EXECUTIVE COMMITTEE AGENDA

Friday, February 1, 2013
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

- FY 2014 PROGRAM BUDGET: PRELIMINARY OVERALL WORK PROGRAM
- LEGISLATIVE STATUS REPORT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

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The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.
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ITEM #  
+1. APPROVAL OF JANUARY 11, 2013, MEETING MINUTES  

RECOMMENDATION  
APPROVE  

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS  

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

REPORTS (3 through 5)  

+3. FY 2014 PROGRAM BUDGET: PRELIMINARY OVERALL WORK PROGRAM (Tim Watson and André Douzdjian)  

DISCUSSION  

This item provides an update on progress made in the development of the FY 2014 Program Budget, including project objectives for the preliminary Overall Work Program.

+4. LEGISLATIVE STATUS REPORT (Victoria Stackwick)  

INFORMATION  

Periodic status reports on legislative activities are provided to the Executive Committee during the year. This report provides an update on the annual federal budget and the Governor’s FY 2013-14 budget proposal.

+5. REVIEW OF FEBRUARY 22, 2013, DRAFT BOARD AGENDA  

APPROVE  

(Renée Wasmund)

6. CONTINUED PUBLIC COMMENTS  

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

7. UPCOMING MEETINGS  

INFORMATION  

The next meeting of the Executive Committee is scheduled for Friday, March 8, 2013, at 9 a.m.

8. ADJOURNMENT  

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
JANUARY 11, 2013

Chairman Jack Dale (East County) called the Executive Committee meeting to order at 9:03 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by First Vice Chair Jim Janney (South County) and a second by Supervisor Greg Cox (Chairman, County of San Diego), the minutes of the December 7, 2012, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Katheryn Rhodes, a member of the public, requested that SANDAG, in its role as the Metropolitan Planning Organization for the region, should consider assuming the planning efforts for infrastructure projects for the Port of San Diego and the San Diego County Regional Airport Authority.

REPORTS (3 through 4)

3. 2012 ACTIVE TRANSPORTATION GRANT AWARD PROCESS FOLLOW UP (INFORMATION)

On September 28, 2012, the Board of Directors approved approximately $8.8 million for 25 Active Transportation grants for local bicycle and pedestrian projects. The grants were awarded through a competitive process. Since the approval action taken by the Board, errors in the evaluation scoring process used to award the grants have been discovered that would have affected the outcome for the two capital grant categories. This report summarized the outcome of the review of the Active Transportation grant awards and the actions taken to date to correct the evaluation process.

Charles “Muggs” Stoll, Director of Land Use and Planning, presented the item.

Action: This item was presented for information.

4. REVIEW OF JANUARY 25, 2013, DRAFT BOARD AGENDA (APPROVE)

Kim Kawada, TransNet and Legislative Affairs Director, presented this item.
**Action:** Upon a motion by Supervisor Cox and a second by Councilmember David Alvarez (City of San Diego), the Executive Committee voted to approve the January 25, 2013, Draft Board Agenda.

5. **CONTINUED PUBLIC COMMENTS**

There were no additional public or member comments.

6. **UPCOMING MEETINGS**

The next meeting of the Executive Committee is scheduled for Friday, February 1, 2013, at 9 a.m. Please note, this meeting will be held on the first Friday due to the SANDAG Board Retreat schedule.

7. **ADJOURNMENT**

Chairman Dale adjourned the meeting at 9:25 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
### JANUARY 11, 2013

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FY 2014 PROGRAM BUDGET: PRELIMINARY OVERALL WORK PROGRAM

Introduction

The process of developing the FY 2014 Program Budget, including the Overall Work Program (OWP), is under way. 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 2014 Program Budget work elements.

Discussion

Prioritizing the OWP

The first step in the development of the FY 2014 OWP was to update the Strategic Goals and the Areas of Emphasis (Attachment 1). The OWP is a federally required planning document describing regional planning activities relating to transportation and supporting infrastructure and how they are funded. 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 structural changes or particular areas of focus for the coming year and are designed to support the Strategic Goals. The update for FY 2014 includes the consolidation of the former Planning and Forecasts Area of Emphasis with Sustainable Development Strategies. The resulting new Area of Emphasis is called Sustainable Development: Planning and Strategies, and incorporates planning activities and implementation strategies for traditional transportation planning as well as broader sustainable communities planning. Another significant change for the coming year is to group all of the operational projects and programs into an additional new Area of Emphasis called Regional Operations and Services. This new grouping will be shown in a separate chapter of the Program Budget.

The next step in the development of the FY 2014 OWP was to take a zero-based approach to all work elements, focusing on the revised six Areas of Emphasis as the basis for prioritizing and balancing project resources. Proposed 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 proposed work element, followed by executive management review.

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 [TDA] and TransNet). Through the first two quarters of the current fiscal year (FY 2013), sales tax revenue received from the State Board of Equalization was approximately 6.3 percent higher than revenue received during the same period last year. SANDAG, working cooperatively with staff from the County of San Diego and the two transit agencies, previously projected FY 2013 revenues would increase by 4.5 percent compared to FY 2012 funding estimates. Based on the results for the current year, SANDAG is working with representatives from the same agencies to reach consensus on year-end projections for FY 2013, and FY 2014 forecasts. 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 over the past two-plus fiscal years. Although the economic turnaround has been slow and sporadic, most economists expect the national economy to continue to expand between 2.0 percent and 3.0 percent during calendar year 2013 consistent with the trend established since the end of the Great Recession. The expected slow growth shows that the economy is not out of the woods yet, and will likely 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 2013 and beyond, keeping economic growth below the historical trend of 3.6 percent. 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 their annual budgets.

Contingency Reserve – 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 to using an additional $150,000, while $170,000 was deposited into the fund as a result of the acceptance of in new Caltrans and Strategic Growth Council grants during the year, leaving approximately $6.6 million uncommitted and available for use at the discretion of the Board. The uncommitted balance represents approximately 11 percent of the FY 2013 OWP Budget, which exceeds the minimum target of 5 percent, as required by SANDAG Board Policy.

Highlights of the Proposed FY 2014 OWP

The proposed FY 2014 OWP includes the continuation or completion of several significant work efforts and the start of several new activities, summarized below and in more detail in Attachment 2 (work element numbers are shown in parentheses).
• Increase implementation efforts resulting from commitments of the approved 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS), including detailed advanced planning for the new rail segments and advancing Active Transportation implementation strategies (33002, 33007, and 33210). Completion of the final Transit Oriented Development policy/strategy (33004), and implementation of a Tribal Consultation Plan (34005) to involve tribal nations in the development of the Regional Plan also are proposed.

• Conduct a comprehensive public engagement process for the development of the Regional Plan, which combines previous efforts of the RTP/SCS and Regional Comprehensive Plan. These efforts have been consolidated into a consolidated Regional Plan project (31020), which also includes the update of project evaluation criteria and plan performance measures to develop transportation scenarios.

• Further model development, including the automated integration of the Activity-Based Model and Production, Exchange, and Consumption Allocation System model; completion of the Commercial Vehicle Model; and developing a Dynamic Traffic Assignment model in preparation for the Regional Plan update in 2015 (23000 and 23004).

