EXECUTIVE COMMITTEE AGENDA

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

AGENDA HIGHLIGHTS

- SUPPORT FOR PUBLIC-PRIVATE PARTNERSHIPS FOR NEW BORDER INFRASTRUCTURE
- FY 2012 OVERALL WORK PROGRAM: YEAR-END REPORT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

MISSION STATEMENT

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

San Diego Association of Governments  ·  401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900  ·  Fax (619) 699-1905  ·  www.sandag.org
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.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG Web site or by sending an e-mail request to webmaster@sandag.org. **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.**

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

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

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

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

如有需要，我们可以把SANDAG议程材料翻译成其他语言。
请在会议前至少72小时打电话 (619) 699-1900 提出请求。

*SANDAG offices are accessible by public transit. Phone 511 or see 511sd.com for route information. Bicycle parking is available in the parking garage of the SANDAG offices.*
## EXECUTIVE COMMITTEE
Friday, December 7, 2012

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>+1.</td>
<td>APPROVE</td>
</tr>
<tr>
<td>2.</td>
<td><strong>APPROVAL OF NOVEMBER 2, 2012, MEETING MINUTES</strong></td>
</tr>
<tr>
<td>+2.</td>
<td><strong>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</strong></td>
</tr>
<tr>
<td></td>
<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 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.</td>
</tr>
<tr>
<td>+3.</td>
<td><strong>REPORTS (3 through 5)</strong></td>
</tr>
<tr>
<td>+3.</td>
<td><strong>SUPPORT FOR PUBLIC-PRIVATE PARTNERSHIPS FOR NEW BORDER INFRASTRUCTURE</strong> (Santee Councilmember John Minto, Borders Committee Chair; Hector Vanegas)</td>
</tr>
<tr>
<td></td>
<td>The Borders Committee recommends that the Executive Committee recommend that the Board of Directors approve Resolution No. 2013-12, in substantially the same form as attached to the report, requesting that various federal agencies, specifically, the U.S. Department of Homeland Security and the U.S. General Services Administration, consider joint efforts with local governments and private industry to finance and build new border crossing infrastructure.</td>
</tr>
<tr>
<td>+4.</td>
<td><strong>FY 2012 OVERALL WORK PROGRAM: YEAR-END REPORT</strong> (Tim Watson)</td>
</tr>
<tr>
<td></td>
<td>This report presents highlights of the FY 2012 Overall Work Program from July 1, 2011, through June 30, 2012. Staff will present the significant accomplishments and issues from the annual report.</td>
</tr>
<tr>
<td>+5.</td>
<td><strong>REVIEW OF DECEMBER 21, 2012, DRAFT BOARD AGENDA</strong> (Renée Wasmund)</td>
</tr>
<tr>
<td>6.</td>
<td><strong>CONTINUED PUBLIC COMMENTS</strong></td>
</tr>
<tr>
<td></td>
<td>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.</td>
</tr>
<tr>
<td>7.</td>
<td><strong>UPCOMING MEETINGS</strong></td>
</tr>
<tr>
<td></td>
<td>The next meeting of the Executive Committee is scheduled for Friday, January 11, 2013, at 9 a.m.</td>
</tr>
<tr>
<td>8.</td>
<td><strong>ADJOURNMENT</strong></td>
</tr>
</tbody>
</table>

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
NOVEMBER 2, 2012

Chairman Jerome Stocks (North County Coastal) called the Executive Committee meeting to order at 9:30 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Supervisor Ron Roberts (Chairman, County of San Diego) and a second by First Vice Chair Jack Dale (East County), the minutes of the October 12, 2012, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no public or member comments.

REPORTS (3 through 4)

3. DRAFT 2013 LEGISLATIVE PROGRAM (DISCUSSION/POSSIBLE ACTION)

Consistent with past programs, the draft Legislative Program includes policies and proposals for possible federal and state legislation, and local activities.

Genevieve Morelos, Senior Legislative Analyst, presented the item.

Action: Upon a motion by Second Vice Chair Jim Janney (South County) and a second by First Vice Chair Dale, the Executive Committee recommended that the Board of Directors approve the draft 2013 Legislative Program.

4. REVIEW OF NOVEMBER 16, 2012, DRAFT BOARD AGENDA (APPROVE)

Kim Kawada, TransNet and Legislative Affairs Program Director, presented this item.

Action: Upon a motion by Council President Anthony Young (City of San Diego) and a second by Mayor Don Higginson (North County Inland), the Executive Committee voted to approve the November 16, 2012, Draft Board Agenda, as amended.

5. CONTINUED PUBLIC COMMENTS

There were no additional public or member comments.
6. UP COMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, December 7, 2012, at 9 a.m. (first Friday due to the Christmas holiday).

7. ADJOURNMENT

Chairman Stocks adjourned the meeting at 9:47 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
#### NOVEMBER 2, 2012

<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>PRIMARY/ALTERNATE</th>
<th>ATTENDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>North County Inland</td>
<td>City of Poway</td>
<td>Don Higginson</td>
<td>Primary</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of San Marcos</td>
<td>Jim Desmond</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>North County Coastal</td>
<td>City of Encinitas</td>
<td>Jerome Stocks, Chair</td>
<td>Primary</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of Solana Beach</td>
<td>Lesa Heebner</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>South County</td>
<td>City of Imperial Beach</td>
<td>Jim Janney, 2nd Vice Chair</td>
<td>Primary</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of Coronado</td>
<td>Carrie Downey</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>East County</td>
<td>City of Santee</td>
<td>Jack Dale, 1st Vice Chair</td>
<td>Primary</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of La Mesa</td>
<td>Art Madrid</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>City of San Diego</td>
<td></td>
<td>Jerry Sanders</td>
<td>Primary</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Anthony Young</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>David Alvarez</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>County of San Diego</td>
<td></td>
<td>Ron Roberts</td>
<td>Primary</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bill Horn</td>
<td>1st Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Greg Cox</td>
<td>2nd Alternate</td>
<td>No</td>
</tr>
</tbody>
</table>
SUPPORT FOR PUBLIC-PRIVATE PARTNERSHIPS FOR
NEW BORDER INFRASTRUCTURE

Introduction

Crossborder travel and trade have increased significantly since the implementation of the North American Free Trade Agreement. There is a pressing need to improve the region’s border-crossing capacity in order to accommodate regional and international economic integration. The current infrastructure is overwhelmed by an increasing amount of people and goods passing through border infrastructure that was sized for a smaller and less security-conscious economy. The need for this improved border capacity and efficiency comes at a time when traditional federal funds are increasingly scarce. In recognition of these challenges, at its November 16, 2012, meeting, the Borders Committee discussed and recommended support for the potential implementation of public-private partnerships for border projects as a development tool.

