective
The primary objective of this project is to improve our transportation system management capabilities through expansion of the region's arterial detection system. The emphasis in FY 2013 is to establish proposed phased plans and agreements with regional stakeholders to provide real time transportation performance measures, and for the potential deployment of equipment along major arterials.

33120.00 El Camino Real/Encinitas Boulevard Transit Shuttle Analysis
Objective
The objective of this work element is to increase multimodal options in the City of Encinitas by conducting a feasibility analysis of transit shuttles along the El Camino Real and Encinitas Boulevard corridors. Emphasis in FY 2013 will be to complete the community assessment and develop and evaluate service alternatives.
33121.00 NEW - State Route 125 (SR 125) Facility Operations

Objective
The objective of this work element is to maintain and operate the SR 125 facility, collecting tolls and project revenue to pay for operations, maintenance, and the debt incurred in the purchase of the Development Franchise Agreement. The SR 125 facility is a 10-mile express toll road extending from SR 54 in Spring Valley through eastern Chula Vista to Otay Mesa Road/SR 905 in Otay Mesa near the international border. The facility also includes a building for the toll operations staff located at the southern portion of the road, toll booth facilities, and adjoining property along SR 125. The emphasis in FY 2013 will be to: (1) continue ongoing operations of the facility within cost projections and debt repayment needs; (2) develop and implement long-term plans for operations and tolling system; and (3) provide accountability and transparency for financial performance and SANDAG Board of Directors goals for the project through reporting and presentation to committees and partners.

33200.00 Transit Service Planning (Group Program)

Group Objective
This group program of transit planning projects relates to various monitoring, planning, and development efforts aimed at assisting the transit agencies (Metropolitan Transit System [MTS] and North County Transit District [NCTD]). Some of the following activities are mandated as part of the consolidated agency responsibility, others involve active partnering with MTS and NCTD, improving regional services in an environment of constrained funding.

33201.00 Short-Range Transit Service Activities

Objective
The objectives of this work element are to: (1) fulfill the short-range transit planning functions of SANDAG, including preparation of the regional Short-Range Transit Plan, Transportation Development Act performance monitoring, federal Title VI monitoring and reporting, fare policy development, and fare setting; (2) support the Compass Card Program; (3) manage the competitive process for TransNet Senior Mini-Grant Program and monitoring grant recipients; (4) prepare transit area studies, operations plans, and planning input for TransNet projects; (5) provide assistance to transit operators; and (6) oversee the Consolidated Transportation Services Agency. Emphasis in FY 2013 will be to effectively manage new programs and merge the near term projects from the Regional Transportation Plan into the Short-Range Transit Plan component of the Coordinated Plan.

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

Objective
The objective of this work element is to fulfill Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users legislative requirements to prepare, update, and maintain a Coordinated Human Services and Public Transportation Plan for San Diego County and to award and administer grants for JARC/NF grants. The grant award and administrative process includes the holding of a competitive process for JARC/NF and monitoring performance of the grant subrecipients, including the collection of data to meet federal requirements. Emphasis in FY 2013 will
be to increase monitoring efforts, ensuring grantees are meeting all federal obligations, including new requirements from the updated Title VI circular.

33203.00  Passenger Counting Program (PCP)

Objective
The objective of this work element is to undertake the regional PCP that fulfills a Federal Transit Administration (FTA) requirement for the transit operators and provides data required for local transit planning and performance monitoring. This project also manages the Trolley and SPRINTER ridership estimation counts, which are required by the FTA, and are used to manage local revenue-sharing requirements between Metropolitan Transit System (MTS) and North County Transit District (NCTD). Also, it includes funds to cover other minor surveys required to manage the revenue-sharing agreements, including COASTER, BREEZE, and Day Pass counts; in addition to conducting the annual counts. Emphasis in FY 2013 will be to continue to work with MTS and NCTD to incorporate Automatic Passenger Counter technology into all transit vehicles moving toward fully automating the PCP.

33206.00  Transit Planning Internship

Objective
The objective of this work element is to manage the Transit Planning Internship Program that provides professional development opportunities for interns in the Masters in City Planning Graduate Program at San Diego State University. Emphasis in FY 2013 will be to continue to train and mentor interns.

33208.00  New Freedom Pass-Through

Objective
The objective of this work element is to provide pass-through funding for Federal Transit Administration Section 5317 New Freedom grants. The administration and oversight of these grants is funded separately in work element 33202. Emphasis in FY 2013 will be to efficiently pass-through funds to grantees.

33209.00  Job Access and Reverse Commute (JARC) Pass-Through

Objective
The objective of this work element is to provide pass-through funding for Federal Transit Administration Section 5317 JARC grants. The administration and oversight of these grants is funded separately in work element 33202. Emphasis in FY 2013 will be to pass-through and monitor funds for grantees.

33210.00  2050 Regional Transportation Plan (RTP) Transit Plan - Advance Planning

Objective
The 2050 RTP contains a number of new transit projects that have no project-level planning work to detail alignments and station locations. While detailed project-level advanced planning studies may be years off, work needs to begin on initial planning work in selected areas of the region where land use development/redevelopment planning work by local jurisdictions may already be underway. Conducting spot initial planning studies will allow sufficient detail to ensure alignments and stations needs are clearly outlined for local jurisdictions. Initial planning work also could result in right-of-way reservations/dedications being set aside for these future transit projects. Emphasis in FY 2013 will be to continue work on the multi-year study efforts
begun in FY 2012 and initiate several new study efforts.