• With the completion of preliminary planning and design of the Intermodal Transportation Center at Lindbergh Field (31011), the Destination Lindbergh Project will move on to advanced planning work for a 2015 first-phase connection between the Washington Street or Palm Street Trolley station, with the planned on-airport shuttle and completion of the conceptual design for the I-5 ramp connectors.

• Advance regional Transportation Demand Management strategies, including commitments contained in the 2050 RTP/SCS; deployment of an updated iCommute Program Management tool; expansion of the Regional Vanpool Program; development of a commuter loyalty program; targeted marketing campaigns, including the I-15 Corridor; and completing the Vanpool and Carpool Program Analysis and Expansion Plan (33107.00 – 33107.09).

• Deploy significant enhancements to the existing 511 Automated Traveler Information System for the region, including an updated Web site, release of a mobile application, and the evaluation of a new business model (33105).

• Continue to assist the transit agencies with planning, funding, passenger counting, updating the Coordinated Plan, TDA performance monitoring, support of the Compass Card Program, and implementing recommendations from the 2050 RTP/SCS (33201 – 33211).

• With the expected completion of the Traffic and Revenue analysis for the new SR 11/Otay Mesa East border crossing during FY 2013, a plan of finance will be advanced, including the development of partnership agreements, federal loan application, and the port of entry design (34200).

• Continue to ramp up the SANDAG public information and marketing presence, including using additional on-call marketing firms to support SANDAG projects/programs, identifying opportunities to integrate social media into projects, coordinating marketing messages to strategically enhance the SANDAG brand, encouraging public participation, and identifying key partnerships to extend SANDAG messages (73000 – 73003).
• Complete the best practices report and develop a coordinated SANDAG approach to analyze and address social equity and environmental justice concepts (73006).

• Establishment of a new Area of Emphasis called Regional Operations and Services, which includes the continued operations and maintenance of the State Route 125 (SR 125) toll road, focusing on achieving the Board’s goals of increasing utilization, controlling costs, and meeting financial obligations. During FY 2014, proposed work elements include the continuation of marketing efforts to promote the toll facility, co-marketing of FasTrak® for Interstate 15 (I-15) and SR 125, the first full year of operations for the Service Authority for Freeway Emergencies Operations (33122) as well as existing operational programs such as the Freeway Service Patrol (33102), and I-15 Managed Lanes (33103). Another significant change will be to highlight the Automated Regional Justice Information System (ARJIS) Program to this new Area of Emphasis, which meets the criteria of providing essential 24/7 support for regional law enforcement agencies. Existing and new ARJIS projects are included in their entirety. (73500 – 73515).

• Implement new public and law enforcement-only ARJIS dashboard portal 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 advanced GPS capabilities to improve situation awareness, critical infrastructure, and facial recognition technologies (34008 and 73505). Also planned for FY 2014 is the roll out of a tool to facilitate improvement to the region’s emergency preparedness, prevention, and response to catastrophic events (73515).

Next Steps

At the March 8, 2013 Executive Committee meeting, the Draft FY 2014 Program Budget will be presented. The Program Budget includes a summary of SANDAG’s overall authority and mandates; detailed work element descriptions, the Administration and Board budgets, the Capital Program, and a summary of the agency’s personnel and organizational structure. The Executive Committee will be asked to accept the Draft FY 2014 Program Budget (reflecting comments and direction received at the February 1, 2013, meeting), authorize distribution of the document to the funding agencies for review, and recommend that the Board of Directors accept the Draft FY 2014 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 2014 Budget is currently scheduled for May 24, 2013.

ANDRÉ DOUZDJIAN
Director of Finance

Attachments: 1. FY 2014 SANDAG Strategic Goals and Areas of Emphasis
  2. FY 2014 Preliminary OWP Work Element Objectives

Key Staff Contact: Tim Watson, (619) 699-1966, Tim.Watson@sandag.org
FY 2014 SANDAG STRATEGIC GOALS AND AREA 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, and supporting walkable and bike-friendly communities 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 2014 AREAS OF EMPHASIS

- **Modeling, Research, Estimates, and Forecasts.** Employ new technologies, methodologies, and models, including the activity-based transportation model and the Production, Exchange, and Consumption Allocation System land-use model, to enhance and expand research and analysis capabilities, equipping SANDAG to effectively meet the needs of internal and external customers through comprehensive assessment of complex policy and operational issues, today, and into the future.

- **Sustainable Development: Planning and Strategies.** Formulation of integrated planning, funding, and implementation strategies for investment with key partner agencies and stakeholders that result in the advancement of the region’s sustainability goals and policies. Includes a coordinated planning process that will lead to the implementation of the Regional Plan, which will combine the next update of the 2050 RTP and its Sustainable Communities Strategy with the first comprehensive update to the RCP. Other key focus areas are smart growth, integrated multi-modal transportation planning, habitat conservation, shoreline preservation, and water quality. Participate in discussions and encourage sustainable strategies in other areas such as energy and water supply.

- **Sustainable Mobility Programs and Services.** Collaborative advanced planning and implementation efforts between SANDAG, Caltrans, transit operators, and other partner agencies to reduce congestion, deliver mobility programs and projects, improve reliability, enhance customer service, and address air quality and climate change goals. Emphasis on transportation demand, systems management, transit/social services, Active Transportation, and other projects and programs that are sustainable from financial, environmental, and community health perspectives.
• **Intermodal Planning and Implementation.** Prepare plans and investment strategies for evolving high-level concepts for intermodal transportation hubs and corridors, including border crossings; highway/rail improvements; regional integration of toll road and managed lanes systems; an intermodal transportation center at the San Diego International Airport; and high-speed, intercity, and freight rail services, which will support the San Diego region’s connectivity to the global economy.

• **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, committees, and the public.

• **Regional Operations and Services.** Management of ongoing operational programs and customer services that deliver enhanced mobility and public safety services to the region. Provide maintenance and support of intelligent transportation and regional law enforcement data systems that support travelers and public safety agencies in the San Diego region.
FY 2014 Preliminary OWP Work Element Objectives

AREA OF EMPHASIS: MODELING, RESEARCH, ESTIMATES, AND FORECASTS

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 Plan. Emphasis in FY 2014 will be on completing the Commercial Vehicle Model and developing a Dynamic Traffic Assignment model.

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 2014 will be on supporting the automated integration of PECAS and ABM, updating DEFM assumptions, and beginning to develop a life cycle population synthesizer.

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, Regional Comprehensive Plan, Regional Housing Needs Assessment, and other SANDAG programs. Emphasis in FY 2014 will be on updating estimates for use in the 2050 Regional Plan.