Discussion

Federal agencies, including the U.S. General Services Administration (GSA), have proposed modernization and expansion of the international land port of entries (POE) in the San Diego region, which would include new pedestrian facilities; new and enhanced north and southbound inspection areas for commercial and passenger vehicles; and more functional secondary inspection stations, among other amenities that are required to effectively secure the border while facilitating the increasing trade and travel between the United States and Mexico.

The San Diego region has three international land POEs – San Ysidro, Otay Mesa, and Tecate – and a fourth is planned at Otay Mesa East. The San Ysidro POE is the world’s busiest international border crossing, while the Otay Mesa POE is the main commercial gateway for trade between California and Mexico. There are potential projects for the enhancement of all these facilities; however, all face significant funding challenges.

While current improvement projects at many of the POEs are experiencing delays due to lack of funding, the San Diego region is taking the lead in planning and financing a new POE facility at
Otay Mesa East, which will be accessed by State Route 11 (SR 11). Senate Bill 1486 (Ducheny, 2008) enables SANDAG to forge an innovative financing strategy and issue bonds to build SR 11 as a toll road connecting to the new Otay Mesa East POE.

As another example of innovative financing strategies, the Imperial County Board of Supervisors and the Calexico City Council have explored and supported a proposal to use a public-private partnership to finance and build the new facilities of the Calexico West POE, in accordance with GSA plans and specifications. Both Imperial County and the City of Calexico passed resolutions supporting this strategy. In September 2012, the California Legislature passed Senate Joint Resolution No. 16, declaring joint support for this concept (Attachment 2).

The San Diego and Imperial County regions are proactively looking at ways to plan and finance crossborder infrastructure that ensures the continued vitality of our binational economies. Attachment 1 is a draft resolution for Executive Committee consideration. It would recommend that various U.S. agencies, in particular, the Department of Homeland Security and GSA, consider joint efforts with local governments and private industry to finance and build improvements or new land POEs with support of public-private partnerships, such as proposed for the Imperial County border region.

**Next Steps**

Pending a recommendation from the Executive Committee, staff will present the attached draft resolution for action by the Board of Directors at its December 21, 2012, meeting.

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

Attachments: 1. Draft Resolution for SANDAG to Recommend the Various Agencies of the United States, Specifically, the Department of Homeland Security and the General Services Administration, to Consider Joint Efforts with Local Governments and Private Industry to Finance and Build Improvements or New Land Ports of Entry  

2. Resolutions of the California State Legislature, the County of Imperial, and the City of Calexico in Support of a Public-Private Partnership to Achieve a More Timely Construction of the New Calexico West POE

Key Staff Contact: Hector Vanegas, (619) 699-1972, Hector.Vanegas@sandag.org
RESOLUTION RECOMMENDING THE VARIOUS AGENCIES OF THE UNITED STATES, SPECIFICALLY, THE DEPARTMENT OF HOMELAND SECURITY AND THE GENERAL SERVICES ADMINISTRATION, TO CONSIDER JOINT EFFORTS WITH LOCAL GOVERNMENTS AND PRIVATE INDUSTRY TO FINANCE AND BUILD IMPROVEMENTS OR NEW LAND PORTS OF ENTRY

WHEREAS, the San Diego Association of Governments is a regional body whose Board of Directors represents the eighteen cities and the county in the San Diego region; and

WHEREAS, the San Diego region is located on the international border with the Republic of Mexico, sharing three land ports of entry with the Mexican State of Baja California (San Ysidro-Puerta México, Otay Mesa – Mesa de Otay, and Tecate-Tecate); and

WHEREAS, the San Diego region is taking the lead in planning and financing a new port of entry at Otay Mesa East, forging an innovative financial strategy that includes issuing bonds as part of a financial strategy to build a toll access road; and

WHEREAS, the San Diego region and the Tijuana, Tecate and Playas de Rosarito Metropolitan Zone form the largest crossborder metropolis along the United States – Mexico border; and

WHEREAS, the San Diego region and the Tijuana, Tecate, and Playas de Rosarito Metropolitan Zone have developed not only strong economic, cultural, and social and familiar ties, but one of the most intense crossborder multi-modal confluences in the world; and

WHEREAS, the countries of the United States, Canada, and Mexico signed the North American Free Trade Agreement (NAFTA) in 1993 to foster trade between the three countries, and improve global competitiveness; and

WHEREAS, the U.S.- Mexico trade has more than quintupled since the implementation of NAFTA, totaling $500 billion in bilateral trade in 2011; and

WHEREAS, Mexico is second only to Canada as a source of tourism in the United States, representing nearly 14 million annual Mexican visitors to the U.S. and spend millions of dollars on U.S. goods and services every single day; and

WHEREAS, the San Ysidro – Puerta Mexico Land Port of Entry is the busiest port of entry between the United States and Mexico, and is undergoing a major reconfiguration and expansion project; and

WHEREAS, the Otay Mesa – Mesa de Otay Land Port of Entry has plans for the expansion and modernization of the passenger and commercial inspection facilities; and
WHEREAS, the need for improved border capacity and efficiency comes at a time when traditional federal funds are increasingly scarce; and

WHEREAS, that due to insufficient funds public-private partnerships are increasingly becoming a model for constructing new and improving existing border infrastructure; and

WHEREAS, new land port of entry or improvement projects are of federal jurisdiction, with significant influence over local communities; and

WHEREAS, the relationship and collaboration between federal and local agencies is important and essential for the development of border infrastructure projects and security; and

WHEREAS, SANDAG adopted Resolution 2002-15 urging the federal and state governments to help mitigate the economic impacts on the border region resulting from increased border wait times; NOW THEREFORE

BE IT RESOLVED that the San Diego Association of Governments hereby requests the various agencies of the United States, specifically, the Department of Homeland Security and the General Services Administration consider joining efforts of local governments and private industry to finance and build improvements or new land ports of entry, supporting public-private partnerships, as proposed for the Imperial County border region.

PASSED AND ADOPTED this [Insert Day] of [Insert Month & Year].

______________________________  ________________________________
CHAIRPERSON                   SECRETARY

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

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.
Senate Joint Resolution No. 16
RESOLUTION CHAPTER 124

Senate Joint Resolution No. 16—Relative to the Calexico West Port of Entry.

