Members

Ron Roberts, Chair
Chair, County of San Diego

Terry Sinnott, First Vice Chair
Deputy Mayor, City of Del Mar
(Representing North County Coastal)

Bill Wells
Mayor, City of El Cajon
(Representing East County)

Steve Vaus
Mayor, City of Poway
(Representing North County Inland)

Todd Gloria
Councilmember, City of San Diego

Ron Morrison
Mayor, City of National City
(Representing South County)

Alternates

Dianne Jacob
Vice Chair, County of San Diego

Jim Wood
Mayor, City of Oceanside
(Representing North County Coastal)

Mary Sessom
Mayor, City of Lemon Grove
(Representing East County)

Sam Abed
Mayor, City of Escondido
(Representing North County Inland)

Sherri Lightner
Council President, City of San Diego

Lorie Zapf
Councilmember, City of San Diego

Pamela Bensoussan
Deputy Mayor, City of Chula Vista
(Representing South County)

Gary L. Gallegos
Executive Director, SANDAG

EXECUTIVE COMMITTEE AGENDA

Friday, February 12, 2016

Please Note Meeting Time
➢➢➢ 8:30 a.m. to 9 a.m. ➢➢➢

SANDAG, 7th Floor Conference Room
401 B Street
San Diego

AGENDA HIGHLIGHTS

• PRELIMINARY FY 2017 PROGRAM BUDGET

• FY 2015 AUDITED COMPREHENSIVE ANNUAL FINANCIAL REPORT

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

MISSION STATEMENT

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

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · sandag.org
Welcome to SANDAG. Members of the public may speak to the Executive Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Committee seated at the front table. Members of the public may address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Executive Committee may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the Executive Committee meeting. Any handouts, presentations, or other materials from the public intended for distribution at the Executive Committee meeting should be received by the Committee Clerk no later than 12 noon, two working days prior to the meeting.

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## EXECUTIVE COMMITTEE
Friday, February 12, 2016

<table>
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<th>ITEM NO.</th>
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<tr>
<td>+1.</td>
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<td>APPROVAL OF MEETING MINUTES</td>
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The Executive Committee is asked to review and approve the minutes from its January 8, 2016, meeting.

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. LEGISLATIVE STATUS REPORT (Victoria Stackwick, Robyn Wapner) INFORMATION

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

### REPORTS

+4. REVIEW OF DRAFT BOARD AGENDAS (Kim Kawada) APPROVE

The Executive Committee is asked to approve the draft agenda for the February 26, 2016, Board Business meeting. Staff also will provide a verbal update on the March 9-11, 2016, Board Retreat meeting agenda.

+5. PRELIMINARY FY 2017 PROGRAM BUDGET (Tim Watson) DISCUSSION

This item provides an update on progress made in the development of the FY 2017 Program Budget, including strategic goals, project objectives and preliminary revenue estimates.

+6. FY 2015 AUDITED COMPREHENSIVE ANNUAL FINANCIAL REPORT (Jennifer Farr, Davis Farr, LLP; Leeanne Wallace) INFORMATION

In accordance with SANDAG Bylaws, the FY 2015 Comprehensive Annual Financial Report (CAFR) audit has been completed and is presented for informational purposes. Additionally, in compliance with the Statement of Auditing Standards 114, the independent auditor should communicate certain matters to the governing body. Copies of the CAFR will be distributed to each member agency.
7. 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.

8. UPCOMING MEETINGS

Please Note: The next meeting of the Executive Committee, scheduled for Friday, March 11, 2016, at 9 a.m., will be held at the following location:

Barona Resort
1932 Wildcat Canyon Road
Lakeside, CA 92040

9. ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS

JANUARY 8, 2016

Chair Ron Roberts (Chair, County of San Diego) called the meeting of the SANDAG Executive Committee to order at 9:01 a.m. The attendance sheet for the meeting is attached.

1. MEETING MINUTES (APPROVE)

Action: Upon a motion by Mayor Steve Vaus (North County Inland) and a second by Councilmember Todd Gloria (City of San Diego), the minutes of the December 4, 2015, Executive Committee meeting were approved. Yes – Chair Roberts, Mayor Bill Wells (East County), Mayor Vaus, and Councilmember Gloria. No - None. Abstain – First Vice Chair Terry Sinnott (North County Coastal). Absent – South County.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS (INFORMATION)

There were no public or member comments.

REPORTS

3. REVIEW OF DRAFT BOARD AGENDAS (APPROVE)

The Executive Committee was asked to approve the draft agendas for the January 22, 2016, Board Business meeting, and the February 12, 2016, Board Policy meeting.

Kim Kawada, Chief Deputy Executive Director, presented the item.

Action: Upon a motion by Mayor Wells and a second by Mayor Vaus, the Executive Committee approved the draft agendas for the January 22, 2016, Board Business meeting, as amended, and the February 12, 2016, Board Policy meeting. Yes – Chair Roberts, First Vice Chair Sinnott, Mayor Wells, Mayor Vaus, and Councilmember Gloria. No - None. Abstain – None. Absent – South County.

4. 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 and federal activities.

Robyn Wapner, Senior Legislative Analyst, provided an update on the state activities.
Victoria Stackwick, Principal Legislative Analyst, provided an update on federal activities.

**Action**: This item was presented for information.

5. **CONTINUED PUBLIC COMMENTS**

There were no continued public comments.

6. **UPCOMING MEETINGS**

The next meeting of the Executive Committee is scheduled for Friday, February 12, 2016, at 9 a.m.

7. **ADJOURNMENT**

Chair Roberts adjourned the meeting at 9:28 a.m.
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
#### JANUARY 8, 2016

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<td>Dianne Jacob</td>
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LEGISLATIVE STATUS REPORT

Introduction

Monthly status reports on legislative activities are provided to the Executive Committee. Attachments 1 and 2 respectively include summaries from Ellison Wilson Advocacy, LLC on state legislative activity and from Peyser Associates LLC on federal legislative activity related to SANDAG.

VICTORIA STACKWICK
Principal Legislative Analyst

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

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org
Robyn Wapner, (619) 699-1994, robyn.wapner@sandag.org
TO: SANDAG BOARD OF DIRECTORS  
FROM: ELLISON WILSON ADVOCACY, LLC  
SUBJECT: SANDAG LEGISLATIVE ACTIVITY REPORT – JANUARY 2016

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**LEGISLATIVE UPDATE**

**2016 Legislative Overview**

The Legislature reconvened from Interim Study Recess on January 4 (per Joint Rule 51 (a)(4)) and immediately began work addressing legislation introduced in 2015 that has not yet passed out of its house of origin. January 31 was the last day for each house to pass bills introduced in that house in 2015 (per Joint Rule 61(b)(3)), (Art. IV, Sec. 10(c)).

The bill introduction deadline for 2016 bills is February 19. Generally, we see the vast majority of all new bills introduced in the final week prior to this deadline.

**Transportation Funding Proposals**

Last year the Governor called a special session to develop a plan to address the deferred maintenance on existing state infrastructure, namely highways and roads. In September 2015, after the release of plans from both Republicans and Democrats, the Governor released his transportation funding proposal shortly before session adjourned. While the Legislature was unable to reach a deal prior to adjournment, the Governor has now renewed his call for the Legislature to develop a long-term transportation plan that will raise billions of dollars in new funding to repair roads throughout the state. This month, the Governor released his FY 2016-17 proposed budget, which incorporated his proposed transportation plan from last year. The Governor’s transportation funding proposal, if adopted, would provide an estimated $3.6 billion annual increase for state and local transportation programs. The funding package includes, among other proposals:

- $2 billion from a new $65 vehicle registration tax
- $1 billion annually from increases in gasoline and diesel excise tax rates, including indexing these rates for inflation
- $500 million annually from cap-and-trade auction revenues
• $100 million from efficiencies at Caltrans resulting from various minor changes to streamline project delivery processes

The Governor’s proposed budget allocates about half of the new transportation revenues to the state and half to local agencies to support various existing and new programs. Specifically, the Governor proposes to allocate $1.5 billion to rehabilitate state highways, $1.4 billion for local streets and roads, $400 million for transit, $200 million to improve trade corridors, and $120 million for state highway maintenance.

Also this month, Assembly Member Jim Frazier, Chair of the Assembly Transportation Committee, released his transportation funding proposal in Assembly Bill 1591 (AB 1591). The bill provides nearly $8 billion a year in additional transportation funding by:

• Increasing the excise tax on gasoline by 22.5 cents per gallon and indexing it against the Consumer Price Index every three years thereafter. Revenue raised from the gas tax increase (over $3.3 billion annually) will be split 50/50 between the state and local transportation authorities for highway maintenance and rehabilitation, after setting a small portion aside to encourage state-local partnerships.

• Increasing the diesel fuel tax by 30 cents a gallon and indexing it. Revenue raised ($840 million annually) will be directed right to the state’s trade corridors.

• Increasing the vehicle registration fee by $38 annually and directing those funds ($1.254 billion) to road maintenance and rehabilitation.

• Imposing an electric vehicle surcharge of $165. The $16 million raised will be directed to road maintenance and rehabilitation.

• Requiring repayment of outstanding transportation loans ($879 million). Repayments will be sent directly to cities and counties to boost their road improvement efforts.

• Allocating cap-and-trade revenue auctions, as follows:
  o 20 percent (approximately $400 million annually) for major freight corridors.
  o 10 percent ($200 million) more for intercity rail and transit, for a total of 20 percent of annual auction proceeds.

• Restoring the truck weight fees. This restores $1 billion to the State Highway Account.

• Includes greater oversight responsibilities for the California Transportation Commission (CTC) over the state’s roadway operation and rehabilitation efforts and imposes maintenance of effort requirements on cities and counties.

Finally, on January 22, the CTC increased pressure on the Legislature to strike a deal by reducing its estimated funding for the state’s transportation program by $754 million over the next five years.

Because any such bill would result in a taxpayer paying a higher tax, passage would require approval from two-thirds of the full Legislature. Under the current legislative composition, in order to pass such a bill, it would require “yes” votes from all 51 Democrats in the Assembly and at least 3 Republicans and there would need to be “yes” votes from all 26 Democrats and at least one Republican in the Senate.
Assembly Transportation Committee Hearing: Sustainable Freight Action Plan

On January 25, the Assembly Transportation Committee held an informational hearing entitled “Update on the Administration’s Efforts to Develop an Integrated Freight Plan.” SANDAG Executive Director Gary L. Gallegos provided testimony to the Committee regarding SANDAG’s perspective as a part of the “Stakeholder Input of the Sustainable Freight Action Plan Effort” panel. Mr. Gallegos was joined by representatives from the CTC, Southern California Association of Governments, and Port Hueneme. Additional testimony was provided by the California Air Resources Board (CARB), California State Transportation Agency, California Energy Commission (CEC), Caltrans, and the Governor’s Office of Business and Economic Development (GO-Biz).

CARB, alongside Caltrans, GO-Biz, and CEC, will be hosting workshops throughout the state through the next month to “provide an overview of the process for preparing” the California Sustainable Freight Action Plan. The draft plan will be released sometime this spring and the final plan must be submitted to the Governor in July 2016.

San Diego Delegation

As the 2016 legislative year commences, here is an updated record of San Diego’s current delegation and respective committee assignments. Please note that once Speaker-Elect Anthony Rendon formally assumes the Speakership on March 7, there likely are to be several committee reassignments.

Assembly

Toni Atkins
Speaker, California State Assembly
Joint Committee on Rules, Member
Select Committee on Homelessness, Member

Lorena Gonzalez
Health, Member
Insurance, Member
Environmental Safety and Toxic Materials, Member
Local Government, Member

Brian Maienschein
Local Government, Chair
Health, Vice Chair
Human Services, Member
Judiciary, Member

Shirley Weber
Budget, Chair
Budget Sub No. 6 on Budget Process, Oversight, and Program Evaluation, Member
Appropriations, Member
Education, Member
Higher Education, Member

Brian Jones
Business, Professions, and Consumer Protection, Vice-Chair
Rules, Member
Assembly Legislative Ethics, Member
Budget, Member  
Budget Sub No.6 on Budget Process, Oversight and Program Evaluations, Member  
Appropriations, Member

**Marie Waldron**  
Public Employees, Retirement, and Social Security, Vice Chair  
Governmental Organization, Member  
Health, Member  
Local Government, Member  
Rules, Member

**Rocky Chavez**  
Assembly Legislative Ethics, Member  
Budget, Member  
Budget Sub No. 2 Education Finance, Member  
Governor’s Military Council, Member  
Health, Member  
Higher Education, Member  
Veterans Affairs, Member

**Senate**  
**Pat Bates**  
Appropriations, Vice-Chair  
Business, Professions, and Economic Development, Vice-Chair  
Environmental Quality, Member  
Transportation and Housing, Member

**Marty Block**  
Banking and Financial Institutions, Chair  
Budget, Member  
Budget Sub No. 1 Education Financing, Chair  
Business, Professions, and Economic Development, Member  
Governmental Organization, Member

**Ben Hueso**  
Energy, Utilities, and Communications, Chair  
Veterans Affairs, Vice-Chair  
Natural Resources and Water, Member  
Governmental Organization Committee, Member  
Banking and Financial Institutions, Member

**Joel Anderson**  
Public Safety, Vice-Chair  
Judiciary, Vice-Chair  
Elections and Constitutional Amendments, Vice-Chair  
Budget, Member  
Budget Sub No. 5 Corrections, Public Safety, and Judiciary, Member
ACTIVITY REPORT

1/5: Weekly teleconference with SANDAG staff.

1/6: Review and analyze AB 1591 regarding transportation funding and Senate Bill 762 (Wolk) clean-up legislation; provided subsequent updates to SANDAG staff.

1/12: Weekly teleconference with SANDAG staff.

1/13: Review legislative inquiries to SANDAG staff regarding freight.

1/19: Weekly teleconference with SANDAG staff.

1/20: Review of CARB’s approval of SANDAG’s Sustainable Communities Strategy.

1/21: Analysis of Governor’s State of the State address to SANDAG staff.