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 the Production, Exchange, and Consumption Allocation System (PECAS) and Activity-Based Model (ABM). Emphasis in FY 2014 will be to: (1) collaborate with the regional
models group to support the GIS needs for ABM, PECAS, and other models used for regional analysis and decision-making; (2) develop and maintain GIS data and applications in support of initiatives, such as the Regional Plan, Series 13 Forecast, and TransNet Environmental Mitigation Program and 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 2014 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 forecast and the 2050 Regional Plan; (3) develop visualizations for outputs from the Activity-Based Model and the Production, Exchange, and Consumption Allocation System; (4) design and develop the SANDAG Border Map Atlas; 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, land use, and transportation model development, and performance monitoring indicators for the region's transportation network. This data and information supports regional plans, the State of the Commute, and the Sustainable Competitiveness Index. Emphasis in FY 2014 will be on (1) creating an inventory of current datasets used by project managers; (2) identifying commonalities in the types and uses of data; and (3) developing and implementing reliable systems and methodologies for collecting, organizing, maintaining, archiving, and visualizing data and information.

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 2014 will be completing the Regional Public Opinion Survey, conducting the Transit Public Opinion Survey, starting the Onboard Transit Passenger Survey, and preparing for the 2015 Household Travel 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, 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 2014 will be on updating the San Diego Regional Economic Prosperity Strategy data and analysis for use in the 2050 Regional Plan.
23014.00 - Regional Census Data Center Operations

Objective – As the Regional Census Data Center for San Diego County, SANDAG coordinates with the state data center network 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 estimates and forecast models, transportation models, and other regional data needs. Emphasis in FY 2014 will be to help SANDAG staff, member agencies, and the public understand the latest census data releases, which will include the annual release of small-area data from the American Community Survey and the Economic Survey that are conducted every five years. INFO publications and Web-based information will be prepared to ensure wide access to relevant census information.

23015.00 - Multimodal Transportation System Management and Transportation Demand Management Assessment Modeling Tool

Objective - Transportation System Management (TSM) and Transportation Demand Management (TDM) transportation strategies have been identified in the 2050 Regional Transportation Plan (RTP) and Sustainable Communities Strategy 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 an 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 2014 will be to continue developing the tools for use in the development of the 2050 Regional Plan.

23400.00 - CJ - Criminal Justice Clearinghouse

Objective - The objectives of this work element are to: (1) support local criminal justice planning and policymaking 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 2014 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.

23401.00 - CJ - 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 2014 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.

23450.00 - CJ - Adult Criminal Justice Projects (Group Program)

Objective - The Criminal Justice Research division 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 2014 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. Of particular emphasis this year will be the evaluation of several re-entry projects, including San Diego County's implementation of the Assembly Bill 109 (Committee on Budget, 2011) realignment plan.

23500.00 - CJ - 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 its programs, ranging from prevention to graduated sanctions for adjudicated youth. The CJR division also has developed partnerships with other youth-serving entities in the region to provide quality evaluations that support its funding and mission to provide innovative juvenile justice prevention and intervention services to youth. Emphasis in FY 2014 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.

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 2050 Regional Plan and other regional and local planning efforts. Emphasis in FY 2014 will be to continue refining land use inputs from local jurisdictions and integrate subregional land use model runs with 2050 regional transportation network alternatives.

75000.00 - SANDAG Service Bureau

Objective - The SANDAG Service Bureau is a fee-based operation that provides customized data and reports to member agencies, non-member government agencies, tribal governments, private organizations, and individuals. Emphasis in FY 2014 will be to: (1) provide professional products and services in the areas of strategic planning, 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 SANDAG Service Bureau.
### AREA OF EMPHASIS: SUSTAINABLE DEVELOPMENT: PLANNING AND STRATEGIES

#### 31020.00 - Regional Plan

**Objective** - The objective of this element is to continue work on the development of the Regional Plan that will lead to plan adoption in 2015. The Regional Plan integrates the Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS) with an update of the Regional Comprehensive Plan in order to provide an easily accessible document that includes an overall vision for the San Diego region. This work element will be prepared in accordance with state and federal guidelines. Emphasis in FY 2014 will be to finalize prior planning commitments included in the 2050 RTP/SCS (approved in 2011), implement public outreach strategies, provide policy area and technical updates on several traditional and emerging planning themes, update the transportation project evaluation criteria and plan performance measures, define the unconstrained multimodal transportation network, update the transportation cost estimates and revenue projections, and apply the evaluation criteria to develop the transportation scenarios.

#### 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 currently funded). This also would include comprehensive surveying and public-outreach activities. Emphasis in FY 2014 will be re-evaluate the regional priorities and determine how this effort will be integrated into the development of the Regional Plan.

#### 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 2014 will be on the completion and implementation of a Management Strategic Plan, a Monitoring Strategic Plan, and a standardization plan for the future development for land management of open space. Acquisitions will focus on properties that can be restored and/or enhanced for wetland mitigation, with a focus on the North Coast Corridor.

#### 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 2014 will be to monitor the results of the 2012 Regional Beach Sand Project.

#### 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 (RES), Climate Action Strategy, and other regional plans. This work element also addresses climate change adaptation. Emphasis in FY 2014 will be on a technical update to the RES that will feed into the Regional Plan and a review of climate change adaptation policies in relation to SANDAG projects.

**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 2014 will be to participate in key stakeholder meetings and identify regional water-related needs for a potential Quality of Life funding measure.

**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 Department of Resources Recycling and Recovery (CalRecycle), formerly known as the Integrated Waste Management Board, on how local jurisdictions are complying with Assembly Bill 939 (Sher, 1989). Emphasis in FY 2014 will be to respond to requests by member agencies.

**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 engineering 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 their communities. The SDG&E partnership will fund the Energy Roadmap Program for local governments from January 2010 through December 2014. Emphasis in FY 2014 will be on engineering and project management support for local governments and for SANDAG to assist member agencies in their undertaking of energy efficiency retrofit projects at municipal facilities.

**32008.00 - CEC Electric Vehicle Readiness Project**

**Objective** - The objective of this work element is for SANDAG, in collaboration with its project partner the California Center for Sustainable Energy (CCSE), to develop a regionally-accepted Electric Vehicle (EV) Readiness Plan through input of the San Diego Regional Electric Vehicle Infrastructure Working Group, hosted by CCSE. The plan will leverage earlier efforts and address emerging barriers and complexities through clear and easy-to-read best practices and recommendations. In addition, the plan will 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. Emphasis in FY 2014 will be preparation of best practices and guidelines that address EV barriers facing the San Diego region.
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 2014 will be to execute contracts for the FY 2011 - FY 2013 grant cycle; and continue monitoring existing grant projects and update the program guidelines, scoring criteria, and selection criteria for future grant cycles.

33004.00 - Regional Transit-Oriented Development Strategy

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 TOD and smart growth work in which SANDAG has been involved. Emphasis in FY 2014 will be on the preparation of the final TOD policy/strategy and its integration into the 2050 Regional Plan.

33008.00 - Community Transformation Grant

Objective - This project continues work on public health and regional planning that began during FY 2010 under the Healthy Works collaboration with the County Health and Human Services Agency. The objective for FY 2014 is to continue work to institutionalize some of the programs and principles developed under the Healthy Works Program, within SANDAG, and to provide technical assistance to local agencies, as requested. This will improve public health as the region begins to plan and develop the built environment in a way that better supports physical activity and access to healthy food.