33300.00  **Subregional Transportation and Land Use Planning**

**Objective**
The objective of this work element is to coordinate the Regional Comprehensive Plan and Regional Transportation Plan with the local land use and transportation planning processes in the 18 cities and the County of San Diego, Caltrans, transit agencies, tribal governments, and others to reduce congestion and improve mobility. This work element includes staff resources to prepare scopes of work and budgets for future subregional and corridor studies and to oversee these studies. Emphasis in FY 2013 will focus on coordinating transportation planning with local agency plans and participating in the update of the California-Baja California Border Master Plan.

33303.00  **Intergovernmental Review (IGR)**

**Objective**
The objective of this work element is to manage the IGR Program. The ongoing emphasis for this program is to oversee the review of local environmental documents and monitor current and future development plans for potential impacts on the regional transportation network. This work is done in coordination with other work elements to facilitate implementation of the Regional Comprehensive Plan and Regional Transportation Plan. This work also is done in collaboration with Caltrans, Metropolitan Transit System, and North County Transit District. Emphasis in FY 2013 will be to continue to improve internal and external coordination with SANDAG staff and partner agencies and to provide comments on projects with regional impacts.

33305.00  **San Ysidro Intermodal Transportation Center (ITC) Financial Phasing & Strategy**

**Objective**
The objective of this project is to prepare an implementation plan and funding strategy for the preferred San Ysidro ITC alternative identified in the upcoming City of San Diego’s San Ysidro ITC Study. This project will identify potential public/private partnerships and roles and develop an implementation funding strategy to enable the realization of the ITC and off-street parking resources. The area adjacent to the San Ysidro Port of Entry is dynamic and congested, and currently houses local Metropolitan Transit System bus and Trolley operations, multiple long-haul private bus companies, taxis, and jitneys. There is currently no permitted area for kiss-and-ride, pick-up, and drop-offs, which results in passenger pick-up and drop-off taking place in red zones. Existing transit services are dispersed on different properties throughout the project area and at various on-street locations or the ITC and off-street parking resources. Emphasis in FY 2013 will be to identify potential public/private partnership structures for ITCs and cost-revenue assignments, develop capital and operating cost estimates for the San Ysidro ITC and off-site parking structures, and identify potential revenue sources and develop an implementation strategy.
**Area of Emphasis: Intermodal Planning and Implementation**

<table>
<thead>
<tr>
<th>Code</th>
<th>Objective</th>
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<tbody>
<tr>
<td>31011.00</td>
<td><strong>Destination Lindbergh</strong></td>
</tr>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of this work element is to implement the long-range master plan that was completed in 2009 for maximizing the carrying capacity of Lindbergh Field (San Diego International Airport), including development of an intermodal transportation center (ITC) along the north side of the airport to improve ground access while maximizing transit mode share potential, and addressing arterial Level Of Service impacts in the area. The proposed ITC also would improve connectivity for the regional transit system and operational flexibility for rail and bus services serving downtown San Diego. Emphasis in FY 2013 will be to continue the assessment of the Interstate 5 connector ramp proposal and serve on the advisory committee for the San Diego International Airport Master Plan effort being led by the San Diego Regional Airport Authority.</td>
</tr>
<tr>
<td>34006.00</td>
<td><strong>Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Planning</strong></td>
</tr>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of this work element is to coordinate planning and project development along the LOSSAN Rail Corridor. SANDAG is the lead coordinating agency, with all agencies along the corridor contributing funding to this effort to reimburse SANDAG administrative costs. SANDAG will staff the LOSSAN Technical Advisory Committee and SANDAG Board of Directors. Emphasis in FY 2013 will be to continue staff support to the rail corridor agency and joint coordination activities with the Capitol Corridor, San Joaquin, and Coast Rail corridor agencies, Amtrak, and Caltrans. A decision on local corridor governance authority in the last half of FY 2012 is pending and could have an effect on the activities required within this work element.</td>
</tr>
<tr>
<td>34009.00</td>
<td><strong>High-Speed Rail Corridor Planning</strong></td>
</tr>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of this work element is to coordinate planning, environmental, and conceptual design work for planning purposes along the Los Angeles to San Diego via Inland Empire High-Speed Train section with the California High-Speed Rail Authority, Federal Railroad Administration, and fellow corridor planning agencies, which together, make up the Southern California High-Speed Rail Inland Corridor Group. Emphasis in FY 2013 will be to continue planning and coordination as corridor development advances.</td>
</tr>
<tr>
<td>34200.00</td>
<td><strong>New Border Crossing and State Route 11 (SR 11)</strong></td>
</tr>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of this work element is to oversee the conclusion of two major planning studies for the new border crossing: the Intelligent Transportation System Pre-Deployment Study and the Investment Grade Traffic and Revenue Study. Both of these studies directly feed into the design phase of SR 11 and Otay Mesa East. Emphasis in FY 2013 will be to use these studies to inform the design and implementation of the next project phase funded as a capital improvement project.</td>
</tr>
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</table>
Objectives