[Filed with Secretary of State September 10, 2012.]

LEGISLATIVE COUNSEL'S DIGEST

SJR 16, Vargas. Calexico West Port of Entry.
This measure would state that the Legislature declares its support for a private-public partnership to renovate and expand the Calexico West Port of Entry. This measure would also urge Congress to enact guiding legislation to authorize private-public partnerships such as the one proposed for the expansion of the Calexico West Port of Entry.

WHEREAS, The Calexico West Port of Entry is located in downtown Calexico and currently consists of approximately 102,040 square feet of improvements; and

WHEREAS, Federal agencies have considered the need to renovate and expand this facility for many years, having evaluated and planned to move portions of the border entry process approximately three blocks west and expand its operation for pedestrians, automobiles, and, to a lesser extent, some commercial vehicles; and

WHEREAS, Planning began in 2005, and millions of dollars have been spent planning the new facility. However, due to the current fiscal situation facing the federal government, as well as local governments nationwide and especially in California, public financing sources are difficult to identify, and it appears that the financing and construction of this much-needed project may be delayed, not only this year, but perhaps for many years; and

WHEREAS, The delay in the construction creates national security issues and long waiting times for travelers both entering and exiting the United States to and from Mexico. The long waiting times cause health and safety concerns for all travelers, especially during the extreme heat of summer. The delay also exacerbates environmental issues and economic inefficiencies from the use of the existing facility, which is decades old. It is estimated that the costs of the inefficiencies are well in excess of $500,000,000 per year to the region; and

WHEREAS, Imperial County and the region have extremely high levels of unemployment, estimated to be at least 25 percent. These communities are still affected by the losses caused by the 2010 Easter earthquake. The renovation project is estimated to cost $320,000,000 and take 24 months to complete. The project will create approximately 6,000 jobs, mostly from regional sources; and

97
WHEREAS, Many federal agencies, including those within the umbrella of the United States Department of Homeland Security, have procured infrastructure and other capital improvements through the utilization of private capital markets for financing and construction activities. Discussions are currently being held to potentially formulate a proposal of a joint venture with private parties to finance, construct, and lease the proposed renovation and expansion of the Calexico West Port of Entry. The arrangements are contingent upon Congress providing guiding legislation to implement the plan; and

WHEREAS, A private-public partnership is necessary to renovate and expand the Calexico West Port of Entry in a more timely manner, create jobs in Imperial County and the surrounding region, and provide for the economic and environmental benefits of the proposed project; now, therefore,

be it

Resolved by the Senate and the Assembly of the State of California, jointly, That the Legislature declares its support for a private-public partnership to renovate and expand the Calexico West Port of Entry; and be it further

Resolved, The Legislature urges the Congress of the United States to enact guiding legislation to authorize private-public partnerships such as the one proposed for the expansion of the Calexico West Port of Entry; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to each Senator and Representative from California in the Congress of the United States and to the author for appropriate distribution.

Resolution No. 2011-072

WHEREAS, the Port of Entry, Calexico West, is located in the downtown area of the City of Calexico and currently consists of approximately 102,040 sq. ft. of improvements; and

WHEREAS, federal agencies have considered the need to renovate and expand this facility for many years, having evaluated and planned to move portions of the border entry process approximately three blocks west and expand its operation for pedestrians, automobiles, and to a lesser extent, some commercial vehicles; and

WHEREAS, planning began in 2005, and millions of dollars have been spent planning the new facilities; however, due to the current fiscal situation facing the federal government and its agencies, as well as most local governments nationwide and especially in California, public financing sources are difficult to identify and it appears that the financing and construction of this much needed project may be delayed, not only this year, but perhaps for many years; and

WHEREAS, the delay in the construction of these facilities creates national security issues, causes delays of travelers both entering and exiting the United States to and from Mexico, and exacerbates environmental issues and economic inefficiencies from the use of the existing facilities which are decades old. It is estimated that the costs of such inefficiencies are well in excess of $500 million per year to the region;

WHEREAS, the long waiting times to enter the United States from Mexico cause concerns for health and safety for all travelers, especially during the periods of extreme heat of summer. The region and affected communities are currently experiencing very burdensome levels of unemployment, estimated to be at least twenty five percent. Much of the region is still affected by the losses experienced with the earthquake of Easter Sunday 2010. The renovation project, which is estimated to cost approximately $325 million and take approximately 24 months to complete will provide approximately 6,000 jobs, mostly from regional sources; and

WHEREAS, many federal agencies including those within the umbrella of the Agency of Homeland Security have procured infrastructure and other capital improvements through the utilization of private capital markets for financing and construction activities. Discussions are currently being held to potentially formulate a proposal of a joint venture with private parties to finance, construct and lease the proposed new Port of Entry, Calexico West, facilities. Such arrangements are contingent upon Congress providing guiding legislation to implement such plan; and

WHEREAS, the County of Imperial supports the potential of such efforts as a means of providing the new Port of Entry, Calexico West, improvements in a more timely manner, the creation of jobs in the region, and all of the economic and environmental benefits which accrue from a private public partnership; and

NOW, THEREFORE BE IT RESOLVED, that the Board of Supervisors of the Imperial County does hereby declare its support of a private/public partnership to achieve a more timely construction of the improvements with the new Port of Entry, Calexico West.

PASSED AND ADOPTED, by the Board of Supervisors, County of Imperial, State of California, this 13th day of September, 2011 by an affirmative roll call vote.