33303.00 - Intergovernmental Review (IGR)

Objective - The objective of this work element is to manage the IGR Program, under which SANDAG reviews local environmental documents and monitors current and future development plans for potential impacts on the regional transportation network. This work, which is done in collaboration with Caltrans, the Metropolitan Transit System, and the North County Transit District, also is done in coordination with other work elements to facilitate implementation of the Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP). Emphasis in FY 2014 will continue to focus on conducting a review of local development projects and plans to identify potential impacts on the regional transportation network and to facilitate implementation of the RCP and RTP.

34005.00 - 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; 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 2014 will be to implement the Tribal Consultation Plan to involve tribal nations in the development of the Regional Plan, including the San Diego Regional Tribal Summit in the spring of 2014.
AREA OF EMPHASIS: SUSTAINABLE 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.

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 2014 will be to coordinate implementation of the Regional Bike Plan Early Action Program.

33003.00 - 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, which is funded by Transportation Development Act and TransNet Bicycle, Pedestrian, and Neighborhood Safety Traffic-Calming revenues. The Active Transportation Grant Program provides support for local and regional bicycle and pedestrian projects and programs, 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 2014 will be ongoing oversight of existing grants from the FY 2011/FY 2012 funding round.

33007.00 - Active Transportation Implementation Strategy

**Objective** - The 2050 Regional Transportation Plan (RTP) included an action to develop an Active Transportation Implementation Strategy. Emphasis in FY 2014 will be to identify active transportation projects for consideration in the Regional Plan.

33009.00 - San Diego River Trail

**Objective** - This multiyear project will continue development of the San Diego River Trail by completing an analysis of opportunities and constraints and a conceptual design report for one or two top priority projects. Emphasis in FY 2014 will be to complete alternatives analysis and conceptual design for one or two high-priority projects in the corridor, subject to the outcome of a corridor gaps analysis to be completed in FY 2013.

33010.00 - Border Health Equity Transportation Study

**Objective** - The Border Health Equity Transportation Study will develop a model that brings together existing studies under the umbrella of public health to provide an analysis and recommendations that will impact regional decision making. The emphasis in FY 2014 will be to
assess the health impacts and benefits of providing active transportation facilities and access to public transit to and from the San Ysidro border crossing. The study results also will serve as a model for other border analysis and for jurisdictions with similar border-related issues.

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

**Objective** - The objective of this work element is to deploy and test state-of-the-art Violation Enforcement System strategies for the FasTrak® value pricing system and high-occupancy toll 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 and State Route 78. Emphasis in FY 2014 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 2014, pending availability of viable equipment, with results used to assist in the development of recommendations 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 2014 will be to evaluate a new business model that financially allows for long-term sustainability. Additionally, work will continue with integration of the Integrated Corridor Management Project, updating of the 511 Web site, and releasing a mobile application.

**33107.00 - Transportation Demand Management (TDM) Program**

**Objective** - The objective of this work element is to manage demand on the regional transportation system by providing commuter and employer programs and services aimed at promoting use of alternatives to driving alone. Emphasis in FY 2014 will be implementing the TDM commitments contained in the 2050 Regional Transportation Plan and Sustainable Communities Strategy, and the deployment of an updated iCommute Program Management Tool.

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

**Objective** - The objective of this work element is to conduct TDM studies/plans and to develop pilot projects that make progress towards the demand management goals contained in the 2050 Regional Transportation Plan and Sustainable Communities Strategy. Emphasis in FY 2014 includes completing the Vanpool and Carpool Program Analysis and Expansion Plan (OWP 33107.09); conducting a study to quantify the economic benefits of TDM, and supporting the development of parking management strategies to be considered for the Regional Plan.

**33107.02 - Transportation Demand Management (TDM) Marketing and Outreach**

**Objective** - The objective of this work element is to plan, implement, and manage the comprehensive marketing and outreach of iCommute programs and services. Emphasis in FY 2014 includes employer outreach, with particular focus on the Interstate 15 corridor, along with supporting marketing and campaigns designed to engage and encourage employer support of commuter programs.
33107.03 - Transportation Demand Management (TDM) Commuter Programs

Objective - The objective of this work element is to assist with management of peak-period demand on the regional transportation system by providing commuter programs and services aimed at promoting use of alternatives to driving alone. Emphasis in FY 2014 is to implement and operate TDM programs such as Guaranteed Ride Home, Regional Bicycle Parking, SchoolPool, and Carpool Incentive Programs.

33107.04 - Transportation Demand Management (TDM) Regional Vanpool Program

Objective - The objective of this work element is to administer the Regional Vanpool Program and complete the annual National Transit Database report to the Federal Transit Administration. Emphasis in FY 2014 will be to increase the number of vanpools operating in the region and to implement the recommendations resulting from the Vanpool and Carpool Program Analysis and Expansion Plan.

33107.08 - North Coast Corridor TDM Plan

Objective - The North Coast Corridor TDM Plan will provide geographically focused and context specific TDM solutions to manage congestion during construction of the Interstate 5 Express Lanes and Los Angeles-San Diego-San Luis Obispo rail corridor projects and act as a foundation for continued travel behavior change once construction is complete. Emphasis in FY 2014 will be finalizing the TDM plan and beginning implementation of the short-term strategies recommended in the final plan.

33107.09 - Vanpool & Carpool Program Analysis and Expansion Plan

Objective - The objective of this work element is to conduct a vanpool and carpool research project that examines the existing Regional Vanpool Program and Carpool Incentive Pilot Program to identify barriers and opportunities for growth; analyze best practices nationwide; recommend innovative strategies for increasing rideshare to projected levels in the 2050 Regional Transportation Plan and its Sustainable Communities Strategy; and develop an administration plan and budget for the recommended strategies and anticipated growth. Emphasis in FY 2014 will be on preparation and review of the final plan, including recommendations, budget scenarios, and schedule.

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 2014 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 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 majority of the 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. The emphasis in FY 2014 is to establish a Connected Vehicle concept of operations, high-level requirements, and deployment plan for the San Diego region.

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 2014 is to undertake an ongoing performance monitoring effort established through the completion of the Regional Arterial Performance Monitoring Framework. Specific activities will include formalizing data collection, analysis, and reporting timeframes for inclusion in future State of the Commute Reports.

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 2014 will be to complete the transit feasibility study according to the terms of the Caltrans grant agreement before the Federal Transit Administration Section 5304 deadline of June 2014.

33306.00 - NEW - Interstate 8 Corridor Analysis

**Objective** - The Interstate 8 (I-8) Corridor Study will examine multimodal transportation alternatives to address future regional and local travel demand within this regionally significant corridor. The study area includes a 10-mile stretch of the I-8 corridor from Sunset Cliffs Boulevard through College Avenue, in the City of San Diego; and involves SANDAG, Caltrans, the Metropolitan Transit System, local jurisdictions, and other key stakeholders. Emphasis in FY 2014 will be to complete the defined study area and problem statement, and to develop, evaluate, and finalize the alternatives development, travel demand analysis, and technical studies and alternatives analysis, including public outreach.