SANDAG is moving forward with various projects that will increase the number of high-occupancy toll lanes and tolled facilities within the region. In addition to the SANDAG Interstate 15 facility and the recent acquisition of State Route 125, construction plans are underway for Interstate 5 and 805, along with State Route 11. In order to achieve cost efficiencies and provide a unified customer experience, efforts are needed to plan for centralized customer account management and the collection of tolling transactions from the various facilities. Emphasis in FY 2013 will be to complete the planning effort and present a recommended approach for incorporating and managing future tolled facilities.
**Area of Emphasis: Internal and External Coordination**

**15000.00 Project Monitoring and Oversight**

**Objective**
The objective of this work element is to provide ongoing coordination and liaison activities with sponsors of regional projects funded by the following programs: State Transportation Improvement Program; Proposition 1B (Prop. 1B), including Corridor Mobility Improvement Account (CMIA), Trade Corridors Improvement Fund (TCIF), and State-Local Partnership Program; Federal Surface Transportation Program; Congestion Mitigation and Air Quality programs; the TransNet program; and other federal, state, and local programs. This will include ongoing tracking and monitoring of expenditures of San Diego-Coronado Bridge toll revenues. General oversight will be exercised to ensure that the projects stay on schedule, keep within scope and budget, and meet all relevant federal, state, and local requirements regarding the timely use of funds. Emphasis in FY 2013 will include: (1) reviewing environmental documents; (2) monitoring design and construction activities; (3) administering consultant services; and (4) tracking project expenditures and schedules to help ensure timely delivery of projects. Additional emphasis will include the implementation of: (1) the TransNet Early Action Program; (2) Prop. 1A and 1B funded projects; and (3) monitoring of Prop. 1B, CMIA, and TCIF programs for delivery and additional funding opportunities.

**15001.00 TransNet Financial Management**

**Objective**
The objective of this work element is to manage and administer the TransNet local sales tax funding, so that projects and programs are implemented as efficiently as possible within the context of the TransNet Extension Ordinance and Expenditure Plan. Activities include revenue forecasting, cash-flow analysis, financial planning, evaluation of debt strategies and instruments, fund investments, disbursements, and meeting accounting, auditing, and other reporting requirements. Emphasis in FY 2013 will be on updating the TransNet Plan of Finance, and continuing efforts for the ongoing implementation of the TransNet Early Action Program.

**15002.00 Independent Taxpayer Oversight Committee (ITOC) Program**

**Objective**
The objective of this project is to fulfill the requirements of the TransNet Extension Ordinance, authorizing the ITOC to perform a number of functions relating to independent oversight of the TransNet Program. Emphasis in FY 2013 includes continued oversight of the TransNet Program and management of the TransNet fiscal and compliance audits for the fiscal year ending June 30, 2012. Activities also will include implementation of the 2012 Triennial Performance Audit recommendations.

**15003.00 Funds Management and Oversight**

**Objective**
The objective of this work element is to provide funding oversight that sustains regional transportation systems and facilities by: (1) estimating, administering, and allocating local, state, and federal funds (including the Consolidated Planning Grants, Transportation Development Act, State Transit Assistance, TransNet, and Federal Transit Administration)/Federal Highway
Administration programs; (2) preparing, adopting, and amending the Regional Transportation Improvement Plan (RTIP); and (3) ensuring compliance and consistency with local, state, and federal laws and regulations related to the administration of these various funding sources. Emphasis in FY 2013 will be ensuring the adoption of the 2012 RTIP Update.

15004.00 Overall Work Program (OWP) and Budget Programs Management

Objective

The objective of this work element is to provide the overall development, management, coordination, and direction for creating and implementing the annual SANDAG budget, including the OWP. The OWP is a required component of the budget and encompasses all of the regional planning activities related to transportation, including supporting infrastructure. Development and monitoring of the OWP ensures that approved planning efforts are completed effectively and efficiently, both within SANDAG and with other agencies (including tribal governments) as guided by the SANDAG Board of Directors. Emphasis in FY 2013 will be to: (1) use a zero-based approach for the budget and OWP to develop and define cross-functional planning efforts and balance agency priorities with funding constraints; (2) continue the emphasis on enhancing software tools and other technologies to provide an increasingly dynamic platform for defining, developing, and managing projects and project teams; and (3) ensure effective coordination and compliance with local, state, and federal funding agencies.

23008.00 Regional Geographic Information Systems (GIS) Data Warehouse

Objective

The objectives of this work element are to: (1) continue initiatives to develop a regional GIS data infrastructure; (2) continue ongoing collaboration with the San Diego Geographic Information Source (SanGIS), a joint powers agreement between the City of San Diego and the County of San Diego to assume full responsibility for the existing regional GIS data warehouse; and (3) work with the San Diego State University Regional Technology Center (RTC) to initiate, develop, and implement an integrated regional GIS framework for emergency response and management. In addition, SANDAG will monitor and implement new products, initiatives, and data sources to enhance the regional GIS infrastructure. Emphasis in FY 2013 will be to: (1) maintain data transfer and data dissemination scripts related to the SanGIS data warehouse; (2) develop applications, databases, and services to support regional data collaboration and data-sharing with member agencies; (3) identify and implement technology solutions to aid the publishing of GIS data and services; and (4) support, as needed, the SDSU RTC San Diego Regional Emergency Geospatial Information Network.

