EXECUTIVE COMMITTEE AGENDA

Friday, July 12, 2013
9 to 10 a.m.
SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

• PROPOSED FY 2014 PROGRAM BUDGET AMENDMENT: SAN DIEGO RIVER TRAIL PROJECTS

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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.
Welcome to SANDAG. Members of the public may speak to the Executive Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Committee seated at the front table. Members of the public may address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Executive Committee may take action on any item appearing on the agenda.

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EXECUTIVE COMMITTEE
Friday, July 12, 2013

ITEM #  RECOMMENDATION
+1. APPROVAL OF JUNE 14, 2013, MEETING MINUTES  APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

CONSENT (3)

+3. LEGISLATIVE STATUS REPORT (Victoria Stackwick)  INFORMATION

Status reports from SANDAG state and federal representatives are attached for information.

CHAIR’S REPORT (4)

+4. PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR  RECOMMEND

Pursuant to the employment agreement with the Executive Director, the Board of Directors is required to annually review his performance. If the Executive Director’s performance is determined to be satisfactory, the Board is required to adjust his base salary in accordance with the employment agreement provisions. The Executive Committee is asked to recommend that the Board of Directors approve: (1) the Executive Director’s Performance Evaluation for the period July 2012 to June 2013, determining his performance satisfactory; (2) Performance Objectives for the period July 2013 to June 2014; and (3) a 7 percent bonus award to the Executive Director based on accomplishment of the performance objectives during the past year.
+5. PROPOSED FY 2014 PROGRAM BUDGET AMENDMENT: SAN DIEGO RIVER TRAIL PROJECTS (Stephan Vance)  

Working in cooperation with the San Diego River Conservancy, SANDAG has been awarded a grant from the California State Coastal Conservancy to support development of two segments of the regional bike network along the San Diego River Trail. The Executive Committee is asked to: (1) approve an FY 2014 Program Budget amendment to add $168,000 for CIP 1223052: San Diego River Trail QUALCOMM Stadium Segment, and $332,000 for CIP 1223053: San Diego River Trail Carlton Oaks Segment, in substantially the same form as attached to the report; and (2) authorize the Executive Director to enter into an agreement to accept funding from the California State Coastal Conservancy for implementation of the new projects.

+6. REVIEW OF DRAFT BOARD AGENDAS (Renée Wasmund)  

+A. Draft Board Business Agenda July 26, 2013  
+B. Draft Board Policy Agenda September 13, 2013

+7. REQUEST FOR RESPONSE TO PUBLIC INQUIRY DISCUSSION/POSSIBLE ACTION  

At the June 14, 2013, Board Policy meeting, a request was made to direct staff to verify/respond to information provided by a member of the public regarding greenhouse gas emissions reductions. Board Policy No. 001 requires Board of Directors approval for staff to perform work in excess of four hours on a project that is not in the Program Budget. Because the requested work is estimated to take more than four hours, the Executive Committee is asked to discuss the request and provide further direction.

8. 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.

9. UPCOMING MEETINGS INFORMATION  

The August 9, 2013, meeting has been cancelled. The next regularly scheduled meeting of the Executive Committee is Friday, September 13, 2013, at 9 a.m.

10. ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
JUNE 14, 2013

Chairman Jack Dale (East County) called the meeting of the SANDAG Executive Committee to order at 9:01 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF THE MAY 10, 2013, MEETING MINUTES

   Action: Upon a motion by Mayor Matt Hall (North County Coastal) and a second by Supervisor Greg Cox (Chairman, County of San Diego), the minutes of the May 10, 2013, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   There were no public comments.

REPORTS (3 through 7)

3. UNIVERSITY OF CALIFORNIA, SAN DIEGO SUPERCOMPUTER CENTER AGREEMENT (RECOMMEND)

   Staff proposes a one-year pilot program with the University of California, San Diego (UCSD) Supercomputer Center (Center) to use its supercomputers to run the Activity-Based Model (ABM) for SANDAG project work. This pilot program would test the feasibility of using the Center on an ongoing basis to improve model runtimes and reduce computer infrastructure costs at SANDAG.

   Clint Daniels, Manager of Regional Models, presented this item.

   Action: Upon a motion by Supervisor Cox and a second by Second Vice Chair Don Higginson (North County Inland), the Executive Committee recommended that the Board of Directors authorize the Executive Director to execute the UCSD Service Agreement for this and future agreements with UCSD related to ABM deployment.

4. ANNUAL REVIEW OF COMMITTEES AND WORKING GROUPS (DISCUSSION/POSSIBLE ACTION)

   As required by Board Policy, an annual review of all existing SANDAG committees and working groups has been conducted to determine whether they should continue and/or if any of their responsibilities need to be modified. The Executive Committee was asked to discuss whether certain committees and working groups described in the report should continue.

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

   Action: This item was presented for discussion.
5. LEGISLATIVE STATUS REPORT (INFORMATION)

Periodic status reports on legislative activities are reported to the Executive Committee throughout the year. This report provided a summary of the various state activities.

Jaymie Bradford, Senior Legislative Analyst, provided a summary of the various state activities.

Action: This item was presented for information.

6. REVIEW OF DRAFT BOARD AGENDAS (APPROVE)

+A. JUNE 28, 2013, DRAFT BOARD BUSINESS AGENDA

Renée Wasmund, Chief Deputy Executive Director, presented this item.

Action: Upon a motion by Supervisor Cox and a second by First Vice Chair Jim Janney (South County), the Executive Committee approved the June 28, 2013, Draft Board Business Agenda.

+B. JULY 12, 2013, DRAFT BOARD POLICY AGENDA

Renée Wasmund, Chief Deputy Executive Director, presented this item.

Action: Upon a motion by Supervisor Cox and a second by First Vice Chair Janney, the Executive Committee approved the July 12, 2013, Draft Board Policy Agenda.

7. NOTICING OF CLOSED SESSION ITEMS (DISCUSSION/POSSIBLE ACTION)

John Kirk, General Counsel, provided an update on the noticing of closed session items on SANDAG Board Agendas.

Action: Upon a motion by Supervisor Cox and a second by Second Vice Chair Higginson, the Executive Committee approved the revisions to the SANDAG closed session agenda format identified as options in the staff report.

8. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

9. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, July 12, 2013, at 9 a.m.

10. ADJOURNMENT

Chairman Dale adjourned the meeting at 9:37 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
#### JUNE 14, 2013

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LEGISLATIVE STATUS REPORT

Introduction

Monthly status reports on legislative activities are attached for the Executive Committee. The attachments include a summary from Ellison Wilson Advocacy and Peyser and Associates on state and federal legislative activity related to SANDAG for the month of June.

KIM KAWADA
TransNet and Legislative Affairs Program Director

Attachments: 1. Report from Ellison Wilson Advocacy
2. Report from Peyser and Associates

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org
CAPITOL UPDATE

June Budget Overview
Pursuant to Article IV, Section 12 (c)(3) of the California Constitution, June 15th was the deadline for the Legislature to pass the Budget Bill for fiscal year 2013-14. In the weeks leading up to the final vote, the minute details of hundreds of issues were discussed extensively in public and private meetings by the respective budget subcommittees, the full Senate and Assembly budget committees, the Conference Committee, before finally arriving in the form of the main budget bill, AB 110, and several budget trailer bills for discussion and votes on the Assembly and Senate floors. On June 27th, the Governor signed the $96.3 billion spending plan.

Throughout this process we tracked and worked on a number of budget issues that were of interest to SANDAG.

One of the more controversial provisions discussed throughout the budget process was the Governor’s proposal to loan $500 million from the Greenhouse Gas Reduction Fund (which is composed of Cap & Trade auction revenues) to the General Fund. The proposal would delay the expenditure of these Cap & Trade funds until FY 2014-15 but allow the state to borrow the money and place it in its reserve fund. The delay would allow the Air Resources Board to refine the Investment Plan and to update the Scoping Plan, both of which are scheduled to be released this year. This proposal was concerning to the Transportation Coalition for Livable Communities (of which SANDAG is a member), which had been advocating for passage of AB 574. This bill would have directed the immediate appropriation of funds from the GHG Reduction Fund for projects in the transportation sector that meet specified requirements, including competitively awarded grants based on criteria established by ARB. Ellison Wilson attended each budget subcommittee, full committee, and Conference Committee hearing on the GHG loan proposal. Ultimately the Governor’s proposal was adopted and included in the main budget bill AB 110. However, it is the expectation of all parties involved that the Legislature will continue to explore opportunities to release additional Cap & Trade revenues for appropriate projects, as soon as next year.

Additional funding for the Pacific Surfliner was also discussed extensively throughout the budget process because the federal government had recently enacted the Passenger Rail Investment and Improvement Act (PRIIA), under which California is now required to cover the entirety of the federal share of cost. For the Pacific Surfliner, this required a budget increase from the state of $10.3M. This additional request was supported and included at the full amount within the budget.
Also of particular interest to public entities, a Public Records Act (PRA) issue received considerable attention at the Capitol over the final weeks of June, which ultimately resulted in several changes in direction by leadership. The change to the PRA was originally included in AB 76, one of the budget trailer bills, as a method to save the state some money by making PRA request responses to local governments merely optional “best practices,” which would effectively eliminate the state mandate and corresponding state reimbursement to local agencies. Obviously the media and public agencies reacted with ferocity as it was a late addition to the budget that impacted it directly. As such, SB 71 was amended to be identical to AB 76 except that it did not contain the problematic changes to the Public Records Act. Both the Assembly and Senate passed SB 71 along party lines. On June 27th the Governor vetoed AB 76 and instead signed SB 71, which leaves the Public Records Act unchanged. Meanwhile, the Senate also amended SCA 3 on the matter. SCA 3 would obligate local agencies to comply with the Public Records Act (and the Brown Act re: open meetings) and lets the State off the hook for paying for the costs of compliance, but does not otherwise give locals any fee-generating authority. This will require a two-thirds vote in each house and could appear on the ballot in June of 2014. It is still scheduled to be voted on by the full Legislature ASAP.

ACTIVITY REPORT

Ellison Wilson Activity – June 2013

6/3: Meeting with Senate Governance & Finance Committee who is analyzing AB 1058 (Chavez), a “clean-up” San Diego County Regional Airport Authority-sponsored bill. Committee Consultant sought SANDAG’s comments; After consulting with SANDAG staff, we reported comments back to Consultant; Reviewed Public Private Partnerships (P3) matter in budget; Weekly teleconference with SANDAG staff

6/4: Reviewed and circulated amendments to AB 528 (Lowenthal) re: the State Rail Plan and High-Speed Rail Authority business plan to SANDAG staff

6/5: Reviewed additional P3 budget matters; Attended/monitored Budget Conference Committee hearing on Assembly proposal “to lower the threshold to pass infrastructure bond measures with the same 55 percent super-majority required for school bonds”; provided subsequent update to SANDAG staff

6/10: Weekly teleconference with SANDAG staff; Attended/monitored Budget Conference Committee hearing on $500M cap and trade loan and Active Transportation Program; provided subsequent updates to SANDAG staff

6/11: Researched and discussed with SANDAG staff Committee action on cap and trade loan and Active Transportation Program

6/13: Reviewed and analyzed budget bill and trailer bill language on cap and trade loan and Active Transportation Program; provided subsequent updates to SANDAG staff

6/14: Attended/monitored Senate and Assembly floor votes on budget bills; reviewed and analyzed amended and released budget bill and trailer bill language; provided subsequent updates to SANDAG staff

6/17: Reviewed and discussed LOSSAN communication with SANDAG staff; Weekly teleconference with SANDAG staff

6/18: Researched SEIU Local 1000 bargaining agreement with state; Attended/monitored Senate Transportation & Housing Committee on AB 14 (Lowenthal) re: state freight plan and AB 179 (Bocanegra) re: electronic transit fare collection privacy protections; provided subsequent updates to SANDAG staff

6/19: Researched and analyzed Public Records Act revision contained in state budget; provided subsequent update to SANDAG staff

6/20: Reviewed and circulated amendments to AB 179 (Bocanegra) to SANDAG staff; Reviewed LAO analysis of SEIU deal; provided updates to SANDAG staff

6/24: Weekly teleconference with SANDAG staff
6/25: Reviewed and analyzed SANDAG communications on SB 556 (Corbett) re: impact on FSP program; Consulted with CHP representative; attended/monitored SB 556 (Corbett) in Assembly Judiciary Committee hearing; Attended/monitored and AB 179 (Bocanegra) in Senate Judiciary Committee hearing; Attended/monitored AB 946 (Stone) in Senate Transportation & Housing Committee hearing; Provided subsequent updates to SANDAG staff

6/27: Attended/monitored Governor’s budget signing; Reviewed line item vetoes; Provided subsequent update to SANDAG staff
June 20, 2013

Transportation Update from Peyser Associates

House Subcommittee Marks Up FY2014 Transportation Bill

With THUD Subcommittee Chair Tom Latham (R-IA) admitting that he was forced to make some very difficult choices in putting together the FY2014 Transportation-Housing and Urban Development bill, the bill passed by voice vote on June 19. Democrats were highly critical of the bill during the brief mark-up and focused on the “impossible allocation” that Latham had been assigned to craft the bill. At Latham’s request, no amendments were offered and will instead be held until the full committee mark-up which is scheduled for next Thursday, June 27.