1/22: Review of the California Road Charge Technical Advisory Committee’s final recommendations regarding road usage charge pilot program; provided update to SANDAG staff; review of SANDAG’s draft presentation at 1/25 Assembly Transportation Committee freight hearing.

1/25: Attended Assembly Transportation Committee’s informational hearing regarding “Update on the Administration’s Efforts to Develop an Integrated Freight Plan” with SANDAG staff.

1/26: Attended Sustainable Freight Action Plan Public Workshop; provided subsequent update to SANDAG staff.
Transportation Update from Peyser Associates

Congress Returns

After a fall that produced three major bipartisan legislative achievements -- a two-year spending deal, a tax extenders package, and the Fixing America’s Surface Transportation (FAST) Act -- the tone reverted back to more familiar partisanship as Congress returned to work for its election year session. The House voted on January 6 to repeal Obamacare as part of a budget reconciliation package. The fact that the repeal was wrapped into a reconciliation package was important because doing so allowed the Senate to advance this legislation last month with only 52 votes in favor -- 8 short of the usually required 60. The legislation was sent to the President on January 7. A speedy veto is certain.

Speaker Paul Ryan (R-WI) acknowledged in his weekly press briefing that the legislation will never become law. But he said passing it was part of demonstrating that 2016 will be what he is calling a “year of ideas.” He indicated that the House will take numerous votes designed to demonstrate to the country why a Republican Congress needs a Republican President in order to put ideas into action.

State of the Union

President Obama will deliver his final State of the Union address on Tuesday, January 12. As usual, it is expected to cover a wide range of issues. As with most Presidents entering their final year in office, President Obama is expected to devote more of his attention – and more of his speech – to foreign affairs than in previous years.

While the passage of the Fixing America’s Surface Transportation (FAST) Act means surface transportation issues may not find their way into his speech – the need to extend aviation programs this year may well serve as an opening for him to once again discuss the importance of infrastructure investment. That topic also may come up in the context of discussing tax reform (see below).

The Republican response to the State of the Union will be delivered by Governor Nikki Haley of South Carolina.

International Tax Reform and Infrastructure Spending

Senator Chuck Schumer (D-NY), a member of the Senate Finance Committee and the presumed next leader of the Senate Democrats, said that he has resumed conversations with House Ways and Means Committee Chairman Kevin Brady (R-TX) about the potential to enact tax code changes to incentivize the repatriation of foreign profits of U.S. companies. He also said it is still his intention
that the revenues gained from this change would be used for infrastructure spending. In making that comment, Schumer said that he realizes that the FAST Act did not reach the goals Democrats had set for transportation funding and that this step would add to the FAST Act funding levels.

Within hours of Schumer’s remarks at a business breakfast in New York, Speaker Ryan’s staff was indicating that international tax reform would be unlikely to move as a stand-alone measure. Speaker Ryan prefers to include it in a broad business tax reform package he hopes can be taken up this year. In the past, as Chairman of the Ways and Means Committee, Ryan did entertain the idea of using the revenues from repatriated foreign profits as a way to fund infrastructure.

**Aviation Reauthorization**

As noted above, the reauthorization of programs to fund the air traffic control network and the nation’s airports and airways is on the agenda this year. Congress extended the programs for six months last fall and they expire on March 31. While another extension may be required before a long-term bill can be completed, there appears to be a strong commitment to follow-up on the success of the FAST Act with another five-year transportation measure.

One issue that may be addressed in this legislation is the implementation of Federal Aviation Administration rules requiring that the sales taxes generated from jet fuel sales at airports be used solely for aviation purposes. In some locales, the enforcement of this rule could reduce sales tax revenue available for highway and transit improvements. The first step in implementation – the filing of plans from state and local agencies that collect sales tax – was to be completed last month. This has raised the visibility of the issue and there may be an attempt to roll back or alter this requirement in the upcoming legislation.

**January 15, 2016**

**Transportation Update from Peyser Associates**

**National Transportation Safety Board “Most Wanted List”**

On January 13, the National Transportation Safety Board (NTSB) released its “Most Wanted List” of safety improvements in the transportation sector. Two of them touched specifically on rail transit.

With regard to oversight of transit safety, the NTSB said more federal oversight of transit operations is needed. The report specifically cited the investigations of the Chicago Transit Authority accident in 2014 and the Washington Metropolitan Area Transit Authority accident in 2015 as examples of accidents that might have been avoided if oversight was better. Here is an excerpt from the NTSB press release on this topic:

> “Rail transit must be subject to competent oversight bodies that have standards and rules, and the power to enforce these rules. Although each system has unique equipment, operating environments, and challenges, all need strong safety oversight to continue safe operations. . .

> “The NTSB believes the FRA is best positioned to oversee the WMATA Metrorail, but the DOT is moving forward with its plan for FTA oversight. The NTSB will monitor the efficacy of this decision and continue to champion consistently strong oversight for all rail transit agencies.
“Rail transit riders deserve strong safety oversight whether in Washington, Chicago, San Francisco, New York, Atlanta, or in any of the dozens of other American cities with rail transit systems.”

Federal Transit Administration (FTA) Acting Administrator Therese McMillan responded to the NTSB by saying:

“The U.S. Department of Transportation and the Federal Transit Administration (FTA) share the National Transportation Safety Board’s (NTSB) strong commitment to improving rail transit safety oversight. Recently, Congress explicitly reaffirmed its support for FTA’s approach to rail transit safety oversight – including direct safety oversight of WMATA – in the Fixing America’s Surface Transportation Act of 2015 (FAST Act).

“The 2015 law grants FTA additional safety oversight and enforcement powers beyond those provided by Congress in 2012 which greatly enhanced FTA’s independent safety oversight authority and strengthened State Safety Oversight Agencies that are responsible for day to day rail transit safety. FTA is committed to implementing all of our authorities to create a federal oversight structure that instills a safety culture in public transit systems to protect both riders and workers.

“In addition, FTA appreciates the NTSB’s supportive comments to our State Safety Oversight Program proposed rule that will improve, modernize and transform rail transit safety oversight. We anticipate issuing the final rule in early 2016. FTA will continue to work with the NTSB and our industry partners to ensure the safety of transit workers and the millions of riders who take public transit every day.”

This back and forth gives the impression that federal oversight of transit safety likely is to intensify in the coming year.

With regard to Positive Train Control, the NTSB also weighed in by expressing concern with delays in implementation. Here is an excerpt of the statement:

“Congress’ law (the Surface Transportation Extension Act of 2015) requires railroads to install PTC by 2018. The extension should allow many more railroads to comply with the law, but the NTSB encourages railroads not to wait for 2018. Implementation must be completed as soon as possible.

“Furthermore, the law allows railroads to apply to the Department of Transportation (DOT) for new extensions. They should not do so.

“Finally, the NTSB has recommended more frequent PTC implementation progress updates. Railroads should submit such updates to the Federal Railroad Administration (FRA), and the FRA should post them on its website.”

Federal Railroad Administrator Sarah Feinberg has not indicated whether or not she would entertain granting extensions to any railroads at this point. She has required that railroads submit plans to her showing how they would comply by the 2018 deadline.
Potential Action on International Tax Reform

Chairman Brady told reporters he intends to press forward on a tax reform package designed to create incentives for the repatriation of foreign profits. This legislation is going under the rubric now of “International Tax Reform.” Brady is under pressure from more conservative Republican Members of the House to move a comprehensive tax reform package, but he made it clear that he thinks even a package limited to international tax reform will present challenges. His remarks about the difficulties involved in getting this done have been interpreted by some as an effort by Brady to deflate expectations for action this year.

New Freight Program Notice of Funding Availability

The U.S. Department of Transportation (DOT) is expected to release a Notice of Funding Availability (NOFA) for the Nationally Significant Freight and Highways Program soon. This program is expected to allocate $800 million in grants in FY 2016. It is likely that the NOFA will come out this spring either at or near the time the Transportation Investment Generating Economic Recovery NOFA is released.

Driverless Cars

During the course of the Obama presidency, the transportation mode that has received the strongest push – at least rhetorically – has been High-Speed Rail. If recent statements coming out of the U.S. DOT are to be used as a barometer, it appears his final year will be more focused on driverless cars.

On January 14, Secretary Anthony Foxx went to Detroit to announce that the President’s FY 2017 budget will lay out a plan to spend $4 billion over the next 10 years to speed the development and adoption of driverless cars in the U.S. through investment in pilot programs around the country. He also said that the U.S. DOT would focus this year on clearing a number of regulatory hurdles so that manufacturers and technology companies would have a clearer path to developing, testing, and bringing to market new technologies.

State of the Union

President Obama delivered his final State of the Union address. While he covered a lot of substantive territory, infrastructure received only a scant mention in his speech. Here is the passage that contains it:

“Now we've got to accelerate the transition away from old, dirtier energy sources. Rather than subsidize the past, we should invest in the future -- especially in communities that rely on fossil fuels. We do them no favor when we don’t show them where the trends are going. That's why I'm going to push to change the way we manage our oil and coal resources, so that they better reflect the costs they impose on taxpayers and our planet. And that way, we put money back into those communities, and put tens of thousands of Americans to work building a 21st century transportation system.”
January 22, 2016

Transportation Update from Peyser Associates

Foxx Encourages Mayors to Develop Freight, Bus and Rail Transit Projects

Secretary Foxx spoke at the U.S. Conference of Mayors Midwinter meeting and encouraged the Mayors to develop applications under the new freight and bus discretionary programs created under the FAST Act. Foxx said NOFA’s for both programs would be coming out in the first quarter of the year. He also urged the states to step up to the plate to fund intercity rail projects. For the sixth consecutive year, the U.S. DOT has no appropriation for intercity passenger rail projects other than Amtrak.

Driverless Cars Receive Presidential Push

As further evidence that the Obama Administration’s transportation focus has shifted to driverless cars, President Obama toured the Detroit auto show this week to tout the potential benefits of the technology. The President pointed out in remarks in Detroit that his Administration began in 2009 with a bailout of the auto industry. The initiative to offer pilot project funding for driverless cars and to clear regulatory barriers for the new technologies involved in developing them would create automotive industry bookends on the Administration’s transportation legacy.

Federal Transit Administration Apportionments Due Out Soon

The FTA’s FY 2016 apportionments are expected to be published by the end of January. Included in the notice will be the allocations for FTA New Starts and Small Starts projects. Most of those have already been settled in the appropriations process, but appropriators left it up to the FTA to decide how to allocate $200 million between pending projects in San Diego and Los Angeles.

January 29, 2016

Transportation Update from Peyser Associates

Amtrak Explores Re-Instating Gulf Coast Rail Service

Amtrak Chief Executive Officer Joe Boardman announced this week that he will host a tour of the rail line linking Orlando and New Orleans on February 18-19. The purpose of the tour is to begin the assessment of the potential to reinstate service on the Gulf Coast portion of the old Sunset Limited route. This service was cancelled in the wake of Hurricane Katrina in 2005.

A recent Amtrak study shows that up to 150,000 passengers per year would ride the service if it were reinstated. The states on the route would need to chip in a little more than $5 million per year to keep the line running.

There also are proposals to add service to Mobile, Alabama.

These projects would be eligible for grants from the new passenger rail programs created by the FAST Act. Those programs were not funded in FY 2016.
Canadian Pacific Takeover of Norfolk Southern Generates Controversy

Canadian Pacific Railroad has been looking to take over Norfolk Southern for some months now, but its announced plan is coming under political pressure from those who question how it will affect certain states and certain categories of shippers. Senator Joe Manchin (D-WV) added his voice to the opponents of the merger. He said the merger could cause significant disruption to West Virginia’s economy through lost railroad employment and more expensive shipping costs for industrial customers there. He called for Senate hearings on the topic.

The leading Democrats on rail issues in the House, Representative Peter DeFazio (D-OR), and Representative Mike Capuano (D-MA), called on the Surface Transportation Board to reject the merger, citing the difficulty in passing legislation to block it.

Norfolk Southern is the host railroad for part of the Metra service in Chicago, the Virginia Railway Express, and some Amtrak service.

Hyperloop Test Track Coming to California

Elon Musk, the founder of Tesla Motors and SpaceX, announced this week a partnership with AECOM, under which a 1-mile test track will be built in Hawthorne, California to test Hyperloop “pods” being developed under a design competition sponsored by Musk. Tests could occur as early as this summer on this technology, which Musk touts as an alternative to MagLev and traditional rail.

Ridership Declines Continue in LA or Orange County

On January 27, the Los Angeles Times reported on the continuing declines in ridership on the Los Angeles County Metropolitan Transit Authority (LACMTA) and the Orange County Transportation Authority transit services. The newspaper examined ridership records going back to the 1980’s and concluded that LACMTA ridership levels have declined by 10 percent since 2006. Looking at all seven operators in the Los Angeles basin, the paper noted that ridership peaked in 1985, when buses were the only mode of public transportation.

In Orange County, ridership declines also continue according to the article. It cites data that show a 30 percent decline in bus ridership in the last 6 years, with 36 consecutive months of decline up to today.
REVIEW OF THE FEBRUARY 26, 2016, DRAFT BOARD BUSINESS AGENDA

ITEM NO.  NO. RECOMMENDATION
+1. APPROVAL OF MEETING MINUTES APPROVE
   +1A. January 8, 2016, Board Policy Meeting Minutes
   +1B. January 22, 2016, Board Business Meeting Minutes

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

+3. ACTIONS FROM POLICY ADVISORY COMMITTEES (Victoria Stackwick) APPROVE
   This item summarizes the actions taken by the Policy Advisory Committees since the last Board Business Meeting. The Board of Directors is asked to ratify these actions.