Jesus J. Terrazas, Chairman
Imperial County Board of Supervisors
RESOLUTION NO. 2012-44


WHEREAS, the Port of Entry, Calexico West ("POE"), is located in the downtown area of the City of Calexico and currently consists of approximately 101,040 sq. ft. of improvements; and

WHEREAS, federal agencies have considered the need to renovate and expand this facility for many years, having evaluated and planned to move portions of the border entry process approximately three blocks west and expand its operation for pedestrians, automobiles, and to a lesser extent, some commercial vehicles; and

WHEREAS, planning began in 2005, and millions of dollars have been spent planning the new facilities at the POE; however, due to the current fiscal situation facing the federal government and its agencies, as well as most local governments nationwide and especially in California, public financing sources are difficult to identify and it appears that the financing and construction of this much needed project may be delayed, not only this year, but perhaps for many years; and

WHEREAS, the delay in the construction of these facilities at the POE creates national security issues, causes delays of travelers both entering and exiting the United States to and from Mexico, and exacerbates environmental issues and economic inefficiencies from the use of the existing facilities which are decades old. It is estimated that the costs of such inefficiencies are well in excess of $500 million per year to the region; and

WHEREAS, the long waiting times to enter the United States from Mexico cause concerns for health and safety for all travelers, especially during the periods of extreme heat of summer. The region and affected communities are currently experiencing very burdensome levels of unemployment, estimated to be at least twenty five percent. Much of the region is still affected by the losses experienced with the earthquake of Easter Sunday 2010. The renovation project at the POE, which is estimated to cost approximately $325 million and take approximately 24 months to complete will provide approximately 6,000 jobs, mostly from regional sources; and

WHEREAS, the City of Calexico believes that the number one priority is for the Federal Government to fund this POE expansion project and proceed with it expeditiously and the City of Calexico is dedicated to using every means possible to encourage and insist that the Federal Government carry out this much needed project; and
WHEREAS, as an alternative measure when federal funding is not readily available, many federal agencies including those within the umbrella of the Agency of Homeland Security have procured infrastructure and other capital improvements through the utilization of private capital markets for financing and construction activities. Discussions are currently being held to potentially formulate a proposal of a joint venture with private parties to finance, construct and lease the proposed new Port of Entry, Calexico West, facilities. Such arrangements are contingent upon Congress providing guiding legislation to implement such plan, and

WHEREAS, the City of Calexico and the County of Imperial support the potential of such efforts as a means of providing the new Port of Entry, Calexico West, improvements in a more timely manner, the creation of jobs in the region, and all of the economic and environmental benefits which accrue from a private public partnership, and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Calexico that after careful consideration, the City Council does hereby declare (1) its support for implementing all means possible to encourage the Federal Government to provide funding for this POE expansion project and (2) as an additional measure, the City Council supports the use of a private/public partnership to achieve a more timely construction of the improvements with the new Port of Entry, Calexico West.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Calexico at its regular meeting held on the 14th day of March 2012.

DANIEL ROMERO, MAYOR

ATTEST:

Lourdes Cordova, City Clerk

APPROVED AS TO FORM:

Jennifer Lyon, City Attorney
State of California
County of Imperial
City of Calexico

I, Lourdes Cordova, City Clerk of the City of Calexico, do hereby certify that the above foregoing Resolution No. 2012-44 was duly passed and adopted and adopted by the City Council of the City of Calexico on this 14th day of March 2012, by the following vote-to-wit:

AYES:    Romero, Hurtado, Hodge, Moreno, Castro
NOES:    None
ABSENT:  None
ABSTAIN: None

[Signature]
Lourdes Cordova, City Clerk
FY 2012 OVERALL WORK PROGRAM: YEAR-END REPORT

Introduction

The purpose of this report is to summarize the progress made on the SANDAG Overall Work Program (OWP) during FY 2012, including significant accomplishments as well as the status of work elements where SANDAG made less progress than planned. It is further intended that this information, accompanied by current progress on the FY 2013 OWP, will be a valuable tool as staff continue to assess current priorities and begin preparation of the FY 2014 Program Budget and OWP.

Discussion

The FY 2012 OWP Year-End Report (Attachment 1) provides a summary of progress made during the year, including significant accomplishments, challenges, and delays in planned progress. Expenditures in FY 2012 were 10 percent under the amended budget of $73.7 million, with the balance carried over to fund planned work efforts in FY 2013 and beyond, where applicable. The vast majority of the work efforts identified and approved as part of the FY 2012 OWP Budget were accomplished, including some significant unplanned work that arose and was addressed during the course of the year. Action plans relating to incomplete projects have been carried forward and are being tracked in the current fiscal year. Staff will continue to track progress on incomplete items, confirm their continued need, and see them through to completion.

Each quarter, SANDAG submits the required progress reports to the funding agencies, providing information on the progress made for each work element. There have been notable improvements in both the efficiency and effectiveness of the quarterly reporting of progress to Caltrans during the past several years. For example, projects funded with discretionary grants that have additional reporting requirements are now flagged to produce supplemental status reporting. For internal project management reporting, progress on each project is reported quarterly at the Task/Product level, estimated completion dates are confirmed or updated, and overall progress is monitored. Projects with budget variances and/or schedule delays also are identified and reviewed by management staff. More than 450 tasks and deliverables included in 131 individual work elements are tracked using this process.

ANDRÉ DOUZDJIAN
Director of Finance

Attachment: 1. FY 2012 Overall Work Program Year-End Report

Key Staff Contact: Tim Watson, (619) 699-1966, Tim.Watson@sandag.org
FY 2012 OVERALL WORK PROGRAM YEAR-END REPORT

FY 2012 Revenue and Expenditure Performance

As of June 30, 2012, actual revenue available for the Overall Work Program (OWP) portion of the amended FY 2012 Program Budget was on track. Approved discretionary grants and federal planning funds were available as appropriated, with the exception of $192,000 in rescissions in federal planning program grants. In addition to the original $58.6 million in OWP revenues, amendments to the FY 2012 OWP Budget resulted in a net increase of more than $15 million. The budget amendments included the acceptance of additional or new grant funds and the incorporation of the State Route 125 (SR 125) Toll Facilities operation into the second half of FY 2012 budget. On an actual year-over-year basis, FY 2012 Transportation Development Act and TransNet revenues were up approximately 7.5 and 7.1 percent, respectively, over FY 2011 actual receipts.

Actual FY 2012 OWP expenditures were $66.5 million, compared to FY 2011 spending of $49.5 million. The majority of the increase in spending was the six months of SR 125 operations incorporated into the FY 2012 OWP. Only a few projects did not progress as originally planned. For the few uncompleted projects, delays were a result of dependencies on other projects and/or reprioritized resources. Where applicable, projects were continued into the FY 2013 OWP, along with the associated funding. There also were new projects and unexpected opportunities that arose during the year, which were amended into the budget after the original OWP was approved. These are listed in the Unplanned Accomplishments section of this attachment.

The ending balance of the Contingency Reserve, as of June 30, 2012, was approximately $10.8 million, of which approximately $4.2 million is committed for Board of Directors-approved uses. During FY 2013, the Board of Directors has committed an additional $150,000, leaving approximately $6.5 million uncommitted and available for use at the discretion of the Board. The uncommitted balance represented approximately 11 percent of the FY 2013 OWP Budget, which exceeds the minimum target of 5 percent as required by Board policy.