The House version of the FY2014 THUD bill would provide $44.1 billion in discretionary funds, a 15% cut from the $51.8 billion provided in the current fiscal year. When taking sequestration into account, the number is $4.4 billion below post-sequester levels. The bill includes major cuts to Amtrak operations, no high-speed rail funding, a rider banning federal funds for California high-speed rail, and no TIGER funding. In addition, the bill contains language to rescind $237 million in unobligated FY2013 TIGER funding.

The Federal Transit Administration (FTA) is provided $8.6 billion in state and local formula funding, which is consistent with MAP-21. This is money coming from the Mass Transit Account of the Highway Trust Fund (HTF). New Starts, which is not funded out of the HTF, is cut 2% and funded at $1.82 billion, $91 million below the authorized level of $1.9 billion.

Amtrak is particularly hard-hit, with a cut from $1.45 billion to $975 million. Funding for Amtrak operations would be cut from $441.6 million to $350 million and capital funds would be reduced from $902 million to $600 million. Amtrak head Joe Boardman spoke to reporters after the bill was released and indicated that such low levels would force changes in service, including a slowdown of trains in the Northeast Corridor for safety reasons.

The Federal Highway Administration is funded at MAP-21 levels and provided $41 billion from the Highway Trust Fund.

If the Senate writes a THUD bill this year, it will no doubt contain higher numbers than the House version. The difference between the chambers, not only in regards to transportation funding, but a number of other appropriation bills, means that an end game for the fiscal year 2014 appropriations process remains a very big unknown right now.
Rail Authorization Update

The House Rail Subcommittee continues to move forward with plans to pull a rail reauthorization bill together this summer. Next Thursday, the Subcommittee plans to hold a hearing entitled “National Rail Policy: Examining Goals, Objectives, and Responsibilities”. In addition, two more field hearings focused on rail are planned. One will be in Florida, looking at All Aboard Florida, a Miami-to-Orlando high-speed line that would be privately financed.

Bridge Legislation

House Democrats introduced legislation this week to authorize $2.75 billion per year for two years “to rehabilitate and reconstruct deficient bridges, including bridges classified as structurally deficient, functionally obsolete, or fracture critical”. The Safe Bridges Act (H.R. 2428) would distribute the funds via a needs-based formula. The bill was introduced by T&I Committee Ranking Member Nick Rahall (D-WV) and cosponsored by the Democratic members of the committee in response to the I-5 bridge collapse in Washington State in May. A chart estimating the amount the legislation would allocate to each state is available at http://democrats.transportation.house.gov/sites/democrats.transportation.house.gov/files/doczents/H.R.%202428%20The%20SAFE%20Bridges%20Act%20State-by-State%20Funding%20Table.pdf.
June 27, 2013

Transportation Update from Peyser Associates

Senate Approves Foxx

This morning, the Senate approved the nomination of Charlotte Mayor Anthony Foxx as the new Secretary of Transportation by a vote of 100 to 0. Foxx has promised to continue outgoing Secretary LaHood’s focus on safety and distracted driving but has given few clues as to how he will handle the impending funding crisis with MAP-21 expiration next year.

FY2014 Transportation Appropriations – Senate

The Senate Appropriations Committee produced their FY2014 Transportation-Housing and Urban Development (THUD) bill this week, and as expected, the bill provides almost $10 billion more than the House version. The bill went through subcommittee markup on Tuesday and full committee markup today with a vote of 21-8. There were no amendments offered.

Unlike the House bill, the Senate bill funds another round of TIGER by providing $550 million, with no less than 20 percent of funding for road, rail, and transit projects in rural areas. The Senate bill also sets up a new Bridges in Critical Corridors (BRICC) with $500 million for bridge projects to be distributed through a competitive process that is equitable from a geographic perspective.

The Senate THUD bill provides $1.75 billion in rail funding, including $1.45 billion for Amtrak. Amtrak head Joe Boardman said in a statement that the number is a “realistic and workable number”. This is in contrast to his comments about the House funding for Amtrak, which Boardman indicated would harm service and safety on major lines.

About $100 million of the total amount for rail in the Senate bill is allocated to the National High Performance Passenger Rail grant program, to be awarded competitively to states and fund improvements to intercity services, congestion mitigation, multi-state planning initiatives, and transition assistance for the capital costs for state supported routes.

The Senate fully funds New Starts at the authorized level of $1.943 billion and also fully funds FTA formula programs and Federal-aid highway programs. Senate Appropriations Chairwoman Barbara Mikulski (D-MD) indicated that she hopes to have time on the Senate floor during the month of July to begin to bring appropriation bills to the floor.
FY2014 Transportation Appropriations – House

We included in last week’s update the details of the House FY2014 THUD bill. The full Appropriations Committee is marking up the bill this morning. A manager’s amendment with technical corrections was included in the bill. Democrats tried to add back funding for TIGER and cut out the rescission of FY2013 TIGER monies, but the amendment failed. The debate on the TIGER amendment included a long discussion regarding the benefits of the congressional earmark and why Congress may want to explore giving itself back the power to earmark.

You will recall that based on the allocation given to THUD Subcommittee Chair Tom Latham (R-IA), the bill would provide $44.1 billion in discretionary funds, a 15% cut from the $51.8 billion provided in the current fiscal year. When taking sequestration into account, the number is $4.4 billion below post-sequester levels. In addition to the elimination of TIGER, the bill includes major cuts to Amtrak operations, no high-speed rail funding, and a rider banning federal funds for California high-speed rail (HSR). An amendment added included additional language to prevent the Surface Transportation Board from using funding to address California HSR.

It is worth noting that the committee report includes the following text:

“The Highway Trust Fund and the Mass Transit Account are both projected to reach low levels at the end of fiscal year 2014. The Department may be forced to limit payments to states and localities at the end of fiscal year 2014, if not before, and the programs and spending in Moving Ahead for Progress in the 21st Century (MAP–21) cannot simply be extended. The Administration and the Congress must come up with a new authorization and a funding stream to meet the demands of repairing, maintaining and operating our Nation’s transportation infrastructure. Further, the Committee will not be amenable to a General Fund transfer to the Highway Trust Fund.”

T&I Hearing - National Rail Policy: Examining Goals, Objectives, and Responsibilities

In anticipation of a summer release of rail authorization legislation, the Railroad Subcommittee in the House held a hearing this morning looking at a national rail policy. The witnesses were:

- Hon. Joseph Szabo, Administrator, Federal Railroad Administration
- Mr. Michael P. Melaniphy, President and Chief Executive Officer, American Public Transportation Association
- Mr. Edward Hamberger, President and Chief Executive Officer, Association of American Railroads
- Mr. Mike Lewis, Director, Rhode Island Department of Transportation; on behalf of American Association of State Highway & Transportation Officials
- Mr. John P. Tolman, Vice President & National Legislative Representative, Brotherhood of Locomotive Engineers and Trainmen

Railroads Subcommittee Chairman Jeff Denham (R-CA) has been clear that there are issues within PRIAA (the current rail authorization that expires September 30, 2013) that he wants to correct in a new bill. This includes reforms to Amtrak to allow for more transparency and better financial performance. With his California roots, Denham remains highly-focused on the California High-Speed Rail program and has, to-date, opposed the use of federal funds on the project. Instead, Denham and other Republicans on the committee have advocated for the
Northeast Corridor as the line that deserves more investment and stronger stakeholder governance.
## Activity Report for SANDAG

**June, 2013**

Peyser Associates LLC

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<td>Emails to SANDAG regarding immigration legislation</td>
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<td>Meeting with P. Jablonski at APTA Rail Conference</td>
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<td>6/5</td>
<td>Emails and phone calls with SANDAG regarding TIGER and Mid-Coast project discussion</td>
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<td>Email articles of interest to SANDAG</td>
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<td>Telephone call with SANDAG regarding potential border infrastructure grant program</td>
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<td>Prepare weekly transportation update and send to SANDAG, MTS, NCTD</td>
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<td>Email articles of interest to SANDAG</td>
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<td>Write e-mail update on 13(c) to K. Chapman (Boxer) and send to him. Email exchanges with J. Shaw and MTS</td>
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<td>Biweekly teleconference with SANDAG, MTS, and NCTD</td>
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<td>Telephone call with P. Jablonski, MTS re: 13(c) issue</td>
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<td>6/12</td>
<td>Meeting with Rep. Peters’ office regarding border grant program</td>
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<td>Prepare weekly transportation update and send to SANDAG, MTS, NCTD</td>
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| 6/18  | Emails with congressional office regarding Buy America regulations  
       | Biweekly SR-11 teleconference |
| 6/20  | Mid-coast update teleconference  
       | Prepare weekly transportation update and send to SANDAG, MTS, NCTD |
| 6/21  | Emails to SANDAG regarding border grant program |
| 6/24  | Emails to SANDAG regarding Mid-Coast project |
| 6/25  | Emails to SANDAG regarding immigration legislation  
       | Biweekly teleconference with SANDAG, MTS, and NCTD |
| 6/27  | Prepare weekly transportation update and send to SANDAG, MTS, NCTD |
PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR

Introduction

Pursuant to the employment agreement with the Executive Director, the Board of Directors shall annually review his performance. If the Executive Director's performance is determined to be satisfactory, the Board of Directors must adjust his base salary in accordance with the employment agreement provisions. The Chair, with input from the First and Second Vice Chairs, has reviewed the Executive Director's performance evaluation for the period July 2012 to June 2013 (Attachment 1), and recommends that the Executive Director's performance during the past year be determined satisfactory.

The employment agreement also provides that the Board of Directors use established performance criteria (objectives), as amended from time to time, in the annual review. The Chair, with input from the Vice Chairs, has reviewed the Executive Director's draft performance objectives for the coming year (Attachment 2) and recommends their approval.

Discussion

The Executive Committee typically reviews the Executive Director's annual performance evaluation and his performance objectives for the coming year during a regular Committee meeting. The Board of Directors also considers the annual evaluation and approves the performance objectives during a regular meeting. If the Board determines the Executive Director's performance to be satisfactory, the employment agreement provides that the Board shall adjust his salary on July 1 of each year. Board approval would increase the Executive Director’s salary by $10,000 to $280,000 consistent with the employment agreement. Attachment 3 includes a copy of the Executive Director employment agreement (effective January 23, 2004) and the amendment to the agreement (effective January 22, 2010), which extended the term of the agreement through November 2015.

The SANDAG Pay-for-Performance program relies on the ability to reward employees for outstanding performance. With the FY 2014 Program Budget, the Board of Directors approved a merit/bonus pool, which is available to all staff based on accomplishment of their prior year performance objectives. The Executive Committee is asked to consider a 7 percent bonus award to the Executive Director based on accomplishment of the performance objectives during the past year.

Recommendation

The Executive Committee is asked to recommend that the Board of Directors approve: (1) the Executive Director’s Performance Evaluation for the period July 2012 to June 2013, determining his performance satisfactory (Attachment 1); (2) Performance Objectives for the period July 2013 to June 2014 (Attachment 2); and (3) a 7 percent bonus award to the Executive Director based on accomplishment of the performance objectives during the past year.
Attachment 4 lists the salaries of chief executives of comparable metropolitan planning organizations, regional transportation planning agencies, transit agencies, and other regional agencies.

**Next Steps**

Pending a recommendation from the Executive Committee, action by the Board of Directors on this item is scheduled for the July 26, 2013, Board meeting.

JACK DALE  
Chairman, SANDAG Board of Directors

Attachments:  
1. Executive Director Annual Performance Evaluation (July 2012 to June 2013)  
2. Executive Director Annual Performance Objectives (July 2013 to June 2014)  
3. Executive Director Employment Agreement  
4. Comparison of Regional Agency Executive Salaries
SAN DIEGO ASSOCIATION OF GOVERNMENTS
Annual Executive Director Performance Objectives

Executive Director Name: Gary L. Gallegos
Period covered by this review: From: 7-2012 To: 6-2013

PART I - To be completed by the Executive Director and distributed to the Executive Committee for review and comment.

A. PERFORMANCE OBJECTIVES

Goals for the next year in order to meet or exceed standards for the Executive Director position:

Strategic Goals

1. Regional Vision: 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. Mobility: Improve mobility by providing more transportation choices through implementation of TransNet, public transportation, goods movement, Transportation Demand Management (TDM), Intelligent Transportation Systems (ITS), and supporting walkable and bike friendly communities through efficient and effective operational strategies.

3. Quality of Life: 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 SANDAG mission and RCP. Take advantage of regional resources and partnerships to advance new strategic initiatives.

4. Organizational Effectiveness: Enhance organizational effectiveness, both internally and externally through continuous improvements and fiscal discipline.

5. Innovation: Pursue innovative solutions to fiscal and economic challenges and opportunities.

Areas of Emphasis

1. Modeling and Research. Employ new technologies, methodologies, and models, including the activity-based model (ABM) and the Production, Exchange, and Consumption Allocation System (PECAS) land-use model to enhance and expand research and analysis capabilities, equipping SANDAG to more comprehensively address complex policy and operational issues today and into the future.