CONSENT

+4. APPROVAL OF PROPOSED SOLICITATIONS AND CONTRACTS (Laura Coté) APPROVE
   The Board of Directors is asked to review and approve the proposed solicitations and contract awards summarized in the attached reports:

   +4A. Solicitations
   +4B. Contract Awards

+5. STRATEGIC GROWTH COUNCIL GRANT FINAL REPORT (Susan Baldwin) ADOPT
   In December 2012, SANDAG received $885,971 of funding from the Strategic Growth Council from the Sustainable Communities Planning Grant and Incentives Program. The work associated with this grant has been completed. The Board of Directors is asked to adopt the Final Plan Report, certifying it accurate prior to its submission to the state.
+6. UPDATE TO THE 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM
(Sookyung Kim)*

The Transportation Committee recommends that the Board of Directors: (1) approve
the resubmittal of the 2016 State Transportation Improvement Program (STIP); (2) approve the potential use of funding tools available under the STIP AB 3090 reimbursement process; and (3) direct staff to submit the required documentation to the California Transportation Commission.

+7. FY 2016 TransNet REVENUE REVISION AND FY 2017 TO FY 2021 TransNet
AND TRANSIT RELATED REVENUES (Sookyung Kim, Ray Major)*

The Transportation Committee recommends that the Board of Directors approve: (1) a revision to the FY 2016 TransNet Revenues; (2) the FY 2017 Transportation Development Act (TDA), Federal Transit Administration (FTA) revenue apportionments, and FY 2017 TransNet and State Transit Assistance (STA) revenue allocations; and (3) the revenue estimates for FY 2018 to FY 2021 for TDA, FTA, TransNet, and STA.

+8. TransNet ACTIVE TRANSPORTATION GRANT PROGRAM: PROPOSED
AMENDMENT TO RECOMMENDED PROJECT AWARDS FOR THIRD CYCLE OF
GRANT FUNDING (Carolina Ilic)*

Last year, the Board of Directors approved a $1 million Active Transportation Grant Program award to the City of National City for bikeway improvements. The City of National City has received state funding for this project, freeing up the funds initially approved for this project. The Transportation Committee recommends that the Board of Directors approve the proposed reallocation of grant funds.

+9. TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT
PROGRAM FEE ADJUSTMENT (Ray Major, Ariana zur Nieden)*

The TransNet Extension Ordinance requires that the Regional Transportation Congestion Improvement Program (RTCIP) fee charged by local jurisdictions be adjusted every year on July 1 in order to maintain the purchasing power of the program for improvements to the Regional Arterial System. The Board of Directors is asked to approve a 2 percent adjustment to the RTCIP, raising the minimum fee from $2,310 to $2,357 beginning July 1, 2016.

+10. SOUTH BAY Rapid: ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT
REPORT (Andrew Martin)

A minor change is proposed to an intersection in the South Bay Rapid Project. The change does not worsen any significant effects identified in the Final Environmental Impact Report (EIR) or create any new impacts, and an addendum has been prepared pursuant to the California Environmental Quality Act. The Board of Directors is asked to adopt the Addendum to the Final EIR for the project.

+11. TransNet ENVIRONMENTAL MITIGATION PROGRAM ANNUAL STATUS
REPORT (Keith Greer)*

This report provides the annual status update on the implementation of the TransNet Environmental Mitigation Program.
| +12. | FY 2015 AUDITED COMPREHENSIVE ANNUAL FINANCIAL REPORT  
(André Douzdjian)* | INFORMATION |
|     | In accordance with SANDAG Bylaws, the FY 2015 Comprehensive Annual Financial Report audit has been completed and is presented for informational purposes. Additionally, in compliance with the Statement of Auditing Standards 114, this report includes communication of certain matters from the independent auditor to the governing body. |
| +13. | APPOINTMENT OF POLICY ADVISORY COMMITTEE MEMBERS  
(Victoria Stackwick) | INFORMATION |
|     | This item summarizes the voting and advisory members appointed to the Executive, Transportation, Regional Planning, Borders, and Public Safety Committees as well as the Committee Chairs and Vice Chairs appointed by the SANDAG Chair. |
| +14. | OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKETS AND QUARTERLY FINANCE REPORT FOR THE PERIOD ENDING DECEMBER 31, 2015  
(André Douzdjian, Lisa Kondrat-Dauphin, and Ray Major)* | INFORMATION |
|     | This quarterly report provides various finance-related items to the Board of Directors, including: (1) a quarterly report of investments, including all money under the direction or care of SANDAG; (2) an update on the SANDAG debt portfolio; and (3) information about the latest developments in the financial markets, the economy, and sales tax revenues. |
| +15. | QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - OCTOBER THROUGH DECEMBER 2015 (Michelle Smith) | INFORMATION |
|     | This quarterly report summarizes the current status of major highway, transit, arterial, traffic management, and Transportation Demand Management projects in the SANDAG five-year Regional Transportation Improvement Program for the period October through December 2015. |
| +16. | REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG  
(Victoria Stackwick) | INFORMATION |
|     | Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors Business meeting. |
| +17. | REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (André Douzdjian)* | INFORMATION |
|     | In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors Business meeting. |
REPORTS

+18. TransNet ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM CALL FOR PROJECTS FOR EIGHTH CYCLE OF GRANT FUNDING (Solana Beach Councilmember Lesa Heebner, Regional Planning Committee Chair; Sarah Pierce)* APPROVE

The Regional Planning Committee recommends that the Board of Directors approve the modifications to the draft eligibility, submittal, and evaluation criteria and the release of the call for projects for the eighth cycle of the TransNet Environmental Mitigation Program Land Management Grant Program.

+19. SAN DIEGO REGIONAL ALTERNATIVE FUEL READINESS PLAN (Solana Beach Councilmember Lesa Heebner, Regional Planning Committee Chair; Anna Lowe) ACCEPT

The Regional Planning Committee recommends that the Board of Directors accept the San Diego Regional Alternative Fuel Readiness Plan as a regional resource for use by local governments, public agencies, vehicle manufacturers, the fuel industry, and other interested stakeholders to advance the deployment of alternative fuel vehicles and infrastructure.

+20. FY 2015-2016 STATE CAP-AND-TRADE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM: PROPOSED PROJECT SUBMITTALS (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Carolina Illic) APPROVE

The Transportation and Regional Planning Committees recommend that the Board of Directors approve SANDAG’s proposed role in the Affordable Housing and Sustainable Communities (AHSC) Program evaluation process. The Board of Directors also is asked to approve the submittal of the proposed application(s) for the AHSC Program.

+21. 2016 STATE CAP-AND-TRADE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM: PROPOSED PROJECT SUBMITTALS (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Linda Culp) APPROVE

The Transportation Committee recommends that the Board of Directors approve the submittal of the proposed applications for the Transit and Intercity Rail Capital Program.

+22. HEARING OF NECESSITY: ACQUISITION OF PROPERTY INTERESTS LOCATED IN THE CITY OF SAN DIEGO FOR THE MID-COAST CORRIDOR TRANSIT PROJECT, SAN DIEGO RIVER DOUBLE-TRACK PROJECT, AND ELVIRA TO MORENA DOUBLE-TRACK PROJECT (Ryan Kohut) APPROVE

The Board of Directors is asked to: (1) receive public testimony; (2) adopt Resolution of Necessity No. 2016-XX by a two-thirds vote pertaining to acquisition of the subject property interests for the projects; and (3) authorize staff to proceed with all condemnation filings and proceedings necessary to acquire the interests in the subject properties.
23. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - SIGNIFICANT EXPOSURE TO LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9 (D)(2) - THREE POTENTIAL CASES (John Kirk)

The Board of Directors will be briefed on claims submitted by John Defenbaugh, Ralph Defenbaugh, and Patricia Malartsik, all in connection with a fatality vehicle accident on State Route 125 in August 2015.

24. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - SIGNIFICANT EXPOSURE TO LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9 (D)(2) - ONE POTENTIAL CASE (Amberlynn Griffin)

The Board of Directors will be briefed on a written claim filed by Eleventh & Broadway, LLC alleging damages in connection with the Downtown Rapid project in the City of San Diego.

25. 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.

26. UPCOMING MEETINGS

Please Note: The SANDAG Board of Directors Retreat scheduled for March 9-11, 2016, will be held at the following location:

Barona Resort
1932 Wildcat Canyon Road
Lakeside, CA 92040

The next Board Business meeting is scheduled for Friday, March 25, 2016, at 9 a.m.

27. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates that the Board of Directors also is acting as the San Diego Regional Transportation Commission for that item
EXECUTIVE COMMITTEE  
FEBRUARY 12, 2016  

AGENDA ITEM NO. 16-02-5  
ACTION REQUESTED – DISCUSSION  

PRELIMINARY FY 2017 PROGRAM BUDGET  

File Number 1500400

Introduction

The process of developing the FY 2017 Program Budget is under way. SANDAG staff has reviewed regional priorities, strategic goals, and Areas of Emphasis based upon guidance and feedback from the Board of Directors over the last year. Current economic outlooks for the region, state, and nation have been considered, as well as recent and potential legislative developments related to funding. This report provides a summary of these issues and presents highlights of the Overall Work Program (OWP) and Regional Operations components of the FY 2017 Program Budget. The Capital Program will be presented as part of the March Draft Program Budget. The Executive Committee is asked to review and provide comments on the proposed FY 2017 Program Budget project objectives for the OWP and Regional Operations.

Discussion

The Program Budget includes a summary of the agency’s overall authority and mandates, detailed work element descriptions, the Administration and Board budgets, the TransNet Program, Regional Operations, the Capital Program, and a summary of the agency’s personnel and organizational structure. Included in the Program Budget is the OWP, which is a federally-required document describing regional planning activities related to the development and funding of transportation infrastructure.

The first step in the development of the annual Program Budget is to update the Strategic Goals and the Areas of Emphasis (Attachment 1). The Strategic Goals are long-term financial and performance goals that change minimally on an annual basis. The Areas of Emphasis – designed to support the Strategic Goals – are updated each year to highlight structural changes or particular areas of focus for the coming year.

The Areas of Emphasis updates for FY 2017 are relatively minor; they continue to emphasize Modeling and Research, Sustainable Development, Sustainable Mobility Programs and Services, External Support and Communications, and Regional Operations and Services as the highest priorities for SANDAG.

Attachment 2 provides a summary of the objectives for each of the proposed work elements, categorized by Area of Emphasis. The TransNet Program, Capital Program, Administration, and Board budget components will be addressed in more detail as part of the FY 2017 Draft Program Budget document.
**Current Funding Environment**

Local Sales Tax Revenue – More than half of the recurring planning revenue that funds the OWP comes from sales tax-based sources (Transportation Development Act and TransNet). Through the first two quarters of the current fiscal year (FY 2016), sales tax revenue received from the State Board of Equalization was approximately 3 percent higher than revenue received during the same period last year, as compared to the 5 percent projection. Given it is only mid-year and monthly receipts have shown some volatility, SANDAG, working cooperatively with staff from the County of San Diego, North County Transit District, and Metropolitan Transit System, will continue to monitor growth projections for FY 2016. For FY 2017, a more moderate increase of 3.5 percent growth is projected. More details regarding transportation revenue estimates will be brought to the Board of Directors later this month.

The moderate increases in taxable transactions and sales tax revenue experienced in the past three years is expected to slow slightly in the coming year. The slowing is expected as a result of an anemic economy at the national level, a strong dollar that has curtailed U.S. exports, and the weakening of the Mexican Peso in relation to the dollar, which affects expenditures from Tijuana residents in the local economy. In the third quarter of calendar year 2015, the national economy grew at an annualized rate of 2 percent. Coupled with the strong dollar, large inventories built up in the first two quarters of the year have created some economic headwinds nationally. In similar fashion, the San Diego economy slowed during 2015, creating only 30,000 jobs from November 2014 through November 2015, a growth rate of 2 percent, down from the 3 percent growth rate experienced in 2014. Annual job growth over the last three years has kept consumer expenditures, taxable sales, and sales tax revenue growing at a 4 percent to 5 percent pace.

**Federal and State Revenue** – Federal and state recurring revenues comprise the remainder of the flexible annual funding for the OWP. The revenue projections essentially are flat based on preliminary estimates received from the state and federal governments, and are subject to both the state and federal governments approving annual budgets. While last year’s passage of the Fixing America’s Surface Transportation (FAST) Act authorizes a general increase in transportation funding of nearly 5 percent, actual allocations of Metropolitan Planning Organization Planning funding will be announced in subsequent notices appearing in the Federal Register.

**Other Revenue and Grants** – Dedicated grants, enterprise revenue, and ongoing multi-year federal and state grant programs provide funding for other projects and programs in the OWP and Regional Operations budget components. The outlook for the Interstate 15 Express Lanes and State Route 125 Toll Road revenue appear robust enough to continue to fund these operations well into the future. Congestion Management and Air Quality and Federal Highway Administration funds contribute significantly to the Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS) programs. The County Probation Office and other state and local agencies continue to supply funding for SANDAG Applied Research functions, which includes criminal justice research, economic analysis, and demographic forecasting.

**Contingency Reserve** – The ending balance of the uncommitted Contingency Reserve as of December 31, 2015, was approximately $12.9 million. The uncommitted balance represents approximately 31 percent of the FY 2016 OWP Budget, which exceeds the minimum target of 10 percent, as required by SANDAG Board Policy No. 030: Contingency Reserve Policy. In addition, staff is completing the development of appropriate levels of contingency reserves for other
SANDAG programs, including the State Route 125 Toll Road (SR 125 Toll Road), Motorist Aid, Interstate 15 FasTrak®, Automated Regional Justice Information System (ARJIS), Administrative Services, and the Capital Program. Further details will be brought forth as part of the FY 2017 Draft Program Budget.

**Highlights of the Proposed FY 2017 Overall Work Program and Regional Operations**

The proposed FY 2017 OWP includes the continuation or completion of several significant work efforts and the start of several new activities, summarized below and in more detail in Attachment 2 (work element numbers are shown in parentheses):

**Overall Work Program**

- Continue implementation of San Diego Forward: The Regional Plan (Regional Plan), including detailed advanced planning for the new rail segments and advancing Active Transportation implementation, such as the Regional Bike Early Action Plan, Active Transportation education programs, and Safe Routes to Transit (31004.00, 33002.00, 33007.00, 33210.00).