FY 2012 Accomplishments

<table>
<thead>
<tr>
<th>Areas of Emphasis</th>
</tr>
</thead>
</table>

1. Modeling and Research

1. Continued migration of SANDAG transportation models from the traditional four-step model to a state-of-the-art Activity-Based Model, which will enhance our modeling capabilities and allow more robust analysis of different land use/transportation alternatives. Complete migration is on schedule so that the new model can be used in the development of the Regional Plan in 2015.

2. Maintained the existing four-step model for transit and highway networks. This model was critical to the development and adoption of the 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS).
3. Updated the SANDAG Travel Demand Model documentation to reflect the changes made for the 2050 RTP and its SCS. This included the Crossborder Travel Behavior Study.

4. Completed development of the Production, Exchange, and Consumption Allocation System.

5. Began the development of the next regional growth forecast (Series 13 Forecast), which will incorporate data from Census 2010 and will take into account the most current demographic information and trends.

6. Completed the evaluation of the Graffiti Tracker regional pilot project. The results were positive, and the demonstration period was extended by one year to allow for the system to be transitioned into a regional effort.

7. Continued to utilize data from the Substance Abuse Monitoring Program to inform regional efforts to target prescription drug abuse.

8. Partnered with numerous law enforcement partners to help evaluate regional strategies to combat gang-related crime.

2. Planning and Forecasts

9. The Board adopted the 2050 RTP and its Environmental Impact Report (EIR). This effort resulted in the first RTP in the state to meet the requirements of Senate Bill 375 (Steinberg, 2008) (SB 375) and included an SCS that met the California Air Resources Board targets for greenhouse gas reductions. Being first in the state resulted in a high level of scrutiny and litigation was initiated against the EIR for the 2050 RTP. Work on the legal defense of the environmental document for the 2050 RTP continues.

10. The Board of Directors approved combining the update of the 2004 Regional Comprehensive Plan with the next RTP. The next update is due in 2015. A scope of work and timeline for this combined Regional Plan was drafted and will be presented to the Board of Directors for approval in early 2013.

11. The Smart Growth Concept Map has been updated and a process has been established for periodic updates.

12. Continued to collaborate with other Metropolitan Planning Organizations (MPOs), Caltrans, the Port of San Diego, and the U.S. Department of Transportation (USDOT) regarding goods movement and its importance to our national economy. Various goods movement policies and strategies are now being considered Congress as part of the recently approved federal surface transportation authorization. The Secretary of the USDOT appointed the SANDAG Executive Director to serve on the National Maritime Advisory Committee; this has been helpful in identifying goods movement issues facing regions, states, and the nation. The land ports and the San Diego region’s trading relationship with Mexico continue to be discussed at the national level.

13. Developed a scope of advance planning studies for new transit services included in the 2050 RTP (which include proposals for new light rail lines, including a potential tunnel for
light rail in downtown San Diego). Several new work efforts have been included in the FY 2013 Program Budget.

14. Throughout the year, continued to meet at the policy level with the Orange County Transportation Authority (OCTA), Southern California Association of Governments (SCAG), Riverside County Transportation Commission (RCTC), and Imperial County Transportation Commission on transportation related issues (e.g., 2050 RTP and its SCS, State Route 241 Toll Road, goods movement issues, and border-related projects).

15. The Regional Freight Strategy was updated as part of the 2050 RTP.

16. Continued to review and monitor the San Ysidro Port of Entry (POE) Project. While the first phase of the project is under construction, the U.S. General Services Administration has run into funding problems that could affect the overall border crossing. These funding challenges also are creating timing challenges with Mexico. SANDAG has played a key role in bringing together the City of San Diego, Metropolitan Transit System, and Caltrans to speak with one voice to ensure that pedestrian and transit needs are included and that local impacts are addressed.

17. All 17 Tribal Nations continue to participate at SANDAG through our Policy Advisory Committee meetings and Tribal Transportation Technical Working Group. They participated in the development of the 2050 RTP and provided input throughout the process. As part of the recently approved SANDAG conference committee priorities, SANDAG supported tribal efforts to ensure many of the gains and tribal transportation program funding available in the previous authorization were carried over into the recently approved new federal authorization. Efforts in this area will continue as the formula funds adopted as part of the new federal transportation bill were not favorable to California Tribal Nations.

18. Adopted the Regional Housing Needs Assessment and approved the 2050 Regional Growth Forecast.


3. **Sustainable Development Strategies**

20. Completed a public information survey for the Quality of Life funding initiative. This survey helped inform our Board and key stakeholders, and resulted in the Board’s approval of an amendment to the TransNet Extension Ordinance to extend the target date for a Quality of Life ballot measure to no later than 2016.

21. Completed the EIR, design, and obtained all necessary permits for the Regional Beach Sand Project, which started construction in October 2012.

22. Completed Energy Roadmap reports for four local jurisdictions during the fiscal year: Escondido, Oceanside, Santee, and San Marcos. Prepared final draft Energy Roadmaps for four jurisdictions: Chula Vista, La Mesa, Vista, and the County of San Diego.

23. Continued to coordinate and collaborate with the San Diego County Water Authority. Maureen Stapleton, the Water Authority’s General Manager, participated in a panel
discussion at the 2012 Board Retreat regarding water supply issues and important developments on the horizon. Input from regional agencies such as the Water Authority will be considered as part of the Regional Plan update.

24. Acquired four properties, totaling 1,034 acres, under the TransNet Environmental Mitigation Program (EMP), which, to date, has funded the purchase of 3,329 acres of sensitive habitat lands. This includes the recent purchase of a strategic mitigation site called Hidden Valley for $10 million. This site will provide mitigation for all projects currently in the RTP south of State Route 52. To date, a total of $99 million has been spent on land acquisition under the TransNet EMP.

25. Received a planning grant of nearly $200,000 from the California Energy Commission, which is allowing SANDAG and various partners to help promote the use of plug-in electric vehicles (PEVs) in the San Diego area and create a set of consistent, best management practices to simplify introduction of PEVs. The grant supports the San Diego Regional Plug-in Electric Vehicle Working Group, a technical group of public and private entities, including local jurisdictions, public agencies, community organizations, private industry, higher education, and utilities.

26. SANDAG was successful in competing for the recent Round 2 of Sustainable Communities Planning Grants from the Strategic Growth Council (SGC). The SGC received 137 proposals requesting more than $73 million in funding, and awarded 43 grants totaling more than $24.6 million. The $885,971 grant received will be used to continue to collaborate with other California MPOs and carry out activities necessary to implement SB 375, including developing a regional transit-oriented development strategy, preparing an active transportation early action program, preparing a safe routes to transit program, and developing alternative land use/transportation scenarios.