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 Metropolitan Transit System (MTS) and North County Transit District (NCTD). Some of the following activities are mandated as part of the consolidated agency responsibility, and others involve active partnering with MTS and NCTD, and 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 of 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 2014 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 the legislative requirements of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and Moving Ahead for Progress in the 21st Century (MAP-21) to prepare, update, and maintain a Coordinated Human Services and Public Transportation Plan for San Diego County (Coordinated Plan) and to award and administer grants for the JARC and NF Programs. The grant award and administrative process includes holding a competitive process for JARC/NF funding and monitoring performance of the grant subrecipients, including the collection of data to meet federal requirements. Emphasis in FY 2014 will be to update the Coordinated Plan, increase grant reporting efforts to SANDAG Policy Advisory Committees and working groups, and prepare for the first competitive process under MAP-21.

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 the Metropolitan Transit System (MTS) and the North County Transit District (NCTD). It also includes funds to cover other minor surveys required to manage the revenue-sharing agreements, including the COASTER, the BREEZE, and Day Pass counts, in addition to conducting the annual passenger counts. Emphasis in FY 2014 will be to continue to work with MTS and NCTD to incorporate Automatic Passenger Counter technology into MTS contract vehicles and NCTD COASTER vehicles, moving toward fully automating the PCP. Additionally, SANDAG will work with MTS and NCTD to use Compass Card data to generate transfer data of riders. This data will be used to enhance the service planning that all three agencies conduct.

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 2014 will be to continue
to work with the San Diego Metropolitan Transit System and the North County Transit District on
the internship program.

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 are funded separately under work element 3320200. Emphasis in FY 2014 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 under work element 3320200. Emphasis in FY 2014 will be to efficiently pass-
through funds to grantees.

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

Objective - The 2050 RTP contains a number of new conceptual transit projects will require project-
level planning work to detail alignments and station locations. Initial advanced planning studies will
be conducted to start to frame the scope of the new projects, identify opportunities and
constraints, and refine capital budgets. Coordinating these studies with local jurisdictions could
result in right-of-way reservations/dedications being set aside for these future transit projects.
Emphasis in FY 2014 will be to conduct further detailed analysis, feasibility, and prioritization of the
four new 2050 RTP rail lines.

33210.01 - I-805 North UTC Sorrento Valley Transit Study

Objective - The Interstate 805 North Transit Study will evaluate how Bus Rapid Transit (BRT) will
connect residential communities in the south county with the University Town Center/Sorrento
Mesa regional center. Additionally, the study will evaluate the placement of BRT stations, the need
for park-and-ride lots, first and last mile needs, and the use of direct access ramps in the corridor.
Emphasis in FY 2014 will be to complete the study funded by the FY 2013 Caltrans grant.

33211.00 - Veterans Transportation and Community Living Initiative Grant

Objective - The objective of this work element is to pass-through funding for the Federal Transit
Administration (FTA) Veterans Transportation and Community Living Initiative grant to 211
San Diego and its subcontractors to complete the San Diego County One Call/One Click Partnership
Project proposal as approved by the FTA. The project includes the enhancement of the directory of
transportation resources, the creation of a one-click transportation Web site, the provision of a 24/7
live telephone service, the development of a free mobile transportation application for smart
phones, and the procurement and installation of at least 20 interactive transportation kiosks at
military facilities, workforce one-stops, and other veteran sites. Emphasis in FY 2014 will be to pass
through the funds to the grantee and monitor the grant performance.
Objective - The objective of this work element is to coordinate the Regional Comprehensive Plan and the 2050 Regional Transportation Plan with the local land use and transportation planning processes in the 18 cities and the County of San Diego, and with Caltrans, transit agencies, tribal governments, and others to 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 2014 will be on coordinating transportation planning with local agency plans and participating in the California-Baja California Border Master Plan Update.
Objective - 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 (including High Speed Rail) and bus routes serving downtown San Diego. Emphasis in FY 2014 will be on: (1) advanced planning work for a 2015 first-phase connection of the Washington Street or Palm Street Trolley station with the planned on-airport shuttle; (2) completion of the Interstate 5 connector ramp Project Study Report and Project Development Support; and (3) participate in the San Diego County Regional Airport Authority (SDCRAA) Airport Development Plan work.

Objective - The objective of this work element is to prepare an implementation plan and funding strategy for the preferred San Ysidro Intermodal Transportation Center (ITC) alternative. This project includes identification of potential public/private partnerships and roles, and development of an implementation funding strategy to enable the realization of the ITC and off-street parking resources. Emphasis in FY 2014 will be to evaluate ITC alternatives, develop cost estimates and a phasing plan for the preferred ITC alternative, and prepare the study reports.

Objective - The objective of this work element is to coordinate planning and project development along the San Diego segment of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor. Emphasis in FY 2014 will be on transitioning the role of staff support for the LOSSAN Joint Powers Authority to another member agency, while continuing to participate at the LOSSAN Board of Directors and Technical Advisory Committee levels. Also during FY 2014, a greater emphasis will be placed on coordination between rail planning and project-specific engineering activities within SANDAG as well as with our regional rail partner agencies.

Objective - 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 2014 will be on continued environmental planning work for the alignment alternatives in the San Diego region.

Objective - The objective of this work element and FY 2014 emphasis are to conclude 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 will be used to:
advance a plan of finance for the project, develop partnership agreements, create a federal loan application, and inform the development of the port of entry design.

34201.00 - Integration Planning for Operations of Managed Lanes & Tolled Facilities

Objective - SANDAG is moving forward with various projects that will increase the number of high-occupancy toll lanes and other tolled facilities within the San Diego region. In addition to the Interstate 15 facility and the recent acquisition of State Route 125, development plans are under way for Interstates 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 2014 will be to begin discussions around optimizing a central solution for all SANDAG tolling facilities, and exploring what opportunities may exist. In addition, overall system requirements and ongoing needs will be defined.
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, including Trade Corridors Improvement Fund, and State-Local Partnership Program; Regional 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 2014 will be to adapt funding strategies to reflect the implementation of Moving Ahead for Progress in the 21st Century and to maximize state and federal funds on ongoing projects.

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 2014 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, which authorizes the ITOC to perform a number of functions relating to independent oversight of the TransNet Program. Emphasis in FY 2014 includes continued oversight of the TransNet program and management of the TransNet fiscal and compliance audits for the fiscal year ending June 30, 2013. Activities also will include continued implementation of the FY 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 Grant (CPG), Transportation Development Act (TDA), State Transit Assistance (STA), 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 2014 will be on (1) providing short-term revenue forecasts to transit operators, local agencies, and SANDAG; (2) processing RTIP amendments necessary to carry out projects, and including updates to the on-line database system, ProjecTrak; (3) conducting the fiscal
audit for TDA and STA recipients and Prop. 1B; (4) reviewing TDA/STA claims for Board approval; and (5) monitoring CPG grant-funded projects.

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 Program Budget, including the Overall Work Program (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 2014 will be on: (1) continued use a zero-based budget approach to develop and define planning and operational efforts with the goal of balancing agency priorities with expected funding; (2) developing the financial structure necessary to support the new Operations Department; (3) continued enhancement of software tools and other technologies to provide a dynamic foundation for managing the performance of a diverse set of projects and project teams; and (4) ensuring 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 maintain and enhance the existing regional GIS data warehouse; and (3) collaborate with SanGIS to provide Web hosting for its online mapping application and Web services. In addition, SANDAG will monitor and implement new products, initiatives, and data sources to enhance the regional GIS infrastructure. Emphasis in FY 2014 will be to: (1) develop applications, databases, and services to support regional data collaboration and data-sharing with member agencies; (2) maintain and enhance the regional GIS data warehouse to improve ease of use and data download tracking; and (3) identify and implement technology solutions to aid the publishing of GIS data and services.