33111.00 Regional Intelligent Transportation Systems (ITS) Program Management

Objective

The objectives of this work element are to: (1) provide ongoing management support and strategic planning for the region’s ITS Program; (2) conduct liaison activities and explore development opportunities with federal, state, tribal, and local agencies, such as the Federal Transit Administration and
Federal Highway Administration, Caltrans, SANDAG member agencies, and other peer agencies; and (3) provide oversight over the region's various ITS deployments, ensuring consistency and compliance with regional ITS architecture and federal mandates. Strategic planning, project management, and regional integration and collaboration are core to the SANDAG mission in fulfilling the region's vision. Emphasis in FY 2013 will be to: (1) implement projects and programs to support the San Diego Regional ITS Strategic Plan and (2) monitor performance of projects detailed in the ITS Implementation Plan.

**73000.00 TransNet Public Information Program**

**Objective**

The object of this work element is to implement a public information program to update the public, elected officials, and other stakeholders on TransNet Program activities, and conduct public information activities to obtain input and feedback on TransNet projects. SANDAG endeavors to ensure meaningful involvement of traditionally underrepresented and underserved populations, such as the elderly, disabled, low-income, and minority community groups and leaders. The emphasis for FY 2013 will be on the implementation of the Bus Rapid Transit Program, the double-tracking of the Los Angeles-San Diego-San Luis Obispo Rail Corridor, and continuing efforts to implement a multimodal plan that offers travelers more choices, improves the environment, and responsibly invests taxpayer resources.

**73001.00 Public Involvement Program**

**Objective**

The overall objectives of the public involvement program are to inform and involve citizens in the agency's various programs, projects, and work activities. The agency actively seeks involvement and input from interested citizens and stakeholders in SANDAG work through public meetings and workshops, fully noticed public hearings, and ongoing broad citizen/organization involvement in the planning and decision-making process. This effort also includes regular interaction with the media as well as production and distribution of fact sheets, newsletters, and other publications in printed or online format. The comprehensive SANDAG Web site also is maintained to provide easy access to meeting notices and agendas, reports, and other information. SANDAG endeavors to ensure meaningful involvement of traditionally underrepresented and underserved populations, such as the elderly, disabled, low-income, and minority community groups and leaders. During FY 2013, emphasis will be on collaborating with Caltrans, Metropolitan Transit System, and North County Transit District as well as with federal and state agencies on regional transportation and transit events and projects and providing ongoing support of Transportation Demand Management programs, 511, FasTrak®, Compass Card, and other regional Intelligent Transportation Systems initiatives, as well as the development of the Regional Comprehensive Plan and other quality of life initiatives. Emphasis also will be placed on meeting federal standards for Social Equity and Environmental Justice programs.
Marketing Coordination and Implementation

Objective
The objectives of this work element are to implement a marketing program to support major work efforts, such as SuperLoop, South Bay Bus Rapid Transit (BRT), Mid-City Rapid Bus, Smart Growth Incentive Program, the Regional Comprehensive Plan, and to coordinate marketing efforts among the Caltrans and SANDAG corridor directors, the agency’s Service Bureau, and other projects. Emphasis in FY 2013 is to coordinate on-call marketing firms to support SANDAG projects/programs; identify opportunities to integrate social marketing into projects; coordinate marketing messages to strategically enhance the SANDAG brand; and identify key partnerships to extend SANDAG the message.

PC, Internet, and Database Applications

Objective
The objectives of this work element are to: (1) improve work and productivity through the application of database and programming technologies; (2) increase the accessibility of the Regional Information Systems by developing, enhancing, and documenting custom software and database solutions for the Overall Work Program, Finance, and Administrative functions; and (3) provide direct, comprehensive technical support to transit, iCommute, FasTrak®, Compass Card, SANDAG Web sites, and the SANDAG Intranet. Emphasis in FY 2013 is to update various internal applications, provide support to finance for budget development and IFAS reporting, and to provide support to the Public Information Office and transportation demand management team in the development and maintenance of the SANDAG Web site and its ancillary sites.

Government Relations

Objective
The objective of this ongoing work element is to manage federal and state legislative activities in accordance with the SANDAG Legislative Program. Emphasis in FY 2013 will be on pursuing regional priorities for the next federal surface transportation authorization, pursuing resources to enable SANDAG to implement the adopted 2050 Regional Transportation Plan, and begin preparing the Regional Comprehensive Plan update.

Interagency Coordination

Objective
The objective of this work element is to continue to support the SANDAG Board of Directors and Policy Advisory Committees by developing and communicating interagency solutions concerning regional transportation systems, implementation of transportation projects, optimal funding solutions, conflict resolution, and other coordination needs. Emphasis in FY 2013 includes staff participation and support of existing interagency committees and working groups, including the SANDAG Board of Directors and Policy Advisory Committees, Social Services Transportation Advisory Council, Cities/County Transportation Advisory Committee, San Diego Regional Traffic Engineers Council (SANTEC), as well as coordination efforts with Metropolitan Transit System, North County Transit District, tribal governments, and Intergovernmental Review processing. An additional emphasis by SANTEC will be to complete an update to the Traffic Impact Studies Guidelines report.
Social Equity Program

Objective
The concepts of environmental justice and social equity involve analysis of the burdens of plans, policies, and actions to ensure they do not disproportionately affect low-income and minority communities and that these communities share equally in the benefits of the plans, policies, and actions (and are not denied access to federally-funded programs). The emphasis in FY 2013 will be to finalize a best practices report and better integrate Title VI agency-wide.