- Provide ongoing quality control, data maintenance, and enhancement of transportation, land use, demographic, and economic models, including the development of an updated demographic and economic forecasting model, and implementation of SPACECORE, the new geographic information systems parcel-based 3D land inventory system (23000.00, 23004.00, 23006.00, 23017.00).

- Complete work on the Household Travel Behavior Survey, the largest transportation-related survey effort by SANDAG, which provides key base data for regional transportation planning (23011.00).

- Complete an update of the San Diego Regional Economic Prosperity Strategy (23012.00).

- Continue development of a comprehensive update study of the impacts of border delays, including economic and climate change impacts of border delays (23016.00, 23016.01).

- Evaluate San Diego County's implementation of Assembly Bill 109 (Committee on Budget, 2011) regarding public safety realignment, monitoring and documenting the potential regional impacts of the restructuring of California's justice system (23462.00).

- Complete the update for the Series 14 Regional Growth Forecast through 2050, serving as the foundation for the next SANDAG Regional Transportation Plan (31009.00).

- Implement an outreach and education program to inform the public about projects in the Regional Plan, the existing TransNet measures, and a potential new regional funding measure (32000.00).

- Continue with award-winning efforts on habitat conservation, energy and climate planning, and collaborative efforts with member agencies to produce energy efficiency upgrades (32001.00, 32003.00, 32011.00).
• Continue to administer the TransNet Smart Growth Incentive, Active Transportation, Senior and Disabled transit services, and Environmental Mitigation programs, which provide resources and incentives to member agencies, transit operators, and other organizations (32001.00, 33001.00, 33201.00).

• Develop an Intraregional Tribal Transportation Strategy that will identify key multimodal projects to improve tribal mobility (34005.00, 34010.00).

• Advance regional TDM strategies as identified in the Regional Plan, including the expansion of shared mobility services, and increasing participation in the Regional Vanpool Program (33107.01, 33107.04).

• Conduct ongoing planning on the Purple Line Light-Rail Transit Study to scope technical studies associated with future environmental analysis. Determine right-of-way requirements and agreements for future light-rail alignments. Advance planning efforts on skyway projects in preparation for potential federal, state and/or private funding (33210.00).

• Complete a Regional Mobility Hubs Study, which focuses on an integrated suite of transportation services, supporting amenities, and urban design enhancements that bridge the distance between transit centers and individual origins or destinations. Emphasis in FY 2017 will be to design prototypes, select priority hub locations, produce a final report, and engage in public outreach (33308.00).

• Complete the Regional Transit Signal Priority Study to identify the most cost-effective locations to implement transit signal priority technology on existing local bus routes (33213.00).

• Update the regional ITS Strategic Plan, and continue to operate regional systems, including the Interstate 15 Integrated Corridor Management and the Regional Arterial Management Systems (33111.00).

• Develop accessible websites using responsive design techniques to enable ease of use across all platforms (73003.00).

• Monitor and respond to implementation of the FAST Act, the five-year federal surface transportation authorization, and pursue additional resources and funding mechanisms (73004.00).

Regional Operations and Services

• Continue operations of the SR 125 Toll Road, including implementing plans for a centralized back office tolling system (33121.00).

• Continue operations of the Freeway Service Patrol, including implementation of a fleet management system, right size the physical call box network to meet the needs of the region, and expand use of the mobile call box service (33102.00, 33122.00).

• Deploy additional ARJIS enhancements in member agency connectivity and disaster recovery; develop a public safety mobile application store; implement a regional law enforcement
information technology training program; and expand the use of the Graffiti Tracking Program (73516.00, 73520.00, 73521.00).

Next Steps

SANDAG staff will meet with regional and federal funding agencies in mid-February to review priorities for the use of federal planning funds for the FY 2017 Program Budget and OWP. On March 11, 2016, staff will seek authorization from the Executive Committee to distribute the Draft FY 2017 Program Budget to the funding agencies for review. The Board of Directors also is scheduled to review and take action on the Draft FY 2017 Program Budget in March.

In April and May 2016, staff will provide additional reviews, as needed, to the Executive Committee. Action by the Board of Directors on the Final FY 2017 Program Budget currently is scheduled for May 2016.

ANDRÉ DOUZDJIAN
Director of Finance

Attachments: 1. SANDAG Mission, Strategic Goals, and Areas of Emphasis
2. FY 2017 Preliminary Planning and Operations Work Element Objectives

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

SANDAG MISSION STATEMENT

San Diego County is home to more than 3.2 million people. The 18 cities and county government are SANDAG, the San Diego Association of Governments. This public agency serves as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transportation; and provides information on a broad range of topics pertinent to the region’s quality of life. As one agency, SANDAG is able to respond to federal and state mandates that apply to regions, and to locally-generated mandates that are regional concerns.

FY 2017 STRATEGIC GOALS AND AREAS OF EMPHASIS

To guide the development of the annual Program Budget and Overall Work Program, the SANDAG Board of Directors established the following agency wide Strategic Goals, which are long-term financial and performance goals that remain relatively unchanged on an annual basis. Supporting these Strategic Goals are the Areas of Emphasis, which are shorter-term objectives, updated each year to highlight areas of focus for the coming year.

**Strategic Goals**

1. **Implement the regional vision and guiding principles** of San Diego Forward: The Regional Plan (Regional Plan) by providing constructive input into the implementation of the Fixing America’s Surface Transportation Act and other key federal, state, and regional/local initiatives.

2. **Improve mobility** by providing more transportation choices through implementation of TransNet, public transportation, goods movement, Transportation Demand Management, emerging technologies, regional operations, and Active Transportation improvements.

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

4. **Enhance organizational effectiveness** both internally and externally through continuous improvements, technological solutions, employee engagement, professional development and training, and fiscal discipline. Partner with federal, state, and local agencies to ensure rapid delivery of projects; advance strategic efforts to increase communications with member and partner agencies, committees, and the public.

5. **Pursue new funding and innovative solutions** to fiscal, economic, and environmental challenges and opportunities.

**Areas of Emphasis**

The highest priorities for SANDAG during FY 2017 are the following Areas of Emphasis:

- **Modeling and Research.** Employ technologies, methodologies, and models to enhance and
expand agency research and analysis capabilities, and conduct key economic research – equipping SANDAG to provide comprehensive assessments of complex policy and operational issues, today, and into the future.

- **Sustainable Development: Planning and Funding Strategies.** Working with partner agencies and stakeholders, advance the region’s sustainability goals and policies, including those related to air quality and climate change. Use a coordinated planning process to implement the projects and programs contained in the Regional Plan, as well as develop funding strategies sufficient to support the region’s sustainability vision.

- **Sustainable Mobility Programs and Services.** Collaborate with Caltrans, transit operators, and other partner agencies to implement sustainable mobility projects, programs, and services that help to improve mobility, reduce traffic congestion, increase reliability, enhance customer service, and address air quality and climate change goals.

- **External Support and Communications.** Develop strategies to effectively engage the public and communicate essential information regarding the development of regional projects and programs. Expand member agency and stakeholder awareness and use of cost effective innovative tools, emerging technologies, and advanced practice methods.

- **Regional Operations and Services.** Manage and optimize operational programs and customer services to deliver enhanced mobility and public safety services for the region. Provide maintenance and support of intelligent transportation and regional law enforcement data systems for travelers and public safety agencies in the San Diego region.
### FY 2017 Preliminary Planning and Operations Work Element Objectives

#### Area of Emphasis: Modeling and Research

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<th>Work Element</th>
<th>Objective</th>
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<tr>
<td>23000.00</td>
<td><strong>Travel Demand Modeling</strong>&lt;br&gt;&lt;br&gt;<strong>Objective</strong>&lt;br&gt;A critical function of this work element is to ensure that the SANDAG regional transportation model is up-to-date and reflects the current and future needs of SANDAG. Objectives of this work element are to: (1) maintain the transit, highway, and active transportation networks; (2) provide continuous quality control of the modeling process, input data, and output results; (3) integrate new travel information; (4) allow flexibility to address policy issues that may arise; (5) develop new procedures to address new or modified laws, regulations, and guidelines for conducting transportation forecasting; (6) change procedures to remain compatible with state air quality programs or federal user benefit programs; and (7) prepare for the needs of the next Regional Transportation Plan. Emphasis in FY 2017 will be on calibration of the Activity-Based Model for localized areas and improving its ease of use.</td>
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<td>23004.00</td>
<td><strong>Land Use, Demographic, and Econometric Modeling</strong>&lt;br&gt;&lt;br&gt;<strong>Objective</strong>&lt;br&gt;A critical function of this work element is to ensure that the land use, demographic, and econometric models are up-to-date and reflect the current and future needs of SANDAG. The objective of this work element is to maintain a small-area, land-use simulation model, and maintain the current suite of tools, including the regional Demographic and Economic Forecast Model. These models, combined with the Activity-Based Transportation Model, provide the basis for almost every planning activity at SANDAG. They also provide SANDAG a sophisticated suite of policy analysis and simulation tools. Emphasis in FY 2017 will be to bring online updates to both the subregional land use model and a refresh of the regional demographic and economic model.</td>
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<td>23005.00</td>
<td><strong>Regional Demographic and Economic Estimates</strong>&lt;br&gt;&lt;br&gt;<strong>Objective</strong>&lt;br&gt;The objective of this work element is to produce up-to-date population, housing, income, and job estimates that serve a wide variety of planning and analytical uses, both at SANDAG and other agencies across the region. The annual demographic and economic estimates support state and federal requirements, including the Regional Transportation Plan, Regional Housing Needs Assessment, and other SANDAG programs. Emphasis in FY 2017 will be to transition to a population synthesis framework.</td>
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### Area of Emphasis: Modeling and Research

**23006.00**  
**Geographic Information Systems for Research, Planning, and Project Delivery**  
**Objective**  
The objectives of this work element are to: (1) create, update, document, acquire, and disseminate Geographic Information System (GIS) databases, imagery, applications, and services for staff and member agency use, and to guide and support SANDAG work program area GIS activities; and (2) provide technical support for desktop software, ArcGIS server, and AGOL web-based mapping applications and data services.

Emphasis in FY 2017 will be to: (1) support the spatial data and data services needs for regional analysis and decision-making; (2) support the implementation of the new SPACECORE system; (3) develop and maintain GIS data and applications in support of regional planning, applied research, operations, and TransNet initiatives; and (4) develop solutions to support the integration of GIS data, model output, and capital/operational project information into visualization products and services to support information sharing, improved storytelling capabilities, and transparency.

**23007.00**  
**Data Visualization, Dissemination, and Analysis Methods**  
**Objective**  
The objective of this work element is to provide analysis and visualization tools for policymakers, stakeholders, and staff to better understand issues, help them make informed decisions, and to market SANDAG successes.

Emphasis in FY 2017 will be to: (1) develop Geographic Information System models, procedures, and analysis in support of SANDAG programs; (2) develop visualizations, including maps, graphics, charts, animations, story maps and interactive web maps to support SANDAG programs and business needs; (3) develop visualizations for outputs from the Activity-Based Model, the Production, Exchange, and Consumption Allocation System model, and UrbanSim models; (4) research and implement the newest 3D visualization and modeling technology; and (5) continue to refine the SANDAG cartographic standards and strategies.

**23009.00**  
**Data Acquisition and Maintenance**  
**Objective**  
The objective of this work element is to acquire, maintain, and document data to support population, land use, and transportation model development and performance monitoring indicators for the region's transportation network. This data and information supports regional plans, the State of the Commute, and the performance measure reports.

Emphasis in FY 2017 will be to continue quarterly reporting, collect socioeconomic data in support of the State of the Commute report, collect and maintain traffic performance data, and continue maintenance and enhancement of internal SharePoint sites.
Area of Emphasis: Modeling and Research

23011.00  
Transportation Studies  
Objective  
The objective of this work element is to conduct transportation studies and surveys that are used for transportation and transit planning purposes and transportation model development.  

Emphasis in FY 2017 will be the administration of the Household Travel Behavior Survey.

23012.00  
Regional Economic and Municipal Finance Services  
Objective  
The objectives of this work element are to: (1) provide economic and fiscal analysis to support SANDAG projects and programs, including implementation of San Diego Forward: The Regional Plan, and TransNet; (2) develop economic data and analytical techniques for use in SANDAG projects; (3) periodically update the San Diego Regional Economic Prosperity Strategy (REPS), the San Diego Regional Indicators of Sustainable Competitiveness, the San Diego Regional Employment and Residential Lands Inventory, and the San Diego Regional Employment Clusters, among other reports; and (4) provide technical assistance and support to local jurisdictions, economic development organizations, and other agencies to address issues that affect the regional and local economies as well as municipal budgets and financial conditions.

Emphasis in FY 2017 will be to update of the REPS.

23014.00  
Regional Census Data Center Operations  
Objective  
SANDAG is the Regional Census Data Center (RCDC) for San Diego County. As the RCDC, SANDAG coordinates with the state data center network and the U.S. Census Bureau to collect and disseminate data. Coordinating these activities helps to ensure that the region has the best data available for population and housing estimate and forecast models, transportation models, and other regional data needs.

Emphasis in FY 2017 will be to help SANDAG staff, member agencies, and the public understand the annual census data releases. INFO publications and web-based information will be prepared to ensure wide access to relevant census data as well as workshops held regarding data use.

23015.00  
Multimodal ITS/TSM Assessment Modeling Tool  
Objective  
Intelligent Transportation System (ITS) and Transportation System Management (TSM) strategies have been identified in San Diego Forward: The Regional Plan as key emphasis areas for improving mobility and efficiency. The objective of this work element is to develop an integrated Activity-Based Model (ABM) component to measure and calculate the multimodal regional, corridor, and project-specific benefits of ITS and TSM strategies.

Emphasis in FY 2017 will be on integrating the ABM with the San Diego regional Dynamic Traffic Assignment model.
### Area of Emphasis: Modeling and Research

**23016.00**  
**NEW - Fresh Look at Impacts of Border Delays**  
**Objective**  
The objective of this study is to estimate the potentially significant economic effects of delays at the border; the critical economic link between San Diego and Imperial counties, and the Baja California border region, which has local, regional, statewide, and national importance in both the United States and Mexico. Emphasis in FY 2017 will be to complete the study and issue the final report by year end.