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

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

4. **Smart Mobility Programs and Services.** Collaborative planning/implementation efforts among SANDAG, Caltrans, transit operators, and local jurisdictions to reduce congestion, improve mobility, and address air quality and climate change goals in key corridors through subregional plans, financing strategies, transportation demand/systems management programs, enhanced intergovernmental review of development projects, implementation of Active Transportation projects and programs, and other means.

5. **Intermodal Planning and Implementation.** Prepare plans and investment strategies for evolving, high-concept intermodal transportation hubs and corridors, including a third border crossing and connecting highway improvements in East Otay Mesa; integration of toll road and/or managed lanes systems and associated demand management strategies to South Bay; an intermodal transportation center (ITC) at the San Diego International Airport (SDIA), and high-speed, intercity, and freight rail services connecting the San Diego region.

6. **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 enhance communications with member and partner agencies, advisory committees, and the public; and to provide innovative solutions to public safety interagency collaboration.

**B. PLANS FOR ACHIEVING PERFORMANCE OBJECTIVES**

Specific methods by which the Executive Director can work toward accomplishing performance objectives:

**Strategic Goals**

1. **Regional vision:**

   - Ramp-up implementation efforts of the 2050 RTP and its SCS. This includes implementing programs and additional planning for Active Transportation infrastructure investments.

   - Start the process to integrate the RCP update into a joint RTP/RCP/SCS update scheduled for approval in 2015. Focus during FY 2013 will be on developing a detailed scope of work that will include a comprehensive public engagement process.

   - Continue the development of a coordinated SANDAG approach to analyze and address social equity and environmental justice.
Seek new multiyear federal transportation authorization bill consistent with SANDAG priorities.

Seek/provide input to key state and federal legislation consistent with SANDAG priorities.

2. **Improve mobility.**

- Continue to implement transportation projects throughout the region (i.e. TransNet, Proposition 1B funded projects, and border projects).
- Continue to implement ITS technologies that help improve the efficiency of the existing system.
- Continue to seek additional funding for transportation projects that improve mobility.

3. **Develop and implement strategies to improve the quality of life in the region.**

- Start implementation of the 2050 RTP and its SCS.
- Continue to work with our partners to advance our Quality of Life initiative.
- Complete the Regional Beach Sand Replenishment Project.
- Continue research through our Applied Research/Criminal Justice and ARJIS Divisions that support public safety efforts throughout the region.
- Continue to partner with the County Health and Human Services Agency as part of the *Live Well, San Diego!* initiative.

4. **Enhance organizational effectiveness.**

- Continue to strengthen technical skills through training and development.
- Continue to aggressively recruit and develop staff.
- Look for opportunities to cross train staff to improve technical capabilities.
- Partner with other agencies to improve technical skills.

5. **Pursue innovative solutions.**

- Continue to seek additional funds from the state and federal governments for our regional infrastructure projects.
- Continue to provide services to member agencies (e.g., 18 cities, County, and Caltrans) through Service Bureau and other efforts.
- Continue to partner with other metropolitan planning organizations (MPOs) on an urban mobility program and a goods movement program at the national level.
Areas of Emphasis

1. Modeling and Research.
   - Further the development and integration of the ABM and PECAS modeling in preparation for the next RCP/RTP/SCS update in 2015.
   - Validate model and conduct initial runs of the Series 13 Regional Growth Forecast land use scenarios.
   - Develop and maintain geographic information system (GIS) data and applications in support of initiatives such as the RCP/RTP/SCS, TransNet, and the Smart Growth Incentive Program.
   - Conduct a Vehicle Occupancy and Classification study, complete a Commercial Vehicle Trip Survey, and conduct a regionwide Public Opinion Survey.
   - Continue to provide economic and fiscal analysis to support SANDAG projects and programs.
   - Continue to conduct research in Criminal Justice that supports local criminal justice planning and policymaking by providing analyses of crime and other public safety statistics.
   - Continue supporting the Substance Abuse Monitoring (SAM) program by measuring drug and other behavior trends among arrested adults and juveniles.
   - Continue to provide professional products and services in the areas of GIS mapping, demographic data and analysis, economic services, transportation modeling and analysis, and survey design and analysis to established and new clients through the Service Bureau.
   - Continue to participate as a member of the City of San Diego Commission on Gang Prevention.

2. Planning and Forecasts.
   - Start the process to integrate the RCP update into a joint RCP/RTP/SCS update scheduled for approval in 2015. Focus during FY 2013 will be on developing a detailed scope of work that will include a comprehensive public engagement process.
   - Ramp-up implementation efforts of the 2050 RTP and its SCS. This includes implementing programs and additional planning for Active Transportation infrastructure investments.
   - Continue coordination and oversight of Proposition 1B Trade Corridors Improvement Fund (TCIF) goods movement projects. Continue to collaborate with other MPOs, Caltrans, the Port of San Diego, the U.S. Department of Transportation, and other agencies to refine the state and national goods movement strategies.
   - Prepare the next Series 13 Regional Growth Forecast for use in the next update of the RCP/RTP/SCS in 2015. Emphasis will be to finalize the regionwide forecast and work with local jurisdictions to develop the subregional forecast.
   - Begin the monitoring of projects and programs included in the 2050 RTP/SCS.
o Start advanced planning studies for the new transit projects in the 2050 RTP/SCS.

o Continue to coordinate interregional planning with Imperial, Orange, and Riverside Counties.

o Continue binational planning and coordination with Mexico.

o Continue the government-to-government framework for engaging the 17 federally recognized sovereign Tribal Nations in our regional planning efforts.

3. **Sustainable Development Strategies.**

o Continue development of the Quality of Life initiative to meet regional needs for habitat conservation, shoreline preservation activities, water quality improvements, and transit service enhancements. Develop a strategy to identify funding priorities and implement a public education/outreach strategy before the anticipated 2016 deadline to present a funding measure to the voters of the San Diego region.

o Continue to implement the TransNet Environmental Mitigation Program. Develop concurrence on a package of mitigation opportunities for the North Coast Corridor (including improvements to Interstate 5, the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor, and community and environmental enhancements), based on the formal wetland mitigation land banks secured in FY 2012.

o Complete construction of the Regional Beach Sand Replenishment Project.

o Continue implementing measures identified in the Regional Energy Strategy and Climate Action Strategy. Emphasis in FY 2013 will be to implement actions identified in the 2050 RTP/SCS and to continue providing energy and climate planning assistance to local governments.

o Continue the partnership with San Diego Gas & Electric (SDG&E) to make energy efficiency outreach, planning, and technical assistance available to local governments under the Energy Roadmap Program. This next year we plan to complete Energy Roadmaps for up to nine member agencies.

o Continue to coordinate and collaborate with the San Diego County Water Authority on water quality/supply issues of common concern.

4. **Smart Mobility Programs and Services.**

o Continue implementing the TransNet Smart Growth Incentive Program by monitoring and providing oversight of the projects funded in the program.

o Continue implementation of Active Transportation planning and programs. Emphasis in FY 2013 will be to focus on implementation of regional bikeway projects and supporting programs.

o Continue to partner with the County of San Diego as part of the Live Well, San Diego! initiative.
Continue operating the Freeway Service Patrol to help reduce congestion by providing motorist assistance services.

Continue management and operation of the I-15 FasTrak® Value Pricing Program.

Continue to provide 511 advanced traveler information services.

Continue administration of the Compass Card as a common fare product for regional transit customers.

Continue administration of the Regional TDM Program (includes Regional Vanpool Program, iCommute Program, SchoolPool matching system, employer outreach efforts, bicycle lockers, and Guaranteed Ride Home Program, among others).

Develop an Active Transportation early action program, which defines specific projects and programs for implementation and establishes a proposed funding strategy.

Continue monitoring the performance of our regional transportation system through the State of the Commute Report.

Continue implementation of specialized transportation programs, including the federal Jobs Access and Reverse Commute (JARC) and New Freedom programs and the TransNet Senior Mini-Grant Program. Emphasis in FY 2013 will be to increase monitoring efforts, ensuring grantees are meeting all federal obligations, including new requirements from the updated Title VI circular, as well as requirements of the TransNet Extension Ordinance.

Start advanced planning for new transit projects included in the 2050 RTP/SCS.

Continue to participate in the update of the California-Baja California Master Plan.

Maintain and operate the State Route 125 (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 and providing regular reports on SR 125 performance.

5. Intermodal Planning and Implementation.

Continue the advanced planning for the ITC at SDIA. Emphasis in FY 2013 will be to continue the assessment of the Interstate 5 connector ramp proposal and participate on the advisory committee for the San Diego International Airport Master Plan effort being led by the San Diego County Regional Airport Authority.

Continue to coordinate planning and project development along the LOSSAN Rail Corridor.

Continue to participate in the planning, environmental, and preliminary engineering along the Los Angeles to San Diego via Inland Empire high-speed train section with the California High-Speed Rail Authority (CHSRA), Federal Railroad Administration (FRA), and fellow corridor planning agencies.

Continue development of the new border crossing at Otay Mesa East and the connecting State Route 11. Coordinate activities at the local, state, and federal levels of governments on both sides of the border.
6. Internal and External Coordination.

- Continue to monitor and track project scope, schedule, and costs for all current regional transportation projects.

- Continue implementation of the TransNet Early Action Program (EAP) projects and keep the TransNet Plan of Finance up-to-date to ensure projects stay on track and funds are efficiently utilized.

- Continue to work with Independent Taxpayer Oversight Committee (ITOC) on management and independent oversight of the TransNet Program.

- Continue to market and support major work efforts, including ongoing construction projects.

- Manage federal and state legislative activities in accordance with the SANDAG Legislative Program; emphasis for this year includes pursuing SANDAG priorities for the next federal surface transportation authorization.

- Continue to be proactive with local news media (i.e., meet with staff writers and go before editorial boards on a regular basis), including Spanish media.

- Continue to promote SANDAG throughout the region.

- Continue outreach effort to keep all locally elected officials up-to-date on SANDAG activities.

- Continue to partner with chambers of commerce, economic development corporations (EDCs), and other collaboratives/organizations throughout the region on issues of common interest.

THE ABOVE PERFORMANCE OBJECTIVES HAVE BEEN REVIEWED AND AGREED UPON.

__________________________________________________________  _________________
Signature of Executive Director  Date

__________________________________________________________  _________________
Signature of Chair  Date
PART II - Accomplishments made towards achieving the agreed upon performance objectives.

Strategic Goals

1. Regional vision.

- Developed an Active Transportation Implementation Strategy Framework that incorporates the Regional Bike Plan and Safe Routes to School and Safe Routes to Transit components. The team is currently developing an “Early Action Program” for regional bike projects, updating project cost estimates and establishing a priority list of projects that can be developed in the short-term.

- Completed Phase II of the ITS Strategic Plan, which provides a list of potential projects and programs that meet the strategic goals of the ITS Strategic Plan and are part of the 2050 RTP/SCS.

- Identified Limited English Proficiency (LEP) communities and developed an outreach plan that complies with federal Title VI laws.

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

- Participated at the state and federal level in advocating SANDAG priorities during the development of a new federal surface transportation bill. Congress passed a two-year authorization known as MAP-21 (Moving Ahead for Progress in the 21st Century Act), which was signed into law by President Obama in July 2012.

- Played a key role in helping to bring all the various transportation agencies throughout the state to work with Caltrans and the Acting Secretary of the Business, Transportation and Housing Agency on state implementing principles for MAP-21.

- Successful in getting California Senate Bill 1549 (Vargas, 2012) passed and signed into law. This new state law provides SANDAG with new project delivery tools for public transit projects in the San Diego region, including design sequencing and construction manager/general contractor (CM/GC) delivery methods. CM/GC is being proposed to advance the Mid-Coast Corridor Transit Project.

- Developed a work plan and schedule for integrating the update of the RCP and RTP/SCS into a consolidated regional planning effort. This work includes an extensive public outreach effort, which started with establishing a new brand identity – San Diego Forward: The Regional Plan.

- Pursuant to Assembly Bill 1572 (Fletcher), which became law on September 13, 2012, SANDAG became the successor for the San Diego Service Authority for Freeway Emergencies (SD SAFE) effective January 1, 2013. SD SAFE responsibilities were transitioned into SANDAG within the required timeline.

- The Governor signed into law SB 1225 (Padilla), which authorizes the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) to enter into an interagency transfer agreement with Caltrans to assume responsibility for administering state-funded intercity passenger rail service in the coastal corridor from San Diego to San Luis Obispo. Currently working with LOSSAN on the transfer agreement.
2. Improve mobility.