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 2014 will be to work with regional stakeholders on implementing elements of the 10-year ITS Strategic Plan.
73000.00 - TransNet Public Information Program

**Objective** - The objectives of this work element are to: (1) implement a public information program to update the public, elected officials, and other stakeholders on TransNet Program activities; and (2) 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 2014 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 2014, 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 Plan and other quality of life initiatives. Emphasis also will be placed on meeting federal standards for Social Equity and Environmental Justice programs.

73002.00 - 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, Mid-City Rapid Bus, TransNet Smart Growth Incentive Program, the Regional Plan, and to coordinate marketing efforts among the Caltrans and SANDAG corridor directors, the agency’s Service Bureau, and other projects. Emphasis in FY 2014 is to coordinate on-call marketing firms to support SANDAG projects and programs, identify opportunities to integrate social media into projects, coordinate marketing messages to strategically enhance the SANDAG brand, and identify key partnerships to extend SANDAG messages.

73003.00 - 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 System 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 2014 is to update various internal applications, provide support to the Finance Department for budget development and the agency's financial software application (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.

**73004.00 - 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 2014 will be implementing Moving Ahead for Progress in the 21st Century; pursuing resources and funding mechanisms at the federal, state, and local levels; and pursuing efforts that address border transportation infrastructure needs.

**73005.00 - 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 2014 is to provide active 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.

**73006.00 - 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 2014 will be to finalize a best practices report and better integrate Title VI agency wide as well as to prepare the Quadrennial Title VI MPO Compliance Report.
AREA OF EMPHASIS: REGIONAL OPERATIONS AND SERVICES

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 2014 will be 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 deployment of pilot FSP towing services during midday and weekend periods; (2) the implementation of a pilot FSP data reporting and fleet management monitoring system to ensure long-term system efficiency and operations; and (3) continued integration of motorist aid efforts with the Service Authority for Freeway Emergencies call box operations transferred to SANDAG in 2013.

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 2014 will be to continue to maintain efficient HOV and FasTrak usage of the I-25 Express Lanes, and implement a violations processing system to enforce single-occupancy tolls.

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 to: (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 2014 will be to: (1) transition key elements of Compass Card program to the Metropolitan Transit System, and (2) deploy stored value option for transit riders.

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 2014 will be to continue efforts to maintain ITS-related systems and implementations.
33121.00 - 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 acquisition 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 2014 will be to: (1) continue ongoing operations of the facility within budget and debt repayment needs; (2) develop and implement long-term plans for operations and tolling system improvements; and (3) provide accountability and transparency for financial performance and achieving SANDAG goals for the project through reporting and presentation to SANDAG Policy Advisory Committees and partners.

33122.00 - San Diego Service Authority for Freeway Emergencies (SAFE) Operations

**Objective** - Existing state law authorizes the formation of county service authorities for freeway emergencies for the purpose of funding and operating freeway call box systems to aid motorists in need of assistance. Assembly Bill 1572 (Fletcher, 2012) (AB 1572) dissolved SAFE effective January 1, 2013, and made SANDAG the successor agency for SAFE’s responsibilities. The objective of this work element is to continue to operate and maintain the SAFE Program in the San Diego region. Emphasis in FY 2014 will be on continuing to provide uninterrupted SAFE Program services and fulfilling the requirements of AB 1572.

73500.00 - 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 2014 will be to provide ongoing maintenance, improvements, and enhancements to the various ARJIS projects and services as described below.

34008.00 - ARJIS: 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 2014 will be to: (1) incorporate license plate reader records from new fixed cameras; (2) enhance the State Federal Enterprise Retrieval System License Plate Reader system; and (3) continue the development of the interface to the Sheriff’s Records Management System.

73501.00 - ARJIS: Maintenance and Support

**Objective** - The objective of this work element is to provide ongoing support and maintenance for the new Enterprise Automated Regional Justice Information System (ARJIS) and all applications used by ARJIS agencies. Customer support for these initiatives via help desk services, troubleshooting, problem tracking, and minor system and program modifications is included. Emphasis in FY 2014 will be on Uniform Crime Reporting processing changes, rewriting the State Federal Enterprise
Retrieval System desktop views, determining a refresh strategy for system hardware, and the redesigning the ARJISnet network.

73502.00 - ARJIS: Project Management and Administration

**Objective** - The objective of this work element is managing operations for the ARJIS Program. Emphasis in FY 2014 will be supporting various ARJIS working groups and committees, billing ARJIS member agencies, training and outreach to customers, and seeking grant funding.

73503.00 - ARJIS: Enterprise System

**Objective** - The objective of this work element is to continue development of the Automated Regional Justice Information System Enterprise System. Emphasis in FY 2014 will be on adding new interfaces to partner systems, enhancing mapping capabilities, developing the Cognos reporting system, and the creation of a strategic plan.

73509.00 - ARJIS: 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 expected to enhance the capabilities of public safety with no additional work load on the part of the field personnel. Emphasis in FY 2014 will be: (1) rolling out the Automated Regional Justice Information System Dashboard; (2) capturing agency computer aided dispatch (CAD) queries for use in analysis; (3) training users on Geo-Query; and (4) producing a final report for the National Institute of Justice.

73510.00 - ARJIS: 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 2014 will be on: (1) enhancing SRFERS to include images from Arizona; (2) initiating the redesign of the application; (3) completing the Nlets pointer system effort, and (4) completing the final report for the National Institute of Justice.

73512.00 - ARJIS: Regional Information-Sharing and Collaboration (RISC)

**Objective** - In a continued partnership with the U.S. Department of Homeland Security, the Automated Regional Justice Information System (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 2014 will be on: (1) participating in a scars/marks/tattoo pilot; (2) enhancing the Officer Notification and Smart Alerting System by adding new data sources; and (3) continuing the expansion of the ARJIS e-mail distribution initiative to the southwest region of the United States.
73513.00 - ARJIS: Tactical Automated Response using GPS Enabled Technology (TARGET)

**Objective** - TARGET will enhance situational awareness by providing law enforcement officers in the field with real-time, geo-spatial data. Data will be accurately captured and retrieved using handheld global positioning system 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 2014 will be to: (1) continue developing the TARGET application; (2) roll out personal digital assistants (PDAs) to users; (3) train users and obtain metrics on use; and (4) complete a final report for the National Institute of Justice.

73514.00 - ARJIS: South West Offender Real-time Notification (SWORN)

**Objective** - The Automated Regional Justice Information System (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 U.S. 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 2014 will be on: (1) developing an interface to Probation and/or Parole, (2) providing users in Arizona with access to State, Regional, and Federal Enterprise Retrieval System, (3) enhance Officer Notification and Smart Alerting System to assist in real time alerts on probationers and parolees, and (4) quarterly status reports.