4. Smart Mobility Programs and Services

27. Continued to implement the TransNet Smart Growth Incentive Program (SGIP), with a new call for projects currently under way. Ongoing monitoring and oversight activities continue to play an important role in ensuring that SGIP projects stay on track.

28. Continued implementation of the Regional Bicycle Plan. A project prioritization process was completed and the Board approved initial funding to start implementation of the Regional Bicycle Plan. This past year construction was completed on the Bayshore Bikeway, and construction was started a pedestrian crossing project in Encinitas along the coastal rail corridor.

29. Continued to partner with the County of San Diego Health and Human Services Agency (HHSA) on its Live Well, San Diego! initiative. Completed the “Healthy Works” Program, which enabled SANDAG to complete a number of components identifying the connection between public health and regional planning. As part of “Healthy Works” SANDAG recently developed a Healthy Communities Atlas, the purpose of which is to compile, visualize, and analyze conditions related to health and wellness in the San Diego region.
30. A fleet of 25 full-time tow trucks and seven supplemental roving pick-up trucks continue to patrol the San Diego freeway system, providing motorist service and assistance to stranded or disabled vehicles during peak commute hours. This service continues to help reduce congestion and has proven to be a cost-effective Transportation System Management (TSM) strategy.

31. Continued management and operation of the Interstate 15 (I-15) FasTrak Value Pricing Program. This continues to be an effective traffic management tool and is helping to provide critical dollars to enhance transit service. Approximately $4.8 million in toll revenue was generated in FY 2012, a 17 percent increase over the prior year. The program generated $1 million for transit operations along the I-15 corridor.

32. The Compass Card has become the primary method of payment for transit fares in the region. Internet functionality has been added, which includes an online account management feature for ordering, reloading, and managing the accounts. This past year we switched our primary distribution partner from VONS to Albertsons. We also continue to utilize a few independent locations to provide ease of access throughout the region.

33. Continued to administer a comprehensive regional TDM Program, which includes 726 vanpools that carry 5,676 vanpool participants; 852 bicycle locker spaces; and 23,375 commuter registrations. A new Carpool Incentive Pilot Program was launched with select employers in the region. As a result, more than 400 new carpoolers were added to the iCommute system this year. The fiscal year participation levels resulted in a reduction of 111 million pounds of carbon dioxide and 5.5 million gallons in fuel consumption compared to driving alone.

34. Completed an update of the annual State of the Commute report.

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

36. Through our intergovernmental review process, SANDAG has continued to monitor and comment on projects and plans throughout the region to ensure that impacts to the regional transportation system and appropriate mitigation are addressed. Also completed the Regional Multimodal Transportation Analysis; the purpose of this tool is to help enhance traffic impact analysis of development projects where use by transit, bicycle, and/or pedestrians is anticipated.

37. Completed the State Route 78 Corridor Study to examine the feasibility of toll and non-toll alternatives. The study concluded that implementing the Managed Lanes as envisioned in the 2050 RTP and its SCS appears to be feasible. Preliminary engineering studies are scheduled to start in FY 2013 to keep this project on track.

38. Received a $240,000 grant through the Caltrans and Federal Highway Administration Partnership Planning Program to continue developing the I-15 Violation Enforcement
System and next generation techniques for revenue collection on the I-15 Express Lanes. The work is expected to be used as a resource statewide.

39. Acquired the SR 125 Toll Road franchise lease and reduced tolls on SR 125. This strategic acquisition resulted in an estimated $268 million in long-term savings for the region and is expected to provide congestion relief in South County.

40. Secured $1.6 million in federal Jobs Access and Reverse Commute and $1.1 million in New Freedom funding grants. These grants help provide services in the region aimed at meeting the transportation needs of senior, low-income, and disabled persons.

41. Helped to implement a carshare demonstration project in downtown San Diego. Based on a 2009 SANDAG plan that identified a market demand for carsharing, SANDAG worked with the City of San Diego and Centre City Development Corporation to move required municipal code amendments forward and solicit information from potential carshare operators interested in providing carsharing services for a pilot program. With support from SANDAG, the City of San Diego approved the necessary amendments to its municipal code in fall 2011 and selected Car2Go to administer a two-year demonstration project. The Car2Go Carshare Program was successfully launched in November 2011.

42. Awarded $560,000 in Caltrans transportation planning grants for Assessment of Trucks on Managed Lanes ($160,000); San Ysidro Intermodal Transportation Center Financial Analysis ($300,000); and the El Camino Real/Encinitas Boulevard Transit Shuttle Analysis ($100,000), a pass-through grant to the City of Encinitas.

43. Completed Phase I of the Intelligent Transportation System (ITS) Strategic Plan, which provides a road map and strategic guidance for ITS implementation and investments in the San Diego region.

5. Intermodal Planning and Implementation

44. Continued with the advanced planning for the Intermodal Transportation Center at the San Diego International Airport. Have partnered with the San Diego County Regional Airport Authority as they continue to develop plans for a consolidated car rental facility. Also, continued to partner with Caltrans to develop cost-effective alternatives for access from I-5 to the airport.

45. Completed the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Strategic Implementation Plan, a plan of short-term and long-term strategies to better integrate the corridor’s rail services. Continued with development of a new border crossing at Otay Mesa East and SR 11. An EIR/Environmental Impact Statement has been completed, and an investment banker has been hired. Currently working on a binational ITS pre-deployment study and a binational Investment Grade Toll and Revenue Study. These studies will help determine the level of bonding the project can support. Gained approval by the California Transportation Commission (CTC) for the construction of SR 11 and new border crossing at Otay Mesa East in three segments. This will allow SANDAG to take advantage of the existing Proposition 1B Trade Corridor Improvement Fund monies and federal dollars to start construction of the first segment where SR 11 connects with SR 905.
46. Working with Senator Kehoe, secured $4 million from the Legislature so that the California High-Speed Rail Authority (CHSRA) can continue working on the planning phase of the Los Angeles to San Diego via the Inland Empire segment of the high-speed rail system.

47. Working with SCAG, LA Metro, OCTA, San Bernardino Association of Governments, RCTC, and CHSRA, SANDAG approved a Memorandum of Understanding (MOU) that commits the CHSRA to invest in rail projects in Southern California to provide connections to and enhance the future high-speed rail system.