**23016.01**  
**NEW - Climate Change Analysis of Border Delays**  
**Objective**  
The objective of this study is to estimate the potentially significant greenhouse gas emissions effects of delays at the border; the critical economic link between San Diego and Imperial counties, and the Baja California border region, which has local, regional, statewide, and national importance in both the United States and Mexico. Emphasis in FY 2017 will be to complete the study and issue the final report by year end.

**23017.00**  
**NEW - Regional Land Inventory System**  
**Objective**  
The objectives of this work element are to: (1) ensure the SANDAG regional land inventory system (SPACECORE) will meet the requirements of the SANDAG suite of modeling and forecasting tools; (2) streamline workflow and ensure quality control through the regional growth forecasting process; (3) develop and maintain data to support the development of the binational land use and transportation models; and (4) enhance the spatial and content quality of the data to allow for the production of higher quality maps for various projects.

Emphasis in FY 2017 will be to: (1) complete the implementation of the SPACECORE system; (2) support the data need for regional demographic and economic estimates, Series 14 Regional Growth Forecast, and binational transportation model; and (3) develop the automated process to support the integration of land inventory data and the SANDAG modeling framework.

**23400.00**  
**CJ - Criminal Justice Clearinghouse**  
**Objective**  
The objectives of this work element are to: (1) support local criminal justice planning and policy-making by providing analysis of crime and other public safety statistics; (2) maintain current and historical information about crime and public safety strategies; (3) serve as the infrastructure for developing research designs to evaluate the effectiveness of crime prevention and reduction strategies; and (4) support the Public Safety Committee.

Emphasis in FY 2017 will be to produce timely and relevant publications that provide useful information to the community.
## Area of Emphasis: Modeling and Research

### CJ - Substance Abuse Monitoring

**Objective**
The Substance Abuse Monitoring Project is one of the only indicators in the San Diego region that monitors drug-use trends among juvenile and adult offenders over time. The objective of this work element is to support practitioners and policymakers in assessing the effectiveness of prevention activities and changes in drug trends.

Emphasis in FY 2017 will be to continue to measure drug use and other behavior trends among arrested adults and juveniles, and to conduct interviews with adults booked into three San Diego County detention facilities and juveniles booked into San Diego County Juvenile Hall on a biannual basis about their alcohol and other drug use history.

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

**Objective**
The Criminal Justice Research program provides quality research and evaluation in support of local law enforcement and public safety agencies.

Emphasis in FY 2017 will be to work closely with law enforcement partners, compiling valid and reliable statistics; and conduct rigorous process and impact evaluations of other efforts aimed at maintaining public safety and reducing the risk of recidivism for adult offenders. Of particular emphasis in FY 2017 will be the evaluation of the County’s implementation of the Assembly Bill 109 (Committee on Budget, 2011) realignment plan by providing support in documenting and monitoring the potential regional impacts of this restructuring of California's justice system.

### CJ - Youth Evaluation Projects (Group Program)

**Objective**
For a number of years, SANDAG has partnered with the San Diego County Probation Department to evaluate many of its programs, ranging from prevention to graduated sanctions for adjudicated youth. SANDAG also has developed partnerships with other youth-serving entities in the region to provide quality evaluations that support its funding and mission to provide innovative juvenile justice prevention and intervention services to youth.

Emphasis in FY 2017 will be to effectively track outcome measures for ongoing projects related to reducing juvenile delinquency and victimization as well as to evaluate programs directed at supporting at-risk youth populations.
### Area of Emphasis: Modeling and Research

#### 31009.00

**Series 14 Regional Growth Forecast**

**Objective**

The objective of this work element is to prepare the next growth forecast for use in San Diego Forward: The Regional Plan and other regional and local planning efforts. Furthermore, since the forecast horizon for the Series 14 Forecast will be 2050, like the Series 13 Forecast, this forecast will need to go beyond current plans and policies and land use assumptions of the local jurisdictions.

Emphasis in FY 2017 will be completion of a draft regionwide forecast.

#### 75000.00

**SANDAG Service Bureau**

**Objective**

The SANDAG Service Bureau is a fee-based operation that provides customized data and reports to member agencies, nonmember government agencies, tribal governments, private organizations, and individuals. It includes work conducted through SourcePoint, the nonprofit public benefit corporation chartered by SANDAG in 1982.

Emphasis in FY 2017 will be to provide professional products and services in the areas of feasibility studies and strategic planning, geographic information system mapping and analysis, demographic data and analysis, economic services, transportation modeling and analysis, and survey design and analysis to established and new clients. Activities also could include providing construction management services, access to the agency's on-call contractors, and other supportive services to member agencies.
### Area of Emphasis: Sustainable Development

**31004.00**  
**Regional Plan Implementation**  
**Objective**  
The objective of this work element is to assist with the implementation of San Diego Forward: The Regional Plan (Regional Plan) and its Sustainable Communities Strategy (SCS), adopted in 2015.  

Emphasis in FY 2017 will be to begin implementation of near-term and continuing actions outlined in the Regional Plan and its SCS.

**31006.00**  
**Air Quality Planning and Transportation Conformity**  
**Objective**  
The objective of this work element is to comply with federal requirements for air quality conformity analysis.

Emphasis in FY 2017 will be: (1) interagency consultation for amendments to the 2014 Regional Transportation Improvement Program (RTIP) and development of the 2016 RTIP; (2) preparation of the transportation conformity determination and regional emissions analysis for the 2016 RTIP; (3) implementation of the federal standard for Eight-Hour Ozone; (4) compliance with updates to transportation conformity rules and procedures; and (5) collaboration with the San Diego County Air Pollution Control District on development of a conformity State Implementation Plan for submission to the U.S. Environmental Protection Agency. This work element will be prepared in accordance with state and federal guidelines.

**31007.00**  
**Goods Movement Planning**  
**Objective**  
The objectives of this work element are to: (1) collaborate with interregional, state, and federal agencies, and goods movement organizations to coordinate the development, operations, funding, and legislative and regulatory changes for a goods movement transportation system; and (2) coordinate with the region’s freight agencies to continue development and implementation of the regional freight strategy as outlined in the San Diego Forward: The Regional Plan.

Emphasis in FY 2017 will be to participate in the development of freight funding programs at the federal, state, and local levels.

**31018.00**  
**Chula Vista Light Rail Trolley Improvement Study**  
**Objective**  
The objective of this project is to complete the design and environmental phase of a grade separated construction project at the intersection of Palomar Street and Industrial Boulevard that will improve traffic flow and safety. The emphasis in FY 2017 will be to complete an environmental document analyzing the potential impacts of a grade separation at this intersection.
### Area of Emphasis: Sustainable Development

<table>
<thead>
<tr>
<th>31020.00</th>
<th>San Diego Forward: The Regional Plan</th>
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<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>The objective for this element is to initiate the update of San Diego Forward: The Regional Plan for adoption in 2019.</td>
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<td></td>
<td>Emphasis in FY 2017 will be on the development of the work program and schedule (including Regional Housing Needs Assessment integration); reaffirmation of the regional vision, goals, and objectives; initial development of the unconstrained transportation network; review of the transportation project evaluation criteria and transportation cost estimates.</td>
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<tr>
<th>31021.00</th>
<th>Understanding Regional Truck Flows</th>
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<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of the project is to develop a planning tool to better visualize the demand characteristics of freight flows using real-time data. This effort will involve collaboration with Caltrans and other partner agencies and stakeholders in San Diego County as well as coordination with other metropolitan planning organizations in Southern California, private carriers, real-time data vendors, and local communities. Emphasis in FY 2017 will be to complete the best practices assessment, convene a public workshop for local freight stakeholders, procure vendor freight flow data, and develop and finalize the visualization tool.</td>
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<tr>
<th>32000.00</th>
<th>Regional Funding Strategies</th>
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<tr>
<td><strong>Objective</strong></td>
<td>The objective of this work element is to develop and implement a funding measure to meet regional needs for habitat conservation plans, water quality improvements, and transportation enhancements to implement San Diego Forward: The Regional Plan (Regional Plan), or other funding priorities directed by the Board of Directors.</td>
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<tr>
<td></td>
<td>Emphasis in FY 2017 will be on implementing an outreach and education program to inform the public about projects in the Regional Plan, the existing TransNet measures, and potential new regional funding measure.</td>
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<tr>
<th>32001.00</th>
<th>Regional Habitat Conservation Planning</th>
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<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>The objectives of this work element are to: (1) conduct advance planning and implementation of the region’s habitat preservation system by assisting in the development and implementation of the regional habitat conservation plans; (2) strategically apply TransNet Environmental Mitigation Program funding to assist regional open space acquisitions, management, and monitoring efforts; and (3) pursue funding through federal, state, and/or regional sources to meet the long-term requirements for various environmental programs.</td>
</tr>
<tr>
<td></td>
<td>Emphasis in FY 2017 will be on implementation of the Management Strategic Plan for land in Western San Diego County, restructuring and re-energizing the San Diego Management and</td>
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</table>
## Area of Emphasis: Sustainable Development

Monitoring Program, providing a summary of the regional conservation and management efforts, and advancing any habitat related funding initiatives.

### 32002.00
**Regional Shoreline Management Planning**

**Objective**
The objectives of this work element are to: (1) facilitate the implementation of beach restoration through large-scale and/or opportunistic replenishment activities; and (2) continue the Regional Shoreline Monitoring Program.

Emphasis in FY 2017 will be on monitoring the results of the 2012 Regional Beach Sand Project, continuing the baseline and enhanced Regional Shoreline Monitoring Program, and coordinating with local coastal jurisdictions on their coastal restoration projects.

### 32003.00
**Regional Energy/Climate Change Planning**

**Objective**
The objective of this work element is to save energy and reduce greenhouse gas emissions related to transportation fuels, electricity, and natural gas as well as address climate change mitigation and adaptation. This is done by implementing measures identified in San Diego Forward: The Regional Plan (Regional Plan) and its Sustainable Communities Strategy, Regional Energy Strategy (RES), Climate Action Strategy, and other regional plans.

Emphasis in FY 2017 will focus on the Regional Plan Environmental Impact Report mitigation measures by planning for zero emission vehicle infrastructure; supporting transportation components of energy roadmaps and climate action plans; supporting sustainability projects for disadvantaged communities; and exploring climate resiliency.

### 32010.00
**CEC: Implementation of Regional Electric Vehicle Plan**

**Objective**
The objective of this work element is to implement the San Diego Regional Plug-In Electric Vehicle Readiness Plan (2014) and facilitate activities to advance Electric Vehicle Charging Station (EVCS) deployment in the region.

Emphasis in FY 2017 will be technical assistance for local governments on permitting and inspection best practices for EVCS and education and outreach to local dealerships and workplaces on electric vehicle programs and incentives.

### 32011.00
**Energy Roadmap Program Continuation: SDG&E**

**Objective**
The objective of this work element is the continuation of the Energy Roadmap Program that formerly was identified under Overall Work Program No. 3200700. The program is a collaboration between San Diego Gas & Electric and SANDAG that began in 2010. It provides energy efficiency outreach, planning, and engineering assistance to offer ways jurisdictions can use less energy and
### Area of Emphasis: Sustainable Development

reduce greenhouse gas emissions in local government operations and their communities.

Emphasis in FY 2017 will focus on technical resources to assist member agencies with implementation of their energy roadmaps through benchmarking of municipal buildings' energy use, supporting energy efficiency upgrades, and support for climate action planning and data collection.

#### 33001.00

**TransNet Smart Growth Incentive and Active Transportation Grant Programs**

**Objective**

The objective of this work element is to administer and implement the TransNet Smart Growth Incentive Program (SGIP) and TransNet Active Transportation Grant Program (ATGP). The SGIP and ATGP fund local capital and planning projects that increase opportunities for biking, walking, and transit usage throughout the region and help lower greenhouse gas emissions.

Emphasis in FY 2017 will be on: (1) enhancing grant oversight and monitoring efforts for existing projects through the implementation of an automated project tracking system and implementing other process improvements; (2) communicating the successful use of TransNet funds across the region to support smart growth/transit oriented development, biking, walking and transit use; and (3) beginning preparations for the fourth cycle of grant funding.

#### 33004.00

**Regional Transit-Oriented Development Strategies**

**Objective**

The objective of this project is to implement the Regional Transit Oriented Development (TOD) strategy for the San Diego region, a component of San Diego Forward: The Regional Plan. This project will continue and build upon the TOD and smart growth work in which SANDAG has been involved.

Emphasis in FY 2017 will be to develop compelling visualizations and testimonials to encourage the implementation of additional TOD projects throughout the region, and finalize a "TOD Readiness Tool" that was initiated last fiscal year.

#### 33303.00

**Intergovernmental Review**

**Objective**

The objective of the Intergovernmental Review Program is to oversee the review of local environmental documents and monitor current and future development plans for potential impacts on the regional transportation network. This work is done in coordination with other work elements to facilitate implementation of San Diego Forward: The Regional Plan. This work is done in collaboration with Caltrans, the Metropolitan Transit System, and the North County Transit District.

Emphasis in FY 2017 will be to continue to improve coordination with partner agencies, to enhance intra-agency project tracking and circulation, and to provide comments on projects with regional impacts.
## Area of Emphasis: Sustainable Development

### 34001.00
**Interregional Planning: Imperial, Orange, and Riverside Counties**

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

*Imperial County:* Emphasis in FY 2017 will be to continue collaboration efforts with the Imperial County Transportation Commission, the Southern California Association of Governments (SCAG), and Caltrans on joint planning activities between the two regions, including the implementation of San Diego Forward: The Regional Plan and A Fresh Look at Impacts of Border Delays study.

*Orange County:* Emphasis in FY 2017 will be for SANDAG to continue to meet with the Orange County Transportation Authority, SCAG, and Caltrans to exchange information on long-range planning activities.

*Riverside County:* Emphasis in FY 2017 will be for SANDAG and the Western Riverside Council of Governments to review strategic objectives set forth in the Interstate 15 Interregional Partnership.