Automated Regional Justice Information System (ARJIS): ARJIS Services to Member Agencies (Group Program)

Group Objective
The objective of this Group Program is to provide ARJIS services to member agencies and other law enforcement jurisdictions in the region. The projects in this group describe a variety of automated services and programs in support of this overall objective. Emphasis in FY 2013 will be to provide ongoing maintenance, improvements and enhancements to the Enterprise ARJIS modernization initiative that was completed in FY12.

Automated Regional Justice Information System: Interregional Justice Data-Sharing

Objective
The objective of this work element is to coordinate, develop, and implement applications that enhance public safety throughout the San Diego region. The emphasis in FY 2013 will be to: (1) implement additional COPLINK modules; (2) upgrade the LPR server; (3) develop interfaces to agencies CAD systems; and (4) continue the development of the interface to the Sheriffs Records Management system.

Automated Regional Justice Information System (ARJIS): Maintenance and Support

Objective
The objective of this work element is to provide ongoing support and maintenance for the new Enterprise ARJIS and all applications used by ARJIS agencies. Included is customer support for these initiatives via help desk services, troubleshooting, problem tracking and reporting, and minor system and program modifications. Emphasis in FY 2013 include support of: (1) the secure network known as ARJISNet, with nodes at 82 ARJIS agency sites; (2) the reporting solution used to obtain reports for various crime statistics; (3) ARJIS Web-based applications, such as Cal-Photo (statewide mug shots and Department of Motor Vehicles photos) and crime mapping for the public and law enforcement users; and (5) 25-plus servers with service and network monitoring and reporting, periodic back-ups, hardware and software configuration and upgrades, and disaster recovery.

Automated Regional Justice Information System (ARJIS): Project Management and Enhancements

Objective
The objective of this work element is to enhance ARJIS systems according to priorities set by the Public Safety Committee (PSC) and Chief’s/Sheriff’s Management Committee (CSMC). Emphasis in FY 2013 includes project management and executive oversight for the ARJIS Program and staffing the PSC, CSMC, and providing support for other working groups that help guide
ARJIS. Specific tasks and projects will be developed, prioritized, and are expected to be approved by the CSMC and PSC by mid-2012.

**73503.00 Automated Regional Justice Information System (ARJIS): Enterprise System**

**Objective**
The objective of this work element is to complete tasks associated with the replacement of the legacy ARJIS system and development of the ARJIS Enterprise System. Emphasis in FY 2013 is on: (1) data entry; (2) interfaces; (3) reporting; (4) COPLINK & SRFERS; (5) Officer notifications; (6) SharePoint portal; and (7) Middleware.

**73504.00 Automated Regional Justice Information System (ARJIS): Officer Notification and Smart Alerting System (ONASAS)**

**Objective**
The objective of this work element, sponsored by the National Institute of Justice (NIJ), is to provide officers and investigators an easy, automated means for cross-jurisdictional information-sharing of time-sensitive and critically needed information through a single interface. ONASAS will enhance officer safety by notifying field officers and investigators of a specific type of crime, offender, or terrorist hit across local, state, and federal databases and solicit information for prompt action to assist agencies in solving serious crimes and apprehending offenders. The system will give public safety personnel the ability to request automated alerts and notifications based on “subjects,” including wanted persons, vehicles, locations, and phone numbers associated with reported criminal and terrorist activity. Emphasis in FY 2013 is on: (1) developing an interface to an agency CAD system; (2) continuing to add new data sources for the watcher to monitor; (3) quarterly financial and status reports for NIJ; and (4) providing assistance and training to ARJIS users.

**73505.00 Automated Regional Justice Information System (ARJIS): Tactical Identification System (TACIDS)**

**Objective**
The objective of this work element, sponsored by the National Institute of Justice (NIJ), is to develop a Web service, which will allow an officer in the field to take a photo and upload it to a server, which will then match it against over 800,000 San Diego booking photos. Positive matches will then be processed on the server side and a proposed photo line-up will be sent back to the law enforcement agent for comparison and the ability to run additional queries based on a name and date-of-birth standard search. Emphasis in FY 2013 is on: (1) Incorporating the TACIDS application into the ARJIS Mobile environment; (2) rolling out the application to existing ARJIS PDA users; (3) obtaining system feedback; and (4) producing quarterly and final reports for NIJ.

**73509.00 Automated Regional Justice Information System: Geo-Query**

**Objective**
The objective of this work element is to develop and implement Geo-Query, an application that will greatly enhance data gathering and analysis abilities by taking advantage of inquiries utilizing systems with geographic positioning system or locate capabilities. Geo-Query will provide an improved level of information gathering that is certain to enhance the capabilities of
public safety and do so with no additional work load on the part of the field personnel. Emphasis in FY 2013 is to: (1) produce a final draft of the privacy impact assessment; (2) complete the integration of Geo-Query into State, Regional, and Federal Enterprise Retrieval System; (3) obtain user feedback; and (4) complete final report for National Institute of Justice.