6. Internal and External Coordination

48. Continued to program and monitor the expenditure of federal, state, and other funds for transportation improvement projects and programs. In this capacity, SANDAG continued to monitor project scope, schedule, and costs on an ongoing basis to ensure compliance with federal and state requirements and to keep projects on track. Throughout the year, SANDAG worked with project sponsors to ensure meeting federal and state funding deadlines; to date, the region has maintained funding as SANDAG aggressively manages all the various fund types.

49. The TransNet Plan of Finance was updated to reflect the acquisition of the SR 125 Toll Road franchise lease and ensure that all the TransNet Early Action Program (EAP) projects stay on schedule. The updated Plan of Finance additional bond financing to continue progress on the EAP. SANDAG entered the market at a perfect time, during which the agency was able to borrow $300 million at a 3.72 percent interest rate, and unwind $151.5 million of variable-rate notes at no cost to SANDAG. This resulted in a much more favorable debt portfolio with reduced risk.

50. Continued to work closely with news media to highlight SANDAG projects and activities throughout the region (i.e., press events for all major projects, interviews, and reports/stories for smaller publications).

51. Continued to work closely with Spanish-language media to highlight SANDAG projects and activities throughout the region.

52. Held press events and ceremonies to highlight groundbreaking and completion of major construction projects throughout the region.

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

54. Continued to participate with both the California Association of Councils of Governments (CALCOG) at the state level and National Association of Regional Councils (NARC) at the national level. Board members and executive staff held leadership positions in both organizations, helped develop a reform agenda for CALCOG, and influenced NARC goals at the national level.
55. Executive staff stayed active on chamber of commerce and economic development corporation boards throughout the region. Board members and staff participated in the “One Region, One Voice” trips to Washington, DC and Mexico.

56. Continued to attend, participate, and testify at the CTC and the CHSRA Board meetings.

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

58. Continued to meet and partner with the Tribal Nations. Southern California Tribal Chairmen’s Association representatives continue to be active and participate on four of the SANDAG Policy Advisory Committees and the Board of Directors. The Tribal Transportation Working Group continued to meet quarterly to discuss key issues.

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

60. Completed the migration from the legacy Automated Regional Justice Information System (ARJIS) mainframe to the Enterprise ARJIS system. This was mission critical, as the City of San Diego eliminated the mainframe that the legacy ARJIS system ran on.

61. Obtained various public safety grants that are helping to provide innovative solutions to public safety interagency collaboration, including a $685,000 Department of Homeland Security grant to improve regional information sharing and collaboration among law enforcement agencies; and a $275,000 grant from the Bureau of Justice Assistance to develop a multi-jurisdictional application – the Southwest Offender Real-Time Notification.

62. Continued to serve as a member of the City of San Diego Commission on Gang Prevention.

63. Worked with the Independent Taxpayer Oversight Committee (ITO) to complete the FY 2012 TransNet Triennial Performance Audit, a requirement of the TransNet Extension Ordinance. In particular, the audit disclosed that SANDAG and its regional partners are operating a well-run TransNet Program using best practices for program development and delivery, environmental mitigation, cost and schedule control, contracting and construction, and general management and oversight. Over the coming year, SANDAG and its partners will work with the ITO to address the specific performance audit recommendations.

64. Completed a Federal Transit Administration Triennial Audit with no deficiencies in the 22 areas reviewed; commended for an outstanding review.

65. Awarded a Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association for the fifth consecutive year.

66. Created geographic information system maps of optimal public charging sites for electric vehicles (EV) based on the San Diego region’s land use characteristics and transportation network. An EV charging station is now available at 401 B Street, where the SANDAG offices are located.
67. Continued to strengthen partnerships with the other major MPOs in California – SCAG, Metropolitan Transportation Commission, and Sacramento Area Council of Governments. The SANDAG Planning, Modeling, and Legal teams worked together on sharing information, standardizing assumptions, conducting joint evaluations, and developing common scenarios for regional planning issues as part of the development of each region’s RTP and SCS. SANDAG teams are continuing to work together to address common RTP/SCS implementation issues. This new partnership has been recognized statewide, and the CTC, Legislature, and Governor’s Office have been seeking more input from the group.

68. Continued to provide services through the Service Bureau. SANDAG worked on more than 80 projects during the fiscal year, generating more than $450,000 in revenues.

69. Received numerous communications awards for outstanding public outreach efforts.
Unplanned Accomplishments

The following items were not part of the original budgeted tasks or projects in FY 2012. These efforts were deemed high-priority issues, and were incorporated or amended into the FY 2012 Program Budget using existing resources or with new resources provided by new or additional grant funding.

1. Following the acquisition of the South Bay Expressway (SR 125 toll road) franchise lease, SANDAG began operations of the toll road facilities in January 2012.

2. Obtained several grants to evaluate and research a variety of criminal justice and public safety programs and policy issues, including a $111,000 grant from the San Diego Police Department to evaluate its Smart Policing initiative; nearly $300,000 from the National Institute of Justice to evaluate the effectiveness of crossborder task force strategies in combating criminal narcotics activity along the U.S.-Mexico border; $258,000 in multi-year funding to evaluate the effectiveness of a standardized, national curriculum for at-risk youth; and an additional $124,000 by the U.S. Department of Justice to continue serving as the Project Safe Neighborhoods fiscal agent targeting gun- and gang-related violence.

3. Awarded a $500,000 Community Transformation Grant from County HHSA (through the Centers for Disease Control), which will enable public health issues to be further addressed as part of the Regional Plan update. The grant will help fund additional safe routes to school analysis, health impact assessments, and the development of a regional complete streets policy.