73515.00 - NEW - ARJIS eMobile Enhancements

**Objective** - The objective of this work element is to facilitate improvements to the region's emergency preparedness, prevention, and response to catastrophic events. The U.S. Department of Homeland Security's Urban Area Security Initiative addresses this need by funding agencies to implement projects that target information sharing in San Diego County and bordering regions. One of these projects is the implementation of a tool for suspicious activity reporting in the field. Emphasis in FY 2014 will be on: (1) requirements gathering with users; (2) developing technical specifications; (3) developing the application; and (4) roll out to users.

73516.00 - NEW - ARJIS Graffiti Tracker Evaluation

**Objective** - The objective of this work element is to provide regional support to the Graffiti Tracker Program including capturing metrics on system usage and producing reports for participating agencies. In addition, work will be performed to identify trends and patterns in an effort to accomplish customer outreach and training to encourage system usage. Emphasis in FY 2014 will be to: (1) expand the use to other agencies where graffiti is a problem, such as school and university police department; and (2) collaborate with the District Attorney's office to obtain statistics on restitution funds resulting from the use of Graffiti Tracker, as part of a cost/benefit analysis.
Federal Budget Update

On January 2, 2013, President Obama signed into law, P.L. 112-240, legislation to avert the “fiscal cliff.” The cliff was a combination of tax increases resulting from expiring Bush-era tax reductions and government-wide spending cuts from the prior budget sequestration legislation, which were set to take effect at the beginning of 2013.

P.L. 112-240 includes a permanent extension of the 2001 and 2003 Bush tax cuts for personal income tax rates for everyone, except individuals with taxable income over $400,000 per year and couples with a combined income over $450,000 per year. Additionally, the Alternative Minimum Tax was permanently indexed to inflation.

The bill also includes two tax provisions that are transportation related. The measure increases the transit commuter tax benefit from $125 per month to $240 per month, thereby making the transit benefit equal to the federal tax benefit for parking. This law allows transit users to receive up to $240 per month from their employers as a non-taxable fringe benefit, or allows employees to set aside up to that amount as a pre-tax benefit for commuting to work on public transportation. The measure also extends through 2013 (retroactive to December 31, 2011) provisions in the tax code providing a tax credit for a portion of costs associated with alternative fuel use by transit systems. Annually, this accounts for approximately $3 million for the Metropolitan Transit System (MTS) and $0.6 million for the North County Transit District (NCTD) to support the agencies’ operating budgets.

The automatic sequestration spending cuts, originally slated to occur in early January, were delayed by two months. Before the end of March 2013, the newly elected 113th Congress will need to address the spending cuts required by the sequestration as well as take action on the federal debt limit. Congress also will need to address the expiration on March 27, 2013, of the FY 2013 Continuing Resolution, currently funding the federal government.
House Transportation and Infrastructure Committee

The House of Representatives selected Representative Bill Shuster (R-PA) as the next Chairman of the House Transportation and Infrastructure (T&I) Committee. Representative Shuster is the son of former Representative Bud Shuster (R-PA), who chaired the T&I Committee from 1995 through 2000, and was instrumental in the passage of the 1998 Transportation Equity Act for the 21st Century, a prior federal surface transportation authorization. Additionally, Representative Duncan D. Hunter (R-CA), who has served on the House T&I Committee for more than two years, has been appointed to serve as the Chairman of the Subcommittee on Coast Guard and Maritime Transportation for the 113th Congressional session.

State Budget Update

On January 10, 2013, Governor Jerry Brown released the proposed FY 2013-14 budget package. The budget package projects General Fund revenues of $98.5 billion in FY 2013-14 and assumes $97.7 billion in General Fund expenditures, resulting in an $851 million operating surplus in FY 2013-14. The Governor’s budget reflects a significant improvement as a result of economic recovery, prior budget cuts, and the additional temporary taxes provided by the passage of Propositions 30 and 39.

According to the Legislative Analyst’s Office, state-supported program and service levels established in FY 2012-13 are expected to continue generally “as is” in FY 2013-14 (and FY 2014-15). However, there are still considerable risks to revenue estimates given uncertainty surrounding federal fiscal policy, including sequestration. Therefore, the Governor’s budget proposal contains a focus on fiscal restraint and proposes elimination of debt obligations incurred in recent years.

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

Transportation Funding

With respect to transportation funding, the budget indicates some changes to the state’s infrastructure spending practices, including identifying alternatives that limit future bond authorizations backed by the General Fund. During the past decade, voters have approved almost $30 billion of general obligation bonds for transportation purposes, including Propositions 1B (2006) and 1A (2008). As a result, annual debt service costs are estimated at more than $1 billion during FY 2013-14 (requiring the dedication of approximately 13 percent of annual state transportation revenues toward debt service). Debt service costs are projected to grow in future years, exceeding the amount of existing transportation funds available to offset these costs and requiring future General Fund expenditures.

The Governor’s budget forecasts that the State Transit Assistance Program will be at approximately $391 million for FY 2013-14, representing about a 5.6 percent reduction from FY 2012-13 levels. Of this amount, NCTD would receive about $6 million and MTS would receive about $18 million.

The budget proposes $479.7 million in funding for the Proposition 1B Public Transportation Modernization Improvement and Service Enhancement Account, which provides funding for transit capital projects and rolling stock purchases.

1 Proposition 30 (2012), the Schools and Local Public Safety Protection Act of 2012, increased taxes on earnings over $250,000 for seven years and sales taxes by one-quarter cent for four years. Proposition 39 (2012), the California Clean Energy Jobs Act, requires multistate businesses to pay income taxes based on percentage of their sales in California, and dedicates revenues for five years to clean/efficient energy projects.
Also included in the budget is $130 million in funding to support current intercity rail services, specifically for operations and capital funding for the three intercity rail corridors, including the Pacific Surfliner between San Diego and San Luis Obispo.

State Agency Reorganization

In July 2012, the Governor’s 2012 Reorganization Plan gained legislative approval to reduce the number of state agencies from 12 to 10 and eliminate or consolidate dozens of departments and entities to make government less costly and more efficient. Upon implementation, five existing state agencies will be replaced by three: (1) Government Operations Agency; (2) Business, Consumer Services, and Housing Agency; and (3) Transportation Agency. Under the new structure, the Transportation Agency, which becomes operational July 1, 2013, will oversee the following six state transportation agencies to address mobility, safety, and air quality issues as they relate to transportation:

- Department of Transportation
- California Transportation Commission
- High-Speed Rail Authority
- Department of Motor Vehicles
- California Highway Patrol
- Board of Pilot Commissioners

According to the Governor’s budget proposal, key priorities for the Transportation Agency include developing and integrating the high-speed rail project into California’s existing transportation system and supporting regional agencies in achieving greenhouse gas emission reductions and environmental sustainability objectives consistent with Senate Bill 375 (Steinberg, 2008).