73510.00  
**Automated Regional Justice Information System: State, Regional, and Federal Enterprise Retrieval System (SRFERS) III**

**Objective**
The objective of this work element is to develop and implement Phase III of the SRFERS grant. The goal of the SRFERS III project is to enhance, build, and link systems to provide law enforcement officers with the critical tools they need when investigating cases and leads across regions and states. Emphasis in FY 2013 is to: (1) implement and roll-out interstate image-sharing capabilities at one additional state; (2) continue expanding the regional LPR capabilities; (3) collaborate with National Law Enforcement Telecommunications System to enhance alerting systems; and (4) produce quarterly status reports.

73512.00  
**Automated Regional Justice Information System (ARJIS): Regional Information-Sharing and Collaboration (RISC)**

**Objective**
In a continued partnership with the U.S. Department of Homeland Security, ARJIS will initiate four information-sharing capabilities that will improve criminal justice operations and create standards and models for best practices. The emphasis in FY 2013 will be on (1) collaborating with National Law Enforcement Telecommunications System (Nlets) to pilot an exchange of scars marks and tattoo images across state lines; (2) enhancing the ARJIS Officer Notification and Smart Alerting System by developing an interface to the Regional Information Sharing Systems (RISS) deconfliction system known as RISSafe; (3) completing an assessment of federal databases, such as Immigration and Customs Enforcement data stores for use on mobile and handheld wireless devices; and (4) expanding the ARJIS e-mail distribution initiative to the southwest region of the United States.

73513.00  

**Objective**
TARGET will enhance situational awareness by providing law enforcement officers in the field real-time geo-spatial data. Data will be accurately captured and retrieved using handheld GPS enabled devices. TARGET will provide comprehensive and easily interpreted maps integrating police incidents and field interviews, parolee addresses, locations associated with warrants, gang locations, sex offender addresses, and critical infrastructure locations. Emphasis in FY 2013 is on: (1) developing the TARGET application; (2) procuring PDAs for use in the field; (3) rolling out TARGET and PDAs; and (4) gathering user feedback.
Objective

ARJIS, San Diego and Arizona Fusion Centers, and agencies in New Mexico and Texas will collaborate to advance cross-boundary information exchange pilot projects. The aim is to develop interstate sharing of corrections, probation, parole, law enforcement, and homeland security data along the southwest border. Tangible results will be realized through secure, wireless mobile devices to enable real-time field access to data, alerts, and photographs, not currently shared. Emphasis in FY 2013 will include: (1) developing a project team to include users and project plan; (2) defining functional and technical requirements; (3) recruiting a technical contractor to initiate development (4) beginning development; and (5) producing quarterly reports.
SANDAG SMALL AND DISADVANTAGED BUSINESS ENTERPRISE PROGRAM MONITORING

Introduction

SANDAG is both a direct recipient of federal funding from the Federal Transit Administration (FTA) and a sub-recipient of federal funding from the Federal Highway Administration (FHWA). As such, SANDAG is required to establish, maintain, and monitor a Disadvantaged Business Enterprise (DBE) Program in accordance with Title 49, Code of Federal Regulations, Part 26 provisions, which concerns participation by DBEs in projects funded by the United States Department of Transportation (USDOT).

The DBE Program at SANDAG addresses participation of the following race and gender categories in the SANDAG contracting program: African American, Asian American, Hispanic American, Native American, Subcontinent Asian, and Women.

As a direct recipient of funds from the FTA, SANDAG completed a disparity study for FTA-funded procurements and the FTA approved a waiver to exclude the Asian Pacific American group from race-conscious contract goals, as it was demonstrated that this group was not historically underutilized in the SANDAG market area.

As a sub-recipient of FHWA funding through Caltrans, SANDAG is required to follow the results of the 2007 Caltrans disparity study for all FHWA funded projects. This study found disparity in four of the six groups: African American, Asian Pacific American, Native American, and Women, which the Caltrans Study identifies as Underutilized Disadvantaged Business Enterprises (UDBEs). Hispanic males and Subcontinent Asian males were not identified as UDBEs, as it was demonstrated that these groups were not historically underutilized for FHWA-funded contracts.

Based on the results of both the FTA (SANDAG) and FHWA (Caltrans) disparity studies, SANDAG is required to set race and gender contract-specific DBE/UDBE goals on SANDAG procurements. The current DBE program reporting is tied to recordkeeping and monitoring of the DBE/UDBE participation on SANDAG projects.

Current DBE Program Reporting Requirement

SANDAG is required by both FTA and FHWA (through Caltrans) to implement a DBE program that monitors DBE participation on SANDAG contracts/projects. These agencies specifically mandate that the counting of DBE participation is based on the race and gender of the prime contractor’s or subcontractor’s ownership. The race and gender of the workforce of the prime contractor and
subcontractors are not considered or counted towards DBE participation and SANDAG does not currently track this information.

The methods used to document the recordkeeping include developing a bidders list, counting DBE participation on contracts, monitoring the work performed by DBEs, ensuring that DBE clauses are included within contract language, providing DBE financial institution information to contractors, and developing an outreach program that will increase DBE participation.