### 34002.00
**Interregional Planning: Binational Planning and Coordination**

**Objective**
The objective of this work element is to oversee and coordinate binational collaboration and coordination activities. This includes coordination of the Borders Committee and the Committee on Binational Regional Opportunities as well as collaboration with Mexico, including the municipalities and the State of Baja California, border stakeholders, and tribal governments.

Emphasis in FY 2017 will be to facilitate and promote active and effective communication and interaction among regional players and the different levels of government needed to address collaboration efforts.

### 34005.00
**Interregional Planning: Tribal Liaison Program**

**Objective**
The objectives of this work element are to: (1) continue the government-to-government framework for engaging the 18 federally-recognized sovereign tribal nations in the region in the regional transportation planning process as mandated by federal and state regulations; (2) coordinate and consult with tribal governments on major transportation, land use, and other regional planning initiatives to ensure timely and meaningful input into the decision-making process; (3) facilitate the substantive involvement of the Southern California Tribal Chairmen's Association in the SANDAG policy-making structure; (4) provide a technical forum for discussing tribal transportation issues through the Interagency Technical Working Group on Tribal Transportation Issues; and (5) collaborate with intertribal organizations working in policy areas within the purview of SANDAG. Emphasis in FY 2017 will be the development of an Intraregional Tribal Transportation Strategy to inform the next cycle of the Regional Transportation Plan.
Area of Emphasis: Sustainable Development

34010.00
NEW - Intraregional Tribal Transportation Strategy

Objective
The objective of this project is to develop an Intraregional Tribal Transportation Strategy in partnership with the tribal nations and other agencies that influence tribal transportation in the region.

SANDAG, in partnership with the Southern California Tribal Chairmen’s Association, Reservation Transportation Authority, County of San Diego, North County Transit District, Metropolitan Transit System, Caltrans, and Bureau of Indian Affairs, will work together to develop a strategy that identifies key multimodal projects that will improve tribal mobility while meeting regional, state, and federal goals. The strategy will include project priorities, cost estimates, identifying responsible parties, and developing a funding approach.
### Area of Emphasis: Sustainable Mobility

#### 31011.00
**San Diego International Airport Intermodal Transportation Center**

**Objective**
The objectives of this work element are the development of a multi-modal ground access plan for the area in and around San Diego International Airport, including facility needs for the planned Intermodal Transportation Center (ITC) along the north side of the airport, and roadway connections to/from Interstate 5.

Emphasis in FY 2017 will be on: (1) identifying a first phase ITC project, and (2) working with the San Diego County Regional Airport Authority on a ground access plan for the airport and surrounding areas.

#### 31014.00
**Airport Transit Plan - Phase II**

**Objective**
This project is a pass-through of Caltrans planning grant funds to the San Diego County Regional Airport Authority. The overall project objectives are to: (1) increase San Diego International Airport transit ridership from 1.2 percent to 5 percent; (2) enhance airport and regional mobility; and (3) reduce airport, City of San Diego, and San Diego region vehicular traffic congestion by providing remote terminal bus service to and from the airport that will offer an alternative to using a single occupant vehicle.

Emphasis in FY 2017 will be completing and prioritizing the list of recommended improvements and researching funding options.

#### 33002.00
**Active Transportation Planning and Programs**

**Objective**
The objective of this work element is to support SANDAG efforts to improve mobility and access through coordinated Active Transportation planning and project development activities. The Regional Bicycle Plan and the Active Transportation Program support the goals and principles of San Diego Forward: The Regional Plan to improve mobility, provide travel choices, improve public health, and reduce greenhouse gas emissions by increasing the mode share for walking and bicycling trips.

Emphasis in FY 2017 will be to support integration and coordination of regional bikeway projects and local active transportation efforts as well as the continued development of the Active Transportation Program’s monitoring and evaluation efforts.
### Area of Emphasis: Sustainable Mobility

#### 33100.00

**Smart Mobility Services to the Public (Group Program)**

**Group Objective**

The objective of this group program is to plan and implement services to the public that reduce traffic congestion and improve mobility throughout the region. The services provided in the following group of projects (33105.00 through 33118.00) describe the proposed activities for this fiscal year.

#### 33105.00

**511 Advanced Traveler Information Service**

**Objective**

The objective of this work element is to operate and maintain the existing 511 Advanced Traveler Information Service for the region. Emphasis in FY 2017 is to provide oversight of ongoing 511 system performance, deploy additional system enhancements, coordinate marketing and promotional efforts, and provide updates to the 511 mobile applications.

#### 33107.00

**Transportation Demand Management Program**

**Objective**

The objective of this work element is to manage the regional Transportation Demand Management (TDM) Program (iCommute). Emphasis in FY 2017 will be implementing, monitoring, and measuring TDM Program goals established in San Diego Forward: The Regional Plan and enhancing the iCommute Program administration tools.

#### 33107.01

**Transportation Demand Management - Planning Studies/Pilot Projects**

**Objective**

The objective of this work element is to conduct Transportation Demand Management (TDM) studies/plans and to develop pilot projects aimed at reducing vehicle miles traveled. Emphasis in FY 2017 will be planning for the expansion of shared mobility services in the region and supporting local jurisdictions with TDM planning and policy development.

#### 33107.02

**Transportation Demand Management - Employer Services**

**Objective**

The objective of this work element is to assist employers, organizations, and local jurisdictions with the development of Transportation Demand Management programs for their employees. Emphasis in FY 2017 is to continue to grow employer and employee participation in iCommute programs and services.

#### 33107.03

**Transportation Demand Management - Program and Service Delivery**

**Objective**

The objective of this work element is to assist with management of demand on the regional transportation system by providing commuter programs and services that promote transportation alternatives to driving alone. Emphasis in FY 2017 will be to manage the Guaranteed Ride Home and
Area of Emphasis: Sustainable Mobility

Regional Bike Parking Program.

33107.04
Transportation Demand Management - Regional Vanpool Program
Objective
The objective of this work element is to administer the Regional Vanpool Program and complete the annual National Transit Database report to the Federal Transit Administration. Emphasis in FY 2017 will be to grow participation in the program to achieve Regional Vanpool Program targets established in San Diego Forward: The Regional Plan.

33107.08
TDM - North Coast Corridor Transportation Demand Management Plan
Objective
The Interstate 5 (I-5) North Coast Corridor (NCC) Transportation Demand Management (TDM) Program provides geographically focused and context specific TDM solutions to manage congestion before, during, and after construction in the NCC. Emphasis in FY 2017 will be continued coordination of TDM and construction outreach to support the greater Golden Triangle during construction of I-5/Genesee Avenue Interchange, Mid-Coast Corridor Transit, and other capital projects.

33107.11
Transportation Demand Management - Outreach Program
Objective
The objective of this work element is to manage the public outreach, communications, and marketing of Transportation Demand Management programs and services. Emphasis in FY 2017 will be planning and coordinating campaigns and events designed to engage and encourage employer, school, and public participation in programs that promote transportation alternatives to driving alone.

33107.12
NEW - TDM-Innovative Mobility Options for Disadvantaged Communities
Objective
This grant funded project will expand carshare service into Barrio Logan and Logan Heights, providing these communities with access to a fleet of shared electric vehicles. Specifically, the project will seek to create 1,000 new carshare members increasing personal mobility for residents of a state-designated disadvantaged community.

33117.00
State of the Commute - Performance Monitoring Report
Objective
The objective of this effort is to provide annual performance monitoring reports on the State of the Commute for the San Diego region in accordance with the TransNet Extension Ordinance. Emphasis in FY 2017 will be to: (1) coordinate transportation data collection, assessment, and analysis activities; (2) work with local agency partners to gain consensus on ongoing transportation performance reporting indicators; (3) oversee and coordinate development of the annual State of the Commute Report; and (4) improve reporting capabilities of transportation performance data to internal and external stakeholders.
### Area of Emphasis: Sustainable Mobility

<table>
<thead>
<tr>
<th>Code</th>
<th>Program</th>
<th>Objective</th>
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<tbody>
<tr>
<td>33118.00</td>
<td>Connected Vehicle Development Program</td>
<td>The objective for this element will be to establish a Connected Vehicle Deployment and Business Plan for the San Diego region. Emphasis in FY 2017 will be to produce a concept of operations for various connected vehicle applications that can be used by Caltrans and the local agencies and provide the necessary guidance on this emerging technology.</td>
</tr>
<tr>
<td>33200.00</td>
<td>Transit Service Planning (Group Program)</td>
<td>This group program includes transit planning projects describing the SANDAG role in grant administration and monitoring, short-range planning, and transit project development. The following projects (33201.00 through 33215.00) provide more details regarding specific activities and progress to be made over the next fiscal year.</td>
</tr>
<tr>
<td>33201.00</td>
<td>Short-Range Transit Service Activities</td>
<td>The objectives of this work element are to: (1) fulfill the short-range transit planning functions of SANDAG, including preparation of the Regional Short-Range Transit Plan, Transportation Development Act performance monitoring, federal Title VI monitoring and reporting, fare policy development, and fare setting; (2) manage the competitive process for the TransNet Senior Services Grant Program and monitor grant recipients; (3) prepare transit area studies, operations plans, and planning input for TransNet projects; (4) provide assistance to transit operators; and (5) oversee the Consolidated Transportation Services Agency. Emphasis in FY 2017 will be to complete a regional fare study with the intent to simplify the fare structure, assess the need for future fare changes, and maintain regional farebox recovery rates. Project work also will focus on effectively managing SANDAG's responsibilities for TransNet Major Corridor Operations, and integrating the near-term projects from San Diego Forward: The Regional Plan into the Short-Range Transit Plan component of the Coordinated Plan.</td>
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<tr>
<td>33202.00</td>
<td>Coordinated Plan and Enhanced Mobility for Seniors and Disabled - FTA 5310</td>
<td>The objective of this work element is to fulfill the federal requirements to prepare, update, and maintain a Coordinated Human Services and Public Transportation Plan for San Diego County, and to administer grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program. Emphasis in FY 2017 will be to undergo the second competitive process to distribute Section 5310 funding.</td>
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<td>Area of Emphasis: Sustainable Mobility</td>
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<td><strong>33203.00</strong></td>
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<tr>
<td><strong>Passenger Counting Program</strong></td>
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<tr>
<td><strong>Objective</strong></td>
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The objective of this work element is to undertake the regional Passenger Counting Program (PCP) that fulfills a Federal Transit Administration (FTA) requirement for the transit operators and provides data required for local transit planning and performance monitoring. This project also manages the Trolley and SPRINTER ridership estimation counts and other minor surveys, which are required by the FTA and are used to manage local revenue-sharing requirements between Metropolitan Transit System (MTS) and North County Transit District (NCTD).

Emphasis in FY 2017 will be to continue to work with MTS and NCTD to incorporate Automatic Passenger Counter technology into MTS contract and NCTD COASTER vehicles, moving toward fully automating the PCP.

| **33208.00**                        |
| **New Freedom Pass-Through**        |
| **Objective**                        |
The objective of this work element is to facilitate pass-through funding for Federal Transit Administration Section 5317 New Freedom grants. The administration and oversight of these grants is funded separately in work element 33202 (Coordinated Plan and Enhanced Mobility for Seniors and Disabled). Emphasis in FY 2017 will be closing out existing grants.

| **33209.00**                        |
| **Job Access and Reverse Commute Pass-Through** |
| **Objective**                        |
The objective of this work element is to provide pass-through funding for Federal Transit Administration Section 5317 Job Access and Reverse Commute grants. The administration and oversight of these grants is funded separately in work element 33202 (Coordinated Plan and Enhanced Mobility for Seniors and Disabled). Emphasis in FY 2017 will be closing out grants.
**Area of Emphasis: Sustainable Mobility**

**33210.00**

**Regional Transportation Plan Transit Plan - Advance Planning**

**Objective**

San Diego Forward: The Regional Plan contains a number of new transit projects that have preliminary project-level planning work alignments and station locations. Initial advanced planning studies will be conducted to start to assess alignment options, stations, opportunities and constraints, and refine capital and operating budgets. Coordinating these studies with local jurisdictions could result in right-of-way reservations/dedications being set aside for these future transit projects.

Emphasis in FY 2017 will be to conduct ongoing planning on the Purple Line Light-Rail Transit Study to scope technical studies associated with future environmental analysis, determine right-of-way requirements and agreements for future light-rail alignments, and advance planning efforts on skyway projects in preparation for potential federal, state and/or private funding.

**33211.00**

**Veterans Transportation and Community Living Initiative Grant**

**Objective**

The objective of this work element is to administer pass-through funding for the Federal Transit Administration (FTA) Veterans Transportation and Community Initiative grant to 211 San Diego and its subcontractors to complete the San Diego County One Call/One Click Partnership Project proposal as approved by the FTA. The project includes the enhancement of the directory of transportation resources, the creation of a one-click transportation website, the provision of a 24/7 live telephone service, the development of a free mobile transportation application for smart phones, and the procurement and installation of at least 20 interactive transportation kiosks at military facilities, workforce one-stops, and other veteran sites.

Emphasis in FY 2017 will be the development of the new customer relationship management software and brokerage transportation software.

**33213.00**

**Regional Transit Signal Priority Study**

**Objective**

The Improving Bus Operations and Traffic - A Regional Approach to Transit Signal Priority Project will identify the best locations throughout the region to implement Transit Signal Priority (TSP) on existing local bus routes. This requires concurrence from the transit operators and the local jurisdictions. The objectives are to improve the reliability of transit bus operations, identify the corridors where TSP can be implemented to provide the greatest benefit, and increase the overall attractiveness of transit as an alternative to vehicular travel.

Emphasis in FY 2017 will be to complete TSP cost benefit analysis, prepare a final report, present findings to stakeholders and policy boards, and close out the grant.
**Area of Emphasis: Sustainable Mobility**

**33214.00**

**Enhanced Mobility for Seniors and Disabled Pass Through**

**Objective**

The objective of this work element is to facilitate pass-through funding for Federal Transit Administration Section 5310 grants. The administration and oversight of these grants is funded separately in work element 33202. Emphasis in FY 2017 will be passing through funding for subrecipients.