- The Board adopted the 2012 Regional Transportation Improvement Program, a five-year program of major transportation projects for the San Diego region totaling $12.6 billion.
- Updated the TransNet Plan of Finance; the 2012 Plan of Finance maintains the course to deliver the EAP, keeping the TransNet capital improvement projects in the FY 2013 SANDAG Program Budget on their current schedules.
- Completed the Eastbound State Route 78 (SR 78) Auxiliary Lanes project, which will ease traffic flow along one of the region’s most congested stretches of freeway.
- In partnership with Caltrans, the Interstate 5 North Coast Corridor (NCC) Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was completed. The NCC Project, is a comprehensive program of improvements that meet the long-term transportation needs of a corridor that extends 27 miles from La Jolla Village Drive in San Diego to Harbor Drive in Oceanside. As part of the NCC Project, the EIR/EIS affirms the Express Lanes Only option as the Locally Preferred Alternative.
- In partnership with Caltrans, the EIR/EIS for the State Route 11 (SR 11) Freeway and East Otay Mesa Border Crossing project was completed.
- The design and right-of-way acquisition was completed for the San Ysidro Intermodal Facility, and the project is now under construction.
- The SR 76 Widening project between Melrose Drive and Mission Road was completed and open to traffic. This is one of the TransNet “lockbox” high priority projects.
- Construction of the Encinitas Pedestrian Crossing project was completed. The project consisted of the construction of a rail bridge, a paved walkway, a new crosswalk, and a traffic signal at Highway 101 and Santa Fe Drive.
- Started construction of the I-15 Sabre Springs Transit Center and Parking Structure. This project is intended to meet future demand associated with a high-frequency, bus rapid transit system (BRT) along the I-15 corridor.
- Improved the Rancho Bernardo and Del Lago transit stations with additional bus bays, electronic signs showing the arrival time for the next bus, and security cameras. These revamped stations reopened in March 2013 and will be used by the new BRT service scheduled for launch in 2014.
- The Nordahl Road/SR 78 Interchange project was competed, providing congestion relief and improved access to the new Palomar Medical Center.
- Started construction on the Sorrento to Miramar double tracking project along the LOSSAN rail corridor.
- Started construction on a project to double track 4.2 miles of track and replace a bridge along the LOSSAN rail corridor between San Onofre and Las Pulgas in Camp Pendleton.
- Started construction of the I-805 South High-Occupancy Vehicle (HOV) Lane project, from SR 94 to East Palomar Street in Chula Vista.
- Completed construction of SR 905, connecting the border crossing at Otay Mesa to the rest of the transportation system. This important project provides a direction connection to San Diego’s only commercial crossing with Mexico.
- Design was completed on the I-5/Genesee Avenue Interchange project, which will convert the existing five-lane Genesee Avenue overpass into 10 lanes and serve one of the largest employment centers in the region.
☑ Completed the Draft EIR for the South Bay BRT Project, which will provide new BRT service from Otay Mesa to Downtown San Diego.

☑ Completed design and started construction of the Mid-City Rapid Bus project from Downtown San Diego to San Diego State University.

☑ The 511 system continued to provide commuters with 24/7 automated traveler information. During FY 2013, 511 received more than 1 million calls and more than 275,000 web visits, provided for taxi transfers, and continued support of traveler information to public access channels.

☑ Completed the Draft Supplemental EIR/Subsequent EIS for the Mid-Coast Corridor Transit Project and received approval from the Federal Transit Administration (FTA) to circulate the draft document for public review. This completed another milestone for this high priority TransNet transit project.

☑ Continue to operate and manage the SR 125 Toll Road. Consistent with the approved toll reduction and marketing plan, new lowered toll rates went into effect on June 30, 2012, with specific trip rate reductions of up to 40 percent. Through the third quarter of FY 2013, performance is on track to meet or exceed the goals established by the Board: traffic has exceeded 8.5 million trips, and the toll road has earned more than $16 million in toll revenues. The revenue performance has enabled SANDAG to meet its requirements for covering operating costs, funding project reserves, and scheduled debt service payments.

☑ Continued to administer an aggressive Regional TDM program known as iCommute, which includes 737 vanpools and more than 5,700 vanpool participants. Through May 2013, participation levels resulted in a reduction of about 103 million pounds of smog-forming emissions, saved more than 5.2 million gallons in fuel consumption, and reduced more than 121 million in vehicle miles traveled. More than 30,000 individuals are registered with iCommute, and the program also manages 834 bicycle lockers located on 65 sites throughout the region with about 500 bike locker users.

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

☑ Conducted a public opinion survey to gauge public opinion on regional issues, including questions about quality of life in the region and regional priority areas. The survey helped inform the Board in the development of the vision and goals for San Diego Forward: The Regional Plan.

☑ The Board adopted the vision and goals for San Diego Forward: The Regional Plan utilizing feedback gathered from both the regional survey as well as a series of public outreach efforts through public workshops, meetings of our network of community-based organizations,) and discussion among the SANDAG Policy Advisory Committees and working groups.

☑ Completed the Regional Beach Sand Project, replenishing and widening beaches from Oceanside to Imperial Beach by adding 1.5 million cubic yards of clean, high-quality sand to eroded shorelines.

☑ Continued to help local jurisdictions develop Energy Roadmaps; so far 12 have been completed, and three are currently under way (two remaining roadmaps will start soon). SANDAG is working with five jurisdictions on implementation of the roadmap recommendations.
Continued to partner with the County of San Diego Health and Human Services Agency (HHSA) on the Live Well, San Diego! initiative. As part of this effort, developed enhanced planning tools, drafted a framework for incorporating health into regional planning, supported planning for health and active transportation at the local level, and promoted active transportation and regional bikeway development.

4. Enhance organizational effectiveness.

Continued to aggressively recruit and develop staff. During FY 2013 SANDAG recruited 22 employees to fill regular positions and 64 to fill various contingent staff positions (limited-term, intern, temporary, toll operator personnel). Of the FY 2013 recruitments, 90 percent were external (open to all interested, qualified, applicants), and 10 percent were open only to current employees. During the year 13 employees were promoted using a competitive recruitment process (either internal or external recruitment). At the beginning of June 2013, 53 percent of the agency’s employees were female, and 46 percent were from minority groups.

Continued to enhance employee skills through training and development in areas such as leadership, supervisor/manager effectiveness, customer service, project management, written communication, public speaking and presentation skills, and various role-specific technical skills.

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

Continued strengthening our capacity and partnerships in the area of goods movement. I was appointed by the U.S. Secretary of the Transportation to serve on the Marine Transportation System National Advisory Council and currently serve as the Vice-Chair of the Council.

Continued to strengthen partnerships with the other major MPOs in California – Southern California Association of Governments (SCAG), Metropolitan Transportation Commission (MTC), and Sacramento Area Council of Governments (SACOG). Our Planning, Modeling, and Legal teams continue to work together on sharing information, standardizing assumptions, conducting joint evaluations, and developing common scenarios for regional planning issues. This partnership has been recognized statewide and the California Transportation Commission (CTC), Legislature, and Governor’s Office have been seeking more input from the groups.

5. Pursue innovative solutions.

Secured $79.7 million in Proposition 1B TCIF program funding for the SR 11 project to fund the construction of Phase 1 from SR 905 to Enrico Fermi Drive.

Secured $56.8 million of Proposition 1B Corridor Mobility Improvement Account funds for the construction of the I-805 South HOV Lanes project, from SR 94 to East Palomar Street in Chula Vista.

Secured $30 million of State Transportation Improvement Program (STIP) and Proposition 1B Intercity Rail funds to double track 4.2 miles of track and replace a bridge along the LOSSAN rail corridor between San Onofre and Las Pulgas in Camp Pendleton.
Continued work on the I-805 HOV Lanes – North project. This project was approved by the CTC as one of the ten projects permitted by the statewide design-build legislation. Utilizing the design-build delivery method will allow this project to be completed at least 14 months earlier than using the traditional design-bid-build process.

Initiated the Integrated Corridor Management (ICM) system along I-15 corridor. The overall vision of the ICM project is to improve mobility and reduce congestion by developing an integrated transportation management system that enhances multi-agency and multimodal coordination. The I-15 ICM project was selected as one of two pilot sites in the nation to develop, implement, and operate an ICM system and will be the first-of-its-kind decision support system developed in the nation.

Completed the Regional Arterial Detection Plan, which was initiated in an effort to improve the region’s ability to better understand the performance of regional arterials. This project will provide the region with automated, continuous, real-time monitoring of arterial data useful in assessing and improving regional signal timing plans and regular arterial system performance.

Submitted applications for three FY 2013 TIGER Discretionary Grants: Pacific Surfliner Coastal Rail Bridges, Interstate 15 Bus Rapid Transit Stations/Lanes Project, and State Routes 905/125/11 Connectors.

Continued to provide services to member agencies, private firms, and other organizations through the Service Bureau. We are currently working on approximately 70 projects generating an estimated $380,000 in revenues.

Areas of Emphasis

1. **Modeling and Research.**
   - Completed development of the state-of-art ABM and the PECAS model, both of which will be used in the update of San Diego Forward: The Regional Plan.
   - Developed the draft 2050 Regional Growth Forecast (Series 13 Growth Forecast); the subregional forecast is currently under development. Collaborated with local jurisdictions on a comprehensive update using an online tool to collect/update parcel level land use and development data for use in preparing the Series 13 subregional forecast.
   - Continued collaboration with SanGIS to maintain and enhance the regional GIS data warehouse. Implemented Web-based tools for reviewing and editing GIS data. Examples of regional collaboration projects include the development of regional parks, schools, conserved lands, and the zoning layers comment tool.
   - Updated GIS vegetation mapping for 500,000 acres of land included or proposed for inclusion into the regional habitat preserve system. A current and accurate map of vegetation is a key tool for land management decisions such as the allocation of funding for restoration or to address the effects of wildfires.
   - Updated our GIS and build visualizations, including maps and charts, and animations for our plans and programs. The visualizations help demonstrate ABM and PECAS outputs.
   - Completed the Commercial Vehicle Model Survey for the ABM.
   - Conducted a Regionwide Public Opinion Survey which assisted in informing the Board of quality of life issues and regional priorities.
 Continued to support the SAM program by going into the local jails to conduct interviews with adult and juvenile arrestees. These interviews allow us to measure drug and other behavior trends among arrested adults and juveniles.

 The SANDAG Service Bureau continued to provide professional products and services throughout the San Diego region. We are currently working on approximately 70 projects generating an estimated $380,000 in revenues.

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

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

2. Planning and Forecasts.

 Continued the legal defense of the 2050 RTP/SCS litigation.

 Developed a work plan and schedule for integrating the update of the RCP and RTP/SCS into a consolidated regional planning effort. This work includes an extensive public outreach effort, which started with establishing a new brand identity – San Diego Forward: The Regional Plan.

 Continued to collaborate with other MPOs, Caltrans, Port of San Diego, and the U.S. Department of Transportation on goods movement policies and strategies. These policies/strategies are now being promoted for inclusion in the next federal transportation authorization. My continued service on the U.S. Secretary of Transportation’s Marine Transportation System National Advisory Council provides us with an opportunity to advocate for the San Diego region’s interests.

 Initiated the advance planning studies for new transit projects included in the 2050 RTP/SCS. These include four new light rail transit lines and two tunnel projects.

 Throughout the year continued to meet at the policy level with transportation agencies in neighboring regions, including SCAG, Imperial County Transportation Commission, Orange County Transportation Authority, and Riverside County Transportation Commission, on transportation-related issues (e.g., 2050 RTP/SCS, SR 241 Toll Road, goods movement, and border-related projects).

 Continued working on an investment grade traffic and revenue study for the planned Otay Mesa Port of Entry (POE). This study is critical in helping both sides of the U.S.-Mexico border understand the overall revenue potential and bonding capacity for this new border crossing. Given the need to improve border infrastructure and the potential to utilize tolls to fund infrastructure improvements on both sides of the border, this effort continues to attract international attention.

 Continued to partner with the other major MPOs throughout the nation, Caltrans, and U.S. Department of Transportation regarding transportation issues. Goods movement, land ports of entry, and our trading relationship with Mexico continue to be discussed at the national level.

 Played a key role in helping to bring the City of San Diego, Metropolitan Transit System, and Caltrans together to speak with one voice to ensure that pedestrian and transit needs are included and that local impacts are addressed at San Ysidro POE. We also partnered with Caltrans to develop a funding strategy that will ensure that a plan for pedestrians and transit at Virginia Avenue are included in the next phase of POE improvements.

 All 17 Tribal Nations continue to participate at SANDAG, as their input and participation are very important to all SANDAG activities and plans.
Received nearly $750,000 in statewide planning grants to conduct a number of regional studies, including an Interstate 8 Corridor Study, San Diego Regional Vanpool and Carpool Analysis, North University Towne Centre/Sorrento Valley Transit Study, and Border Health Equity Study.