- **Bidders List:** SANDAG creates and maintains a bidders list that consists of all firms bidding on prime contracts and bidding or quoting on subcontracts on DOT-assisted projects. The purpose of maintaining a bidders list is to provide the most accurate data possible from the total of DBE and non-DBE contractors/consultants and subcontractors/subconsultants, for use in setting overall goals. Regulations require the bidders list to have the following information: firm name, firm address, firm’s status as DBE or non-DBE, age of the firm, and annual gross receipts of the firm.

- **Counting DBE Participation:** A contractor or consultant may only count the value of the work actually performed by DBE firms toward the DBE goal. Therefore, a DBE must be responsible for a distinct element of the contract by actually performing, managing, and supervising the work involved.

- **Monitoring:** SANDAG is required to implement appropriate mechanisms to ensure compliance with requirements by all program participants.
  
a. Contractors and consultants are required to complete and submit on a monthly basis the “DBE Monthly Participation Progress Report” that documents the work for which a DBE has completed and been paid.

  b. Contractors and consultants also are required to provide notice to SANDAG of a DBE firm’s status change by submitting the “DBE Certification Status Change.”

  c. Lastly, contractors and consultants must submit the “Final Report – Utilization of DBE First-Tier Sub-consultants” upon completion of the contract.

- **DBE Contract Clauses:** SANDAG includes contract clauses that inform contractors and consultants that they must promptly pay DBEs, contain assurances that the contractor or consultant will support utilization of DBE firms, and set forth monitoring and enforcement mechanisms of the SANDAG DBE Program. In addition, SANDAG includes clauses that allow SANDAG to terminate the contract for cause if the contractor or consultant does not comply with the DBE provisions.

- **DBE Financial Institutions:** SANDAG provides a list of DBE financial institutions for use by the contractors and consultants.

- **Outreach:** SANDAG has several events and programs that notify DBE and non-DBE business associations, community, and trade groups of upcoming contracting opportunities.
Small Business Program

For the past several months, staff has been working to establish a Small Business Program to address a new USDOT requirement to develop a small business program and also to carry out direction from the Board of Directors for SANDAG to increase opportunities for small businesses. This new requirement applies to both FTA and FHWA funded projects.

The USDOT published new rules and regulations applicable to the DBE program in the Federal Register/Vol.76, No. 19 on Friday, January 28, 2011. The rules require recipients of federal funds to establish a formal plan to encourage small business participation in recipient’s contracting activities by February 28, 2012. In response to this new guidance, SANDAG has established a Small Business Program (SBP) that will combine the efforts of our DBE and small business programs under one umbrella.

The objective of the SBP is to promote economic welfare and mitigate the effects of discrimination against small and disadvantaged businesses and to ensure full and equal opportunity for all persons doing business with SANDAG. The program is being designed to encourage the establishment of new small businesses, support the growth of existing small businesses, and promote more small and disadvantaged business participation in the SANDAG procurement and contracting process.

LAURA COTÉ
Director of Administration

Key Staff Contact: Elaine Richardson 619-699-6956, Elaine.Richardson@sandag.org
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<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
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<tbody>
<tr>
<td>+1.</td>
<td>APPROVAL OF JANUARY 27, 2012, MEETING MINUTES</td>
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<tr>
<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
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<td>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.</td>
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<td>+3.</td>
<td>ACTIONS FROM POLICY ADVISORY COMMITTEES</td>
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<td>This item summarizes the actions taken by the Borders Committee on January 27, the Executive and Regional Planning Committees on February 10, and the Transportation and Public Safety Committees on February 17, 2012.</td>
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<td>+4.</td>
<td>UCSD SUPERCOMPUTING CENTER AGREEMENT (Clint Daniels)</td>
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<td></td>
<td>Staff is negotiating a scope of work for transportation Activity-Based Model (ABM) services with the San Diego Supercomputing Center at the University of California, San Diego (UCSD). This contract will utilize the cutting-edge computing resources and expertise at the Supercomputing Center to improve the ABM performance and execution. The Executive Committee recommends that the Board of Directors authorize the Executive Director to execute the UCSD Service Agreement in substantially the same form as attached to the report.</td>
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<td>+5.</td>
<td>ENTERPRISE ARJIS UPDATE (Pam Scanlon)</td>
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<td>This report provides an update on the Enterprise Automated Regional Justice Information System (ARJIS) project. The legacy ARJIS mainframe was officially retired as of December 1, 2011.</td>
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6. QUARTERLY INVESTMENT REPORT - PERIOD ENDING DECEMBER 31, 2011 (Lisa Kondrat-Dauphin)*

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 December 31, 2011.

7. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - OCTOBER THROUGH DECEMBER 2011 (Michelle Merino)*

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 October to December 2011.

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

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy), 017 (Delegation of Authority), and 024 (Procurement and Contracting-Construction), this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

9. 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.