**33215.00**

**NEW - Flexible Transportation for Seniors and Disabled**

**Objective**

The Flexible Transportation Services for Seniors Project will evaluate options for improving social service transportation for seniors and the disabled. The Project will determine the mobility needs for San Diego County seniors, particularly in regards to flexibility in scheduling and availability of immediate services within desired service locations. The Project will explore elements of transportation business models, such as technology usage and scheduling/dispatching procedures that improve the flexibility of transportation options, including same-day or more immediate transportation.

Emphasis in FY 2017 will be performing public outreach, identifying existing conditions, conducting national best practices research, and assessing senior transportation business models.

**33216.00**

**NEW - Mid-Coast Corridor Mobility Hub Implementation Strategy**

**Objective**

This project will develop a Mid-Coast Corridor Mobility Hub Implementation Strategy (Mobility Hub Strategy) to support Transit Oriented Development areas adjacent to the Mid-Coast Corridor Transit Project (Mid-Coast) stations. The Mobility Hub Strategy will examine how Mid-Coast ridership projections can be augmented by a wide range of first mile/last mile solutions. The work will be done in partnership with the City of San Diego.

Emphasis in FY 2017 will be to develop a public outreach plan, conduct a preliminary assessment of the station sites, define vision and goals, and review existing conditions.

**33300.00**

**Subregional Transportation and Land Use Planning**

**Objective**

The objective of this work element is to coordinate San Diego Forward: The Regional Plan, adopted in 2015, with the local land use and transportation planning processes in the 18 cities and the County of San Diego, Caltrans, transit agencies, tribal governments, and others to improve mobility. This work element includes staff resources to prepare scopes of work and budgets for future subregional and corridor studies and to oversee these studies.

Emphasis in FY 2017 will be to collaborate with partner agencies to complete the design review of the Virginia Avenue Intermodal Transit Center and to participate in the development of a regional Transportation System and Demand Management framework to identify and pursue strategies to
Area of Emphasis: Sustainable Mobility

support the advancement of subregional planning efforts, such as the Interstate 8 Corridor Study completed in FY 2016.

33307.00
TSM - Integrated Corridor Management Programs
Objective
The objective of this work element is to implement Transportation System Management (TSM) projects included in San Diego Forward: The Regional Plan. Emphasis in FY 2017 is to continue with the development of Concept of Operations reports for key regional transportation corridors.

33308.00
Regional Mobility Hub Implementation Plans
Objective
Mobility hubs provide an integrated suite of transportation services, supporting amenities, and urban design enhancements that bridge the distance between transit and an individual origin or destination. Mobility hubs are places of connectivity where different modes of travel such as walking, biking, ridesharing, and transit come together to link users to housing, employment, and recreational destinations. They may use a single portal and payment system to plan, access, reserve, and pay for a full suite of transportation services. This study will identify a vision and strategies, screen and rank candidate sites; develop conceptual designs, and prepare an implementation strategy.

Emphasis in FY 2017 will be to design prototypes, select priority hub locations, analysis, and public outreach.

34006.00
LOSSAN Rail Corridor Planning
Objective
The objective of this work element is to coordinate planning and project development along the San Diego segment of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor.

Emphasis in FY 2017 will be: (1) continued participation in the LOSSAN Joint Powers Authority, including the Board of Directors, Technical Advisory Committee, and Staff Working Group; (2) preparation of potential rail grant funding applications; and (3) development of additional planning studies for the LOSSAN Rail Corridor.
<table>
<thead>
<tr>
<th><strong>Area of Emphasis: Sustainable Mobility</strong></th>
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<tbody>
<tr>
<td><strong>34009.00</strong></td>
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<tr>
<td><strong>High-Speed Rail Corridor Planning</strong></td>
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<td><strong>Objective</strong></td>
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<tr>
<td>The objective of this work element is to coordinate planning, environmental, and conceptual design work for planning purposes along the Los Angeles to San Diego via Inland Empire High-Speed Train section with the California High-Speed Rail Authority (CHSRA), Federal Railroad Administration, and fellow corridor planning agencies, which together make up the Southern California High-Speed Rail Inland Corridor Group.</td>
</tr>
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</table>

Emphasis in FY 2017 will be to continue coordination and assist the CHSRA in finalizing the Los Angeles to San Diego via the Inland Empire Section Refinement Analysis.
### Area of Emphasis: External Support and Communications

<table>
<thead>
<tr>
<th>15000.00</th>
<th>Project Monitoring and Oversight</th>
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<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of this work element is to provide ongoing coordination and liaison activities with sponsors of regional projects funded by the various programs administered by the state, federal agencies, and TransNet. General oversight will be exercised to ensure that the projects stay on schedule, keep within scope and budget, and meet all relevant federal, state, and local requirements, including the timely use of funds. Emphasis in FY 2017 will be on: (1) activities related to the Mid-Coast Full Funding Grant Agreement and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, including reporting and documentation requirements; (2) consideration of a TIFIA loan for the Interstate 5 North Coast Corridor; and (3) implementation of federal provisions contained in the Fixing America's Surface Transportation Act.</td>
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<thead>
<tr>
<th>15001.00</th>
<th>TransNet Financial Management</th>
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<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of this work element is to manage and administer the TransNet local sales tax funding consistent with the TransNet Extension Ordinance and Expenditure Plan. Activities include revenue forecasting, cash-flow analysis, financial planning, evaluation of debt strategies and instruments, fund investments, disbursements, and meeting accounting, auditing, and other reporting requirements. Emphasis in FY 2017 will be continued implementation of the TransNet Early Action Program.</td>
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<tr>
<th>15002.00</th>
<th>Independent Taxpayer Oversight Committee Program</th>
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<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of this project is to fulfill the requirements of the TransNet Extension Ordinance, which authorizes the Independent Taxpayer Oversight Committee (ITOC) to perform a number of functions relating to independent oversight of the TransNet Program. Emphasis in FY 2017 will be on updating the TransNet Plan of Finance, continued implementation of the TransNet Early Action Program and recommendations from the FY 2015 TransNet Triennial Performance Audit.</td>
</tr>
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<thead>
<tr>
<th>15003.00</th>
<th>Funds Management and Oversight</th>
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<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of this work element is to provide funding oversight that sustains regional transportation systems and facilities by: (1) estimating, administering, and allocating local, state, and federal funds; (2) preparing, adopting, and amending the Regional Transportation Improvement Program (RTIP); and (3) ensuring compliance and consistency with local, state, and federal laws and regulations related to the administration of these various funding sources, including conducting audits, submitting required federal and state reports, and ongoing tracking and monitoring of expenditures of San Diego-Coronado Bridge toll revenues. Emphasis in FY 2017 will be adoption of the 2016 RTIP.</td>
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### Area of Emphasis: External Support and Communications

<table>
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<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
<tr>
<td>15004.00</td>
<td><strong>Overall Work Program and Budget Programs Management</strong></td>
</tr>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of this work element is to provide the overall development, management, coordination, and direction for creating and implementing the annual SANDAG Program Budget, including the Overall Work Program (OWP). The OWP is a required component of the budget and encompasses all of the regional planning activities related to transportation, including supporting infrastructure. Emphasis in FY 2017 will be: (1) develop and define planning, operational, and recurring activities with the goal of communicating agency priorities balanced with available funding; (2) continue to enhance software tools and other technologies to optimize the development, management, and transparency of the SANDAG Program Budget; and (3) ensure effective coordination and compliance with local, state, and federal funding agencies.</td>
</tr>
</tbody>
</table>

| 23008.00    | **Regional Geographic Information Systems Data Warehouse**                  |
| **Objective** | The objectives of this work element are to: (1) continue initiatives to develop a regional Geographic Information Systems (GIS) data infrastructure; (2) continue ongoing collaboration with the San Diego Geographic Information Source (SanGIS), a Joint Powers Agreement between the City of San Diego and the County of San Diego to maintain and enhance the existing regional GIS data warehouse; and (3) collaborate with SanGIS to provide web hosting for its online mapping application and web services. In addition, SANDAG will monitor and implement new products, initiatives, and data sources to enhance the regional GIS infrastructure. Emphasis in FY 2017 is to continue development and maintenance of data transfer and data dissemination methods related to the Regional Data Warehouse, and develop applications, databases, and services to support regional data collaboration and data sharing with member agencies. |

| 33111.00    | **Regional Intelligent Transportation Systems Program Management**           |
| **Objective** | The objectives of this work element are to: (1) provide ongoing management support and strategic planning for the region's Intelligent Transportation Systems (ITS) Program; (2) conduct liaison activities and explore development opportunities with federal, state, tribal, and local agencies such as the Federal Transit Administration, Federal Highway Administration, Caltrans, SANDAG member agencies, and other peer agencies; and (3) provide oversight of the region's various ITS deployments, ensuring consistency and compliance with regional ITS architecture and federal mandates. Emphasis in FY 2017 will be to update the regional ITS Strategic Plan, establish on-call consulting contracts for ITS operations, and continue planning key technology projects. |
### Area of Emphasis: External Support and Communications

#### 73000.00
**TransNet Public Information Program**

**Objective**
The objectives of this work element are to: (1) implement a public information program to update the public, elected officials, and other stakeholders on TransNet Program activities; and (2) conduct public information activities to obtain input and feedback on TransNet projects. SANDAG endeavors to ensure meaningful involvement of traditionally underrepresented and underserved populations, such as the elderly, disabled, low-income, and minority community groups and leaders.

Emphasis in FY 2017 will be on continuing to create public information materials that educate the public on TransNet projects and programs, and that provide transparency to the public on the expenditure of TransNet funds.

#### 73001.00
**Public Involvement Program**

**Objective**
The overall objectives of the Public Involvement Program are to inform and involve citizens in the agency’s various programs, projects, and work activities. The agency actively seeks involvement and input from interested citizens and stakeholders in SANDAG work through public meetings and workshops, fully noticed public hearings, and ongoing broad citizen/organization involvement in the planning and decision-making process. This effort also includes regular interaction with the media as well as the production and distribution of fact sheets, newsletters, and other publications in printed or online format. The comprehensive SANDAG website also is maintained to provide easy access to meeting notices and agendas, reports, and other information. SANDAG endeavors to ensure meaningful involvement of traditionally underrepresented and underserved populations such as the elderly, disabled, low-income, and minority community groups and leaders.

Emphasis in FY 2017 will be on collaborating with Caltrans, Metropolitan Transit System, and North County Transit District as well as with federal and state agencies on regional transportation and transit events and projects, and providing ongoing support of agency initiatives. The implementation of San Diego Forward: The Regional Plan and future potential regional funding initiatives also will be a focus. Emphasis also will be placed on meeting federal standards for social equity and environmental justice programs.

#### 73002.00
**Marketing Coordination and Implementation**

**Objective**
The objectives of this work element are to implement a marketing program to support major work efforts such as Rapid transit, 511, iCommute, FasTrak®, San Diego Forward: The Regional Plan, Mid-Coast Transit Project, and to coordinate marketing efforts among Caltrans and SANDAG corridor directors, the agency's Service Bureau, and other projects.

Emphasis in FY 2017 will be to continue communications and marketing efforts for SANDAG projects/programs, release enhancements to the 511 web and phone systems, launch a redesigned website for sandag.org, and coordinate with partner agencies to share project and service messages.
## Area of Emphasis: External Support and Communications

### 73003.00
**PC, Internet, and Database Applications**

**Objective**
The objectives of this work element are to: (1) improve work and productivity through the application of database and programming technologies; (2) increase the accessibility of the Regional Information Systems by developing, enhancing, and documenting custom software and database solutions for the Overall Work Program, Finance, and Administrative functions; and (3) provide direct, comprehensive technical support to transit, iCommute, FasTrak®, SANDAG websites, and the SANDAG Intranet.

Emphasis in FY 2017 will be to: (1) provide direct technical support to update various internal applications; (2) provide support for budget development and the agency's financial software application (ONESolution) reporting; (3) provide direct technical support to maintain the current SANDAG website and its ancillary sites, and develop or assist in the creation of new SANDAG websites using responsive design techniques.

### 73004.00
**Government Relations**

**Objective**
The objective of this ongoing work element is to manage federal and state legislative activities in accordance with the SANDAG Legislative Program.

Emphasis in FY 2017 will be to monitor and respond to implementation of the federal surface transportation authorization, Fixing America's Surface Transportation Act, pursue additional resources and funding mechanisms, and support implementation of SANDAG plans and programs.

### 73005.00
**Interagency Coordination**

**Objective**
The objective of this work element is to support the SANDAG Board of Directors and Policy Advisory Committees by developing and communicating interagency solutions concerning regional transportation systems, implementation of transportation projects, optimal funding solutions, conflict resolution, and other coordination needs.

Emphasis in FY 2017 will be to continue to coordinate regionally focused activities with member agencies and the public to jointly advance SANDAG issues and initiatives.

### 73006.00
**Social Equity Program**

**Objective**
The objective of this work element is to support the concepts of environmental justice and social equity involve analysis of the burdens of plans, policies, and actions to ensure they do not disproportionately affect low-income and minority communities and that these communities share equally in the benefits of the plans, policies, and actions (and are not denied access to federally-funded programs).
Area of Emphasis: External Support and Communications

Emphasis in FY 2017 will be to continue efforts in assisting project managers with project level social equity analyses and working with staff to standardize social equity analyses for SANDAG grant programs to the extent feasible.

73008.00
Social Equity Best Practices and Modeling Tool

Objective

The objective of this work element is to: (1) use a collaborative process to develop standardized sets of data inputs and assumptions, evaluation criteria, and performance measures used in social equity analyses based upon public input and best practices information from transportation planning agencies; (2) hold stakeholder meetings and workshops to inform the process; and (3) development of a social equity modeling tool that can be used statewide to assess the effectiveness of regional plan and project alternatives.