3. **Sustainable Development Strategies.**

- Based on the results of a public opinion survey, in March 2012 the Board of Directors amended the TransNet Extension Ordinance to delay the Quality of Life measure from 2012 to 2016. During the past year we began work on San Diego Forward: The Regional Plan, which will help guide and inform the Quality of Life effort.
- Completed the Chula Vista Light Rail Corridor Improvement Project Study, which scoped out the grade separations that are needed at E, H, and Palomar Streets in Chula Vista.
- Developed a work plan and schedule for San Diego Forward: The Regional Plan. This work includes an extensive public outreach effort and public involvement plan. The regional plan vision and goals have been approved by the Board of Directors.
- Continued to implement the TransNet Environmental Mitigation Program (EMP). To date, 24 properties totaling more than 3,329 acres have been acquired. This includes mitigation for upland impacts for all TransNet EAP projects, including completion of mitigation and permitting for the SR 76 project, and mitigation for 319 acres for local streets and roads projects. Also secured the rights to restore five parcels for coastal wetland mitigation and obtained resource agency approval of a draft Resource Enhancement and Mitigation Program for the North Coast Corridor (I-5, SR 78, and the LOSSAN rail corridor).
- Completed a call for projects and the Board awarded TransNet EMP land management grants for 15 projects totaling $2 million. These projects will fund habitat restoration and invasive control, species-specific management category, and habitat maintenance, access control/management and volunteer coordination projects throughout the region.
- Continued development of a draft Management Strategic Plan for conserved lands in western San Diego County. This plan identifies common challenges from local to regional levels, prioritizes resource needs, and outlines a funding allocation strategy to maximize return.
- Completed the Regional Beach Sand Project, replenishing and widening beaches from Oceanside to Imperial Beach by adding 1.5 million cubic yards of clean, high-quality sand to eroded shorelines.
- Continued to implement the Regional Energy Strategy and the Climate Action Strategy. Obtained approval from the California Public Utilities Commission (CPUC) for a two-year extension of the SANDAG Energy Roadmap Program, a partnership with SDG&E. This extension also provided an additional budget of $1,262,660 to continue the program from January 1, 2013, through December 31, 2014. So far 12 Energy Roadmaps have been completed, and three are currently under way (two remaining roadmaps will start soon). SANDAG is working with five jurisdictions on implementation of the roadmap recommendations.
- Continued to collaborate with the California Center for Sustainable Energy on enhancing the clean transportation components of the SANDAG Energy Roadmap program and supporting early actions of building retrofits, infrastructure for alternative fuel, and regional planning for the Electric Vehicle project.
Continued to coordinate and collaborate with the San Diego County Water Authority. The Series 13 Growth Forecast requires both coordination and collaboration to ensure that there is enough water to support the region’s long-range needs. The Authority utilizes the growth forecast to plan for future water needs.

Obtained a grant from the California Energy Commission to develop a regionally-accepted Electric Vehicle Readiness plan through input of the San Diego Regional Vehicle Infrastructure Working Group. Partnering with the California Center for Sustainable Energy, a list of regional barriers has been developed and work has begun to address these barriers.

4. Smart Mobility Programs and Services.

Continued to implement the TransNet Smart Growth Incentive Program. Completed a call for projects in FY 2013, and the Board awarded grant funds totaling $8.5 million for six capital projects and totaling $2.1 million for seven planning projects.

As part of the Live Well, San Diego! initiative with the County HHSA, developed enhanced planning tools, drafted a framework for incorporating health into regional planning, supported planning for health and active transportation at the local level, and promoted active transportation and regional bikeway development.

Initiated work on the regional complete streets policy, health benefits and impacts analyses, refined a regional health and wellness policy, and started prioritizing items for implementation from the Safe Routes to School Strategic Plan.

Initiated development of a funding/financing plan for the implementation of regional bikeway projects and supporting programs from the Board-approved Regional Bike Plan. Procured a group of on-call consultants that are at the ready to assist in the planning and design of these projects. Also established an active transportation data collection and reporting program.

As part of the Active Transportation Grant Program, continued to oversee the completion of projects throughout the region. Released a call for projects, and the Board awarded grant funds for 25 projects totaling $8.8 million.

Began an update of existing projects identified in the San Diego River Conservancy’s Gap Analysis and a prioritization of those projects as part of the San Diego River Trail.

Started a Border Health Equity Transportation Study. The project will assess the health impacts and benefits of providing active transportation facilities and access to public transit to and from the San Ysidro border crossing.

Continued to provide traveler information through the 511 system. During FY 2013, 511 received more than 1 million calls and more than 275,000 web visits, provided for taxi transfers, and continued support of traveler information to public access channels.

Continued to conduct TDM studies, develop plans and pilot projects that make progress towards the demand management goals contained in the 2050 RTP/SCS. These include a Regional Telework Demonstration Project Study, analyzing opportunities to expand our Regional Vanpool, Carpool, and Guaranteed Ride Home Programs, development of a new web-based resource on integrating TDM into the planning and development process for local jurisdictions, and planning for the development of a commuter loyalty program.

Developed a North Coast Corridor TDM Plan that will provide geographically-focused and context-specific TDM solutions to help manage congestion during construction of the I-5 Express Lanes and double tracking of the LOSSAN rail corridor.
☑ Adopted a full update to the Coordinated Plan and completed a competitive process for specialized transportation, awarding $1.7 million to 11 JARC projects, and $1.1 million to 10 New Freedom projects, and $2.85 million to 16 TransNet Senior Mini-Grant projects. Implemented a new monitoring checklist and quarterly system of reporting on specialized transportation grants to Transportation Committee.

☑ Started advance planning for the four new light rail lines included in the 2050 RTP/SCS.

☑ Continued to participate in the update of the California-Baja California Border Master Plan. Most of the work for the update is being done through the SANDAG Service Bureau.

☑ A fleet of full time tow trucks and roving pick-up trucks continue to patrol about 242 miles of the San Diego Freeway System, providing motorist service and assistance to stranded or disabled vehicles during peak commute hours. On an annual basis they assist about 50,000 motorists. This Freeway Service Patrol continues to help reduce congestion and has proven to be a cost-effective system management strategy.

☑ Continued management and operation of the I-15 FasTrak Value Pricing Program. This continues to be an effective traffic management tool and is helping to fund public transit service in the I-15 corridor. Carpool trips in the I-15 Express Lanes grew by more than 20 percent, reaching 10.7 million trips, and FasTrak usage grew approximately 13 percent to nearly 3 million trips. During FY 2013 the program generated approximately $5.7 million in toll revenues, which covers operating costs, funds a maintenance reserve, and provides $1 million in funding to MTS for I-15 express bus operations.

☑ Continued administration of the Compass Card as a common fare product for regional transit customers. With the Compass Card well established and the development of the fare card system complete, we are in the process of transferring the operating responsibility to the transit operators.

☑ Continued to administer an aggressive Regional TDM program known as iCommute, which includes 737 vanpools and more than 5,700 vanpool participants. Through May 2013, participation levels resulted in a reduction of about 103 million pounds of smog-forming emissions, saved more than 5.2 million gallons in fuel consumption, and reduced more than 121 million in vehicle miles traveled. More than 30,000 individuals are registered with iCommute, and the program also manages 834 bicycle lockers located on 65 sites throughout the region with about 500 bike locker users.

☑ Completed an update of the State of the Commute Report.

☑ Partnered with 211 San Diego and Facilitating Access to Coordinated Transportation (FACT) to secure a $2.05 million from the FTA Veterans Transportation and Community Living Initiative grant program for San Diego County’s One Call/One Click Partnership Project, which will improve veterans’ access to transportation.

5. Intermodal Planning and Implementation.

☑ Continued with the advanced planning for the ITC at SDIA. Initial planning work identified I-5 direct connector ramp alternatives that will eliminate the need for a rail grade separation at Washington Street and Sassafras Street.

☑ Continued work on the San Ysidro Intermodal Transportation Center. Completed a market analysis, opportunity and constraints analysis, and developed two intermodal transportation center alternatives. We also held two public workshops and two inter-agency working group meetings.
Continued to coordinate planning and project development on the LOSSAN rail corridor in San Diego County. We also worked on joint advocacy activities with the Capital Corridor, San Joaquin Corridor, and the Coast Rail Coordination Council in both Sacramento and Washington DC.

Continued to work with the California High-Speed Rail Authority (CHSRA) on planning, environmental, and conceptual design work for the Los Angeles to San Diego portion of the high-speed rail system. Continue to attend CHSRA Board meetings to advocate for the San Diego portion of the system.

Continued development of a new border crossing at Otay Mesa East. Jointly developing an investment grade traffic & revenue study with Mexico to identify the potential revenues that could be leveraged to fund improvements associated with the new border crossing. Also partnered with Caltrans to complete environmental work, design, and right-of-way acquisition for the first phase of SR 11. Successful in securing $75 million from the Proposition 1B infrastructure bond; this will allow construction of the first phase to start early next year.

Made significant progress on TCIF (Trade Corridor Improvement Fund) projects.

Continued to stay active and participate in the West Coast Coalition Corridor. The Coalition continues to advocate for goods movement and freight improvements along the West Coast.

6. Internal and External Coordination.

Developed an agencywide Public Participation Plan that establishes a process for communicating with and obtaining input from the public concerning agency programs, projects, and program funding. The plan was developed in accordance with the Federal Highway Administration (FHWA) for metropolitan transportation planning (23 CFR 450.136) requirements, addresses Title VI of the Civil Rights Act and related nondiscrimination requirements, and reflects the principles of social equity and environmental justice.

Continued outreach to the press, key stakeholders, and the general public on TransNet projects, educating on individual programs as well as the comprehensive effort being made under the TransNet Program to create a multimodal transportation system that offers choices to the region’s travelers.

Continued outreach through monthly rEgion newsletter and Board of Directors actions, ensured meetings were broadcast on the SANDAG website, and utilized social media (Facebook & Twitter) to extend our public outreach efforts.

Implemented the reduced tolls and a marketing program for the South Bay Expressway (SR 125 toll road) to encourage more usage of the toll road by both existing and new customers.

Continued to work closely with news media to highlight SANDAG projects and activities throughout the region (i.e., press events for all major projects, interviews, and meetings with editorial boards).

Continued to work closely with Spanish media to highlight SANDAG projects and activities throughout the region. All interviews conducted in Spanish.

Held press events and ceremonies to highlight groundbreakings and completion of major construction projects throughout the region.
 Continued to meet with the San Diego legislative delegation on a regular basis to provide input on key issues and to advance the SANDAG legislative program. Also testified at various legislative hearings on transportation and other issues that impact the San Diego region.

☑ SANDAG is responsible for programming STIP, Regional Surface Transportation Program, Congestion Mitigation & Air Quality, TransNet and other funds for transportation improvement projects and programs. In this capacity we track project scope, schedule, and costs on an ongoing basis to ensure that budgets and schedules are being met, and that we are complying with all state and federal requirements. Throughout the year we worked with project sponsors to ensure that state and federal deadlines are met so that funds are not lost to the region. To date no funds have been lost as we aggressively manage all the various fund types.

☑ Continued to participate with both the California Association of Councils of Governments (CALCOG) at the state level and the National Association of Regional Councils (NARC) at the national level. Held leadership positions in both organizations and helped develop a reform agenda for CALCOG and influenced NARC’s goals at the national level.

☑ Stayed active on Chamber and EDC boards throughout the region. Continued to serve on the Board of Directors of the San Diego Regional Chamber of Commerce. Also participated in the “One Region, One Voice” trip to Washington, DC.

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

☑ Continued to meet and partner with the Tribal Nations. SCTCA representatives continue to be active and participate on the SANDAG Policy Advisory Committees and the Board of Directors. The Tribal Transportation Working Group continued to meet quarterly to discuss key issues.

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

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PART III - COMMENTS

Pursuant to the employment agreement with the Executive Director, the Board of Directors shall annually review the performance of the Executive Director. If the Executive Director’s performance is determined to be satisfactory, the Board of Directors shall adjust his base salary in accordance with the employment agreement provisions. The Chair has reviewed the Executive Director’s performance evaluation for the period July 2012 to June 2013, and recommends that his performance during the past year be determined satisfactory.

THE EXECUTIVE DIRECTOR HAS MET THE PERFORMANCE OBJECTIVES.

______________________________  _____________________
Signature of Chair                  Date
SAN DIEGO ASSOCIATION OF GOVERNMENTS
Annual Executive Director Performance Objectives

<table>
<thead>
<tr>
<th>Executive Director Name</th>
<th>Period covered by this review</th>
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<tbody>
<tr>
<td>Gary L. Gallegos</td>
<td>From: 7-2013 To: 6-2014</td>
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PART I - To be completed by the Executive Director and distributed to the Executive Committee for review and comment.

A. PERFORMANCE OBJECTIVES

Goals for the next year in order to meet or exceed standards for the Executive Director position:

Strategic Goals

1. **Regional Vision**: 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. **Mobility**: Improve mobility by providing more transportation choices through implementation of TransNet, public transportation, goods movement, Transportation Demand Management (TDM), Intelligent Transportation Systems (ITS), and supporting walkable and bike-friendly communities through efficient and effective operational strategies.

3. **Quality of Life**: 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. **Organizational Effectiveness**: Enhance organizational effectiveness both internally and externally through continuous improvements and fiscal discipline.

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

Areas of Emphasis

1. **Modeling, Research, Estimates, and Forecasts**: Employ new technologies, methodologies, and models, including the Activity-Based (ABM) transportation model and the Production, Exchange, and Consumption Allocation System (PECAS) 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.
2. **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 San Diego Forward: The Regional Plan, which will combine the next update of the 2050 RTP and its Sustainable Communities Strategy (SCS) with the first comprehensive update to the RCP. Other key focus areas are smart growth, integrated multimodal 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.

3. **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.

4. **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 Transit Center (ITC) 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.

5. **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.

**B. PLANS FOR ACHIEVING PERFORMANCE OBJECTIVES**

Specific methods by which the Executive Director can work toward accomplishing performance objectives.