Pursuant to the Governor’s Reorganization Plan, the FY 2013-14 budget reflects the integration of the Department of Boating and Waterways as a new division of the Department of Parks and Recreation, effective July 1, 2013. Staff will continue to monitor this adjustment, as monies from Boating and Waterways have been a historical source of state funds for the San Diego region’s beach nourishment and shoreline management projects. Another relevant change is the movement of the Housing and Community Development Department from its current location under the Business, Transportation, and Housing Agency to the new Business, Consumer Services, and Housing Agency.

Statewide Needs Assessment

The Governor’s budget proposal recognizes the California Transportation Commission 2011 Statewide Transportation System Needs Assessment, which SANDAG assisted in preparing. This assessment identified $538.1 billion in total statewide transportation infrastructure needs over the next 10 years. Current revenues are estimated at $24 billion annually, leaving nearly $300 billion in unfunded needs. The Governor’s plan includes convening a working group in spring 2013 to explore long-term, pay-as-you-go funding options, and to evaluate the most appropriate level of government to deliver high-priority investments.
High-Speed Rail

The Governor’s proposed budget does not include a request for any capital funding for high-speed rail service. However, the draft budget proposal re-affirms the Governor’s support of high-speed rail and highlights progress made since the enactment of the 2012 Budget Act, which appropriated approximately $8 billion for the High-Speed Rail Project, including $4.7 billion in capital funding appropriated by the state legislature to match $3.3 billion in federal grants last fiscal year.

Cap and Trade

In November 2012, the California Air Resources Board held its first auction of greenhouse gas emission allowances as part of the market-based cap and trade program, resulting in $55.8 million in proceeds to the state. Two additional auctions are scheduled to occur in February and May 2013. Based on the results of the state’s first cap and trade auction, the Governor’s budget assumes the expenditure of $200 million in auction proceeds in FY 2012-13 and $400 million in FY 2013-14.

The Department of Finance is required to provide three-year investment plans for auction proceeds beginning with the FY 2013-14 May Revision. The first plan, when completed in May, would prioritize programs that significantly advance the goals of Assembly Bill 32 (Nunez, 2006). The Governor’s budget states that funding would be provided for mass transit, high-speed rail, electrification of heavy- and light-duty vehicles, sustainable communities, and electrification and energy projects that complement high-speed rail.

MAP-21 State Implementation Process

The current federal surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), was enacted last year and consolidated many programs previously authorized by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users. The consolidation provided additional flexibility to the state in allocating federal funds. Caltrans, working with the Regional Transportation Planning Agencies and Metropolitan Planning Organizations statewide, has established working groups to address implementation of the new federal legislation. While stakeholders continue to meet and negotiate how the funding will be allocated in the long term, the budget proposal maintains the existing federal funding split between state and local transportation agencies for FY 2013. Additional state implementation legislation may be required to address the allocation of FY 2014 federal funds.

Next Steps

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

KIM KAWADA

TransNet and Legislative Affairs Program Director

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REVIEW OF FEBRUARY 22, 2013, DRAFT BOARD AGENDA

ITEM #

+1. APPROVAL OF MEETING MINUTES
   +A. JANUARY 11, 2013, BOARD POLICY MEETING MINUTES
   +B. JANUARY 25, 2013, BOARD BUSINESS MEETING MINUTES

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

+3. ACTIONS FROM POLICY ADVISORY COMMITTEES

This item summarizes the actions taken by the Borders Committee on January 25, the Executive and Regional Planning Committees on February 1, and the Transportation and Public Safety Committees on February 15, 2013.

CONSENT (4 through X)

+4. FY 2014 TO FY 2018 TransNet/TRANSPORTATION DEVELOPMENT ACT REVENUE ESTIMATES (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 enable transit operators 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 FY 2014 allocation of TransNet revenues and the apportionments for Transportation Development Act (TDA), State Transit Assistance (STA), and Federal Transit Administration (FTA) funds; and (2) approve the FY 2015 to FY 2018 estimates for TransNet, TDA, and FTA revenues.
This quarterly report provides various finance-related items to the Board of Directors, including: (1) a quarterly report of investments, including all money under the direction or care of SANDAG; (2) an update on the 2005 swaps; and (3) information about the latest developments in the financial markets, the economy, and sales tax revenues.

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 2012.

In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

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.

At the May 25, 2012, Board meeting, staff was directed to return to the Regional Planning Committee and Board of Directors to update them on the treatment of solar customers in the San Diego Gas & Electric (SDG&E) general rate case (GRC). This report provides the status of the SDG&E GRC related to solar customers as well as an update on a regional analysis of solar rates. A final decision on the SDG&E GRC is scheduled in March 2013.

This report provides a summary of the discussion at the annual SANDAG Board of Directors Retreat held on February 6 to 8, 2013.
12.

REPORTS (13 through XX)

+13. FUNDING RECOMMENDATIONS FOR TransNet SENIOR MINI-GRANT PROGRAM AND FEDERAL TRANSIT ADMINISTRATION JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM PROGRAMS (Second Vice Chair Don Higginson; Laurie Gartrell)*

The Transportation Committee recommends that the Board of Directors approve funding recommendations for the TransNet Senior Mini-Grant program and Federal Transit Administration Job Access and Reverse Commute and New Freedom programs, as described in the report.

+14. TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT (First Vice Chair Jim Janney; Marney Cox and Ariana zur Nieden)*

The TransNet Extension Ordinance requires that the Regional Transportation Congestion Improvement Program (RTCIP) fee charged by local jurisdictions be adjusted every year on July 1 in order to maintain the purchasing power of the program for improvements to the Regional Arterial System. The Board of Directors is asked to approve an adjustment to the RTCIP, effective July 1, 2013.

+15. 2050 REGIONAL PLAN: FINAL WORK PROGRAM AND SCHEDULE (First Vice Chair Jim Janney; Phil Trom)*

In September 2012, the Board of Directors reviewed the draft work program and schedule for the 2050 Regional Plan, which integrates the next updates of the Regional Comprehensive Plan and Regional Transportation Plan and its Sustainable Communities Strategy. Comments received from Policy Advisory Committees, working groups, and stakeholders have been incorporated into the attached final work program and schedule for the 2050 Regional Plan.

+16. REGIONAL PLAN: FINAL PUBLIC INVOLVEMENT PLAN (First Vice Chair Jim Janney; David Hicks)*

Attached is the final Public Involvement Plan (PIP) for the Regional Plan, which was developed with input from the Board of Directors, Policy Advisory Committees, working groups, and the public. On January 7, 2013, the draft PIP was released for a 30-day public review and comment period, and during January and February, it was presented to the working groups. The final PIP, which incorporates comments received, will serve as the foundation for public involvement and engagement during the development of the regional plan.
17. TransNet ENVIRONMENTAL MITIGATION PROGRAM ANNUAL STATUS REPORT (First Vice Chair Jim Janney; Keith Greer)*

The Board of Directors will be provided with the annual status update on the implementation of the TransNet Environmental Mitigation Program.

18.

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. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(a) - SANDAG EX REL. LEONID DUBIZHANSKY V. ABC CONSTRUCTION CO., INC. (CASE NO. 37-2012-00100984-CU-MC-CTL)

21. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, March 8, 2013, at 10 a.m. The next Board Business meeting is scheduled for Friday, March 22, 2013, at 9 a.m.

22. ADJOURNMENT

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