10. APPOINTMENT OF POLICY ADVISORY COMMITTEE MEMBERS (Kim Kawada)

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

11. CHAIR’S REPORT (12)

12. SUMMARY OF ANNUAL SANDAG BOARD OF DIRECTORS RETREAT (Colleen Windsor)*

This report provides a summary of the discussion at the annual SANDAG Board of Directors Retreat held on February 1-3, 2012.
REPORTS (14 through XX)

+14. FY 2012 TransNet/TRANSPORTATION DEVELOPMENT ACT REVENUE REVISIONS AND FY 2013 TO FY 2017 TRANSIT REVENUE ESTIMATES (First Vice Chair Jack Dale, Transportation Committee Chair; Sookyung Kim and Marney Cox)* 

By March 1 of each year, SANDAG provides revenue estimates for the upcoming fiscal year as well as a projection for the next four fiscal years to allow transit and local agencies to plan for capital projects and to determine operating subsidies. The Transportation Committee recommends that the Board of Directors: (1) approve the revision to the TransNet revenue estimate and Transportation Development Act (TDA) apportionment for FY 2012; (2) approve the FY 2013 allocation for TransNet and the apportionments for TDA, State Transit Assistance, and Federal Transit Administration (FTA); and (3) approve the transit revenue estimates for FY 2014 to FY 2017 for TDA, FTA, and TransNet.

+15. FUNDING RECOMMENDATION FOR FEDERAL JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM GRANTS (First Vice Chair Jack Dale, Transportation Committee Chair; Brian Lane) 

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

+16. FIRST READING OF AMENDMENTS TO ORDINANCE NO. CO-04-01 (SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM ORDINANCE AND EXPENDITURE PLAN) TO SWAP FUNDS ALLOCATED FOR TWO REVERSIBLE HIGH OCCUPANCY VEHICLE LANES ON A PORTION OF INTERSTATE 805 FOR A PORTION OF THE ACQUISITION COSTS OF THE STATE ROUTE 125 TOLL ROAD FRANCHISE LEASE AND RELATED ASSETS, AND TO EXTEND THE TIMEFRAME NECESSARY TO ALLOW A REGIONAL FUNDING BALLOT MEASURE TO BE CONSIDERED BY THE VOTERS (First Vice Chair Jack Dale; Kim Kawada and John Kirk)* 

On December 16, 2011, the Board of Directors approved the acquisition and financing method for the State Route 125 (SR 125) asset purchase from South Bay Expressway, and directed staff to return with a proposed amendment to the TransNet Extension Ordinance to swap the funds allocated for two reversible high-occupancy vehicle lanes on Interstate 805 between SR 905 and SR 54 for the acquisition of SR 125. On December 9, 2011, the Board of Directors also directed staff to return with an Ordinance amendment to extend the timeframe to act on an additional regional funding measure from 2012 to no later than 2016. The Board of Directors is asked to conduct the first reading of the attached amendments to the TransNet Extension Ordinance.
+17. ANNUAL REVIEW AND PROPOSED AMENDMENTS TO BOARD POLICIES AND BYLAWS (First Vice Chair Jack Dale; John Kirk)*

The Executive Committee recommends that the Board of Directors approve the proposed amendments to Board Policies attached to the report and renew the annual delegation of authority to the Executive Director pursuant to Board Policy No. 003: Investment Policy.

+18. SANDAG INVOLVEMENT IN THE SAN DIEGO GAS & ELECTRIC GENERAL RATE CASE PHASE 2 PROCEEDING (Second Vice Chair Jim Janney, Regional Planning Committee Chair; Susan Freedman)

In December 2011, the Executive Committee requested that the Regional Energy Working Group (EWG) provide an update to the Regional Planning Committee (RPC) on the proposed San Diego Gas & Electric (SDG&E) solar rates and for the RPC to discuss possible SANDAG action. Subsequently, several events related to the solar rates have occurred. The report will provide an overview of the solar rate issue, status of SDG&E’s proposal, and possible next steps that SANDAG could consider.

19. 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.

20. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, March 9, 2012, at 10 a.m. The next Board Business meeting is scheduled for Friday, March 23, 2012, at 9 a.m.

21. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego County Regional Transportation Commission item
SANDAG SMALL AND DISADVANTAGED BUSINESS ENTERPRISE PROGRAM MONITORING

February 10, 2012

Underutilized Disadvantaged Business Enterprise (DBE) Firms

<table>
<thead>
<tr>
<th>FHWA-assisted contracts</th>
<th>FTA-assisted contracts</th>
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<tbody>
<tr>
<td>African American</td>
<td>African American</td>
</tr>
<tr>
<td>Asian-Pacific American</td>
<td>Hispanic American</td>
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<tr>
<td>Native American</td>
<td>Native American</td>
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<tr>
<td>Women</td>
<td>Subcontinent-Asian American</td>
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<td></td>
<td>Women</td>
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SANDAG is required to set race and gender contract specific DBE/UDBE goals on SANDAG procurements with the UDBE categories listed above.
### FTA/FHWA DBE Participation on SANDAG Contracts

#### FTA-Assisted DBE Program Results

<table>
<thead>
<tr>
<th>Federal Fiscal Year</th>
<th>Actual DBE Participation</th>
<th>DBE Annual Goal</th>
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<tr>
<td>2009-10</td>
<td>6.84%</td>
<td>6.00%</td>
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<tr>
<td>2010-11</td>
<td>5.11%</td>
<td>7.04%</td>
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#### FHWA-Assisted DBE Program Results

<table>
<thead>
<tr>
<th>Federal Fiscal Year</th>
<th>Actual DBE Participation</th>
<th>DBE Annual Goal</th>
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<tr>
<td>2009-10</td>
<td>9.02%</td>
<td>5.00%</td>
</tr>
<tr>
<td>2010-11</td>
<td>6.75%</td>
<td>5.70%</td>
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