**Strategic Goals**

1. **Regional vision.**

   o Continue development of San Diego Forward: The Regional Plan.

   o Work within the region and with state partners to develop principles for the next federal surface transportation bill.

   o Continue implementation of the 2050 RTP and its SCS.

   o Continue to provide input on key state and federal legislation consistent with SANDAG priorities.
2. **Mobility.**

- Continue to implement transportation projects throughout the region (i.e. TransNet, state infrastructure bond projects, border projects).
- Continue to implement ITS technologies that help improve the efficiency of the existing system.
- Continue to seek funding for transportation projects that improve mobility.

3. **Quality of Life.**

- Continue implementation of the 2050 RTP and its SCS.
- Continue research through our Applied Research/Criminal Justice and ARJIS Divisions that support public safety efforts throughout the region.
- Continue to partner with the County Health and Human Services Agency as part of the *Live Well, San Diego!* initiative.
- Continue to partner with San Diego Gas & Electric (SDG&E) on energy issues and with the San Diego County Water Authority on regional growth and water-related issues.

4. **Organizational Effectiveness.**

- Continue to strengthen technical skills through training and development.
- Continue to aggressively recruit and develop staff.
- Look for opportunities to cross train staff to improve technical capabilities.
- Partner with other agencies to improve technical skills.

5. **Innovation.**

- Continue to seek funding from the state and federal governments for regional infrastructure projects.
- Continue to provide services to member agencies (e.g., 18 cities, County, and Caltrans) through Service Bureau and other efforts.
- Continue to partner with other metropolitan planning organizations (MPOs) on an urban mobility program and a goods movement program at both the state and national levels.
- Improve the SANDAG Web Page and continue to utilize social media to provide information to the public.
**Areas of Emphasis**

1. **Modeling, Research, Estimates, and Forecasts.**
   - Utilize the ABM and PECAS land-use model in development of San Diego Forward: The Regional Plan.
   - Complete a Commercial Vehicle Model and develop a Dynamic Traffic Assignment Model to enhance our ABM Model. Given both our maritime and land ports of entry, the ability to better model commercial vehicles is becoming increasingly important.
   - Continue to enhance our geographic information systems (GIS) capabilities and visualization tools.
   - Conduct a 2014 Transit Public Opinion Survey, an Onboard Transit Passenger Survey, and start preparation for the 2015 Household Travel Survey – all of which are essential for calibrating the SANDAG models.
   - Complete the Series 13 Regional Growth Forecast.
   - Continue the Substance Abuse Monitoring (SAM) program by continuing to measure drug use and other behavior trends by interviewing adults and juveniles who have been booked into our jails and detention facilities.
   - Continue to provide quality research and evaluation support to our local law enforcement and public safety agencies.
   - Continue to provide professional products and services in the areas of GIS mapping, demographic data and analysis, economic services, transportation modeling and analysis, and survey design and analysis to established and new clients through the Service Bureau.
   - Continue to participate as a member of the City of San Diego Commission on Gang Prevention.
   - Continue to provide economic and fiscal analysis to support SANDAG projects and programs.

2. **Sustainable Development: Planning and Strategies.**
   - Continue the development of San Diego Forward: The Regional Plan, which integrates the update of the RCP and RTP.
   - Continue to implement the actions and commitments included in the 2050 RTP/SCS.
   - Continue the legal defense of the 2050 RTP/SCS.
   - Continue to implement the planning and other related provisions of MAP-21 (Moving Ahead for Progress in the 21st Century Act), including the freight aspects and continue to implement the Trade Corridor Improvement Fund (TCIF) projects.
• Update freight forecasts along major corridors and at regional goods movement facilities.

• Reevaluate the regional priorities for the Quality of Life Funding Strategy and determine how this effort will be integrated into the development of the San Diego Forward: The Regional Plan.

• Continue to implement the TransNet Environmental Mitigation Program (EMP).

• Complete a technical update of the Regional Energy Strategy (RES) that will feed into San Diego Forward: The Regional Plan.

• Continue to coordinate interregional planning with Imperial, Orange, and Riverside Counties.

• Continue to coordinate and collaborate with the San Diego County Water Authority on water quality/supply issues of common concern.

• Continue binational planning and coordination with Mexico.

• Continue the government-to-government framework for engaging the 17 federally recognized sovereign Tribal Nations of the San Diego region in our regional planning efforts.

3. Sustainable Mobility Programs and Services.

• Complete the development and begin implementation of a Regional Bike Plan early action program.

• Continue work on the Border Health Equity Transportation Study, including public outreach to reach consensus on the framework and goals for the health impact assessment report.

• Continue to provide advanced traveler information services through 511. Explore new business models to help improve the long-term sustainability of the program.

• Continue administration of the Regional TDM Program (includes Regional Vanpool Program, iCommute Program, SchoolPool matching system, employer outreach efforts, bicycle lockers, and Guaranteed Ride Home Program, among others).

• Continue operating the Freeway Service Patrol to help reduce congestion by providing motorist assistance services.

• Continue management and operation of the I-15 FasTrak® Value Pricing Program.

• Establish a connected vehicle concept of operations, including high-level requirements and deployment plan for the San Diego region.

• Continue implementation of specialized transportation programs, including federal Job Access and Reverse Commute (JARC) and New Freedom programs and the TransNet Senior Mini-Grant program.
4. **Intermodal Planning and Implementation.**

- Continue to partner with the San Diego County Regional Airport Authority on the advanced planning for the ITC at San Diego International Airport.

- Continue advance planning for the San Ysidro Intermodal Transportation Center, including evaluation of ITC alternatives, developing cost estimates and a phasing plan for the preferred ITC alternative, and preparing a project study report.

- Continue to participate in the Los Angeles to San Diego to San Luis Obispo (LOSSAN) rail corridor planning. Work with LOSSAN partners and the state on the interagency transfer agreement to transfer operations of intercity rail service to the new LOSSAN joint powers authority (JPA).

- Continue to coordinate planning and project development along the LOSSAN rail corridor in the San Diego region.

- Continue to partner with the California High-Speed Rail Authority on the advanced environmental planning for the San Diego to Los Angeles portion of the high-speed train system.

- Continue to advance the planning and implementation of a new border crossing at Otay Mesa East and begin construction of the first phase of SR 11.

- Start planning for the integration of operations of Managed Lanes and tolled facilities throughout the San Diego region. Conduct an assessment of existing systems and develop requirements for a central solution for all SANDAG tolling facilities.

5. **Internal and External Coordination.**

- Continue monitoring and tracking of project scope, schedule, and costs for all current regional transportation projects.

- Continue implementation of the TransNet Early Action Program (EAP) projects and keep the TransNet Plan of Finance up-to-date to ensure projects stay on track and funds are efficiently utilized.

- Continue to work with Independent Taxpayer Oversight Committee (ITOC) on management and independent oversight of TransNet Program.
o Continue to market and support major work efforts, including ongoing construction projects.

o Manage federal and state legislative activities in accordance with the SANDAG Legislative Program.

o Continue to be proactive with local news media (i.e., meet with staff writers and go before editorial boards on a regular basis), including Spanish media.

o Continue to promote SANDAG throughout the region.

o Continue outreach effort to keep all locally elected officials up-to-date on SANDAG activities.

o Continue to partner with chambers of commerce, economic development corporations (EDCs), and other collaboratives/organizations throughout the region on issues of common interest.

THE ABOVE PERFORMANCE OBJECTIVES HAVE BEEN REVIEWED AND AGREED UPON.

__________________________________________________________  _________________
Signature of Executive Director Date

__________________________________________________________  _________________
Signature of Chair Date
ATTACHMENT

AT-WILL EXECUTIVE EMPLOYMENT AGREEMENT

This Executive Employment Agreement (*Agreement*) is made effective as of January 23, 2004 (*Effective Date*), by and between the San Diego Association of Governments (*SANDAG*) and Gary Gallegos (*Mr. Gallegos*).

The parties agree as follows:

The current Executive Employment Agreement (attached hereto) shall remain in full force and effect until midnight June 30, 2004 and at said time shall terminate and be superseded by the Agreement set forth herein for the term set forth in section 3 below.

1. Employment. SANDAG hereby employs Mr. Gallegos as an at-will employee, and he hereby accepts such employment, upon the terms and conditions set forth herein.

2. Duties

   2.1 Position. Mr. Gallegos is employed as Executive Director and shall have the duties and responsibilities assigned by SANDAG’s Board of Directors (*Board of Directors*) both upon the effective date of this Agreement and as may be reasonably assigned from time to time. Mr. Gallegos shall perform faithfully and diligently all duties assigned to him. SANDAG reserves the right to modify Mr. Gallegos’ position and duties at any time in its sole and absolute discretion, provided that the duties assigned are consistent with the position of a chief executive and that Mr. Gallegos continues to report to the Board of Directors.

   2.2 Best Efforts/Full-time. Mr. Gallegos will expend his best efforts on behalf of SANDAG, and will abide by all policies and decisions made by SANDAG, as well as all applicable federal, state and local laws, regulations or ordinances. Mr. Gallegos will act in the best interest of SANDAG at all times. Mr. Gallegos shall devote his full business time and efforts to the performance of his assigned duties for SANDAG, unless he notifies the Board of Directors in advance of his intent to engage in other paid work and receives the Board of Directors’ express written consent to do so.

   2.3 Work Location. Mr. Gallegos’ principal place of work shall be located in San Diego, California, or such other location as the parties may agree upon from time to time.

3. Term

   3.1 Initial Term. The employment relationship pursuant to this Agreement shall be for an Initial Term of five (5) years, commencing on July 1, 2004, and continuing for three years following such date unless sooner terminated in accordance with section 7 below.

   3.2 Optional: Renewal. On completion of the five (5) year term specified in subsection 3.1 above, this Agreement will automatically renew for one subsequent three (3) year term, unless either party provides one hundred twenty (120) days advance written notice to the other that SANDAG/Mr. Gallegos does not wish to renew the Agreement for a subsequent term. In the event either party gives notice of nonrenewal pursuant to this subsection 3.2, this Agreement will expire at the end of the current term. The Base Salary for the subsequent three (3) year term shall commence at $240,000 per year for the first year of the subsequent term, and subject to the
provisions of subsection 4.2 below, adjust to $250,000 per year at the commencement of the second year of the subsequent term, and to $260,000 per year at the commencement of the third year of the subsequent term.


4.1 Base Salary. As compensation for Mr. Gallegos' performance of his duties hereunder, SANDAG shall pay to Mr. Gallegos a Base Salary of $190,000 per year, as adjusted pursuant to subsection 4.2 below, payable in accordance with the normal payroll practices of SANDAG, less required deductions for state and federal withholding tax, social security, and all other employment taxes and payroll deductions. In the event Mr. Gallegos' employment under this Agreement is terminated by either party, for any reason, Mr. Gallegos will earn the Base Salary prorated to the date of termination.

4.2 Performance and Salary Review. The Board of Directors shall annually review the performance of Mr. Gallegos. If, based upon the Board's annual evaluation of the specific performance of Mr. Gallegos his performance is determined to be satisfactory, the Board of Directors shall adjust the Base Salary to $200,000 per year at the commencement of the second year, to $210,000 per year at the commencement of the third year, to $220,000 per year at the commencement of the forth year, and to $230,000 per year at the commencement of the fifth year. Adjustments to salary, if any, will be made by the Board of Directors in its sole and absolute discretion.

4.3 Performance Review Process. The Board of Directors shall use the established performance evaluation criteria, as amended from time to time, in the annual review described in subsection 4.2 above.

5. Fringe Benefits. Mr. Gallegos will receive paid fringe benefits as set forth on Exhibit "A" hereto. SANDAG reserves the right to change or eliminate the fringe benefits on a prospective basis, at any time, effective upon notice to Mr. Gallegos, if the benefit(s) are those provided to SANDAG staff and changed or eliminated for all staff. In addition to the fringe benefits set forth on Exhibit A, Mr. Gallegos shall receive: (a) twenty (20) days of vacation per year; (b) (13) days per year of sick leave in accordance with SANDAG administrative rules; and (c) holidays in accordance with SANDAG administrative rules. In addition to the twenty days vacation, Mr. Gallegos may also be granted up to an additional twenty (20) days of vacation per year in even numbered years, upon approval of the Chair of the Board of Directors. There shall be no payout of this additional amount if it is unused, and it shall not be used in lieu of, but in addition to the normal twenty days granted.

6. Business Expenses. Mr. Gallegos will be reimbursed for all reasonable, out-of-pocket business expenses incurred in the performance of his duties on behalf of SANDAG. To obtain reimbursement, expenses must be submitted promptly with appropriate supporting documentation in accordance with SANDAG's policies.