Emphasis in FY 2017 will be to hire a consultant firm to obtain consensus on performance measures and tool features, and to develop the Social Equity Analysis Tool.
### Area of Emphasis: Regional Operations and Services

#### 33102.00
**Motorist Aid Services - Freeway Service Patrol**

**Objective**
The objective of this ongoing program is to reduce freeway congestion and enhance safety by providing a roving motorist aid service that patrols designated urban freeways and assists/removes stranded or disabled vehicles. The Freeway Service Patrol (FSP) is an ongoing effort administered by SANDAG in coordination with Caltrans and the California Highway Patrol.

Emphasis in FY 2017 will be placed on continued support of ongoing FSP motorist aid services, including monitoring of the pilot program (midday and weekend), and implementation of a fleet management system.

#### 33103.00
**Interstate 15 FasTrak® Value Pricing Program**

**Objective**
The objectives of this work element are to: (1) maximize utilization of the Interstate 15 (I-15) Express Lanes by allowing FasTrak® customers to pay a toll/fee to use the excess capacity of the facility; (2) leverage agency resources to cost-effectively manage the program and collect toll revenue and fees from customers; and (3) utilize price controls to maintain performance levels in the lanes to ensure reliable commute times.

Emphasis in FY 2017 will be to maximize utilization of the Express Lanes through adjusting price and density controls in order to enhance overall facility performance.

#### 33110.00
**Intelligent Transportation Systems Operation**

**Objective**
The objective of this work element is to address the ongoing operations, system administration, network communications, and maintenance needs of regional Intelligent Transportation Systems deployments. SANDAG has deployed several modal programs, systems, and regional communications networks that transition from implementation into normal or pilot operations.

Emphasis in FY 2017 will be the continued support of the Integrated Corridor Management System, the 511 Mobile Application, the Intermodal Transportation Management System, and the Regional Arterial Management System.

#### 33121.00
**State Route 125 Facility Operations**

**Objective**
The objective of this work element is to maintain and operate the State Route 125 Toll Road, collecting tolls and project revenue to pay for operations, maintenance, and the debt incurred in the acquisition of the franchise agreement.

Emphasis in FY 2017 will be to continue to oversee daily facility, roadway, and business operations as well as meeting all financial commitments and debt obligations; and implementation of plans for a centralized tolling back office system.
**Area of Emphasis: Regional Operations and Services**

<table>
<thead>
<tr>
<th>33122.00</th>
<th><strong>Motorist Aid - Call Box Program</strong></th>
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<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of the program is to improve the safety of the public and the highway system by providing lifeline assistance to stranded motorists. The program provides access to support services through the region’s roadside call boxes, mobile phone access, call center services, and transfers to the California Highway Patrol so that motorists can get the assistance needed in the San Diego region.</td>
</tr>
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Emphasis in FY 2017 will be to provide maintenance and to right size the physical call box network to meet the needs of the region; expand use of the mobile call box service; and enhance the delivery of motorist aid services and supporting programs.

<table>
<thead>
<tr>
<th>73500.00</th>
<th><strong>ARJIS: Services to Member Agencies (Group Program)</strong></th>
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<tbody>
<tr>
<td><strong>Group Objective</strong></td>
<td>The objective of this group program is to provide Automated Regional Justice Information Systems services to member agencies and other law enforcement jurisdictions in the region. The projects in this group include a variety of automated services and programs in support of this overall objective.</td>
</tr>
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<thead>
<tr>
<th>73501.00</th>
<th><strong>ARJIS: Maintenance and Support</strong></th>
</tr>
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<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of this work element is to provide ongoing support and maintenance for Automated Regional Justice Information System (ARJIS) Enterprise and all applications used by ARJIS agencies. Included is customer support for these initiatives via help desk services, troubleshooting, problem tracking, and minor system and program modifications.</td>
</tr>
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Emphasis in FY 2017 will be to ensure that new and existing software licenses for all ARJIS software-related projects are procured and that the ARJIS operational environment supports all members of its user base.

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<thead>
<tr>
<th>73502.00</th>
<th><strong>ARJIS: Project Management and Administration</strong></th>
</tr>
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<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>The objective of this work element is managing operations and administration for the Automated Regional Justice Information System (ARJIS) Program and enhancing ARJIS systems according to priorities set by the Board of Directors, Public Safety Committee, Chiefs’/Sheriff’s Management Committee, and the ARJIS Business Working Group.</td>
</tr>
</tbody>
</table>

Emphasis in FY 2017 will be supporting those groups, providing management oversight, monitoring contracts and purchase orders, invoicing ARJIS member agencies, managing training and outreach to customers, and researching available grant opportunities.
### Area of Emphasis: Regional Operations and Services

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<tr>
<th>Code</th>
<th>Project</th>
<th>Objective</th>
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<tbody>
<tr>
<td>73503.00</td>
<td>ARJIS: Enterprise System</td>
<td><strong>Objective</strong>&lt;br&gt;The objective of this work element is to continue development of the Automated Regional Justice Information System (ARJIS) Enterprise.&lt;br&gt;&lt;br&gt;Emphasis in FY 2017 will focus on enhancements to the ARJIS Enterprise through two new application developers (Mobile and Geographic Information System) and on the expansion of the ARJIS regional Information Technology capabilities, such as hosting services and Disaster Recovery site services.</td>
</tr>
<tr>
<td>73514.00</td>
<td>ARJIS: South West Offender Real-time Notification (SWORN)</td>
<td><strong>Objective</strong>&lt;br&gt;The Automated Regional Justice Information System and agencies in Arizona will collaborate to advance cross-boundary information exchange pilot projects. The goal is to develop interstate sharing of corrections, probation, parole, and law enforcement data along the southwest border of the United States. Tangible results will be realized through secure, wireless mobile devices to enable real-time field access to data, alerts, and photographs not shared currently.&lt;br&gt;&lt;br&gt;Emphasis in FY 2017 will be to: (1) deploy mobile devices to additional agencies; (2) obtain metrics and feedback on the South West Offender Real-Time Notification application; and (3) produce the final report.</td>
</tr>
<tr>
<td>73516.00</td>
<td>ARJIS: Graffiti Tracker</td>
<td><strong>Objective</strong>&lt;br&gt;The objective of this work element is to provide regional support to the Graffiti Tracker Program, capture metrics on system usage and produce reports for participating agencies, identify trends and patterns, and provide customer outreach and training to encourage system usage.&lt;br&gt;&lt;br&gt;Emphasis in FY 2017 will be to continue to perform outreach, with a focus on adding more users to the smartphone pilot, and develop an interface from Graffiti Tracker to the Automated Regional Justice Information System automated office system.</td>
</tr>
<tr>
<td>73518.00</td>
<td>ARJIS: National Institute of Justice RAND Collaboration</td>
<td><strong>Objective</strong>&lt;br&gt;The objective of this work element is to collaborate with the RAND Corporation on a research effort for the National Institute of Justice (NIJ) to evaluate information sharing systems. Staff will serve as the liaison between Automated Regional Justice Information System (ARJIS) users and the RAND Project Manager and will provide anonymized aggregate data, metrics, and usage reports.&lt;br&gt;&lt;br&gt;Emphasis in FY 2017 will be collaborating with RAND to define new projects for analysis; producing articles on the benefits of information sharing and submit them to research journals; analyzing data sets from various ARJIS databases; and assisting RAND in the development of status reports for the NIJ.</td>
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### Area of Emphasis: Regional Operations and Services

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<thead>
<tr>
<th>73520.00</th>
<th>ARJIS: ARJISnet Infrastructure and Mobile</th>
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<tr>
<td><strong>Objective</strong></td>
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<tr>
<td>The objective of this work element is to provide ongoing support and maintenance for Automated Regional Justice Information System (ARJIS) network infrastructure, including all wired and wireless connectivity between ARJIS, the data center(s), member agencies, and the ARJIS Wireless Mobile environment in accordance with the Federal Bureau of Investigation Criminal Justice Information Services policy.</td>
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<tr>
<td>Emphasis in FY 2017 will be on converting the existing member agencies' connectivity from OPT-E-MAN circuits to Point to Point virtual private network circuits. Another priority is setting up the ARJIS Enterprise Disaster Recovery site at San Diego Police Department headquarters.</td>
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<tr>
<th>73521.00</th>
<th>ARJIS - Urban Area Security Initiative FY 2015</th>
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<tr>
<td><strong>Objective</strong></td>
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<tr>
<td>The objective of this work element is to coordinate, develop, and implement applications that enhance public safety throughout the San Diego region. The Department of Homeland Security Urban Area Security Initiative addresses this need by funding agencies to implement projects that target information sharing in San Diego County and bordering regions.</td>
<td></td>
</tr>
<tr>
<td>Emphasis in FY 2017 is on continued efforts with the Sheriff's Department on the interface to the NetRMS Records Management System, creating a regional information systems training program, and developing a public safety mobile application store.</td>
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</table>
Introduction

The independent certified public accounting audit firm of Davis Farr, LLP has concluded the annual audit of SANDAG for the fiscal year ended June 30, 2015. The Comprehensive Annual Financial Report (CAFR) is provided as an attachment to this report (Attachment 1).

Discussion

The CAFR presents the financial position and activity of SANDAG and the three component units, which include the San Diego County Regional Transportation Commission, SourcePoint, and the Automated Regional Justice Information System. The auditors have expressed an unqualified (clean) opinion on these basic financial statements.

In compliance with Statement of Auditing Standards (SAS) No. 114, the auditor is required to communicate certain matters to the governing body (Attachment 2). These matters include significant audit findings related to qualitative aspects of accounting practices, difficulties encountered in performing the audit, corrected and uncorrected misstatements, disagreements with management, management representations, management consultations with other independent accountants, and other audit findings or issues.

In summary, the required communications letter states that no difficulties or disagreements were encountered by the auditors in dealing with management and there was no corrected or uncorrected material misstatement in the SANDAG financial statements.

The Government Finance Officers Association (GFOA) of the United States and Canada awarded a Certificate of Achievement for Excellence in Financial Reporting to SANDAG for its CAFR for the fiscal year ended June 30, 2014. This was the eighth consecutive year that SANDAG received this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized CAFR. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement only is valid for a period of one year. We believe that the FY 2015 CAFR will continue to meet the Certificate of Achievement Program requirements, and have therefore submitted it to the GFOA to determine its eligibility for another certificate.

ANDRÉ DOUZDJIAN
Director of Finance
Attachments: 1. SANDAG CAFR for the fiscal year ended June 30, 2015*
   2. SAS No. 114 Required Audit Communications Letter

Key Staff Contacts: Leeanne Wallace, (619) 699-0728, leeanne.wallace@sandag.org

*Please note:
The full document in electronic format can be downloaded at:

www.sandag.org/2015CAFR

Hard copies of the report will be provided at the Executive Committee meeting and are available by contacting the Public Information Office at (619) 699-1950 or pio@sandag.org.
Item 6 - Attachment 1:

SANDAG CAFR for the fiscal year ended June 30, 2015

The full document in electronic format can be downloaded at:
www.sandag.org/2015CAFR

Hard copies of the report will be provided at the Executive Committee meeting and are available by contacting the Public Information Office at (619) 699-1950 or pio@sandag.org.
Board of Directors  
San Diego Association of Governments  
San Diego, California

We have audited the financial statements of the governmental activities, the business-type activities, the blended component unit, the aggregate discretely presented component units, and each major fund of the San Diego Association of Governments (SANDAG) for the year ended June 30, 2015. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, Government Auditing Standards and OMB Circular A-133, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated August 24, 2015. Professional standards also require that we communicate to you the following information related to our audit.

**Significant Audit Findings**

**Qualitative Aspects of Accounting Practices**

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by SANDAG are described in Note I to the financial statements. As described in Note I.E.12 to the financial statements, the SANDAG changed accounting policies related to pension liabilities by adopting Statement of Governmental Accounting Standards (GASB Statement) No. 68 in 2015. Accordingly, the cumulative effect of the accounting change as of the beginning of the year is described further in Note II.M to the financial statements. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management’s knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates and judgments affecting the SANDAG’s financial statements were:

- Management’s estimate of the fair market value of derivative instruments is based on a consultant’s report. We evaluated the key factors and assumptions used to develop the fair value of the derivative instruments, including recalculating the fair value of the instruments, in determining that it is reasonable in relation to the financial statements taken as a whole.

- Management’s judgments related to recording capital assets, including which expenses to capitalize, appropriate useful lives, which capital assets to transfer as contributed capital to other government agencies. We evaluated the key factors and assumptions used by management in making these decision in determining that capital assets are reasonable in relation to the financial statements taken as a whole.
• Management’s estimate of transactions related to net pension liabilities based on actuarial information.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were:

• The disclosure of Cash and Investments in Note II A to the financial statements.
• The disclosure of Derivative Activity in Note II D to the financial statements.
• The disclosure of Defined Benefit Pension Plan information in Note II K to the financial statements.

**Difficulties Encountered in Performing the Audit**

We encountered no significant difficulties in dealing with management in performing and completing our audit.

**Corrected and Uncorrected Misstatements**

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. None of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to SANDAG’s financial statements taken as a whole.

**Disagreements with Management**

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor’s report. We are pleased to report that no such disagreements arose during the course of our audit.

**Management Representations**

We have requested certain representations from management that are included in the management representation letter dated December 14, 2015.

**Management Consultations with Other Independent Accountants**

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a “second opinion” on certain situations. If a consultation involves application of an accounting principle to the governmental unit’s financial statements or a determination of the type of auditor’s opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.
However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

**Other Matters**

We applied certain limited procedures to management's discussion and analysis, budgetary comparison information of the general fund and major special revenue funds, the schedule of change in net pension liability and the schedule of plan contribution which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management’s responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the combining and individual nonmajor fund statements and the budget and actual schedules, which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We were not engaged to report on the introductory section and statistical section, which accompany the financial statements but are not RSI. We did not audit or perform other procedures on this other information and we do not express an opinion or provide any assurance on it.

**Restriction on Use**

This information is intended solely for the use of the Board of Directors and management of SANDAG and is not intended to be and should not be used by anyone other than these specified parties.

December 14, 2015
Irvine, California