Incomplete OWP Projects (Carried over into FY 2013)

Table 1 describes those planned work efforts that experienced significant delays during FY 2012, along with the reasons for the delay and the planned resolution. Most of the delayed work efforts were carried forward and included as part of the approved FY 2013 Program Budget, as noted below. The criteria used to identify incomplete projects were for work elements approved as part of the FY 2012 OWP that had less than 50 percent of budget expended and less than 50 percent of tasks completed. It is worth noting that this is the lowest number of incomplete projects on the list since tracking began in FY 2008.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>OWP No.</th>
<th>Main Delay Issue and Planned Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multimodal TSM and TDM Assessment Tool</td>
<td>2301500</td>
<td>Due to modeling resource constraints, the priority was on completing the 2050 RTP and Commercial Vehicle modeling, with TSM and TDM modeling on hold until FY 2013. Scope of work carried over into FY 2013.</td>
</tr>
<tr>
<td>2050 RTP Transit Plan - Planning Studies</td>
<td>3101700</td>
<td>With October 2011 Board approval of the 2050 RTP and its SCS, during FY 2012 completed the task for developing a scope of work for advanced planning studies; the actual initiation of the planning studies was delayed to FY 2013.</td>
</tr>
<tr>
<td>Connected Vehicle Development Program</td>
<td>3311800</td>
<td>Project planning was scheduled to coincide with foundation work completed by the USDOT, which experienced a nine-month delay – project activities were put on hold in FY 2012, to be reinitiated in FY 2013.</td>
</tr>
</tbody>
</table>
REVIEW OF DECEMBER 21, 2012, DRAFT BOARD AGENDA

ITEM #

+1. APPROVAL OF MEETING MINUTES

+ A. NOVEMBER 2, 2012, BOARD POLICY MEETING MINUTES
+ B. NOVEMBER 16, 2012, BOARD BUSINESS MEETING MINUTES

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

+2. ACTIONS FROM POLICY ADVISORY COMMITTEES

APPROVE

This item summarizes the actions taken by the Borders Committee on November 16, the Executive and Regional Planning Committees on December 7, and the Transportation and Public Safety Committees on December 14, 2012.

CONSENT (4 through X)

+4. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (André Douzdjian)*

INFORMATION

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy), 017 (Delegation of Authority), and 024 (Procurement and Contracting-Construction), this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors meeting. In addition, this report includes a summary of the San Diego Service Authority for Freeway Emergencies expenditures approved by the Executive Director pursuant to Board authorization.
5. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada)

Information

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

6.

CHAIR’S REPORT (7 through X)

7. ELECTION OF 2013 SANDAG BOARD OFFICERS (National City Mayor Ron Morrison, Nominating Committee Chair) 

APPROVE

The Nominating Committee recommends the attached slate of candidates for SANDAG Chair, First Vice Chair, and Second Vice Chair for calendar year 2013. Additional nominations for any officer position may be made by Board members at the December meeting. The Board of Directors is asked to elect SANDAG Board Officers for the upcoming year.

8.

REPORTS (9 through XX)

9. TransNet ENVIRONMENTAL MITIGATION PROGRAM FIVE-YEAR FUNDING STRATEGY UPDATE AND FY 2013 FUNDING ALLOCATION (Second Vice Chair Jim Janney, Regional Planning Committee Chair; Keith Greer)*

APPROVE

The Regional Planning and Transportation Committees recommend that the Board of Directors approve an update to the TransNet Environmental Mitigation Program (EMP) Five-Year Funding Strategy, including the allocation of FY 2013 funding for management and monitoring activities pursuant to the executed TransNet EMP Memorandum of Agreement with the federal and state agencies.

10. PROGRAM UPDATE AND PROPOSED FY 2013 PROGRAM BUDGET AMENDMENT: EXTENSION OF SANDAG ENERGY ROADMAP PROGRAM (Second Vice Chair Jim Janney, Regional Planning Committee Chair; Susan Freedman)

APPROVE

The California Public Utilities Commission recently approved program extensions for several energy efficiency programs across the state, including the SANDAG Energy Roadmap Program with San Diego Gas & Electric (SDG&E). The Regional Planning Committee recommends that the Board of Directors approve the proposed amendment to the FY 2013 Program Budget and Overall Work Program, to extend the Energy Roadmap Program and accept $1,262,660 in grant funding from SDG&E. The presentation also will include an update on the energy planning and engineering services provided by the program thus far.
+11. PUBLIC PARTICIPATION PLAN UPDATE (Second Vice Chair Jim Janney; Paula Zamudio)

Federal law requires SANDAG to prepare and maintain an agencywide Public Participation Plan that serves as an umbrella public outreach document for all planning efforts and construction projects conducted by the agency. The draft Public Participation Plan update has gone through the required 45-day public comment period. The Board of Directors is asked to approve the Public Participation Plan update.

+12. PROPOSED FY 2013 BUDGET AMENDMENT: PALOMAR STREET GRADE SEPARATION PROJECT REPORT AND ENVIRONMENTAL DOCUMENT (First Vice Chair Jack Dale, Transportation Committee Chair; John Dorow)*

The Transportation Committee recommends that the Board of Directors (1) authorize the Executive Director to enter into a Memorandum of Understanding with the City of Chula Vista to prepare a project report and environmental document for a rail grade separation at the intersection of Palomar Street and the Blue Line Trolley; and (2) approve a proposed amendment to the FY 2013 Program Budget in the amount of $750,000, in substantially the same form as attached to the report.

+13. SUPPORT FOR PUBLIC-PRIVATE PARTNERSHIPS FOR NEW BORDER INFRASTRUCTURE (First Vice Chair Jack Dale and Santee Councilmember John Minto, Borders Committee Chair; Hector Vanegas)

The Executive Committee recommends that the Board of Directors approve Resolution No. 2013-12, in substantially the same form as attached to the report, requesting that various federal agencies, specifically, the U.S. Department of Homeland Security and the U.S. General Services Administration, consider joint efforts with local governments and private industry to finance and build new border crossing infrastructure.

+14. PROPOSED 2013 LEGISLATIVE PROGRAM (First Vice Chair Jack Dale; Kim Kawada)*

Consistent with past programs, the proposed legislative program for calendar year 2013 includes policies and proposals for possible federal and state legislation and local activities. The Executive Committee recommends that the Board of Directors approve the 2013 SANDAG Legislative Program.

15.

16. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.
+17. CLOSED SESSION: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8 (Laura Coté, Marney Cox, and Walter Spath)

The Board of Directors will be briefed by SANDAG’s real property negotiator team on the status of negotiations with the Irvine Company regarding the price and terms of payment of a potential lease extension at the Wells Fargo Building located at 401 B Street, San Diego, California.

+18. CLOSED SESSION: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8 (Laura Coté, Marney Cox, and Walter Spath)

The Board of Directors will be briefed by SANDAG’s real property negotiator team on the status of negotiations with the State of California regarding the price and terms of payment of the potential purchase of real property located at 2829 Juan Street, San Diego, California.


20. UPCOMING MEETINGS INFORMATION

The next Board Policy meeting is scheduled for Friday, January 11, 2013, at 10 a.m. The next Board Business meeting is scheduled for Friday, January 25, 2013, 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