7. Termination of Mr. Gallegos' Employment.

7.1 Termination by SANDAG. Although SANDAG anticipates a mutually rewarding employment relationship with Mr. Gallegos, SANDAG may terminate his employment immediately at any time with or without cause. For purposes of this Agreement, "Cause" is defined as: (a) acts or omissions constituting gross negligence, recklessness or willful misconduct on the part of Mr. Gallegos with respect to his obligations or otherwise relating to the business of SANDAG; (b) Mr. Gallegos' material breach of this Agreement; (c) Mr. Gallegos' conviction or entry of a plea of nolo contendere for fraud, misappropriation or embezzlement, or any felony or crime or moral turpitude; (d) Mr.
Gallegos' willful neglect of duties as determined in the sole and exclusive discretion of the Board of Directors; (e) Mr. Gallegos' failure to perform the essential functions of his position, with or without reasonable accommodation, due to a mental or physical disability; or (f) Mr. Gallegos' death. In the event Mr. Gallegos' employment is terminated in accordance with subsection 7.1, he shall be entitled to receive the Base Salary then in effect, prorated to the date of termination, and a "Severance Payment," equivalent to six months of his Base Salary then in effect on the date of termination, payable in a lump sum, provided that Mr. Gallegos executes a full general release, releasing all claims, known or unknown, that he may have against SANDAG arising out of or any way related to his employment or termination of employment with SANDAG. All other SANDAG obligations to Mr. Gallegos will be automatically terminated and completely extinguished. The Board of Directors may determine, at its discretion, that circumstances exist whereby Mr. Gallegos shall be terminated with cause and without severance pay. If this determination is made and executed, Mr. Gallegos has no obligation to execute any form of release, and all other SANDAG obligations to Mr. Gallegos will be automatically terminated and completely extinguished.

If SANDAG terminates Mr. Gallegos' employment without cause, SANDAG shall provide Mr. Gallegos sixty (60) days advance written notice. In the event of termination without cause, Mr. Gallegos will receive the Severance Payment in accordance with subsection 7.1 at the end of the sixty (60) day notice of termination without cause period.

7.2 Voluntary Resignation by Mr. Gallegos. Mr. Gallegos may voluntarily resign his position with SANDAG, at any time, on one hundred twenty (120) days advance written notice. In the event of Mr. Gallegos' resignation, he will be entitled to receive only the Base Salary plus paid benefits for the 120-day notice period and no other amount for the remaining months of the remaining term of this Agreement, if any. All other SANDAG obligations to Mr. Gallegos pursuant to this Agreement will become automatically terminated and completely extinguished. In addition, Mr. Gallegos will not be entitled to receive the Severance Payment described in subsection 7.1 above.

7.3 Termination Upon Creation of a New Regional Transportation Agency.

Severance Payment. If Mr. Gallegos' employment is terminated by SANDAG or any successor agency within twelve (12) months after the creation of a new Regional Transportation Agency, which succeeds to any of the powers or duties of SANDAG, or by act of any legislation that results in the termination of Mr. Gallegos with that time period, he shall be entitled to receive the Severance Payment equivalent to twelve (12) months of his Base Salary then in effect on the date of the termination payable in a lump sum, provided he complies with all the conditions described in subsection 7.1 above. If Mr. Gallegos is offered an equivalent position at an equivalent salary with a new Regional Transportation Agency, as described in subsection 7.3 and does not accept the position, Mr. Gallegos will not be entitled to the Severance Payment described in subsection 7.3.

7.4 Termination of Employment Upon Nonrenewal. In the event either party decides not to renew this Agreement for a subsequent term in accordance with subsection 3.2 above, the Agreement will expire, Mr. Gallegos' employment with SANDAG will terminate, and Mr. Gallegos will only entitled to his Base Salary paid through the last day of the current term. All other SANDAG obligations to Mr. Gallegos pursuant to this Agreement will become automatically terminated and completely extinguished. Mr. Gallegos will not be entitled to the Severance Payment described in subsection 7.1 above.

8. No Conflict of Interest. During the term of Mr. Gallegos' employment with SANDAG and during any period he is receiving payments from SANDAG, Mr. Gallegos must not engage in any work, paid or unpaid, that creates an actual or potential conflict of interest with SANDAG. If the Board of Directors' believes such a conflict exists during the term of this Agreement, the Board of
Directors may ask Mr. Gallegos to choose to discontinue the other work or resign employment with SANDAG.

9. Agreement to Arbitrate. To the fullest extent permitted by law, Mr. Gallegos and SANDAG agree to arbitrate any controversy, claim or dispute between them arising out of or in any way related to this Agreement, the employment relationship between SANDAG and Mr. Gallegos and any disputes upon termination of employment, including but not limited to breach of contract, tort, discrimination, harassment, wrongful termination, demotion, discipline, failure to accommodate, family and medical leave, compensation or benefits claims, constitutional claims; and any claims for violation of any local, state or federal law, statute, regulation or ordinance or common law. For the purpose of this Agreement, to arbitrate, references to SANDAG include all parent, subsidiary or related entities and their employees, supervisors, officers, directors, agents, pension or benefit plans, pension or benefit plan sponsors, fiduciaries, administrators, affiliates and all successors and assigns of any of them, and this Agreement shall apply to them to the extent Mr. Gallegos' claims arise out of or relate to their actions on behalf of SANDAG.

9.1 Consideration. The mutual promise by SANDAG and Mr. Gallegos to arbitrate any and all disputes between them (except for those referenced above) rather than litigate them before the courts or other bodies, provides the consideration for this Agreement to arbitrate.

9.2 Initiation of Arbitration. Either party may exercise the right to arbitrate by providing the other party with written notice of any and all claims forming the basis of such right in sufficient detail to inform the other party of the substance of such claims. In no event shall the request for arbitration be made after the date when institution of legal or equitable proceedings based on such claims would be barred by the applicable statute of limitations.

9.3 Arbitration Procedure. The arbitration will be conducted in San Diego, California by a single neutral arbitrator and in accordance with the then current rules for resolution of employment disputes of the American Arbitration Association ("AAA"). The parties are entitled to representation by an attorney or other representative of their choosing. The arbitrator shall have the power to enter any award that could be entered by a judge of the trial court of the State of California, and only such power, and shall follow the law. The parties agree to abide by and perform any award rendered by the arbitrator. Judgment on the award may be entered in any court having jurisdiction thereof.

9.4 Costs of Arbitration. Each party shall bear one-half the cost of the arbitration filing and hearing fees, and the cost of the arbitrator.


10.1 Successors and Assigns. The rights and obligations of SANDAG under this Agreement shall inure to the benefit of and shall be binding upon the successors and assigns of SANDAG. Mr. Gallegos shall not be entitled to assign any of his rights or obligations under this Agreement.

10.2 Waiver. Either party's failure to enforce any provision of this Agreement shall not in any way be construed as a waiver of any such provision, or prevent that party thereafter from enforcing each and every other provision of this Agreement.

10.3 Attorney's Fees. Each side will bear its own attorney's fees in any dispute unless a statutory section at issue, if any, authorizes the award of attorneys' fees to the prevailing party.
10.4 **Severability.** In the event any provision of this Agreement is found to be unenforceable by an arbitrator or court of competent jurisdiction, such provision shall be deemed modified to the extent necessary to allow enforceability of the provision as so limited, it being intended that the parties shall receive the benefit contemplated herein to the fullest extent permitted by law. If a deemed modification is not satisfactory in the judgment of such arbitrator or court, the unenforceable provision shall be deemed deleted, and the validity and enforceability of the remaining provisions shall not be affected thereby.

10.5 **Interpretation; Construction.** The headings set forth in this Agreement are for convenience only and shall not be used in interpreting this Agreement. This Agreement has been drafted by legal counsel representing SANDAG. Mr. Gallegos has participated in the negotiation of its terms. Furthermore, Mr. Gallegos acknowledges that he has had an opportunity to review and revise the Agreement and have it reviewed by legal counsel, if desired, and, therefore, the normal rule of construction to the effect that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this Agreement.

10.6 **Governing Law.** This Agreement will be governed by and construed in accordance with the laws of the United States and the State of California.

10.7 **Notices.** Any notice required or permitted by this Agreement shall be in writing and shall be delivered as follows with notice deemed given as indicated: (a) by personal delivery when delivered personally; (b) by overnight courier upon written verification of receipt; (c) by telecopy or facsimile transmission upon acknowledgment of receipt of electronic transmission; or (d) by certified or registered mail, return receipt requested, upon verification of receipt.

11. **Entire Agreement.** This Agreement constitutes the entire Agreement between the parties relating to this subject matter and supersedes all prior or simultaneous representations, discussions, negotiations, and Agreements, whether written or oral. This Agreement may be amended or modified only with the written consent of Mr. Gallegos and the Board of Directors' of SANDAG. No oral waiver, amendment or modification will be effective under any circumstances whatsoever.

THE PARTIES TO THIS AGREEMENT HAVE READ THE FOREGOING AGREEMENT AND FULLY UNDERSTAND EACH AND EVERY PROVISION CONTAINED HEREIN. WHEREFORE, THE PARTIES HAVE EXECUTED THIS AGREEMENT ON THE DATES SHOWN BELOW.

**MR. GALLEGOS**

Dated: 1-23-04

Gary L. Gallegos

**SAN DIEGO ASSOCIATION OF GOVERNMENTS**

Dated: 1-23-04

Hon. Ron Morrison, Chair
SANDBAG Board of Directors

Attachment: Exhibit A – Fringe Benefits
EXHIBIT A
SAN DIEGO ASSOCIATION OF GOVERNMENTS
EXECUTIVE DIRECTOR
FRINGE BENEFITS

EXECUTIVE BENEFITS

- PERS (Employee Share)*
- Health Insurance (Employee + Dependents)*
- Dental/Vision Insurance (Employee + Dependents)*
- Workers Compensation*
- SHORT and Long-Term Disability*
- Life/AD&D ($300,000)**
- Travel Insurance ($250,000)*
- Auto Allowance ($800 month)
- Parking**
- Executive Health Program**
- Executive Benefit of 2.5% for use in buying leave time or additional benefits**
- Deferred Compensation (ICMA 457) (100% of Maximum Employee Share)
- Conditioned on concurrence by PERS, a Supplemental Retirement Contribution to provide a similar benefit as provided to consolidated employees under the provisions of SB 1703 that would allow total years served at Caltrans to be included as years in service at the 2.7 @ 55 formula upon retirement. A new employee option, “Airtime” allows the purchase of 5 years additional retirement credit. This would be similar to the value of a buy-back had the Executive Director received the same benefits as SANDAG employees at time of consolidation. Costs of this benefit shall be paid over any term and through any method determined to be in the best interest of SANDAG.

* Items noted are benefits provided to all SANDAG staff.
** Items noted are benefits provided to all SANDAG Management staff.
FIRST AMENDMENT
TO THE EXECUTIVE EMPLOYMENT AGREEMENT BETWEEN
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
AND GARY GALLEGOS

THIS FIRST AMENDMENT ("Amendment") is made this 22nd day of January, 2010, by and
between the San Diego Association of Governments (hereinafter referred to as "SANDAG"),
401 B Street, Suite 800, San Diego, California, and Gary Gallegos (hereinafter referred to as
"Mr. Gallegos"), in view of the following recitals which are a substantive part of this Amendment:

RECITALS:

A. On or about January 23, 2004, SANDAG and Mr. Gallegos entered into an Executive
Employment Agreement which provides that Mr. Gallegos shall serve as SANDAG’s Executive
Director for a specified term (the "Agreement").

B. The purpose of this Amendment is to modify the Agreement to extend the term and adjust
the compensation provisions. Mr. Gallegos shall remain bound to the terms of the Agreement
except to the extent the terms of this Amendment conflict with the Agreement in which case
this First Amendment shall supersede the Agreement. Nothing in this First Amendment
relieves Mr. Gallegos of his obligation to perform as required by the Agreement unless
expressly stated herein.

NOW, THEREFORE, it is agreed as follows:

1. Section 3.1 of the Agreement (Initial Term) shall be amended to instead read as follows:

   Initial Term. The employment relationship pursuant to this Agreement shall be for
   an initial term of five (5) years (Initial Term), commencing on July 1, 2004, and then
   will continue for a subsequent term of six (6) years and five (5) months (Subsequent
   Term) following the Initial Term pursuant to Section 3.2 unless sooner terminated in
   accordance with Section 7 below.

2. Section 3.2 of the Agreement (Optional: Renewal) shall be amended to instead read as
   follows:

   Subsequent Term. On completion of the five (5) year Initial Term specified in
   Section 3.1 above, this Agreement shall be extended for the Subsequent Term of six
   (6) years and five (5) months. The Base Salary for the Subsequent Term shall
   commence at $240,000 per year for the first year, and subject to the provisions of
   subsection 4.2 below, adjust to $250,000 per year at the commencement of the
   second year, to $260,000 per year at the commencement of the third year, to
   $270,000 per year at the commencement of the fourth year, to $280,000 at the
   commencement of the fifth year, and to $290,000 per year at the commencement of
   the sixth year of the Subsequent Term.

   All other provisions of said Agreement, not amended herein, shall remain in full force and
effect.
THE PARTIES TO THIS AGREEMENT HAVE READ THE FOREGOING FIRST AMENDMENT AND FULLY UNDERSTAND EACH AND EVERY PROVISION CONTAINED HEREIN. WHEREFORE, THE PARTIES HAVE EXECUTED THIS FIRST AMENDMENT ON THE DATES SHOWN BELOW.

GARY L. GALLEGOS

Dated: 1-22-10

GARY L. GALLEGOS

SAN DIEGO ASSOCIATION OF GOVERNMENTS

Dated: 1-22-10

HON. LORI HOLT PFEILER, CHAIR
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* 2011 Annual Salary Maximum as reported on State Controller's website
Proposed FY 2014 Budget Amendment: San Diego River Trail Projects

Introduction

The San Diego River Trail is one of the priority bikeway corridors in the regional bike network that was identified for early implementation by the Transportation Committee. Development of the trail also is a priority of the San Diego River Conservancy and is eligible for Proposition 84 (2006) funding, which has been designated by the California State Legislature for projects in San Diego Bay and adjacent watersheds. These funds are administered by the California State Coastal Conservancy. Working in cooperation with the San Diego River Conservancy (SDRC), SANDAG was awarded two grants totaling $500,000 for preliminary development of two segments of the San Diego River Trail, one adjacent to QUALCOMM Stadium from Fenton Parkway to Rancho Mission Road in San Diego, and a second adjacent to the Carlton Oaks Golf Course from West Hills Parkway to Mast Park in Santee.

Approval of a budget amendment will enable SANDAG to execute grant agreements with the California State Coastal Conservancy and complete preliminary engineering and obtain environmental clearance for these projects.

Discussion

The Regional Bike Plan proposes a network of regional bikeway corridors that will facilitate travel by bicycle between communities throughout the region. The network includes four priority corridors of Class 1 bikeways (bike paths) that will serve as the spines of the network. The major east-west corridor in the center of the region is the San Diego River Trail, extending from the Pacific Ocean eastward through the City of Santee (Attachments 3 and 4). Portions of the trail have been developed as part of flood control projects, with grant funds (including grants from SANDAG), and in conjunction with private development along the river.

Recommendation

The Executive Committee is asked to:
(1) approve an FY 2014 Program Budget amendment to add $168,000 for CIP 1223052: San Diego River Trail QUALCOMM Stadium Segment, and $332,000 for CIP 1223053: San Diego River Trail Carlton Oaks Segment, in substantially the same form as Attachments 1 and 2; and
(2) authorize the Executive Director to enter into an agreement to accept funding from the California State Coastal Conservancy for implementation of the new projects.
The SDRC was established by the California Legislature to preserve, restore and enhance the San Diego River area. Among its objectives is the creation of a continuous park and trail system from the Pacific Ocean to the river’s headwaters. As part of that mission, the SDRC completed an analysis of potential trail alignments that identified gaps in existing trail facilities. Many of the gaps are on land in private ownership, but two significant gaps are on public land: a section south of the Carlton Oaks Golf Course, and one on the southern perimeter of QUALCOMM Stadium (Attachment 4). In order to advance the development of these segments the SDRC collaborated with SANDAG to request funding from the California State Coastal Conservancy. This request was approved and SANDAG was awarded two grants, $168,000 for the QUALCOMM Stadium segment and $332,000 for the Carlton Oaks segment.

A budget amendment is required at this time to authorize the Executive Director to sign the grant agreements and add the projects to the FY 2014 Program Budget. Once the grant agreements have been executed, work will begin with consultant assistance on the preliminary engineering and environmental phases of the projects. Funding for final design and construction of these two San Diego River Trail segments will be considered as part of the Regional Bike Plan Early Action Program, which is scheduled to be discussed by the Transportation Committee later this month.

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

Attachments: 1. Proposed Budget Amendment for CIP 1223052, San Diego River Trail Qualcomm Stadium Segment
2. Proposed Budget Amendment for CIP 1223053, San Diego River Trail Carlton Oaks Segment
3. Regional Bicycle Network map
4. San Diego River Trail map

Key Staff Contact: Stephan Vance, (619) 699-1924, stephan.vance@sandag.org
This Relates to Agenda Item #5, July 12, 2013
**REVISED**

**Attachment 1**

### Project Number: 1223052
- **Corridor Director:** N/A
- **Project Name:** San Diego River Trail Qualcomm Stadium Segment
- **Corridor Director:** N/A
- **Project Manager:** Stephan Vance
- **PM Phone Number:** (619) 699-1924

### Project Limits
- Fenton Parkway station on the San Diego Trolley Green Line to Rancho Mission Road in the City of San Diego.

### Site Location

### Progress to Date
- Planning work to identify the potential alignment for the project was completed by the San Diego River Conservancy and by the City of San Diego in its San Diego River Park Master Plan.

### Project Scope
- Preliminary engineering and environmental clearance for the Qualcomm Stadium segment of the San Diego River Trail.

### SANDAG Expenditure Plan ($000)

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</table>

### Funding Plan ($000)

#### Funding Source
- **California State Coastal Conservancy**
  - **TOTAL:** $168

#### Local:
- **California State Coastal Conservancy**
  - **TOTAL:** $168

---

**3**
**PROJECT LIMITS**
West Hills Parkway in the City of San Diego to the west end of Mast Park in the City of Santee.

**SITE LOCATION**
Planning work to identify the potential alignment for the project was completed by the San Diego River Conservancy and by the City of San Diego in its San Diego River Park Master Plan.

**PROJECT SCOPE**
Preliminary engineering and environmental clearance for the Carlton Oaks segment of the San Diego River Trail.

**PROGRESS TO DATE**

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<th>Major Milestones</th>
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**SANDAG EXPENDITURE PLAN ($000)**

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**CALTRANS EXPENDITURE PLAN ($000)**

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**FUNDING PLAN ($000)**

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Regional Bicycle Network

FIGURE 3-5
REGIONAL BICYCLE NETWORK
CORRIDOR ALIGNMENTS
AND CLASSIFICATIONS

SAN DIEGO
REGIONAL BICYCLE PLAN

Proposed Regional Bicycle Network

- CLASS I - BIKE PATH
- CYCLE TRACK
- BICYCLE BOULEVARD
- ENHANCED CLASS II - BIKE LANE
- ENHANCED CLASS III - BIKE ROUTE
- FREEWAY SHOULDER

San Diego River Trail
**REVIEW OF JULY 26, 2013, DRAFT BOARD BUSINESS AGENDA**

<table>
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<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
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<tr>
<td>+1. APPROVAL OF MEETING MINUTES</td>
<td>APPROVE</td>
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<td>+1A. JUNE 14, 2013, BOARD POLICY MEETING MINUTES</td>
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<tr>
<td>+1B. JUNE 28, 2013, BOARD BUSINESS MEETING MINUTES</td>
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<tr>
<td>2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
<td></td>
</tr>
<tr>
<td>Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.” Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.</td>
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<tr>
<td>+3. ACTIONS FROM POLICY ADVISORY COMMITTEES</td>
<td>APPROVE</td>
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<tr>
<td>This item summarizes the actions taken by the Borders Committee on June 28, the Executive Committee on July 12, and the Transportation, Regional Planning, and Public Safety Committees on July 19, 2013.</td>
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</tbody>
</table>

**CONSENT (4 through XX)**

| +4. MEMORANDUM OF UNDERSTANDING FOR THE SAN YSIDRO LAND PORT OF ENTRY VIRGINIA AVENUE TRANSIT FACILITY PROJECT (Jennifer Williamson) | APPROVE |
| The U.S. General Services Administration (GSA) is requesting that SANDAG enter into a Memorandum of Understanding (MOU) for the funding, design, and construction of the Virginia Avenue Transit Facility Project. The Board of Directors is asked to authorize the Executive Director to enter into the MOU with GSA in substantially the same form as attached to the report. |
TRANSPORTATION DEVELOPMENT ACT TRIENNIAL PERFORMANCE AUDIT (Brian Lane)

As required by state law, the Transportation Development Act (TDA) triennial performance audits of Metropolitan Transit System (MTS), North County Transit District (NCTD), and SANDAG have been completed. The Transportation Committee recommends that the Board of Directors authorize the Executive Director to: (1) transmit the SANDAG performance audit report to Caltrans; (2) certify in writing to Caltrans that the performance audits of MTS and NCTD have been completed; (3) implement the performance audit recommendations pertaining to SANDAG TDA activities; and (4) transmit the MTS and NCTD audit recommendations to the transit operators for their implementation.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR MAINTENANCE OF H STREET DETENTION BASIN (Rob Rundle)

The East H Street Detention Basin is one of several stormwater detention basins designed to control and treat runoff from the South Bay Expressway (State Route 125 South). Maintenance activities to remove sediment are necessary to restore the basin to its original capacity and allow the maintenance responsibility to transition to the City of Chula Vista. The Board of Directors is asked to approve the CEQA exemption for the proposed project.

iCOMMUTE EVENTS: RIDESHARE WEEK AND WALK AND BIKE TO SCHOOL DAY (Kim Weinstein)

Each year the SANDAG iCommute program coordinates Rideshare Week as a way to promote and highlight travel choices other than driving alone. This October, iCommute also will sponsor the regional Walk, Ride, and Roll to School Day as part of the SchoolPool program. The Board of Directors is asked to approve Resolution No. 2014-01, proclaiming the week of October 7 to 11, 2013, as Rideshare Week and Resolution 2014-02, proclaiming October 9, 2013, as Walk, Ride, and Roll to School Day. The Board of Directors also is asked to encourage member agencies to approve similar proclamations.

2050 SAN DIEGO REGIONAL GROWTH FORECAST (Kirby Brady and Clint Daniels)*

In March, SANDAG staff presented the regional results of the 2050 Regional Growth Forecast (known as the Series 13 Forecast). This item will summarize the results of the subregional forecast.

SAN DIEGO FORWARD: ALTERNATIVE LAND USE AND TRANSPORTATION SCENARIOS (Carolina Gregor)*

As part of the adoption of the 2050 Regional Transportation Plan/Sustainable Communities Strategy, the Board of Directors made a commitment to explore a range of land use and transportation scenarios for regional planning purposes. At a joint meeting in July, the Regional Planning and Transportation Committees reviewed the alternatives described in the report, which will be used as a starting point for analysis and future discussion. The analysis of these land use and transportation scenarios will be presented to the Committees and Board of Directors in the fall.
+10. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (André Douzdjian)*

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.

+11. REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Kim Kawada)

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

12.

CHAIR’S REPORT (13)

+13. PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR* APPROVE

Pursuant to the employment agreement with the Executive Director, the Board of Directors is required to annually review his performance. If the Executive Director’s performance is determined to be satisfactory, the Board is required to adjust his base salary in accordance with the employment agreement provisions. The Executive Committee recommends that the Board of Directors approve: (1) the Executive Director’s Performance Evaluation for the period July 2012 to June 2013, determining his performance satisfactory; (2) Performance Objectives for the period July 2013 to June 2014; and (3) a 7 percent bonus award to the Executive Director based on accomplishment of the performance objectives during the past year.

REPORTS (14 through XX)

+14. APPROVAL OF PROPOSED SOLICITATIONS AND CONTRACTS (First Vice Chair Jim Janney; Laura Coté and Susan Paez)* APPROVE

The Board of Directors is asked to review and approve the proposed solicitations and contract awards summarized in the attached reports:

A. Solicitations
B. Contract Awards

+15. MID-COAST CORRIDOR TRANSIT PROJECT: WAIVER OF BOARD POLICY NO. 024 REQUIREMENTS (Jim Linthicum)* APPROVE

Board Policy No. 024: Procurement and Contracting – Construction contains various financial requirements applicable to bidders on SANDAG construction contracts. The Board of Directors is asked to waive certain requirements for the Mid-Coast Corridor Transit Project in order to help encourage additional responsible bidders on the project.
+16. **INLAND RAIL TRAIL FINAL ENVIRONMENTAL DOCUMENT**
(Emilio Rodriguez)

SANDAG proposes to construct a seven-mile segment of the Inland Rail Trail Class I bike path within the cities of San Marcos and Vista and the county unincorporated area. In 1999 the City of San Marcos evaluated this segment and prepared a Mitigated Negative Declaration (MND) as part of the overall 21-mile project. The Board of Directors is asked to adopt the Subsequent MND, which evaluates changes to the project and environmental conditions since 1999.

+17. **CERTIFICATION OF SOUTH BAY BUS RAPID TRANSIT FINAL ENVIRONMENTAL IMPACT REPORT** (San Diego Council President Todd Gloria, Transportation Committee Chair; Jennifer Williamson)*

**ADOPT**

**TO BE HEARD NO EARLIER THAN 10:30 A.M.**

The Board of Directors is asked to: (1) adopt findings for the South Bay Bus Rapid Transit (BRT) Final Environmental Impact Report (EIR); (2) adopt the Mitigation, Monitoring and Reporting Program in the Final EIR; and (3) certify the Final EIR for the project.

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. **UPCOMING MEETINGS**

The Board Policy and Board Business meetings in August are cancelled. The next Board Policy meeting is scheduled for Friday, September 13, 2013, at 10 a.m. The next Board Business meeting is scheduled for Friday, September 27, 2013, at 9 a.m.

21. **ADJOURNMENT**

* next to an agenda item indicates a San Diego County Regional Transportation Commission item
REVIEW OF SEPTEMBER 13, 2013, DRAFT BOARD POLICY AGENDA

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<td>1.</td>
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</tr>
<tr>
<td>2.</td>
<td>SANDAG CONSTRUCTION CONTRACTS: LOCAL PREFERENCE ANALYSIS AND OPTIONS (Laura Coté)</td>
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<td>At the June 28, 2013, Board of Directors meeting, staff was directed to return to the Board with available data regarding the use of local firms on current SANDAG construction contracts, a summary of the limitations regarding local preference provisions on federally funded projects, and options for what can be done within these federal limitations. The attached information is provided for Board discussion and possible action.</td>
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<tr>
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